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Thursday, March 15, 1984
Phalguna 25, 1905 (Saka)

LOK SABHA DEBATES

(Fourteenth Session)

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Shri A.B.A. Ghani Khan Choudhury

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Shri A.B.A. Ghani Khan Choudhury

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LOK SABHA

Thursday, March 15, 1984/Phalguna 25, 1905 (Saka)

The Lok Sabha met at three minutes past Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Pregnant Women Suffering from Nutritional Anaemia

*264. SHRI A.R. MALLU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that about 50 per cent of the pregnant women in India suffer from nutritional anaemia in the last three months of pregnancy ; and

(b) if so, the steps Government propose to take to remedy the situation ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) No country-wide survey has been conducted. However, a large number of women in their last trimester of pregnancy suffer from nutritional anaemia.

(b) Besides disseminating nutrition education in the community through mass-media and other channels, a programme for prevention of nutritional anaemia through distribution of Iron and Folic Acid tablets is being implemented.

SHRI A.R. MALLU : Sir, many a time the hon. Prime Minister has stated that much importance has to be given to the problem of women. I am unable to understand why the survey has not been conduct so far. I would like to know from the hon. Minister whether there is any proposal before the Government to conduct the survey in the near future and, if not, why do you not plan for it.

SHRIMATI MOHSINA KIDWAI : No countrywide survey has yet been conducted. But I think the hon. Member will appreciate that in his State there was a survey conducted to find out the percentage of pregnant women suffering from anaemia. A recent survey carried out by the National Institute of Nutrition of the ICMR at Hyderabad has revealed that the prevalence of anaemia amongst rural population is as much high as 60 per cent. We are also concerned about the health problems specially for the pregnant women and new born children. We are doing our best to prevent anaemia which is very much prevalent in rural areas. Anaemia is one of the major health problems affecting women of child-bearing age and children in the country.

The major cause of anaemia is iron deficiency. Anaemia among the rural population appears to be due to inadequate intake or poor absorption of iron owing to predominantly cereal-based food. We are giving to the pregnant women Iron and Folic Acid tablets. We are giving them one tablet of Iron and Folic Acid for hundred days through our ICDS programme, through our primary health centres, through our dispensaries and through our health sub-centres. There is a network of these programmes in the rural areas.

SHRI A.R. MALLU : My question was very specific but it was not answered. Being a woman, the hon. Minister

represents women. I do not think she will neglect women. I hope, at least this question of mine she will be answering.

The hon. Minister, Mrs. Mohsina Kidwai, sometime back, in reply to Mr. Brajamohan Mohanty's Unstarred Q. No. 4309, answered in this House that some nutritional programme is suppose to cover 600 lakh women in the Sixth Plan. I want to know whether the target fixed has been achieved and, if not, what action is being taken to reach the target.

Secondly, it is noticed that many of the women who suffer from anaemia come from the poor sections, that is, Scheduled Castes and Scheduled Tribes. The programmes which are being started in the country are more confined to the urban areas, rather than to the rural areas. Sometime back, the hon. Minister was also pleased to answer that the ICDS programme is being extended all over the country. It was stated that, in the beginning, they have taken up 600 blocks and that they will gradually cover 1000 blocks. Is it not necessary on the part of the Government to introduce this programme all over the country, in all the blocks, in the interest and welfare of women ?

SHRIMATI MOHSINA KIDWAI : As regards the targets and achievements, in 1980-81, our target was 12 million and we achieved 11.1 million.

12 million was the target which was achieved during 1981-82.

12 million was the target which exceeded to 14.7 million in 1982-83.

11.4 million was the achievement up to December, 1983.

About these ICDC Blocks, women are given supplementary nutrition of about 500 calories and 20 to 25 grams of protein at the rate of 50 paise per beneficiary per day for 300 days a year. Out of 820 sanctioned projects, 511 are fully operational. We are trying our best to expand this Programme all over the country in course of time but, as you know, with the limited resources, it is difficult to expand the Programme fully in all the rural areas but we are extending it gradually.

DR. KRUPASINDHU BHOI : I must congratulate the Hon. Minister because she has very categorically replied to the question of my friend Mr. Anantha Ramulu Mallu. But the whole crux of the problem is, the Department of Family Planning does not deal with the problems of expectant mothers and of neo-natal infant cases.

The Hon. Minister has introduced last time the National Health Policy for 2,000 A.D. The Hon. Minister has also just now informed the House that 60% of the expectant mothers are suffering from malnutrition, anaemia and other ailments. It is for this reason the infant mortality rate is much higher than expected and by 2,000 A.D. there is every possibility of this problem assuming unmanageable proportions.

I would like to ask the Hon. Minister through you whether the Ministry of Health and Family Welfare has made any concrete proposals to the Prime Minister and to the Ministries of Education and Social Welfare to solve the problems of neo-natal deaths, infant mortality and, at the same time, maternal mortality so that the Department of Social Welfare will be an asset to the Government instead of a liability ?

SHRIMATI MOHSINA KIDWAI : The Ministry of Education and the Ministry of Social Welfare are coordinating their efforts with the Ministry of Health and Family Welfare. We have taken up the project in the rural areas through ICDC Blocks which is managed by the Ministry of Social Welfare and through these Blocks, we are expanding our Mother and Child Welfare Care Scheme in coordination with the Department of Health.

DR. KRUPASINDHU BHOI : Is there any administrative problem ?

SHRIMATI MOHSINA KIDWAI : There is no administrative problem. The

objectives of the Ministries of Education and Social Welfare and of Health and Family Welfare are the same.

श्री रामविलास पासवान : यह बहुत ही महत्त्वपूर्ण प्रश्न है ।

अध्यक्ष महोदय : यह महत्त्वपूर्ण है, इसी लिए तो इस काम के लिए दो लेडी मिनिस्टर रखी गई हैं ।

श्री रामविलास पासवान : सरकारी आंकड़ों के मुताबिक इस देश में एक करोड़ लोग अंधे हैं । अंधेपन का कारण यह है कि गर्भवती महिलाओं को पौष्टिक आहार नहीं मिलता । अभी एक डाक्टर सी० गोपालन ने एक आर्टिकल में कहा है कि 1983 में जो बच्चे पैदा हुए हैं, उनमें से 50 परसेंट बच्चों के मस्तिष्क का विकास नहीं हो सकेगा और अंततोगत्वा आयरन डेफिसेंसी के कारण वे विकलांग बन जाएंगे । मैं मन्त्री महोदय से पूछना चाहता हूं कि चूंकि देश का फ्यूचर इसी पर निर्भर है, इसलिए क्या सरकार ने गर्भवती महिलाओं को सफिशेंट मात्रा में दवाइयां और मुफ्त पौष्टिक आहार देने के लिए अलग से कोई विशेष योजना बनाई है । उसने 'हैल्थ फार आल' का जो नारा लगाया है, वह कभी पूरा नहीं होने वाला है—वह 5000 में भी नहीं होगा । तो इसके लिए विशेष कार्यक्रम कोई है या नहीं और उन बच्चों का क्या होगा जिनका मस्तिष्क विकसित नहीं है ?

श्रीमती मोहसिना किदवई : इसमें कोई शक नहीं है कि यह बहुत अहम सवाल है । इस में भी कोई शक नहीं है कि इन्फैंट माटलिटी का हमारे मुल्क में काफी ऊंचा परसेंटेज है । माननीय सदस्य ने जो सवाल उठाया यह इतना आसान सवाल हमारे मुल्क में इसलिए नहीं है कि अच्छी गिजा की कमी की वजह से और दूसरे कारणों की वजह से—जो बहुत छोटी उम्र में शादियां हो जाती हैं । वह लड़कियाँ खुद बच्चियां होती हैं । जिनके बच्चे पैदा होते हैं, उन्हें यह खुद पता नही होता है कि जब बच्चा पेट में आता है तो क्या करना चाहिए, क्या गिजा खानी चाहिए, फीमेल एजूकेशन की कमी की वजह से और दूसरे यह कि जो हमारे यहां की सामाजिक परेशानियां हैं उन की वजह से, छोटी उम्र में शादी कर दी, बच्चो को कुछ पता नहीं है, तमाम इस किस्म की चीजें जो हैं और तीसरी चीज वह है कि गुरवत और एकोनामिक कंडीशन की वजह से जिनके कारण उनको जो गिजा मिलनी चाहिए, जो अच्छा आहार मिलना चाहिए और अच्छा माहौल मिलना चाहिए, वह सब नहीं मिलता इन सारी वजहों से यह कठिनाई है चाहे और वह हमारी गर्भवती महिलाओं की मौत हो या जो नवजात बच्चे पैदा होते हैं उन की बात हो, यह सारी प्राबलम एक दूसरे से जुड़ी हुई हैं, इनके ऊपर अलग-अलग हम काम नहीं कर सकते । आप ने फरमाया कि इसके लिए योजना क्या है ? तो योजना तो पूरी यही है कि जो सब-सेन्टर्स हैं और प्राइमरी हैल्थ सेन्टर्स हैं, जो मल्टी परपज वर्कर्स हैं, हर गांव में एक दाई होगी, एक हेल्थ गाइड होगा जो यही एजूकेशन देते हैं, इन सबके द्वारा इसके लिए कोशिश करते हैं और जो पौष्टिक आहार की बात है यह हमारी सोशल वेलफेयर मिनिस्ट्री कर रही है। आई० सी० डी० सी० ब्लाक्स की तरफ से इसको चालू किया है और फोलिक एसिड और आयरन टेबलेट्स जो दी जाती है उसके बारे में हमने अभी जैसा बताया कि जो हमने टारगेट रखा है वह अचीव भी किया है और इस साल एक्सीड भी किया है । उम्मीद है कि इसमें हम बढ़ते ही जाएंगे । दूसरे जो बच्चों की मौतें होती हैं उसके लिए इम्म्यूनाइजेशन का प्रोग्राम शुरू किया गया है जो 1990 तक पूरा हो जाने की उम्मीद है । सारी जो गर्भवती महिलाएं होंगी उनके लिए और टिटनस से भी बच्चे जो बहुत

मरते हैं उनके लिए भी इम्म्यूनाइजेशन का प्रोग्राम है, पौष्टिक आहार का प्रोग्राम है...

श्री रामविलास पासवान : क्या मन्त्री महोदया को मालूम है कि सारे प्राइमरी सेन्टर्स में सब में दाईयां हैं ?

श्रीमती मोहसिना किदवई : प्राइमरी सेन्टर्स में डाक्टर्स हैं...

श्री रामविलास पासवान : जब दाई नहीं होगी तो डाक्टर क्या करेगा ?

श्रीमती मोहसिना किदवई : दाई है, डाक्टर है, मिड-वाइफ है। एक गांव में एक दाई है...

श्री रामविलास पासवान : नहीं है।... ...(**व्यवधान**)...

श्रीमती मोहसिना किदवई : चार लाख ट्रेन्ड दाइयां हैं। आप के गांव में नहीं हो तो बताइएगा, उसके लिए कोशिश की जायगी।... (**व्यवधान**)...

अध्यक्ष महोदय : यह स्टेट सबजेक्ट है। स्टेट की देखभाल इसके लिए होती है।

श्रीमती मोहसिना किदवई : आप सही फरमा रहे हैं, दाई और हेल्थ गाइड का जहां तक ताल्लुक है यह स्टेट गवर्नमेन्ट देखती है।

श्री रामविलास पासवान : यह आप के 20 प्वाइंट प्रोग्राम का पार्ट है।

श्रीमती मोहसिना किदवई : स्टेट गवर्नमेंट इसे देख रही है और हम भी इसके लिए कोशिश कर रहे हैं।

SHRI AMAL DATTA : It has been claimed that the target which was set at 12 million has been achieved in two successive years. I think, the number of women who need coverage in this fashion through iron tablets and other nutritional food should be around 25 million in India. Why has the target been set at 12 million which is what the hon. Minister has stated ? Number two, what is the total amount being spent in this fashion so that wecan have an understanding of what is the concern of the Government in this regard ?

SHRIMATI MOHSINA KIDWAI : The budget estimates for the scheme against nutritional anaemia for mothers and children in 1983-84 were Rs. 199.10 lakhs and the revised estimates Rs. 149.37 lakhs. In 1984-85 it is about Rs. 220 lakhs.

Metro Railway and Electric Trains in Madras

*268. SHRI ERA ANBARASU ; Will the Minister of RAILWAYS be pleased to state :

(a) the steps being taken to implement the metro railway project in Madras after its inauguration ;

(b) when the proposed Madras Port to Luz electric train project will be taken up for implementation; and

(c) the steps being taken to run additional electric trains from Madras Beach to Tambaram on account of increasing traffic ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) Detailed designing, soil exploration work along the alignment, acquisition of land and preliminary works have been taken in hand for Madras Beach—Luz Rapid Transit System.

(b) The completion date of the Madras Beach—Luz Project would depend upon annual availability of funds.

(c) At present 260 EMU trains and one conventional fast train are being run as against 256 train run in 1982. This has eased the overcrowding. For lack of

resources it is not possible to run additional EMU trains on this section.

SHRI ERA ANBARASU : When the commuter traffic in Madras has increased from 60 million to 200 million per year from 1965 to 1983, the motor coaches remained stagnant at 45. No additional motor coaches are manufactured in the ICF. Every day there are accidents due to falling out or due to overcrowding. The electrical equipments required for the coaches are neither imported nor indigenously manufactured from 1970.

The hon. Minister also visited Tamil Nadu, especially from Madras to Tambaram in the year 1983 and I learn that he has also instructed increasing the number of trains to cater to the needs of commuters, but so far nothing has been done. What is actually required is only about 25 motor coaches. Therefore, I would like to ask the hon. Minister whether he will take immediate decision either for the manufacture of 25 motor coaches indigenously or by importing it.

SHRI A.B.A. GHANI KHAN CHOUDHURY : There is no doubt that there is shortage of EMU metre gauge motor coaches and we are trying to increase the production of such coaches in the ICF, Madras and also we are looking into the possibility of import of necessary electrical components.

SHRI ERA ANBARASU : Again I want to ask the hon. Minister. Maraimalai Adigal Nagar which is in the Chingleput parliamentary constituency is a satellite town, fast improving and the suburban traffic is also becoming more congested and heavy. This place is not yet connected by electric trains from Tambaram to Maraimalai Adigal Nagar and there is no proposal also evolved to cater to the needs of the commuters of this section. Therefore, I would like to ask the hon. Minister whether there is any proposal to conneet the satellite town from Tambaram and Madras. And is there any other proposal to run additional trains which, instead of starting from Singaperumal Koil, can be started from Chingleput and run via this Maraimalai Adigal Nagar ? I would like to have a categorical reply from the hon. Minister.

SHRI A.B.A. GHANI KHAN CHOUDHURY : I do not have the figures but I would like to inform the hon. Member that in the Madras Beach-Tambaram section at present 14 trains are reaching Madras Beach between 9 and 10 hours. 260 EMU trains and one conventional fast train are also on the run in this section. But, even then, as I have said, there is a shortage of coaches and overcrowding is there and that is why we are trying to manufacture the electrical equipments.

These trains are very old types. You do not get them in any other country, except probably in Japan. We are thinking also if possible to import from Japan, because it is metre gauge and they are very old types.

About extension, the information is not available with me whether we are going to have extension or not.

SHRI K. RAMAMURTHY : Sometime back a question was asked whether a train was hijacked. Likewise, here the main question has been hijacked. The question is whether Madras city is more congested and the electric train traffic is not catering to the needs of the commuters. There were two proposals. One is the Metro Rail and another is the circular railway connecting Madras Fort station with Luz Corner, whether this proposal has already been inaugurated by the hon. Minister also and whether they have taken up these two projects or only one project, if so how such money is estimated and how much money is allocated in this budget for this project.

This I would like to know from the hon. Minister.

SHRI A.B.A. GHANI KHAN CHOUDHURY : We have allocated a very small amount of money because there are lots of preliminary works to be done firstly, such as detailed designing soil exploration, acquisition of land etc., etc. Suppose if I give more money to this work, nothing will be achieved.

If all these so-called preliminary works are done, then, we will definitely give more money. But, I am told by experts that these preliminary works will take full one year. So, it is no use giving money now. But, I can assure the hon. Member that the money will not be a question on this.

V.O.A. Transmitting Centre in Sri Lanka

*269. SHRI BRAJAMOHAN MOHANTY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether his attention has been drawn to the Voice of America building up a powerful transmitting Centre in Sri Lanka and if so, the details thereof ;

(b) whether it contravenes the basic perception of non-aligned movement to build up a new information order ;

(c) whether Government of India have drawn the attention of the Government of Sri Lanka in this regard ; and

(d) what is the reaction of the non-aligned countries including India in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) The Government of Sri Lanka concluded an agreement on 9th December, 1983 permitting the Voice of America to establish a transmission station in Sri Lanka. The station will have six powerful transmitters—four of 500 kw and two of 250 kw. With this power, broadcasts can be beamed to the whole of Asia. The site of the Voice of America station has, however, still to be decided.

(b) to (d). On a smaller scale these facilities have existed since the early Nineteen Fifties'. Sri Lanka is a non-aligned country and the Govt. of Sri Lanka are no doubt aware of the support of the NAM to the new International Information and Communication Order. Govt. of India have been in touch with them.

SHRI BRAJAMOHAN MOHANTY : Sir, so far as his answers to part (b), (c) and (d) are concerned, I am afraid, the hon. Minister is afraid to face the facts.

As a matter of fact, the Government of India's attitude has not been categorically stated in the answer. That is my point number one. My second point is this. What is the attitude of the NAM Movement ? This is not reflected in the answer. As such, I would like to know from him whether there has been any collective attempt to express the views of the NAM Movement and to impress upon the Government of Sri Lanka as to what should be the attitude of the NAM Movement regarding this installation. Another aspect of my question is the new U.S.'s strategy. On the one hand, they are trying to withdraw the order on the ground that the UNESCO is pursuing this perception in the matter of information and communication order and, on the other hand, the installation of a powerful set in Sri Lanka—the entire area of the Asian continent is dominated by the Voice of America—would go against the very cult of peace and non-alignment for which the NAM stands. In this background, I would like to know from the hon. Minister what is his explanation that before fifties or so, small installations were there although the perception of independent communications order was not there.

In the background of this new perspective order adopted by the NAM Movement, what should be their reaction of the Government of India and what should be the reaction of the NAM Movement as such for such an installation which ultimately defeats very much this new concept of the independent information and communication order ?

SHRI P.V. NARASIMHA RAO : Sir, the question asked for a certain information. I have given that information. Whether it contravenes the basic perception of NAM to build up a new information order, to this question I have said that even before the Non-alignment Movement came into existence, this facility was in existence in Sri Lanka. Now, the Sri Lankan Government, with whom we have been in touch, have told us that what is now being sought to be

done is an extension of what was already there. We are still examining that, talking to them and discussing with them in the meanwhile. The Movement has been in existence for more than twenty years. Subsequently, the new information order, the concept of the new information order has come into existence. It is being supported fully by the Non-aligned Movement. All these facts have been gone into. Sir, the point is, if the facility which existed is sought to be extended, how are we going to object to that ? We are discussing with them. We have examined the agreement. Copy of the agreement has been made available to us. We are discussing in a friendly way.

SHRI BRAJAMOHAN MOHANTY: May I know whether other countries associated with NAM have been consulted in this regard and whether any consensus of opinion has evolved and, if so, has it been communicated to Government of Sri Lanka ?

SHRI P.V. NARASIMHA RAO : This is something which does not normally happen. If a government in the non-aligned movement takes a decision at the national level we do not comment on that in the movement unless there is a flagrant violation. They have been telling us that what has existed before is sought to be strengthened or extended. This is the position.

PROF. K.K. TEWARY : Mr. Speaker, Sir, I am sorry to say that our response to this very serious situation is rather mutes and feeble. I wonder if you have heard the Voice of America. It is blatantly propagandist and subversive. The Minister has referred to the earlier agreement but now the world situation especially in our region has practically undergone a sea change. America is not only installing this transmission facility in Sri Lanka but is also seeking to establish a military base in Sri Lanka and all around us. Therefore, this arrangement impinges on our security. It is disturbing out security environment. Therefore, this matter assumes a very great significance and particularly when we are championing a new information and communication order under the aegis of the NAM. Then looking at this development, I think, the response of the Minister and the Government of India to this development should have been more positive. Therefore, I would like to know whether the Minister has actually evaluated this sinister development in the light of American move to establish bases and whether this transmission facilities would add as an instrument of subversion and de-stabilisation not only in India but all around us.

SHRI P.V. NARASIMHA RAO : This is a question in regard to a particular matter—a particular installation—certain proposal to strengthen that installation. In regard to bases, security environment and all the general factors that need to be taken into account, I would like to assure the House that Government is fully seized of all these aspects. The only thing is that I cannot bring in all these things while answering this question. This is the only limited answer that I can give.

PROF. K.K. TEWARY : When will you give a comprehensive reply ?

SHRI P.V. NARASIMHA RAO : On the 20th. I think my Ministry's Demands are coming up on that day. I hope you will have full opportunity to advise me on all these matters.

SHRI SATYASADHAN CHAKRABORTY : Sir, the Minister has replied in his usual way revealing very little and concealing most. Anyway since our Prime Minister is the Chairperson of NAM and India is a leading country of the non-aligned movement, may I know whether the Government of India itself feels that this is a flagrant violation of the agreement that was reached in the last summit ? A new information order means fighting the other information order, generally the order that was built up by the imperialist countries. Naturally this Voice iof America is nothing but the voice of neo-colonialism which is in many respects contrary to our vital interests. Now may I know whether you propose to convey your displeasure to Sri Lanka Government as Chair-person of NAM to persuade Sri

Lanka Government not to go or with the strengthening of the system because this will affect our country as also other non-aligned countries ?

SHRI P.V. NARASIMHA RAO : I have already submitted to the House that we are talking to them and we are examining it. They have been good enough to make a copy of the agreement available to us. We have found that their claims in respect of some points are not substantiated ; others are substantiated. So, this dialogue is going on.

SHRI SATYASADHAN CHAKRABORTY : You have not given us what is your opinion.

Commonwealth Secretariat

*271. DR. KRUPASINDHU BHOI : Will the Minister of EXTERNAL AFFAIRS be pleased to state what assistance India is getting from Commonwealth Secretariat in various fields ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO): A statement is placed on the Table of the house.

Statement

The Commonwealth Secretariat was established by Commonwealth Heads of Government in 1965 to serve primarily as the central agency for organising consultations and the exchange of information among the governments of the Commonwealth. The consultative element remains a major feature of the Secretariat's service to governments, but its developmental role has been progressively increased by subsequent decisions. In 1971, governments established the Commonwealth Fund for Technical Cooperation (CFTC) to assist developing member countries through the provision of experts and advisers and the financing of training for their nationals. They further enlarged the scope of Secretariat activities by setting up the Commonwealth Youth Programme in 1973. The executive staff of the Commonwealth Science Council also form part of the Secretariat.

The CFTC works through the General Technical Assistance Programme providing experts and advisers, the Technical Assistance Group (its in-house consultancy), the Industrial Development Unit and the Export Market Development Programme. It also currently bears the cost of the Management Development Programme and the Food Production and Rural Development Division. It additionally funds developmental work, mainly training-oriented activities, undertaken by other specialist divisions and programmes of the Secretariat.

The assistance received by India from the CFTC is confined mostly to the Export Market Development Programme. For the year 1981-82, for which figures are available, India received assistance amounting to £ 324,600 involving seven projects in the International Trade Sector. These projects cover trade promotion, trade contacts, marketing, product improvement and infrastructural development. Besides these projects, India has benefited from :

(1) consultancy contracts for CFTC aided projects in third countries.

(2) individual Indian experts being utilised by the programme.

(3) organisation of symposiums etc. for Commonwealth countries under the aegis of the CFTC.

The Commonwealth Science Council (CSC) comprising 32 Commonwealth countries, developing and developed, provides the institutional framework for scientific collaboration in Commonwealth countries. It covers areas such as energy, renewable natural resources, mineral resources, environmental planning, etc. Two training courses at the Khadi and Village Industries Commission in India were organised during the period 1981-83. Another project concerning low-cost engines resulted in the construction of a 7-horse-power diesel engine and a

training course in India on the design, manufacture and testing of small engines. CSC has collaborated with India on the management and use of water hyacinth. Progress has been made on two main aspects of the project, the biological control of the weed, and its utilisation as biomass. A workshop on biological control was held in India in May 1982. Potential biomass uses have been identified such as the production of paper and board, biogas, etc. Pilot projects to make paper established at Hyderabad have been successfully completed. In addition to the above, the Commonwealth Science Council have undertaken a number of projects to which India has been able to contribute and from which we have benefited significantly.

The Commonwealth Youth Programme was launched to stimulate fresh activity in the field of youth affairs. A Commonwealth Youth Programme Centre has been set up in Chandigarh to meet the specific needs of Commonwealth countries of the Asia-Pacific region.

In addition to the CFTC, the CSC and the CYP Commonwealth countries continue to cooperate in a wide range of fields. India, as much as other Commonwealth countries, benefit from such cooperation. The following is an illustrative list of the different fields of Commonwealth cooperation :

(1) Food production and rural development

(2) Legal cooperation

(3) Human Resource Development

(4) Education

(5) Fellowships and training

(6) Health

(7) Management Development

(8) Woman and development

(9) Information.

DR. KRUPASINDHU BHOI : Sir, the statement laid on the Table of the House is just like an Essay. It is just like students being asked to write an Essay in a Primary School. No categorical answer has been given. From 1965 this Commonwealth Secretariat has been established with a few developing countries, some underdeveloped countries and developing countries. So, categorically 3 points come up now : Technical cooperation, scientific cooperation and recently the Commonwealth Youth Programme. My question is, what are the concrete fields in which India has received assistance from the Commonwealth Secretariat ? In Technical cooperation, only export market development programme has been achieved, but no other thing has been achieved. The second thing is Science and Technology Cooperation. In this Science field also, what are the categorical science and technology or new design parameters which we have received from the developed countries ? There are 38 National Research Laboratories existing in our country. What are the modern new design parameters which are being evolved and exported to different developing countries and underdeveloped countries through the Commonwealth Secretariat ? To that point he has not answered. So I want to know this from the hon. Minister. My question is categorical and very small. The answer should be categorical with data statistics. I want to know what are the categorical modern design parameters which is uptodate in the world, which we are importing in the field of food production, rural development, Human management and development, Education, Science and Technology etc ? What is the yield of India through the Commonwealth Secretariat in regard to Health, Family Planning, Management Development, woman development, infrastructure development and Information ? I want to know this categorically from the hon. Minister because Science and Technology is a vastly growing field. What are the particular design parameters in critical fields like Energy, Health, and Family Planning in regard to which we are getting assistance from developed countries which are superior in design parameters and research ? In what way and how we are exploiting our underutilised 38 National Research Laborarto-

ries in our country to export our know-how to the developing and the under-developed countries through the Commonwealth Secretariat ?

SHRI P.V. NARASIMHA RAO : Sir, the answer runs into two full pages and that is why I have said, "A Statement is placed on the Table of the House". The hon. Member may feel that it is an essay. Well, whether it is to be called an Essay or not, I can say, the information which is given in this answer is quite comprehensive.

MR. SPEAKER: I think the Question was also as wide. The answer has been matched by the Supplementary Question.

SHRI P.V. NARASIMHA RAO : Sir, further details which have been asked for in his Supplementary, I am afraid, is impossible to answer because I don't deal with those details. This Ministry does not deal with those details. I deal with only the principles and the arrangements. That is what is given in this note. I would also like to inform the hon. Member that in the Commonwealth, we are not always at the receiving end. We give so much of assistance to other countries, Members of the Commonwealth, Developing countries in the context of South-South Cooperation and in the context of the Commonwealth. So, that also has to be borne in mind.

So far as we are concerned, we are deriving what are called indirect benefits, first in the export market development and then, Sir, in the development unit, almost one-half the contribution is ours. Likewise, almost half the personnel working there also are Indians. That is the indirect benefits that we get. Then, another fall-out is that if certain machinery is needed in those areas, that machinery is exported from India. So, these things cannot be quantified. They are indirect benefits. Those benefits are good enough for us to continue our participation in this programme in a big way, the way we are doing.

DR. KRUPASINDHU BHOI : Sir, now he is telling us that it will take time to collect information from different Ministries. But so far as his Ministry is concerned, will the hon. Minister kindly let the House know whether in the recently concluded CHOGAM. at Delhi there was some discussion about the growing international tension and threat of nuclear war ? Will the hon. Minister let the House know whether India, as the leader of the NAM countries impressed upon the developed countries of the Commonwealth for taking initiative regarding the New International Economic Order ?

SHRI P.V. NARASIMHA RAO : All the Commonwealth documents have been made available to the Members. I had also made a statement then. In regard to our contributions, certain figures which I have, I can pass them on to the hon. Member. India's contributions to the Commonwealth Secretariat are as follows :

In 1981-82, it amounted to 2.36% of the total coming to £ 116,14.00. In 1982-83, it was 126.933.00. In 1983-84, it was £ 97,828.00. In the Commonwealth Foundation, our contributions are like this :

In 1981-82	—£ 55,000.00
In 1982-83	—£ 55,000.00
In 1983-84	—£ 55,000.00

Like that our contribution in all these programmes is available with me. If the hon. Member is interested, I can make available a copy of this to him.

Eligibility of Students for Admission to J.N.U.

*272. SHRI KRISHAN CHANDRA HALDER : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that Jawaharlal Nehru University authorities have recommended that only those who study in the 10+2+3 system will be eligible for admissions to J.N.U.;

(b) if so, out of the total States of the Indian Union how many States have this system;

(c) how the Jawaharlal Nehru University can hold its all India character if the students of those states which do not have the above system are denied the opportunity to enter J.N.U.; and

(d) the reaction of Government thereto ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE : (SHRIMATI SHEILA KAUL) : (a) No, Sir.

(b) to (d). In the case of students from States and Union Territories which have not yet adopted the 10+2+3 pattern, provision has been made that students who have qualified in the first year University examination of the Bachelor's or Master's degree, as the case may be, are eligible to appear in the admission test. This provision will ensure that no student from any State or Union Territory is denied the opportunity to join the J.N.U.

SHRI KRISHNA CHANDRA HALDER : Mr. Speaker, Sir, the hon. Minister in her reply to part (a) of my question has said 'No'. But in a round about way, she has answered to parts (b) to (d) of my question that provision has been made that students who have qualified in the first year University examination of the Bachelor's or Master's degree, as the case may be, are eligible to appear in the admission test. The J.N.U. adopted a democratic and progressive admission policy in the year 1973 and it was implemented from the academic session of 1974-75...(*interruptions*). The main features of this policy were to ensure the statutory provision of twenty percent reservation for scheduled caste and scheduled tribe students, and through a system of weightages, students from socially backward, economically backward and regionally backward backgrounds would have access to this national University. This system of weightages was worked out to constitute twenty points on a hundred point scale. Of the remaining eighty points, thirty were earmarked for previous academic record and fifty on the basis of the candidates' performance in the admission tests. Because of this, a large number of students from socially and economically backward backgrounds were admitted. Now, with the change in policy, sixteen States of the country who do not follow the 10+2+3 pattern will suffer. I, therefore, urge upon the hon. Minister not to change the democratic and progressive policy adopted in 1973 and implemented from the academic session of 1974-75. That should be continued without any change. I would like to have a categorical answer from the Minister.

SHRIMATI SHEILA KAUL : Mr. Speaker, Sir, if you permit me to club Questions No. 10 and 15 together, that would help answer this question... (*interruptions*).

AN. HON. MEMBER : Where are questions 10 and 15 ?...(*interruptions*).

SHRIMATI SHEILA KAUL : Kindly hear me. The hon. Member has said that according to the admission policy of 1973, some weightage was given to certain categories for admission, and why that democractic and progressive admission policy has been withdrawn.

In this context, I would like to inform the hon. Member that this is the decision of the Academic Council of the JNU and I would like to read it out for you :

> "The Academic Council of the University after extensive deliberations and having considered the views expressed by various components of the University Community approved the admission policy in its meeting held on January 21, 1984."

Therefore, it is the Academic Council that has done it. It is very difficult for anybody to interfere in the deliberations of the Academic Council. I do not

know how we can come in and ask them to change the policy unless they do it themselves.

SHRI KRISHNA CHANDRA HALDER : I have mentioned in my first supplementary question that the Minister is misleading and confusing the House. She has admitted that the Academic Council of JNU has changed the previous admission policy which was democratic and progressive one. The representation was given to H.E. the President of India and many MPs including Mr. Paswan and Mr. Amal Datta ; they were there and they asked them not to change that democratic, progressive admission policy. She has mentioned that due to the failure of the academic standard, they had changed the previous admission policy. A study was made by Zakir Hussain Centre of Education which mentioned that students from the deprived category had performed better than the non-deprived one. So, there is no question of changing the previous admission policy. In view of the recommendation made by them, will you continue the previous admission policy and strike out the 1984 admission policy which is hampering the deprived students of the backward sections of our country, backward States and especially the North Eastern Region from where Mr. Thungon comes ?

SHRIMATI SHEILA KAUL : The admission for SC & ST and disabled persons is still there. The Academic Council has gone into the question of only economically deprived sections. Everybody including the hon. Member knows that the universities are autonomous bodies. How can we ask them to change their admission policy ? It is upto them and also upto the hon. Member to go and ask them about it. The government cannot do anything in this matter.

MR. SPEAKER : They cannot impose it.

SHRI KRISHNA CHANDRA HALDER : The students from metropolitan cities like Delhi, Bombay, Madras and Calcutta get a chance.

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष जी, जे० एन० यू० की स्थापना इसलिए हुई थी कि देश के विभिन्न भागों से लोगों को लेकर एक आदर्श विश्वविद्यालय बनाया जाए और वास्तव में दुनिया के सामने इस बात को रखा जाए कि यह एक ऐसा विश्वविद्यालय है जहां नेशनल इन्टीग्रेशन हो पाता है। इन सब बातों को ध्यान में रखकर एजुकेशन पालिसी बनाई गई थी। रीजनल, सोशल और इकानामिक बैकवर्डनेस के आधार पर बीस पाइन्ट रखे गए थे कि उन लोगों को प्रवेश दिया जायेगा जो बैकवर्ड एरियाज से आते हैं। यहां के इंटेलिजेसिया सोफिस्टिकेटेड लोग जब गांव के लड़कों को देखते थे तो उनको अच्छा नहीं लगता था। इसलिए, एकेडेमिक पालिसी चेंज की गई। मन्त्री जी ने बताया कि वे कुछ नहीं कर सकतीं। ऐसी बात है तो यह प्रश्न ही क्यों एडमिट किया गया ?.....(**व्यवधान**)

MR. SPEAKER : There is nothing in it. I do not agree. It is irrelevant.

श्री राजेन्द्र प्रसाद यादव : क्या यह बात सच है कि पिछले कई महीनों से यूनिवर्सिटी में संघर्ष चल रहा है ? मंडल कमीशन पर जब सरकार रिजर्वेशन के बारे में विचार करने जा रही है.....(**व्यवधान**)

Then, why was this question admitted ? जब एक तरफ बैकवर्ड लोगों को जो सुविधा मिली हुई थी उसको सरकार कैसे विदड्रा कर सकती है ?

MR. SPEAKER : I do not agree. It has already been answered.

श्री राजेन्द्र प्रसाद यादव : अभी महीनों से वहां संघर्ष इसीलिए चल रहा है।

अध्यक्ष महोदय : चल रहा है तो ठीक है। The University will take care of it, Mr. Kurien,

PROF. P.J. KURIEN : I concede that the University is an autonomus body. I went to know if the allegation is that the prevailing indiscipline in the Jawaharlal Nehru University, which is still continuing, is due to the fact that sufficient Scrutiny has not been done at the time of admission. If she is aware of this allegation, I would like to know what step she is going to take to scrutinise the students at the time of the admission so that the indiscipline prevailing in the University is checked.

Also, I would like to know one more thing. The 10+2+3 system has been adopted by same of the States only. What steps does the Ministry of Education propose to take to see that the other States also adopt that system ?

SHRIMATI SHEILA KAUL : So many questions have got together; that is the problem.

MR. SPEAKER : You answer only one, because he is allowed only one supplementary.

SHRIMATI SHEILA KAUL : According to the new policy, the admission test will be held at 21 centres to ensure th at candidates from all parts tof the country are able to compete for he admission. According to the Academic Council, the changes were made, also to prevent misuse of the weightage given to certain categories. This is their viewpoint. As for the States that are following the 10+2+3 pattern, there is a big list and I do not want to waste the time of the House. If you want I can read.

MR. SPEAKER : It is all right.

SHRI SATISH AGARWAL : That is very kind of you.

MR. SPEAKER : Shri Chitubhai Gamit. Absent.

Shri Arjun Sethi. Absent.

Shri Bhogendra Jha. Absent.

Dr. Vasant Kumar Pandit.

Amendments to Marriage and other Acts to Remove Provisions Repugnant to Leprosy Patients

*275. DR. VASANT KUMAR PANDIT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Indian Health Organisation has urged upon the Government to make suitable amendments in various marriage and other Acts to remove provisions which are repugnant to leprosy patients ;

(b) whether it is medically established that leprosy is curable and not a hereditary disease and it does not affect the longivity of the person ;

(c) if so, the reasons why the Life Insurance Act forces leprosy affected persons to pay double the normal premium ;

(d) whether it is a fact that mere scrapping of the Indian Lepers Act of 1898 will not bring the social change unless repugnant sections of the aforesaid Acts are suitably amended ; and

(e) if so, the action proposed to be taken by the Government in this regard and by what time ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (e). A statement is laid on the table of the Sabha.

Statement

The Working Group set up by Government of India on Leprosy inter-alia, have recommended the repeal/ amendment of the portions in the following Acts/Rules which are derogatory and discriminatory so far as leprosy patients are concerned.

(i) Lepers Act 1898.

(ii) Hindu Marriage Act of 1956, Section 10 judicial Separation, Section 13 Divorce.

(iii) Hindu Special Marriage Act 1954 Section 27.

(iv) Moslem Marriage Act 1939, Section 2 (VI) and

(v) Indian Christian Marriage Act 1872 Section 13 (IV)

(vi) Motor Vehicle Act of 1939, Second Scheduled Section (7) 5.

(vii) **Life Insurance Rules :**

Premium rates are higher for leprosy patients. This is irrelevant as leprosy does not shorten the life span of a patient. The premium rate should be as for a normal person.

(viii) **Election Rules :**

Under the present practice there is a separate voters booth for leprosy patients in their settlement. Further leprosy patients are also not allowed to contest in the elections. The Election Officers in the Voters booth are also leprosy workers. Such discrimination can only strengthen the social stigma.

(ix) **Inheritance :**

Leprosy patients are often debarred from inheriting paternal property and from utilising their paternal land or business for earning, which handicaps them socio-economically.

The Lepers Act 1898 has been repealed by the Lepers (Delhi, A & N Island, Lakshdweep, Dadra & Nagar Haveli and Chandigarh repeal) Act, 1983. All States and the Union Territories with legislatures have been requested to get repeal corresponding Lepers Act by their legislature.

So far as other legislations are concerned, the concerned Ministries have already been requested to take necessary action in this regard.

It has been medically established that leprosy is curable and it is not hereditary. It does not effect the longivity of the person.

DR. VASANT KUMAR PANDIT : I am glad that the hon. Minister has stated in the reply that leprosy is not hereditary and that it does not cut short the lifespan. But, mere repealing of the Lepers Act is something like playing to the gallery. You have many other Acts which are repugnant apart from the Lepers Act. Of course, now it has been repealed. But I would like to get a specific reply from the hon. Minister whether any action has been taken by the Government in this regard. The last part of my question has been totally ignored. What action has been taken by the relevant Ministry to repeal or scrap all such Acts or amendments in those Acts to ensure that leprosy is actually removed ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : Mr. Speaker, perhaps the House is aware that we have already repealed the Lepers Act and we have also advised and requested the States and Union Territories to repeal those Acts and the sections in the other Acts also.

DR. VASANT KUMAR PANDIT : What about the others Acts which are under the purview of the Central Government ? Which of the States have refused to repeal or have not amended the repugnant sections ?

SHRI B. SHANKARANAND : We have repealed the Lepers Act itself. That should be enough.

DR. VASANT KUMAR PANDIT : You yourself said that there are some repugnant sections in many other Acts.

SHRI B. SHANKARANAND : We have written to the various States and as

per the recommendations of the Working Group we have asked them to repeal or amend all the various Acts or sections.

MR. SPEAKER : The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

दिल्ली के अस्पतालों में "एमरजेंसी वार्ड" स्थापना करने की आवश्यकता

*263. **श्री छांगुर राम** : क्या **स्वास्थ्य और परिवार कल्याण मन्त्री** यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिनांक 18 फरवरी, 1984 के "नवभारत टाइम्स" में "अस्पताल में एमरजेंसी वार्ड नहीं — विजीटर की शिकायत" शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) यदि हां, तो दिल्ली में उन अस्पतालों के नाम क्या हैं जिनमें एमरजेंसी वार्ड नहीं हैं और इनमें अब तक एमरजेंसी वार्ड न खोलने के क्या कारण हैं ;

(ग) इनमें एमरजेंसी वार्ड कब तक खोल दिए जायेंगे; और

(घ) क्या सरकार एमरजेंसी वार्डों के लिए अतिरिक्त डाक्टर उपलब्ध कराने की व्यवस्था करेगी ?

स्वास्थ्य और कल्याण मन्त्री (श्री बी० शंकरानन्द) : (क) जी, हां ।

(ख) और (ग) दिल्ली के प्रमुख सरकारी अस्पतालों में एमरजेंसी वार्ड हैं। दीनदयाल उपाध्याय अस्पताल में भी, जिसका निर्माण कार्य पूरा होने वाला है, एक एमरजेंसी वार्ड होगा ।

(घ) अस्पतालों के एमरजेंसी वार्डों में कार्यभार को देखते हुए डाक्टरों की पर्याप्त संख्या में व्यवस्था की जाती है ।

Bus Purchases by DTC during 1983-84 and 1984-85

*265. SHRI MANMOHAN TUDU : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the amount allocated to Delhi Transport Corporation in 1983-84 ;

(b) the number of new buses acquired by Delhi Transport Corporation during that year ;

(c) whether some newly designed buses are proposed to be purchased by Delhi Transport Corporation during 1984-85 ;

(d) if so, the cost of each bus that was purchased in 1983-84 and of those proposed to be purchased during the financial year 1984-85 ; and

(e) details thereof ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) and (b) An amount of Rs. 14.99 crores was allocated to Delhi Transport Corporation for the year 1983-84. Of this, an amount of Rs. 12.48 crores was for acquisition of 500 buses on replacement account. Against this allocation, 500 new chassis have already been purchased and body building work for these chassis allocated to various body builders. So far 186 new buses have already been received by the Delhi Transport Corporation.

(c) Not at present, Sir.

(d) and (e) The average cost per bus purchased during 1983-84, and to be purchased during 1984-85; works out as under :

Particulars	1983-84 Avg. Unit Cost	1984-85 Avg. Unit Cost
		(Rs. in lakhs)
I. *City Type*		
(a) Leyland Viking Chassis	1.58 (Free of S. Tax)	1.67 (with S. Tax)
(b) Bus bodies	0.88	0.88
Total complete bus cost :	2.46	2.55
II. *District Type*		
(a) (i) Tata Chassis	1.59 (Free of S. Tax)	
(ii) Bus bodies	0.95	
Total complete bus Cost :	2.54	
(b) (i) Tata Chassis	1.71 (With S. Tax)	1.70 (With S. Tax.
(ii) Bus bodies	0.95	0.99
Total complete bus Cost :	2.66	2.69

Central University at Belur (West Bengal)

*267. SHRI SATYAGOPAL MISRA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether there is any proposal under consideration of Government to set up a Central University at Belur, West Bengal ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) No, Sir. No such proposal has been received by the Government.

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

डीजल इन्जनों के कल-पुर्जों का निर्माण

*270. **श्री राजनाथ सोनकर शास्त्री** : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या डीजल रेल इन्जन में लगने वाले कल-पुर्जे वाराणसी डीजल रेल इंजन कारखाने में ही बनते हैं ;

(ख) यदि हां, तो वाराणसी डीजल रेल इंजन कारखाने में बनने वाले पुर्जों का ब्यौरा क्या है तथा ऐसे पुर्जों का ब्यौरा क्या है जो विदेशों और अन्य भारतीय फर्मों से मंगाये जाते हैं ;

(ग) क्या डीजल रेल इंजन में ऐसे पुर्जे भी लगाये जाते हैं, जो भारतीय फर्मों द्वारा बनाए जाते हैं तथा घटिया होने के बावजूद सामान्य मूल्य से तिगुने-चौगुने मूल्य पर डीजल रेल-इंजन कारखाना, वाराणसी को सप्लाई किये जाते हैं ; और

(घ) यदि नहीं, तो गत तीन वर्षों के दौरान इन घटिया पुर्जों को ठीक करके, इनका प्रयोग करने हेतु कितने घंटे ओवर-टाइम बुक किया गया तथा तीन वर्षों की इस अवधि के दौरान कितने इंजनों का निर्माण किया गया ?

रेल मन्त्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) वाराणसी स्थित डीजल रेल इंजन कारखानें में निर्मित डीजल रेल इंजनों में प्रयुक्त, 2443 पुर्जों में से 24 प्रतिशत का निर्माण डीजल रेल इंजन कारखाने में ही किया जाता है जबकि 71 प्रतिशत पुर्जे देसी स्रोतों से खरीदे जाते हैं और 5 प्रतिशत पुर्जे आयात किये जाते हैं ।

(ख) और (ग) पिस्टन, पिस्टन रिंग्स, कुछ किस्मों के बेयरिंग, टरबाइन डिस्क असेम्बलीज, क्रैंक शाफ्ट के फोरजिंग्स और पहिया सेटों/धुरों तथा पहिया डिस्कों जैसी मदों का आयात किया जाता है । इसका मुख्य कारण यह है कि इस देश में क्षमता और इन सीमित मदों के लिए आवश्यक कच्चे माल की किस्मों का विकास नहीं किया गया है । विद्युत रोटेटिंग मशीन और उपस्कर, कनेक्टिंग राड्स, ईंधन इन्जेक्शन उपस्कर और कई अन्य छोटे-छोटे पुर्जों को देशी स्रोतों से खरीदा जा रहा है ।

इंजनों और रेल इंजनों की शेष मदों का निर्माण डीजल रेल इंजन कारखाने द्वारा किया जाता है । भारतीय फर्मों द्वारा निर्मित और डीजल रेल इंजन कारखाना, वाराणसी को सप्लाई किए गए अतिरिक्त पुर्जों की खरीद, ऐसी फर्मों से टेंडर मंगा कर की जाती है जिनका निरीक्षण कर लिया गया हो और जिन्हें पुर्जों की सप्लाई करने के लिए गुणात्मक रूप से और उत्पादन क्षमता की दृष्टि से योग्य प्रमाणित किया गया हो । टेंडर मंगाये जाने की सामान्य प्रक्रिया के अनुसार मूल्यों की जांच की जाती है और इस प्रकार, घटिया किस्म की सामग्री के पुर्जों के लिए तीन से चार गुणा अधिक मूल्य देने अथवा उपयोग के लिए स्वीकार करने का प्रश्न सही नहीं है ।

(घ) ऊपर (ख) और (ग) के उत्तर के संदर्भ में, घटिया दर्जे के फालतू पुर्जों को लगाये जाने के लिए पिछले तीन वर्षों में समयोपरि बुक किए जाने का प्रश्न ही नहीं था ।

पिछले तीन वर्षों के दौरान निर्मित रेल इंजनों की संख्या निम्नलिखित है :

1980-81	—	150
1981-82	—	148
1982-83	—	147

Award of Fellowships to SC/ST for M. Phil. and Ph.D.

*273. SHRI CHHITTUBHAI GAMIT :
SHRI ARJUN SETHI :

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that the High-Powered University Grants Commission panel which had recently gone into the working of Central Universities disfavoured reservation for Scheduled Caste and Scheduled Tribe students for M. Phil. and Ph.D. courses but wanted the scheme of award of fellowships to Scheduled Caste and Scheduled Tribe students to continue ;

(b) if so, whether it is also a fact that the University Grants Commission is also considering to award fellowships to some teachers belonging to Scheduled Castes and Scheduled Tribes for pursuing M.Phil. and Ph.D. programme in science and the humanities, including social sciences, for 1984-85 ; and

(c) if so, the details in this regard ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) The Committee appointed by the UGC to enquire into the working of the Central Universities has among others made the following observations :—

> "The Government of India and the University Grants Commission have been issuing guidelines for reservation. It is the responsibility of the Central Universities which are funded entirely from Central sources not only to ensure that reservation orders are followed but that adequate remedial courses are provided for the Scheduled Caste/Scheduled Tribe students. The Universities have adequate resources available with them to introduce such courses. The Universities should treat this as one of their social obligations for unplifting the weaker sections of the society. We, however, feel that this facility should be provided to the students up to the Master's level by which time, on special attention given to them, they must get over the social deprivation ; beyond that, they should, in their own interest compete for admission to higher courses. As only the best students are and should be admitted to the M.Phil. and Ph.D. courses, and since aptitude for research should be an important consideration for this purpose, we recommend that there should be no reservation for admission to courses leading to research degrees.
>
> It is not intended that the present scheme of award of Fellowships to Scheduled Caste/Scheduled Tribe students for conducting research be discontinued".

(b) and (c). The Commission had in 1982 decided to institute a Scheme for award of 50 Fellowships (30 for M.Phil and 20 for Ph.D.) for college teachers belonging to Scheduled Castes and Scheduled Tribes on an annual basis. These fellowships are being awarded since 1983-84. The awards for 1984-85 have been announced and the selections are likely to be finalised in April-May, 1984.

Conversion of Darbhanga-Jayanagar Metre Gauge Line

*274. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 47 on 17 November, 1983 regarding conversion of Samastipur-Darbhanga line into broad gauge line and state :

(a) whether examination of survey report for conversion of Darbhanga-Jayanagar metre gauge line into broad gauge line has since been completed, if so, details thereof, including total cost ;

(b) the estimated cost of conversion of Samastipur-Darbhanga metre gauge line into broad gauge and construction of a new broad gauge line while retaining the present metre gauge line separately ;

(c) whether due to paucity of funds, construction of Sakri-Hasanpur line conversion of Samastipur-Darbhanga line into broad gauge are being delayed ; and

(d) if so, whether there is any proposal to construct a new Samastipur-Darbhanga broad gauge line while retaining the present metre gauge line ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Not yet Sir. The Survey Report is under examination of the various disciplines. As per the report, the length of the section is

67.85 Kms. and cost of conversion is Rs. 15.37 crores. The rate of return is 3%.

(b) Conversion of Samastipur-Darbhanga from MG to BG is estimated to cost over Rs. 12 crores. As no survey has yet been carried out for construction of a parallel BG line from Samastipur to Darbhanga, its cost has not been estimated.

(c) and (d) It has not been possible to make much headway on both construction of Sakri-Hasanpur MG line and conversion of Samastipur-Darbhanga which are approved projects, due to constraint of funds. There is, however, no proposal at present, for construction of parallel a BG line from Samastipur to Darbhanga.

Use of Minor and Intermediate Ports in Kerala by Shipping Companies

*276. SHRI V.S. VIJAYA-RAGHAVAN :
PROF. P.J. KURIAN :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have received a request from Kerala Government that the Indian Shipping Companies be instructed to make use of minor and intermediate ports in the State as far as possible ; and

(b) if so, the decision of the Government thereon ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) No. Sir.

(b) Does not arise.

Admission Policy of JNU

*277. SHRI P.K. KODIYAN :
SHRI SUDHIR GIRI :

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the Jawaharlal Nehru University had adopted a policy of students admission on the basis of merit combined with weightage to social, economic and regional backwardness in 1973 and implemented the same from the academic session of 1974-75 ;

(b) whether the above policy has been recently modified ; and

(c) if so, the details of the new policy ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Since academic session 1974-75, admissions to post-graduate and research programmes offered by the Jawaharlal Nehru University has been made on merit determined on the basis of the previous academic record, performance in the written test and an interview. In determining the interse merit of applicants, a weightage of upto 20 points on a 100-point scale, was given for economic, social and regional deprivations.

(b) and (c). The modified admission procedure, effective from 1984-85 provides for admission on merit to be adjudged on the basis of a uniform all-India examination to be held at 21 centres throughout the country. There will be no interview for master's degree programmes. Reservation for SCs/STs and physically handicapped has been made at 15%, 7½% and 3% respectively.

Construction of Moghal Road as an Alternative to National Highway No. 1-A

*278. PROF. SAIF-UD-DIN SOZ : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether his Ministry had received any proposal for construction of Moghal Road as an alternative to the present National Highway No. 1-A, connecting Jammu with Kashmir Valley ;

(b) whether the State Government had explained that the present National

Highway was not found to be a fair-weather road and therefore, causes great inconvenience to passengers etc ;

(c) whether Government have considered the proposal ; and

(d) if so, whether Government propose to construct the Moghal Road as an alternative to present National Highway ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) to (d), The proposed road when constructed would be a State road. The Jammu & Kashmir Government are, therefore, primarily concerned in the matter. Sometime back they sent a proposal for this road to provide an additional link to Kashmir Valley and also to provide direct access from Rajouri and Poonch district to Srinagar. The Central Government have, no objection to the State Government's proposal if they finance it from their own resources. The State Government have been asked to carry out detailed engineering and feasibility studies for finalisation of the alignment and location with a tunnel, if necessary at a lower altitude to make it all weather road. They have also been asked to refer to the Central Government for approval the specifications of the tunnel and the final alignment before undertaking the project. There has been no further response from the State Government so far.

पश्चिम जर्मनी में दूरदर्शन पर प्रधानमन्त्री के बारे में टिप्पणियां

*279. **श्री सुभाष यादव :**
श्री माधवराव सिंधिया :

क्या **विदेश मन्त्री** यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिनांक 13 फरवरी, 1984 के "नवभारत टाइम्स" में छपे उस समाचार की ओर दिलाया गया है, जिसमें कहा गया है कि पश्चिम जर्मनी के एक दूरदर्शन प्रसारण में 5 फरवरी, 1984 को भारत के प्रधानमन्त्री की कटु आलोचना की गई है और आधारहीन आरोप लगाए गए हैं ;

(ख) यदि हां, तो क्या सरकार ने इस सम्बन्ध में पश्चिम जर्मनी की सरकार से विरोध प्रकट किया है ;

(ग) यदि नहीं, तो उसके क्या कारण हैं ; और

(घ) इस सम्बन्ध में सरकार द्वारा क्या कार्रवाई की गई है ?

विदेश मन्त्री (श्री पी०वी० नरसिंह राव): (क) से (घ) सरकार ने यह खबर देखी है। यह मामला जर्मन संघीय गणराज्य के सम्बन्धित प्राधिकारियों के साथ उठाया गया है।

निराश्रित बच्चों के लिए बाल गृहों का निर्माण

*280. **श्री दिलीप सिंह भूरिया :** क्या **समाज कल्याण मन्त्री** यह बताने की कृपा करेंगे कि :

(क) क्या निराश्रित बालकों के लिए केन्द्रीय सहायता, योजना के अन्तर्गत बाल गृहों के निर्माण के लिए 40,000 रुपये की सहायता राशि पर्याप्त है ;

(ख) क्या इस मद के अन्तर्गत पर्याप्त सहायता न मिलने के कारण मध्य प्रदेश में अनेक बाल गृह अधूरे पड़े हुए हैं ;

(ग) यदि हां, तो क्या इन अधूरे गृहों को पूरा करने के लिए अतिरिक्त सहायता दिए जाने का कोई प्रस्ताव है ; और

(घ) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मन्त्रालयों में उप मंत्री (श्री पी०के० थुंगन) : (क) जी, नहीं ।

(ख) जिन भवनों के निर्माण के लिए अनुदान दिए गए थे उनके पूरा होने के प्रमाण पत्र अभी प्राप्त नहीं हुए ।

(ग) और (घ) राज्य सरकार से लोक निर्माण विभाग के संशोधित लागत अनुमानों के प्रमाण पत्रों सहित विशिष्ट प्रस्ताव प्राप्त होने पर निर्माण कार्य को पूरा करने के लिए अतिरिक्त सहायता दी जा सकती है । 25 बच्चों के लिए प्रति गृह 45,000 रुपए की अधिकतम आर्थिक सीमा को 15 मार्च, 1977 से हटा दिया गया है । इस समय कोई अधिकतम सीमा नहीं है । तथापि, 1 अप्रैल, 1984 से 25 बच्चों के लिये प्रति गृह 1.50 लाख रुपए को अधिकतम सीमा नियत करने का निर्णय लिया गया है । 1 अप्रैल, 1979 से अनुदान का व्यय केन्द्र सरकार और राज्य सरकारों के बीच बराबर बांटा जाता है ।

Passenger Fare for AC And non-AC Chair Car

*281. SHRI SKARIAH THOMAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that in a large number of trains, non-AC chair car passengers have to pay more fare than those travelling in AC chair car;

(b) if so, the reasons thereof; and

(c) what steps have been taken to remove this anomaly ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (c). It is a fact that the fare for First Class Chair Car accommodation is more than that for Air-conditioned Chair Car. While there are 73 seats in an Air-conditioned Chair Car, there are only 48 or 60 seats in a First Class Chair Car thereby providing more spacious accommodation therein. The position is, therefore, not anamolous.

Lecturers' Grade to P.G. Teachers in Government Schools in Delhi

*282. SHRI SATYENDRA NARAIN SINHA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the Government have taken any decision on the representations made by the Delhi Post-Graduate Teachers working in the Government aided and Government schools in Delhi on their demands to give them lecturers' grade as they are teaching the students in Classes XI and XII; and

(b) if so, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WALFARE (SHRI P.K. THUNGON) : (a) and (b). It has not been possible to accept this demand as it would trigger off demands from other categories of employees for revision of their scales of pay. However, the IV Central Pay Commission has already been set up and such metters will be looked into by the said Commission.

Primary Education in Regional Languages

3030. SHRI ABDUL RASHID KABULI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) what steps are being envisaged and action taken on schemes to help impart primary education in schools in regional languages besides standardisation of books in these languages;

(b) whether any assistance in money and technical know-how is provided to the States in upgrading and publishing of books in regional languages; and

(c) if so, what assistance etc. are being provided for improvement and standardisation of books in Urdu and Kashmiri in Jammu and Kashmir?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). Primary education is basically the responsibility of States and mostly managed by them. It is already being imparted through mother tongue or regional languages. Primary school textbo ks are by and large publisbed by the State Governments. National Council of Educational Research and Training (NCERT) produces textbooks which can be adopted/ adapted by the States. While no financial assistance is given, NCERT provides technical advice and assistance to the States in preparing their textbooks as and when asked for.

(c) By and large, the State of Jammu and Kashmir has been using NCERT textbooks for the entire school stage. For this purpose, NCERT textbooks in Social Sciences, Sciences and Mathematics have been translated into Urdu through the assistance of Urdu Taraqui Board. At the request of J & K Board of School Education, NCERT also provided technical assistance in the printing of four textbooks each in Urdu and Hindi for the academic session 1979-80, five textbooks in Urdu and seven textbooks in Hindi for the academic session 1980-81 and thirteen textbooks in Urdu and seven textbooks in Hindi for the academic session 1981-82.

Teachers in Society Run Schools

3031. SHRI KRISHNA KUMAR GOYAL : Will the Minister of EDUCATION AND CULTURE be pleased to state ;

(a) whether it is a fact that Government have recently increased the minimum wages in Delhi, keeping in view the steep rise in prices;

(b) whether it is also a fact that teachers working in schools run by registered societies in Delhi are included in the skilled category for the purpose of minimum wages ; and

(c) if so, what steps have been taken to implement these minimum wages to these trained teachers ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) to (c). According to information furnished by the Ministry of Labour and Rehabilitation (Department of Labour) and the Delhi Administration, the minimum wages in Delhi have not been fixed as yet. However, the Labour Department of Delhi Administration have issued a notification inviting objections/ suggestions on the proposals for increasing/fixation of minimum wages. The objections/suggestions will be placed by the Labour Department before the Minimum Wages Advisory Board and thereafter the final notification may be issued. Employment in private un-recognised schools in Delhi is proposed to be included in the schedule of Minimum Wages Act.

U.G.C. Grant to Gandhi Mahavidyalaya, Orai

3032. SHRI HARIKESH BAHADUR: Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the University Grants Commission sanctioned a grant to Gandhi Mahavidyalaya, Orai for Development of Under-graduate education during Fourth Plan for specific items but the project is far from complete and the work done is sub-standard although the entire grant has been utilised;

(b) whether it is a fact that this grant should have been operated and supervised by the Principal while the President of the Management operated and supervised this grant; and

(c) if so, whether UGC make an on-the-spot physical verification of the construction work and its accounts and take prompt action against those responsible for deviation, if any ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND

CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). The Commission had sanctioned a grant of Rs. 2,54,236 to the College in April, 1973 for construction of a library building and some additional teaching accommodation. According to the periodic progress reports recieved upto June, 1981, the construction of class-rooms was fully completed and that of library building was complete except flooring and plastering. On the basis of these progress reports the Commission had released grants amounting to Rs. 2,48,569 in instalments. The Completion Certificates in respect of these buildings have not so far been received by the Commission.

The Grants sanctioned by the University Grants Commission are invariably paid through cheques/drafts drawn in favour of the Principals of the Colleges. In April, 1983, the Commission received a complaint from a former Principal of the College alleging non-completion of buildings, use of sub-standard material, and operation of building funds by the President of the Managing Committee instead of the Principal.

(c) The allegations have been referred to the Bundelkhand University and the Director of Higher Education, Uttar Pradesh, for their comments in the first instance. The Commission has to consider further steps to be taken on receipt of these comments.

Arrest of Manager of Re-rolling Mill of Patna

3033. SHRI A. NEELALOHITHADASAN NADAR :
SARIMATI PRAMILA DANDAVATE :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the search seizure and arrest of the manager of a Re-rolling mill of Patna City on the 5th November, 1983 by the officials of Railway Protection Force was illegal;

(b) whether it is a fact that the R.P.F. officials detained the said employee in custody for more than 24 hours violating the provision of law in this regard;

(c) if so, what action has been taken against the concerned officials by the Railway authorities; and

(d) if no action has been taken the reasons therefore ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (d). On 5.11.83, Sub-Inspector, Government Railway Police, Patna conducted a search of the premises of Re-rolling mill, Patna City, seized suspected stolen railway property from there and handed it over to the Assistant Sub-Inspector, Railway Protection Force/Patna for starting a case under the Railway Property (Unlawful (Possession) Act. The Assistant Sub-Inspector, RPF/Patna accordingly started a case under Section 3 RP (UP) Act and arrested the manager of the mill on 6.11.83. The manager, however, remained in the custody of the RPF for more than 24 hours. In this connection, the concerned Assistant Sub-Inspector has since been charge-sheeted for major penalty.

Public Servants who Constructed Houses with Government Loan not Entitled to Government Accommodation

3034. SHRI HARISH KUMAR GANGWAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many public servants working in Ministry of Health and Family Welfare and its attached and subordinate offices located in Delhi/New Delhi eligible for allotment of Government accommodation were sanctioned house building advances during the last three years and in how many cases the construction of their houses has been completed;

(b) how many of them were in allotment of Government accommodation and how many of them have shifted to their

own houses and have vacated the Government accommodation allotted to them; and

(c) details of action taken against those found guilty of breach of relevent rules and regulations, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) to (c). Information is being collected and will be pleased on the Table of the House.

Fund Allotted to States for Road Development

3035. SHRI PIYUSH TIRKI :
SHRI B.V. DESAI :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the Central plan outlay on road development for the coming financial year will be increased by about 33%.

(b) if so, details of the funds being allotted to States and Union Territories;

(c) whether it is also a fact that in the past some State Governments had diverted funds to other uses;

(d) if so, the details thereof;

(e) whether Government propose to take direct control of construction and maintenance of some of the highways;

(f) if so, details of such highways; and

(g) if not, reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) Subject to approval by Parliament a provision of Rs. 190 crores has been made for Central Sector Roads during 1984-85 as compared to Rs. 150 crores during 1983-84 and this is about 27% higher as compared to last year.

(b) Allotment of funds to States and Union Territories will be made after the Budget is passed by the Parliament.

(c) and (d) The Govt. of India are not aware of this fact.

(e) to (g) There is no proposal for taking direct control of construction and maintenance of National Highway by the Govt. of India.

दिल्ली में तीस हजारी से कुतुब रोड तक यातायात ठप्प होना

3036. **श्री केशव राव पारधी :** क्या **नौवहन और परिवहन मन्त्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में तीस हजारी से लेकर कुतुब रोड तक दिन के समय यातायात प्रायः ठप्प रहता है जिसके कारण जनता को बड़ी कठिनाइयां होती हैं ।

(ख) यदि हां, तो क्या यह भी सच है कि दुकानदार, वाहन चालक आदि, उपरोक्त क्षेत्र में पैदल पथों पर लकड़ी, कुर्सियां तथा परिवहन हेतु अन्य माल डालकर, मार्ग अवरुद्ध कर देते हैं ;

(ग) यदि हां, तो क्या उसके कारण कई बार दुर्घटनायें भी हो जाती हैं ;

(घ) यदि हां, तो क्या सरकार ने इस सम्बन्ध में कोई कदम उठाये हैं; और

(ङ) यदि हां, तो उनका ब्योरा क्या है और यदि नहीं तो उसके क्या कारण हैं ?

नौवहन और परिवहन मन्त्रालय में राज्य-मन्त्री (श्री जिया-उर्रहमान अंसारी) : (क) जी नहीं । कुतुब रोड़ पर यातायात रुकता नहीं है लेकिन मोटर से चलने वाली गाड़ियों और अन्य गाड़ियों के निरन्तर आते-जाते रहने के कारण यहां यातायात धीमा जरूर पड़ जाता है ।

(ख) से (ङ) इस क्षेत्र में होलसेल मार्केट के स्थापित हो जाने के कारण, सड़क के किनारों पर माल चढ़ाया और उतारा जाता है। इस सड़क पर दुर्घटनाएं नहीं होती हैं। कुतुब रोड़ पर यातायात को नियमित और नियंत्रित करने के लिए मोटर साइकिल गश्त बढ़ाये जाने के अतिरिक्त दिल्ली यातायात पुलिस ने यहां पर स्टाफ में और अधिक वृद्धि की है। अनुचित स्थानों पर खड़े किए जाने वाले यानों को हटाने के लिए क्रेनों का भी प्रयोग किया जाता है। सड़क पर भीड़-भाड़ को कम करने के लिए दिल्ली यातायात पुलिस ने, यातायात नियमों का उल्लघंन करने वालों और सड़क पर अनाधिकार प्रवेश करने वालों पर मुकदमा चलाने के अतिरिक्त, व्यस्त घंटों के दौरान भारी यातायात चलाए जाने पर भी पाबन्दी लगा रखी है।

Capitation Fee Charged by Institutions for Admission

3037. SHRI NAVIN RAVANI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether some educational institutions are charging capitation fee at the time of admission despite the central guidelines sent to different institutions for not collecting such fees ;

(b) if so, the names of the institutions in different States when such irregularities are still taking place ; and

(c) the number of such cases that have come to the notice of Government and the action taken against such institutions ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Yes, Sir.

(b) and (c). The list of institutions is given in the statement attached.

The Chief Ministers of the States were addressed in the matter by the Prime Minister in April, 1981 : this was followed by the then Education Minister in June, 1981 and again by the Minister of State for Education in April, 1983 requesting them to take necessary action to put a stop to the undesirable practice of charging capitation fee. It is also proposed to take legislative measures in this regard.

Statement

Karnataka

1. M.S. Ramiah Institute of Technology, Bangalore.
2. R.V. College of Engineering, Bangalore.
3. Shri Siddaganga Institute of Technology, Tumkur.
4. Manipal Institute of Technology, Manipal.
5. Dayananda Sagar College of Engineering, Bangalore.
6. Bangalore Institute of Technology, Bangalore.
7. Islamia Institute of Technology, Bangalore.
8. Siddartha Institute of Technology, Bangalore.
9. Bapuji College of Engineering & Technology, Davangere.
10. H.K.E. Engineering College, Raichur.
11. K.L.E. Engineering College, Belgaum.
12. K.L.S. Engineering College, Belgaum.
13. Ghewsia Engineering College, Ramanagaram.
14. Dr. Ambedkar Institute of Technology, Bangalore.

15. N.E.S. Engineering College, Shimoga.

16. A.D.I. Chunchangari Institute of Technology, Chickamagalur.

17. S.J.M. Engineering College, Chitradurga.

18. Vijayanagar Engineering College, Bellary.

19. Anjaman Engineering College, Bhatkal.

20. K.E.S. Engineering College, Gulbarga.

21. Gurunanak Dev Engineering College, Bidar.

22. B.L.D.E.S. Engineering College, Bijapur.

23. R.T.E. Engineering College, Hulikoti.

24. S.I.J.E. Engineering College, Rans, Bennur.

25. M.V.J. College of Engineering, Bangalore.

26. D.M. Engineering College, Dharwar.

27. Rural Engineering College, Bhalki.

Indo-Mauritius Joint Shipping Venture

3038. SHRI SUSHIL BHATTACHARYYA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether India and Mauritius are going to set up a joint shipping venture ; and

(b) if so, when and what are the terms and conditions of the joint venture ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). Negotiations have been going on between the Governments of India and Mauritius for sometime with a view to setting up of a joint shipping venture. The terms and conditions of the proposed joint venture have not yet been finalised and this matter would be discussed further between the two Governments in the near future.

University Grants Commission Committee on Central Universities

3039. SHRI N.E. HORO : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that a strict limit on admissions, restructuring of courses to make them innovative and job-oriented and firm action to put down campus violence have also been considered by the High-Power Panel which was appointed by the University Grants Commission to review the working of the country's seven Central Universities ; and

(b) if so, the details regarding the recommendations made by this Panel and the reaction of University Grants Commission in this regard ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). Yes, Sir. The details of the recommendations are contained in the report, copies of which have been placed in the Parliament Library for the use of and reference by the Members. The UGC have generally accepted the recommendations of the Committee. The Government have still to examine the Report and take a view on the recommendations.

स्थायी कर्मचारियों को आवास

3040. श्री बया राम शास्त्र : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि रेल

विभाग के अब तक कितने प्रतिशत स्थायी अधिकारियों और कर्मचारियों को, पृथक-पृथक, आवास दिये हैं ?

रेल मन्त्री (श्री ए० बी० ए० गनी खान चौधरी) : सूचना इकट्ठी की जा रही है; और सभा-पटल पर रख दी जायेगी ।

Computerisation in Technical Education

3041. SHRI SANAT KUMAR MANDAL : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether his Ministry has taken a decision to go in for 400 indigenously manufactured fourth-generation computers under its ambitious 25 crore scheme to introduce computerisation in technical education in a big way ;

(b) whether any phased programme to procure and instal these computers has been chalked out, if so, the broad details thereof ;

(c) the number of computers proposed to be purchased from the various firms and their capital outlay ;

(d) the number of computers earmarked for educational institutions in West Bengal and their names and when are these likely to be provided to them and installed ; and

(e) what preparatory action has been taken to train the manpower in the beneficiary institutions in computer technology and its operation ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). Efforts are being made to provide computing facilities to technological institutions in the country under the normal Plan Schemes of the institutions/Universities and schemes of direct Central Assistance. Orders are placed directly by the individual institutions concerned.

(d) The following technological institutions in West Bengal have/are getting computers :

(1) The Regional Engineering College, Durgapur.

(2) Indian Institute of Technology, Kharagpur.

(3) Government Engineering College, Jalpaiguri.

(4) Bengal Engineering College, Howrah.

(5) College of Ceramic Technology, Calcutta.

(e) The Electronics Commission had set up a panel on Computer Manpower Development in 1980 and its recommendations are being implemented by the concerned Ministries/Organisations. Some of the programmes that are being implemented or are under consideration include Teachers' Training Programme, B. Tech./M. Tech. Programme, Master's degree and Diploma level programmes in Computer Applications, training of console Operators and data preparation Assistants.

Action taken on the Recommendations of the Vohra Committee on National Highways

3042. SHRI SUBHASH CHANDRA BOSE ALLURI :
SHRI K.T. KOSALRAM :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) action taken on the recommendations of the Vohra Committee on National Highways ; and

(b) what will be the likely impact on implementation of recommendations in the next five years ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). Recommendations of the Committee concern partly the State Government and partly the Central Government. Recommendations concerning the States have already been communicated to them for necessary action. The matter is being pursued with them further. Action on recommendations concerning Central Government has also been initiated in consultation with the various organisations concerned in the Centre. As the Report of the Committee was received only in September 1983, it appears to be too early to indicate the likely impact of the implementation of the recommendations of the Committee during the next 5 years.

U.G.C. Grants for Orissa Universities

3043. SHRI GIRIDHAR GOMANGO: Will the Minister of EDUCATION AND CULTURE be pleased to state :

(b) the grants released by the University Grants Commission under different schemes programmes to the universities of Orissa State during Sixth Plan year-wise and University-wise ;

(b) whether the Universities of Orissa have submitted the schemes and programmes to UGC for the development of private and Government colleges located in tribal and backward Districts separately, for grants ;

(c) if so, what are the schemes and programmes and the criteria adopted by UGC while sanctioning the grants to these colleges ; and

(d) the developmental measures taken by the Government of Orissa for private and Government colleges located in tribal and backward districts of the State along with the UGC schemes ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) During the Sixth Plan, the University Grants Commission has paid the following development grants to Universities in Orissa :

(Rs. in lakhs)

	1980-81	1981-82	1982-83	1983-84 (Provisional)
1	2	3	4	5
I. Berhampur				
(i) Humanities	4.95	2.86	3.99	9.80
(ii) Sciences	6.17	11.06	11.30	6.41
(iii) Constituent/ Affiliated Colleges	0.85	1.10	1.04	2.51
(iv) Miscellaneous schemes	4.39	0.50	1.53	4.75
II. Sambalpur				
(i) Humanities	1.83	4.14	5.35	3.71
(ii) Sciences	3.20	9.77	9.45	4.14
(iii) Engg. & Technology	0.30	4.04	6.89	15.00
(iv) Constituent/ Affiliated Colleges	0.10	0.06	0.18	1.07

1	2	3	4	5
(v) Miscellaneous Schemes	1.34	7.18	4.47	6.63
III. Utkal				
(i) Humanities	10.30	7.73	7.60	10.84
(ii) Sciences	4.97	12.21	1.36	34.77
(iii) Engg. & Technology	—	0.03	—	—
(iv) Development of Colleges	0.53	0.55	1.28	1.03
(v) Miscellaneous Sehemes	5.17	3.72	4.80	4.76

(b) Yes, Sir.

(c) According to the guidelines for assistance to Colleges in the Sixth Plan, basic assistance for purchase of books and equipment and award of teacher fellowships are sanctioned to recognised colleges which have an enrolment of 150 students in degree courses and a staff strength of 5 permanent teachers. Basic assistance for books is provided on the basis of Rs. 50 per student and for equipment on the basis of Rs. 150 per student subject to a maximum of Rs. 40,000 and Rs. 50,000 respectively. In addition, assistance up to Rs. 4.00 lakhs for developing undergraduate courses is available to Colleges located in backward areas if they have an enrolment of 200 students. Colleges catering to the needs of Scheduled Castes and Scheduled Tribes students will be entitled to such assistance if they have minimum enrolment of 100 students of whom at least 35 belong to SC/ST.

(d) Information about the special measures taken by the Government of Orissa for development of Colleges in the tribal and backward areas in the State is not available.

कानून की शिक्षा के लिए 5-वर्ष के पाठ्यक्रम के बारे में विश्वविद्यालयों को विश्वविद्यालय अनुदान आयोग का परिपत्र

444. **श्री चतुर्भुज :** क्या **शिक्षा और संस्कृति मन्त्री** यह बताने की कृपा करेंगे कि :

(क) क्या विश्वविद्यालय अनुदान आयोग के कानून की शिक्षा के लिए 5-वर्ष के पाठ्यक्रम के बारे में आयोग, सरकार और परिषद के निर्णयों की सूचना विश्वविद्यालयों को एक परिपत्र के जरिये दी है ;

(ख) यदि हां, तो निर्णयों का ब्यौरा क्या है और क्या इनकी एक प्रति सभा पटल पर रखने की कृपा करेंगे;

(ग) क्या कानून की शिक्षा पाठ्यक्रम में दो पाठ्यक्रम, व्यवसायिक पाठ्यक्रम और एक शैक्षिक पाठ्यक्रम अलग-अलग होंगे; और

(घ) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है ?

शिक्षा और संस्कृति तथा समाज कल्याण मन्त्रालयों की राज्य मन्त्री (श्रीमती शीला कौल): (क) विश्वविद्यालय अनुदान आयोग ने 1 नवम्बर 1983 के अपने पत्र में विश्वविद्यालयों को सूचित किया है कि 10+2 के बाद विधि में पांच-वर्षीय समेकित पाठ्यक्रम अपनाने के प्रश्न पर अभी भारतीय बार परिषद और भारत सरकार के साथ विचार-विमर्श किया जा रहा है और इस पर लिया गया अन्तिम निर्णय यथा समय विश्वविद्यालयों की जानकारी में ला दिया जाएगा । ये विचार-विमर्श अभी पूरे नहीं हुए हैं और विश्वविद्यालयों को कोई निर्णय सूचित नहीं किया गया है ।

(ख) प्रश्न नहीं उठता ।

(ग) और (घ) बार परिषद द्वारा बनाए गए नियम अधिवक्ता के रूप में नामांकन के प्रयोजन के लिए विधि पाठ्यक्रमों पर लागू होते हैं। तथापि, विश्वविद्यालय एक शैक्षणिक विषय के रूप में विधि में पाठ्यक्रम शुरू करने के लिए स्वतन्त्र हैं।

Setting up of Health Universities for Administration of Medical Colleges

3045. SHRI BAJU BAN RIYAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the Central Council of Health and Medical Education Committee has recommended for establishment of Health Universities for administration of Medical Colleges ; and

(b) if so, what steps taken or are being taken by Government to implement this recommendation ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b). The Medical Education Review Committee set up by the Central Government has in its report, inter-alia, recommended that the Central Government should establish Universities of Health Sciences to which various medical and health training institutions, falling within the jurisdiction of such universities should be affiliated. The Government would take a final view on this recommendation in consultation with the State Governments and other concerned authorities.

Reports of State Governments about Review of Textbooks

3046. SHRI NAWAL KISHORE SHARMA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the Government have received reports from the State Governments about the review of textbooks in their respective States ;

(b) if so, the salient features thereof ; and

(c) if not, the measures proposed to be taken to ensure early review of textbooks to instil among children a sense of pride in the country's freedom struggle and expose them to its various facts ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). All the States/Union Territories have undertaken the programme for evaluation of school textbooks in History and Languages (Hindi & English) with the objective of promoting national integration. School textbooks are to be reviewed with reference to the following prejudices and attitudes :

(i) Communalism

(ii) Casteism and Untouchability

(iii) Regionalism and linguism

(iv) Racialism

(v) Obscurantism and superstition.

A statement showing the position of implementation of review of school textbook is attached.

Further, all States/Union Territories have been requested to undertake a review of school textbooks so as to include a graded introduction of the Freedom Movement in all its aspects.

Statement

I. States and Union Territories which have completed the work and have revised and/or prepared new textbooks to be used from academic session of 1983-1984 and/or 1984-85.

1. Bihar
2. Gujarat
3. Haryana
4. Himachal Pradesh

5. Maharashtra
6. Punjab
7. Rajasthan
8. Tamil Nadu
9. Tripura
10. Uttar Pradesh (SCERT)
11. Delhi
12. Goa, Daman & Diu
13. Central Board of Secondary Education, New Delhi.
14. Board of Secondary Education—Assam, Gauhati.

II. The CBSE textbooks in History and Languages (Hindi and English only) and NCERT textbooks in Languages and History have been evaluated. The Union Territories of Arunachal Pradesh, Chandigarh, Dadra & Nagar Haveli, Lakshadweep and Pondicherry are using the textbooks of neighbouring States or those of NCERT.

III. Evaluation of textbooks in the remaining States Union Territories is in progress.

गुना-मक्शी रेल लाइन

3047. **श्री बाबूराव परांजपे** : क्या **रेल मन्त्री** यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में नई गुना-मक्शी रेल लाइन किस वर्ष बिछाई गई थी ; और

(ख) उक्त रेल लाइन के निर्माण के लिए क्या मानदण्ड अपनाया गया था और इससे कितनी आय होने की आशा थी ?

रेल मन्त्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) इस लाइन को 1977 में यातायात के लिए खोल दिया गया था ।

(ख) पिछड़े क्षेत्रों के विकास के लिए और साथ ही साथ जी० टी० मार्ग पर भीड़-भाड़ और संतृप्त भोपाल-उज्जैन खंड को राहत पहुँचाने के लिए । खुलने के छठे वर्ष में संभावित प्रतिफल 4·23 प्रतिशत है ।

Family Planning Device on Woman's Arm

3048. SHRI K. PRADHANI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether his attention has been drawn to the news item captioned "FP device on women's arm" appearing in the "Hindustan Times", New Delhi dated 19 February, 1984;

(b) whether Government have conducted any field trials of this latest and reportedly most durable female contraceptive without tears called "Norplant" to test its efficacy and popularisation in the country; and

(c) if so, the outcome thereof and the steps being taken to introduce it into the family planning market ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOSHINA KIDWAI) : (a) to (c). Government are aware of the news item. Clinical trials of "Norplant" technique are being conducted in the country. Its introduction in the National Family Welfare Programme will be considered on the basis of the results of these trials.

Ticketless Travelling and Unauthorised Alarm Chain Pulling Cases During 1983-84

3049. SHRI MOHANLAL PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the incidence of ticketless travelling and the incidence of unauthorised alarm chain pulling are on the increase;

(b) if so, whether any surprise checks were conducted during the year 1983-84 against ticketless travel;

(c) if so, the number of persons detected without ticket and the amount realised as a fine from them during the year 1983-84, Division-wise;

(d) the number of chain pulling cases occurred during the year 1983-84, Division-wise; and

(e) what specific steps proposed to be taken to put an end to such practices ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The incidence of alarm chain pulling has come down in the year 1983 as compared to 1982. Number of persons detected travelling without tickets or with improper tickets during 1983 has been higher than during 1982, but this is because of more intensive ticket checking and more number of checks having been carried out during 1983.

(b) Yes, sir.

(c) and (d) The zone-wise position during the year 1983 is as follows :—

Zone	Number of persons detected travelling without ticket or with improper tickets	Amount of railway dues realised	Amount of judicial fine realised	Number of alarm chain pulling cases reported
	**	Rs. **	** Rs.	**
Central	5.41	116.69	6.04	0.24
Eastern	6.39	92.78	7.47	0.09
Northern	5.08	106.70	15.93	0.31
North Eastern	1.80	26.87	11.17	0.77
Northeast Frontier	0.83	28.41	0.40	0.02
Southern	2.85	63.52	0.58	0.06
South Central	2.83	70.04	0.98	0.20
South Eastern	5.49	81.41	1.02	0.34
Western	6.98	123.82	3.01	0.16
TOTAL	37.66	710.24	46.60	2.19

(** Figures in lakhs)

Division-wise position is being collected and will be laid on the Table of the Sabha.

(e) To tackle the twin problem of ticketless travel and unauthorised alarm chain pulling, the following are some of the special types of checks conducted on the Indian Railways.

(i) Special massive checks against ticketless travel and alarm chain pulling by mobilising a large force of ticket checking staff, Railway Protection Force, Government Railway Police and local Police personnel accompanied by Railway Magistrates under the supervision of senior Railway officers.

(ii) Join drives in coordination with the State Governments.

(iii) Incognito checks by travelling ticket examiners in plain clothes.

(iv) Concentrated surprise checks especially by moving the checking parties accompanied by Railway Protection Force/Police and Railway Magistrates by road transport.

(v) Replacement checks by the headquarters and divisional ticket checking squads by intercepting trains in mid-sections.

(vi) The ticket checking staff of one Railway system are deployed for ticket checking on another system.

(vii) Preventive checks by Vigilance Organisation of Railways.

Educative propaganda against ticketless travel and also alarm chain pulling is carried out among the travelling public, particularly the student community. Services of volunteers of social voluntary organisations of repute are also utilised in assisting ticket checking parties in apprehending ticketless travellers.

Basically, ticketless travel and allied anti-social activities are connected with law and order situation. As the maintenance of law and order and prevention of crimes on the Railways is the responsibility of the State Governments, the coopration of State Governments is sought at various levels.

नई दिल्ली नगर पालिका द्वारा नार्थ एवेन्यू क्षेत्र में होम्योपैथिक औषधालय खोलना

3050. **श्री निहाल सिंह :** क्या **स्वास्थ्य और परिवार कल्याण मन्त्री** साऊथ एवेन्यू/नार्थ एवेन्यू में नई दिल्ली नगरपालिका द्वारा होम्योपैथिक औषधालय खोलने के बारे में 8 दिसम्बर, 1983 के अतारांकित प्रश्न संख्या 2674 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली नगर पालिका द्वारा नार्थ एवेन्यू क्षेत्र में होम्योपैथिक औषधालय कब खोला जाएगा ; और

(ख) इस औषधालय के खोलने में विलम्ब के क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मन्त्रालय में उप-मंत्री (कुमारी कुमुद बेन एम० जोशी) : (क) और (ख) नई दिल्ली नगरपालिका ने सूचित किया है कि चिकित्सा सुविधाओं का पुनर्गठन करने और नार्थ एवेन्यू के आस-पास एक होम्योपैथी औषधालय खोलने सम्बन्धी प्रस्ताव अभी भी उनके विचाराधीन है ।

Double Line between Garhi Harsaru and Pataudi Road

3051. SHRI R. L. P. VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have a proposal for the construction of a double line between Garhi Harsaru and Pataudi Road ;

(b) whether the Railway Board has issued any urgency certificate, if so, the date of issue thereof ;

(c) the latest progress of the construction, the expenditure incurred so far

and the likely date by which the project would be completed; and

(d) what further steps are proposed to be taken to expedite the implementation of the above proposal ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) Yes, Sir, on 9.12.1980.

(c) Latest progress : 7.52%

Expenditure upto December, 1983 : Rs. 68.72 lakhs

Likely date of completion : No date for completion of the work has been fixed.

(d) The progress of work is limited by the severe constraint of resources.

Loop Line for Dohad Jhahod Ratlam via Banswara Line

3052. SHRI BHEEKHABHAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some organisations suggested a loop line from Dohad Jhahod to Ratlam via Banswara, if so, the details thereof ; and

(b) the reaction of Government thereto ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) No such request has been received in the recent past.

(b) Does not arise.

Schedule of Work for Gangman

3053. SHRI A. K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the density of traffic has been increased between Prodhankhanta and Sitarampur during the period from 1968 to 1983 ;

(b) if so, the details along with the improvements of track and signalling done to cope with the increased traffic;

(c) what are the norms for determination of the schedule of works of each Gangman during 8 hours of duty, when and by whom the schedule of works was fixed last in Eastern Railway; and

(d) reasons for not including the representatives of Central Government Labour Department in the Committee for determination of schedule of works to be done by Gangman in each shift of duty ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The density of traffic in Prodhankhanta and Sitarampur Grand Chord Section, has increased from 12.20 to 14.48 GMT per annum on the Up line and 13.70 to 17.68 GMT per annum on the Down line between 1968 & 83.

(b) Substantial improvement to track structure has been and is still being carried out with higher poundage of rails and PRC sleepers. Automatic signalling has also been provided between Sitarampur and Chhota Ambana.

(c) The norms for determination of the schedule of works of gangman on E. Railway are based on field study carried out on the working of the gangman in various Divisions of that Railway. The last schedule was issued in 1967 by the Chief Engineer, Eastern Railway.

(d) It is not considered necessary to include a representative of the Central Government Labour Department while determining the work norms for the gangman.

राजभाषा अधिनियम, 1963 के उपबंधों के अनुसार मंत्रालय द्वारा अपने विभागों को भेजे गए पत्र

3054. श्री रामावतार शास्त्री : क्या स्वास्थ्य और परिवार कल्याण मन्त्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1981-82, 1982-83 और 1983-84 के दौरान पृथक-पृथक रूप से उनके मंत्रालय ने राजभाषा अधिनियम, 1963 के उपबन्धों के अनुसार देश के "क", "ख" और "ग" क्षेत्रों में स्थित अपने विभागों के सम्बद्ध और अधीनस्थ कार्यालयों तथा उपक्रमों को कुल कितने-कितने मूल पत्र लिखे हैं ;

(ख) उनमें से क्षेत्र-वार और वर्षवार पृथक-पृथक रूप से हिन्दी ओर अंग्रेजी में मूल रूप से कितने-कितने पत्र लिखे गये हैं ;

(ग) इन वर्षों के दौरान, वर्ष-वार "क" "ख" और "ग" राज्यों में स्थित उनके मन्त्रालय के सम्बद्ध और अधीनस्थ कार्यालयों तथा उपक्रमों के कुल कितने-कितने मूल पत्र प्राप्त हुए हैं ; और

(घ) उनमें से क्षेत्रवार और वर्षवार, पृथक-पृथक मूल रूप से हिन्दी और अंग्रेजी में लिखे हुए कितने-कितने पत्र हैं ?

स्वास्थ्य और परिवार कल्याण मन्त्रालय में उप-मन्त्री (कुमारी कुमुद बेन एम० जोशी) : (क) और (ख) मंत्रालय में हिन्दी के प्रयोग सम्बन्धी आंकड़े राजभाषा विभाग, गृह मन्त्रालय द्वारा निर्धारित प्रोफार्मा के अनुसार रखे जाते हैं। सितम्बर, 1982 तक, जब यह प्रोफार्मा संशोधित किया गया था, ऐसे आंकड़े राज्यवार और क्षेत्रवार रखने की कोई व्यवस्था नहीं थी। तथापि, स्वास्थ्य और परिवार कल्याण मंत्रालय द्वारा अक्तूबर, 1982 से आगे मूल रूप से जारी किये गये पत्रों की संख्या इस प्रकार है—

अवधि	क्षेत्र	मूल रूप से हिन्दी में	मूल रूप से अंग्रेजी में	योग
अक्तूबर, 1982 से	क	1236	740	1976
मार्च, 1983 तक	ख	201	1047	1248
	ग	91	623	714
अप्रैल, 1983 से	क	3141	926	4067
दिसम्बर, 1983 तक	ख	527	1415	1942
	ग	19	1982	2001

(ग) और (घ) सम्बद्ध, अधीनस्थ कार्यालयों और उपक्रमों से मन्त्रालय को मिले मूल पत्रों के राज्यवार और क्षेत्रवार आंकड़े नहीं रखे जाते।

रति रोग से पीड़ित लोगों के लिए अस्पताल

3055. **श्री हेमवती नन्दन बहुगुणा** : क्या **स्वास्थ्य और परिवार कल्याण** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या 10 प्रतिशत लोग रतिरोग से पीड़ित हैं, जैसा कि दिल्ली के एक जाने-माने अस्पताल के रतिरोग विशेषज्ञ ने बताया है ;

(ख) यदि हां, तो इस रोग से राज्य-वार कितने लोग पीड़ित हैं ;

(ग) वर्ष 1980 से 1983 तक ऐसे रोगियों का राज्य-वार और वर्ष-वार ब्यौरा क्या है ;

(घ) इसकी बीमारी के रोगियों की बढ़ती संख्या को देखते हुए क्या सरकार का विचार नये अस्पताल खोलने का है ;

(ङ) यदि हां, तो देश में 1984 के दौरान ऐसे कितने अस्पताल खोले जाने की सम्भावना है ; और

(च) यदि नये अस्पताल खोलने का विचार नहीं है, तो इसके क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मन्त्रालय में राज्य मन्त्री (श्रीमती मोहसिना किदवई) : (क) से (ग) राज्यों/संघ शासित क्षेत्रों से मिली रिपोर्टों के अनुसार वर्ष 1980 से 1983 तक एस० टी० डी० क्लीनिकों में देखे गये रोगियों की राज्य-वार और वर्ष वार संख्या संलग्न **विवरण** में दी गई है।

(घ) से (च) उपलब्ध सूचना के अनुसार विभिन्न राज्यों/संघ शासित क्षेत्रों में 300 एस० टी० डी० क्लीनिक कार्य कर रहे हैं। और अधिक एस०टी०डी० क्लीनिक खोलने के लिए समय-समय पर राज्य सरकारों से अनुरोध किया जाता रहता है।

विवरण

1980-83 के दौरान एस०टी०डी० क्लीनिकों में देखे गये और इलाज किये गये रोगियों की संख्या

क्र०सं०	राज्य/संघ शासित क्षेत्र का नाम	1980	1981	1982	1983
1	2	3	4	5	6
1.	आंध्र प्रदेश	74902	86582	77640	56837
2.	बिहार	17565	13997	16061	8543
3.	हिमाचल प्रदेश	1772	2470	2455	2764
4.	जम्मू व कश्मीर	+	+	72	127
5.	कर्नाटक	38397	40196	53098	42564
6.	केरल	14054	11901	13735	4875
7.	मध्य प्रदेश	2902	3301	2411	1826
8.	महाराष्ट्र	419886	265312	167643	123415
9.	मणिपुर	608	321	1476	932
10.	उड़ीसा	11747	22210	52622	34568
11.	पंजाब	+	+	120	97
12.	राजस्थान	833	+	4973	4852
13.	तमिलनाडु	60344	51642	108730	97826
14.	त्रिपुरा	276	+	+	
15.	उत्तर प्रदेश	14889	12688	12741	8562
16.	पश्चिम बंगाल	1987	4014	3175	3065

1	2	3	4	5	6
17.	अंडमान व निकोबार द्वीप समूह	+	+	+	
18.	अरुणाचल प्रदेश	105	+	+	
19.	चण्डीगढ़	—	—	+	
20.	दादर व नगर हवेली	—	—	+	
21.	दिल्ली	33179	35375	18719	17612
22.	गोवा दमन व दीव	22666	2696	2201	1686
23.	मिजोरम	831	745	2690	2245
24.	पांडिचेरी	15683	4734	11876	9876
		712262	557994	552438	427237

+ उपलब्ध नहीं है ।

Introduction of French Computer System

3056. SHRIMATI JAYANTI PATNAIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have a proposal to introduce French Computer System for selling tickets to and making reservation for railway passengers;

(b) if so, when such proposal is expected to be implemented; and

(c) the steps taken in this matter ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) No, Sir.

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

New Railway Lines in Fifth and Sixth Plans

3057. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) what is the number of new railway lines taken up for construction during the Fifth and Sixth Five Year Plans, Zone-wise ;

(b) the details of the projects including total route kilometreage in each case and the estimated cost alongwith the period likely to be taken for construction ;

(c) whether any priority would be given to such new line in the States which have not been given any new line since independence; and

(d) if so, the nature thereof ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) and (b). 9 New Lines were taken up during the 5th Plan (74-75 to 77-78) while 11 New Lines were taken up for construction during the Inter Plan (Rolling Plan) i.e. during 78-79 and 79-80. In addition, 18 New Lines Projects have been taken up for construction during 6th Plan period 1980-81 to 1983-84. Details of these projects, zone-wise, are given in the statement laid on the Table of the House. [Placed in library. *See* No. LT. 7930/84].

(c) and (d) Priority for different projects would depend upon overall availability of funds and its relative priority vis-a-vis project oriented and other operational projects.

उज्जैन और नागदा स्टेशनों पर प्लेट फार्मों का विस्तार

3058. श्री सत्य नारायण जटिया : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे के उज्जैन और नागदा स्टेशनों पर उन प्लेटफार्मों का विस्तार करना जरूरी हो गया है जहां इन्दौर-देहरादून और इन्दौर-बम्बई कोचों वाली इन्दौर-नागदा-इन्दौर पैसेंजर रुकती है; और

(ख) यदि हां, तो यात्रियों की सुविधा को ध्यान में रखते हुए इन रेलवे स्टेशनों के प्लेटफार्म का विस्तार कब तक किया जायेगा ?

रेल मन्त्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां।

(ख) धन की कमी के कारण अभी तक कार्य को मंजूर करना संभव नहीं हुआ है।

Expenditure on CGHS During 1981-82 to 1983-84 and Beneficiaries State-wise

3056. SHRI AMAL DATTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the total expenditure under Central Government Health Scheme in the different States and Union Territories, during 1981-82, 1982-83 and 1983-84 and the number of beneficiaries, State-wise ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : A statement showing the total expenditure under CGHS in different States and Union Territories during 1981-82, 1982-83 and 1983-84 and the number of bene ficiaries is enclosed. (See Column 77-78)

जगदलपुर से डल्लीराजहरा तक रेलवे लाईन

3060. **श्री लक्ष्मण कर्मा** : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बस्तर से सम्बन्धित जन-प्रतिनिधियों ने 3 दिसम्बर, 1983 को भोपाल में प्रधानमन्त्री को एक अभ्यावेदन प्रस्तुत किया था, जिसमें जगदलपुर और डल्लीराजहरा के बीच रेलवे लाईन की मांग की गई है;

(ख) यदि हां, तो उस पर अब तक क्या कार्यवाही की गई है; और

(ग) क्या इस रेलवे लाईन को सातवीं पंचवर्षीय योजना में शामिल कर लिया गया है ?

रेल मन्त्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) इस मन्त्रालय में प्रधानमन्त्री के नाम सम्बोधित 3.12.83 या इसके आस-पास भेजा गया कोई अभ्यावेदन प्राप्त हुआ प्रतीत नहीं होता है। बहरहाल, इस विषय पर प्रधानमन्त्री के नाम सम्बोधित वाद का अभ्यावेदन इस मन्त्रालय में प्राप्त हुआ है।

(ख) और (ग) फरवरी, 1980 में योजना आयोग को उनकी स्वीकृति के लिए लिखा गया था। संसाधनों की अत्यन्त तंगी को ध्यान में रखते हुए, इस काम को अभी शामिल नहीं किया जा सका है।

Express/Mail Trains Proposed to be Introduced during 1984-85

3061. KUMARI PUSHPA DEVI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the number of express/mail trains proposed to be introduced in 1984-85 financial year ;

(b) the number of such express/mail trains proposed to be introduced in various lines of Madhya Pradesh ;

(c) the name of such trains ; and

Statement

State/Union Territory-wise Expenditure and No. of CGHS beneficiaries in the country during the year 1981-82, 1982-83 and 1983-84

States/Union Territory (City)	Expenditure (Rs. in lakhs)			Beneficiaries		
	1981-82	1982-83	1983-84	1981-82	1982-83	1983-84
		(Upto Dec., 1983)			(Upto Dec., 83)	
1. Delhi (Delhi)	893.67	1014.82	936.67 a	1270914	1312940	1465981
2. Maharashtra (Bombay, Nagpur & Pune)	279.20	348.34	220.78 b	367950	410626	431530
3. T. Nadu (Madras)	67.56	81.74	75.08	112300	122137	130286
4. U.P. (Allahabad, Kanpur, Meerut & Lucknow)	174.30	191.62	166.62 c	290156	368625	413762
5. Bihar (Patna)	51.76	48.15	32.47	76639	80546	83654
6. Karnataka (Bangalore)	47.27	54.01	52.67	103044	115600	132885
7. Rajasthan (Jaipur)	37.06	49.79	50.59	49742	51252	55330
8. Gujarat (Ahmedabad)	20.18	19.46	15.11	10068	11189	12164
9. Andhra Pradesh (Hyderabad)	97.17	117.01	101.46	135274	153915	219249
10. West Bengal (Calcutta)	117.04	148.82	108.57	175773	204078	204078 d
Total	1785.76	2073.76	1760.02	2591860	2830906	3148919

(a) Upto January, 1984. (b) Non-Plan Expenditure for CGHS Bombay is upto 31st Oct. 1983. (c) Non-Plan Expenditure for Allahabad is upto 30th November, 1983. (d) Upto March 1983.

(d) the details thereof ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (b). There are no specific proposals for introduction of long distance mail/express trains at present. However, various demands for introduction of new trains on Indian Railways are pending and new demands are pouring in. Such of the proposals which are operationally feasible and justified shall be considered subject to availability of resources.

Widening of Lothian Bridge

3062. DR. A.U. AZMI : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4899 dated 22 December, 1983 regarding providing some passage under Lothian Bridge and state if his Ministry has since formulated any plain in this behalf and if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : Sir, the Railways have finalised the preliminary proposals in this regard which contemplate provision of 4 openings of 7.5 metres width each. The detailed scheme for executing the work without interruption to rail and road traffic is being prepared.

केन्द्रीय सरकार द्वारा उत्तर प्रदेश में क्षय रोग सेनिटोरियम तथा क्षय रोग केन्द्रों की स्थापना

3063. **श्री राम सिंह शाक्य** : क्या स्वास्थ्य और परिवार कल्याण मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार का विचार अपनी देख-रेख में उत्तर प्रदेश में 8 क्षयरोग सेनिटोरियम तथा एक क्षयरोग केन्द्र स्थापित करने का है ; और

(ख) यदि हां, तो उन्हें किन स्थानों पर स्थापित किया जाएगा तथा राज्य सरकार को केन्द्रीय सरकार द्वारा कितनी धन राशि की सहायता दी जाएगी तथा उनमें कितने रोगियों को उपचार सुविधा उपलब्ध कराई जाएगी ?

स्वास्थ्य और परिवार कल्याण मन्त्रालय में राज्य मन्त्री (श्रीमती मोहसिना किदवई) : (क) और (ख) राष्ट्रीय क्षयरोग नियन्त्रण कार्यक्रम केन्द्रीय प्रायोजित योजना के रूप में चलाया जा रहा है और इसके लिए केन्द्र और राज्य सरकारें बराबर-बराबर धन वहन करती हैं। केन्द्रीय सरकार दवाइयां और उपकरण सप्लाई करती है। और अधिक क्षय रोग केन्द्र तथा क्षयरोग सेनिटोरियम/अस्पताल आदि खोलने का कार्य राज्य प्लान सेक्टर में शामिल कर लिया गया है। इस संबंध में राज्यों को कोई सहायता नहीं दी जाती।

Legislation Requiring Manufacturers to ADL Potassium Iodate or Potassium Iodine to Salt

3064. SHRI RAM JETHMALANI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware of the fact that deficiency of Iodine in the diet of most Indians is causing Goiter and deficiency of Thyroid harmone and that a condition medically known as Hypothroidism is now present in epidemic proportion in certain areas of the country ;

(b) whether Government are also aware that most of the developed nations of the world have made Iodination of salt compulsory ;

(c) if so, whether Government propose to bring a Bill requiring the main manufacturers to add due potassium Iodate or potassium Iodine to salt for human consumption and also to make

manufacture of sale or salt for human consumption without iodination illegal; and

(d) if so, by what time ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Yes. It was earlier known to be prevalent in endemic form in the Sub-Himalayan belt from Jammu and Kashmir to Arunachal Pradesh. Recent surveys have disclosed its prevalance also in the Terai regions of Uttar Pradesh and Bihar and in parts of Madhya Pradesh, Gujarat, Maharashtra and the Union Territory of Delhi.

(b) It is understood that some of the countries in Central America, South America Caribbean Islands, Canada and Europe have made iodination of salt compulsory.

(c) and (d). There is no proposal under consideration to manufacture iodised salt as a substitute for common salt for consumption all over the country. However, iodised salt is being supplied to the goitre endemic areas and sale of common salt is not permissible in these areas.

बीना से आरक्षण कोटा

3065. **श्री राम प्रसाद अहिरवार** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 132 अप जयन्ती जनता एक्सप्रेस में बीना (मध्य प्रदेश) से कोई आरक्षण कोटा (द्वितीय श्रेणी और प्रथम श्रेणी) नहीं है;

(ख) क्या यह भी सच है कि उक्त रेलगाड़ी में बीना से प्रथम श्रेणी और द्वितीय श्रेणी में शायिकाओं का आरक्षण कोटा उपलब्ध न होने के कारण यात्रियों को काफी असुविधा होती है; और

(ग) यदि हां, तो इस संबंध में विभाग द्वारा उठाए जाने वाले कदमों का ब्यौरा क्या है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (ग) 132 अप जयन्ती जनता एक्सप्रेस में पहले दर्जे की व्यवस्था नहीं है। बीना स्टेशन के लिए इस गाड़ी से दूसरे दर्जे की दो शायिकाओं का कोटा दिया गया है। वर्तमान मांग को ध्यान में रखते हुए, 1.4.1984 से उपर्युक्त कोटा बढ़ाकर 4 शायिकाएं करने का विनिश्चय किया गया है।

Cancellation of Examination for Class III Posts

3066. SHRI D.S.A. SIVAPRAKASAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the examination for class III posts scheduled to be held on 26 February, 1984 was cancelled due to leakage of question papers ; and

(b) if so, where, when and by whom the leakage had occurred ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) Immediately after this incident, an FIR has been lodged with the CBI who have registered a case. The CBI have taken up the investigation and have also been requested to complete the investigation posthaste.

Representation from Howrah-Amta-Sheakhala Yatri Samiti

3067. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government had received any representation from the Howrah-Amta-Sheakhala Yatri Samiti regarding the Howrah-Amta Broad Gauge line ;

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

(c) the decision of the Government on the issues raised in the representation ;

(d) the reasons of the delay and measures Government propose to take to expedite the matter ; and

(e) when the work is likely to be completed ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) to (e). The Howrah-Amta-Champadanga Jatri Samiti had requested for :

(i) Issue of directive to run passenger services upto Bargachia forthwith ;

(ii) Extend and complete construction work in Howrah-Amta and Howrah-Champadanga sectors ; and

(iii) Take in hand construction work on Howrah-Sheakhala sectors by allocating necessary funds.

The construction of the Howrah-Amta line (Phase-I) is in progress. Its progress had been affected due to the severe constraint of resources, besides delay in handing over land by State Govt. and delay in removing obstructions etc. It has, therefore, been decided to construct the 1st 16 kms. upto Damjur in the first instance by end of March, 1984 and the remaining portion of Phase-I upto Bargachia during 1984.

The work on the remaining portions viz. Bargachia-Amta and Bargachia-Champadanga as also the construction of Howrah-Sheakhala lines will be taken up as soon as the resources position improves.

उत्तर प्रदेश में कोयले की अनधिकृत बिक्री

3068. **श्री रामलाल राही** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह जानकारी है कि उत्तर प्रदेश में रेल गाड़ियों के ड्राइवर ठेकेदारों को अवैध रूप से कोयला बेचते हैं;

(ख) यदि हां, तो क्या सरकार ने इस संबंध में कोई जांच की है;

(ग) यदि हां, तो इस संबंध में कितने व्यक्तियों को दण्डित किया गया है; और

(घ) यदि इस बारे में कोई जांच नहीं की गई है, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी०ए० गनी खान चौधरी) : (क) और (ख) जी हां ।

(ग) अभी तक 24 इंजन कर्मियों के संबंध में विभागीय कार्रवाई की गई गयी है/गिरफ्तार किये गये हैं ।

(घ) प्रश्न नहीं उठता ।

Mahatma Gandhi University in Kerala

3069. SHRI M. RAMANNA RAI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether a new University by name "Mahatma Gandhi" University has been started and inaugurated in Kerala without the knowledge and consent of University Grants Commission ; and

(b) if so, how it took place ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). The University was established by the Government of Kerala through an Ordinance promulgated by the Governor of Kerala on October 1, 1983. The State Governments do not require any formal approval of the University Grants Commission for establishing new Universities.

चण्डी का विकास

3070. **श्री कमला मिश्र मधुकर** : क्या **शिक्षा और संस्कृति** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने बिहार के पूर्वी चम्पारन जिले में अरेराज के निकटस्थ सुप्रसिद्ध स्थान चण्डी के विकास के संबंध में अभी तक कोई निर्णय किया है;

(ख) यह स्थान किस काल से संबद्ध है और क्या इस स्थान की खुदाई की जायेगी;

(ग) क्या सरकार का विचार इस स्थान को एक दर्शनीय ऐतिहासिक स्थान के रूप में विकसित करने का है जिससे इतिहास पर शोध करने वाले व्यक्ति प्रति वर्ष उस स्थान पर जा सकें और उचित सुविधायें पा सकें जो भारत के इतिहास पर प्रकाश डालने में सहायक सिद्ध होगा; और

(घ) यदि हां, तो क्या सरकार इस संबंध में कोई योजना बनायेगी और उचित कार्यवाही करेगी ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) यह स्थल केन्द्रीय सुरक्षण में नहीं है। अतः भारतीय पुरातत्व सर्वेक्षण द्वारा इसके विकास का प्रश्न ही नहीं उठता ।

(ख) उस क्षेत्र के भूस्तरीय अन्वेषण से एक प्राचीन टीले की विद्यमानता का पता चला है जिसमें कुषाण काल से लेकर मध्य काल तक के पुरावशेष मिले हैं ।

(ग) और (घ) पर्यटन विभाग द्वारा चुने गये पर्यटक स्थल के रूप में इसके विकास हेतु न तो कोई ऐसा प्रस्ताव है, न उस स्थल को विहार-भ्रमण परिक्रमा में शामिल ही किया गया है ।

Irregularities in award of contracts at Bellary Railway Station

3071. SHRI RASHEED MASOOD : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that gross irregularities involving lakhs of rupees have recently come to notice in awarding contracts to a certain railway contractor for works at Bellary railway station and other places ;

(b) if so, the details thereof and whether any inquiry has been made by the Government into these irregularities ; and

(c) if so, the result thereof and the action taken by the Government in this matter ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (c). No irregularity in awarding contracts for works at Bellary Railway Station has come to the notice of the Railway Administration. However, a report has, of late, been received from the Central Bureau of Investigation with allocations of irregularities in recording measurements by certain Railway officials. The report is under processing for further action in consultation with the Central Vigilance Commission.

Amount spent for purchasing rose plants at Adra S.E. Railway

3072. SHRI BASUDEB ACHARA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that at Adra in South East Railway rose plants have been purchased for gardening purposes from a nursery farm of Saharanpur without any tender ;

(b) if so, total amount spent and justification thereof ; and

(c) places where the rose plants have been planted ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The rose plants have been purchased for gardening purpose in Adra Division of S.E. Railway from a Nursery at Saharanpur. As the amount spent was small, sealed tenders were not invited but price lists were obtained from four different firms at

Ranchi, Calcutta, Delhi and Saharanpur. As the rate quoted by the firm from Saharanpur was the lowest, the plants were purchased from the firm.

(b) An amount of Rs. 2,000 was spent for this purpose. This is a part of massive tree plantation programme of Railways for improving ecology and environment.

(c) The rose plants have been planted in the various gardens attached to public places like service buildings, Railway institutes, schools, clubs etc.

Interview for the Post of Prof. of Orthopaedics at AIIMS

3073. SHRI H.N. NANJE GOWDA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that an interview for the post of Prof. Orthopaedics at the All India Institute of Medical Sciences, New Delhi was held on 13 February, 1984 ;

(b) if so, how many candidates were called for the interview for the said post and whether they also included doctors of the rank of Prof. of Orthopaedics, seniors orthopaedic surgeons employed in the Government hospitals and medical colleges ;

(c) whether it is also a fact that interviews of certain candidates called initially for the said post were cancelled subsequently and if so, reasons therefor ; and

(d) the final decision taken in the matter ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) to (d). The All India Institute of Medical Sciences, New Delhi, has reported that an interview for the post of Professor of Orthopaedics was held on the 13th February, 1984. Three candidates applied for the post but as two candidates did not possess the basic qualification of M.S. in Orthopaedic Surgery, their interview calls were cancelled. The selection for the post has already been made and the selected candidate has joined.

Property Seized in Raid on Port Official's House in Bombay

3074. SHRI M. RAMGOPAL REDDY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government's attention has been drawn to the press report appearing in the 'Times of India' of 8 February, 1984, wherein it has been stated that property worth Rs. 15 lakh was seized in a raid on a Port Official's house in Bombay ;

(b) if so, the details of the raid ; and

(c) what action Government have taken in regard thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) The search of the suspect officer's house, lockers etc. was conducted by the CBI on 25-01-84. The suspect officer was having a number of lockers from which considerable jewellery, F.D. Rs. etc., have been found. His assets are valued at Rs. 15,27,510 which seem to be disproportionate to his known sources of income. The CBI investigation is in progress.

(c) The suspect officer has been placed under suspension with effect from 06-03-84, with the approval of the Central Government.

U.S. Aircrafts Fill Skies over South East Asia

3075. SHRI RAM VILAS PASWAN :
SHRI BHIKU RAM JAIN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of Government has been drawn to the news item appearing in the 'Hindustan Times' dated 14 February, 1984 that U.S. aircrafts to fill skies over South East Asia ;

(b) whether Asian countries have concluded agreements with USA to acquire U.S. aircrafts ;

(c) whether U.S. decision to equip Asian countries is to counter USSR build-up in Camranh Bay in South East Asia ; and

(d) if so, its likely danger to the region and to India in particular ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir ; Government have seen the news report.

(b) to (d). A number of South-East Asian countries continue to purchase US military aircraft. The U.S. has justified supply of military equipment to the region by referring to a Soviet military presence in the region. The Government of India's views on the question of Indian Ocean region as a Zone of Peace and its opposition to the further militarization of the region are well-known.

Funds for Wagon Purchase

3076. SHRI SOMNATH CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Planning Commission has cut down funds for wagon purchase and the like;

(b) if so, whether the Government have taken up the matter with the Commission;

(c) if so, detailed response of the Commission; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI A.B.A GHANI KHAN CHOUDHURY) : (a) to (d). The Planning Commission fixes the total allocation and its distribution among different Plan heads like new lines, rolling stock, track renewals, electrification and line capacity works etc. is made in consultation with the Ministry of Railways.

For the year 1984-85, this Ministry had projected a requirement of Rs. 2,080 crores against which the Planning Commission had agreed for an outlay of Rs. 1,650 crores. The allocation for rolling stock had, therefore, to be reduced by the Railways from Rs. 580 crores to Rs. 515 crores (net) and consequently the number of wagons proposed to be acquired had to be scaled down from 15,000 to 12,000.

Wagon Purchase during 1984-85

3077. PROF. RUPCHAND PAL : Will the Minister of RAILWAYS be pleased to state :

(a) the reasons for the cutting down wagon purchasing during 1984-85;

(b) whether the cut is going to affect targetted traffic during the same period;

(c) if so, how the target is going to be achieved; and

(d) whether the wagon purchasing target was estimated wrongly ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The railways had projected a plan allocation of Rs. 2,080 crores for the year 1984-85, against which the Planning Commission agreed to an outlay of Rs. 1,650 crores only. The allocation for rolling stock had to be, therefore, reduced from Rs. 580 crores to Rs. 515 crores (net); among other reductions, this has meant reduction in acquisition of wagons from 15,000 as originally envisaged to 12,000 wagons.

(b) and (c). To achieve the freight traffic target, the railways would have adequate wagons by improving wagon utilisation.

(d) Does not arise.

अलीपुर बाल गृह से बच्चों का फरार हो जाना

3078. **श्री बी० डी० सिंह :** क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अलीपुर बाल गृह से भारी संख्या में बच्चे फरार हो जाते हैं;

(ख) गत तीन वर्षों के दौरान, वर्ष-वार कितने बच्चे फरार हो चुके हैं तथा उनमें से कितने बच्चों को गिरफ्तार कर लिया गया है;

(ग) बच्चों के फरार हो जाने के क्या कारण हैं; और

(घ) बच्चों के फरार होने की रोकथाम करने के लिए सरकार द्वारा क्या प्रभावशाली कदम उठाए गए हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० थुंगन) : (क) और (ख) अलीपुर स्थित बाल गृहों से कुछ बच्चे फरार हुए हैं। पिछले तीन वर्षों के दौरान फरार हुए अन्तःवासियों की संख्या नीचे दी गई है :—

	1980-81	1981-82	1982-83
लड़कों के लिए बाल गृह-1 अलीपुर	135	124	455
लड़कों के लिए बाल गृह-2 अलीपुर	71	78	250

यह दर्शाने के लिए कि फरार हुए बच्चों में से कितने बच्चों को पुनः खोज लिया गया है, अलग से आंकड़े नहीं रखे जाते हैं क्योंकि पुनः खोजे गए बच्चों को भी नए बच्चों की तरह ही दाखिल किया जाता है।

(ग) इन गृहों को जेलों की तरह नहीं चलाया जा रहा है और बच्चों की गतिविधियों पर सीधा प्रतिबन्ध नहीं है।

(घ) बच्चों की शीघ्र पहचान के लिए फोटोग्राफी पद्धति शुरू कर दी गई है, इन गृहों की भीड़-भाड़ को कम करने के लिए अतिरिक्त आवास का आयोजन किया गया है, कर्मचारियों की संख्या बढ़ाने और बच्चों की संख्या तथा तैनात कर्मचारियों के बीच मौजूदा अनुपात को परिमेय बनाने के लिए कदम उठाए गए हैं।

दिल्ली में बाल गृहों के कार्यकरण का अध्ययन करने के लिए दिल्ली प्रशासन द्वारा गठित कार्यदल ने भी हाल ही में अपनी अन्तरिम रिपोर्ट में कुछ महत्वपूर्ण सिफारिशें/सुझाव दिए हैं जो संलग्न विवरण में दिये गये हैं।

विवरण

दिल्ली में बाल गृहों के कार्यकरण का अध्ययन करने के लिए दिल्ली प्रशासन द्वारा गठित कार्यदल की कुछ महत्वपूर्ण सिफारिशों/सुझावों को दर्शाने वाला विवरण।

1. बाल गृहों में भीड़-भाड़ को कम करने के लिए शीघ्र कदम उठाए जाएं। दल इसको एक विकट समस्या समझता है जो लगभग सभी गृहों को बुरी तरह से प्रभावित कर रही है। बड़े गृहों को छोटे गृहों में विभाजित किया जाए ताकि उन्हें प्रभावशाली और संतोषजनक तरीके से चलाया जा सके। इस प्रयोजन के लिए कार्यदल ने बाल गृहों के लिए आदर्श आकार के बारे में मापदण्डों की सिफारिश की है।

2. बच्चों की सुविधाओं के प्रेषण को देखने के लिए निरीक्षण करने हेतु दिल्ली प्रशासन के समाज कल्याण निदेशालय में एक सैल बनाया जाए जिसके मुखिया उप-निदेशक (बाल कल्याण) हों। एक उप-निदेशक

के आलावा सैल में दो केस वर्कर, एक निरीक्षक और एक उच्च श्रेणी लिपिक होने चाहिए ।

3. दिल्ली प्रशासन सलाहकार समितियों (एक पद्धति जिसको 1974 से समाप्त कर दिया गया था) को पुन: चालू करने पर विचार करें क्योंकि इस प्रकार की बाहरी/एजेंसी किए गए कार्य की विश्वसनीयता और संस्थाओं के कार्यकरण के बारे में निष्पक्ष विचार दोनों प्रदान करती हैं ।

4. समाज कल्याण निदेशालय को पर्याप्त निधियां सौंपी जाएं ताकि गृहों में दाखिल प्रत्येक बच्चे के लिए भोजन और वस्त्रों का कम से कम स्तर सुनिश्चित किया जा सके ।

Arrest of Indians in Jessore District of Bangladesh

3079. SHRI INDRAJIT GUPTA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether some Indian nationals were arrested in Jessore District of Bangladesh on February 17 for having crossed the border illegally and distributed leaflets calling for 'Greater Bengal';

(b) if so, the particulars of the persons and their political antecedents; and

(c) whether they have been released by the Bangladesh authorities ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Six Indian nationals were reported to have been arrested in Bangladesh on 17th February, 1984 for illegal entry.

(b) Our High Commission at Dhaka had immediately requested the Bangladesh authorities for full particulars of the individuals arrested but is yet to receive the same. Our Mission is pursuing the matter with the Bangladesh Government.

(c) No Sir.

Conference of the Asian Forum of Parliamentarians on Population and outcome thereof

3080. SHRI MOTIBHAI R. CHAUDHARI :
SHRIMATI KISHORI SINHA :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Indian Association of Parliamentarians on Population and Development had organised a Conference of the Asian Forum of Parliamentarians on Population and Development recently in Delhi;

(b) whether the expenditure on the Conference was met from the contributions from international organisations ;

(c) if so, what are the details of the contributions made ;

(d) the contribution made by the Government of India in cash and kind; and

(e) what has been the outcome of the conference ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Yes Sir.

(b) and (c). According to the information received from the organisers of the Conference, they received the following amounts from the sponsoring organisations :

(i) Global Committee of Parliamentarians on Population and Development (GCPPD) New York...Rs. 7,40,258.20

(ii) Regional Office of UNICEF in New Delhi; Rs. 1,05,800.00

(d) A sum of Rs. 1,79,768.00 (cash) was given as grant-in-aid by this Ministry.

(e) A copy of "Asian Forum Declaration" is laid on the table of the House. [Placed in library. *See* No. LT. 7931/84].

Appointment of Consultant by University Grants Commission

3081. SHRI S.T.K. JAKKAYAN : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether University Grants Commission has appointed any consultant;

(b) if so, the particulars of the consultant;

(c) what are the criteria fixed for appointing a consultant; and

(d) terms and conditions and tenure of the appointment ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) to (d). There is no Consultant appointed by the UGC in position at present. However, in May, 1983, the UGC had appointed the retired Secretary of the Commission, as Consultant for a period of 6 months in connection with the work relating to the Committee appointed by the Commission to review the functioning of the Central Universities. His term expired on 5th November 1983. The sanctioned pay of the post was Rs. 2,750 per month (fixed). However, the pay of the retired Secretary was fixed in accordance with the rules governing fixation of pay of re-employed pensioners.

Impact of US decision to reduce Contribution to International Institutions

3082. SHRI K. MALLANNA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that while equipping Pakistan with modern weapons US Government has decided to reduce its contribution to the international credit institutions which has hit India; and

(b) if so, whether Government of India has raised its voice in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir; this is so.

(b) Government of India have taken up with the US Government on numerous occasions and at various levels the question of reduction of concessional financial flows to India from multilateral development banks as a result of US policies.

Encroachment of Railway land in West Bengal

3083. SHRI K.T. KOSALRAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways are unable to maintain their services in parts of West Bengal because of encroachment on the railway lands; and

(b) if so, the action being taken to clear such encroachments ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The Railways are finding it difficult to maintain fast EMU services properly in the South suburban sections of Sealdah Division in West Bengal because of encroachments close to Railway track.

(b) Matter has been taken up with State Government at various levels. Recently Minister of Railways has addressed the Chief Minister of West Bengal for eviction of the encroachments which are too close to the track and pose a safety hazard.

Sri Lanka Citizenship for stateless Persons

3084. SHRI B.V. DESAI :
PROF. MADHU DANDAVATE :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Sri Lanka has agreed to provide citizenship to the Stateless people of Indian origin living in Sri Lanka;

(b) if so, whether all such persons had not opted for Indian citizenship after 1964 Agreement have also been provided the citizenship of Sri Lanka;

(c) whether even after providing citizenship to the people of Indian Origin by Sri Lanka, there will be any persons who will remain there without any citizenship ; and

(d) if so, what will be the total number of such Indians and whether India will be taking them back ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) and (b). President Jayawerdene has assured us that he will grant Sri Lankan citizenship to the remaining stateless persons of Indian origin in Sri Lanka. Government have also seen press reports suggesting that a consensus has been reached at the All Parties Conference on this question. The Committee of the Conference are continuing their deliberations, however, and no decision has as yet been announced.

(c) and (d). When Sri Lanka has granted citizenship to all the remaining stateless persons of Indian origin the problem of statelessness would be resolved permanently.

Setting up of P.G.I. in all state capitals on pattern of AIIMS

3085. SHRI AMAR ROYPRADHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Government have decided to establish Post-graduate of Medical Sciences in all the State capitals; and

(b) if so, the details thereof and if not, the reasons thereof ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) (a) No, Sir. However, it has been decided to establish a Regional Institute of Medical Sciences for the North Eastern Region at Shillog. The pattern of management of this Institute and the nature of Central assistance is likely to be similar to that of the AIIMS, new Delhi.

(b) It is for the State Governments to decide whether they would like to establish Post-Graduate Institutes on the pattern of the All India Institute of Medical Sciences.

Vacancies in J.N.U. Executive Council, Academic Council, etc.

3086. SHRI C.T. DHANDAPANI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the number of vacancies to be filled in Jawaharlal Nehru University Executive Council, academic council and also the court as on 31 January, 1984; and

(b) the details thereof along with the names of the members if vacancies have been filled in ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) (a) The number of vacancies in the Executive Council, Academic Council and the Court of Jawaharlal Nehru University as on 31st January, 1984, was as follows :

1. Executive Council	:	10
2. Academic Council	:	16
3. Court	:	11

(b) The required information is given in the attached statement.

Statement

Details of Vacancies As On 31-1-1984		*Names of Members Appointed*
1		2
I. Executive Council		
1. Visitor's nominees	4.	1. Shri Badr-ud-din Tyabji 2. Prof. K. Satchidanand Murthy 3. Prof. A.R. Verma 4. Prof. (Mrs.) Anita Banerjee
2. Teachers of the University to be nominated by the Visitor on the recommendation of the Vice-Chancellor.	3.	Vacant
3. External members of the Court to be nominated by the Visitor.	3.	1. Prof. G. Ram Reddy 2. Prof. M.V. Pylee
II. Academic Council		
1. Heads of Centres/Departments	1.	Vacant
2. One Professor/Associate Professor/Assistant Professor from each School of studies.	2.	Vacant
3. Two students from each school	11.	Vacant
4. Experts to be Co-opted by the Academic Council	2.	Vacant
III. Court		
1. Executive Council Members	7.	1. Shri Badr-ud-din Tyabji 2. Prof. K. Satchidananda Murthy 3. Prof. A.R. Verma. 4. Prof. (Mrs.) Anita Banerjee

1	2
2. The President, Alumni Association	1. Vacant
3. Heads of Centres/ Departments	1. Vacant
4. One Professor/ Associate Professor/Assistant Professor from each school of studies who are members of Academic Council	2. Vacant

Railway Bridges in Amritsar City

3087. SHRI L.S. TUR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the three railway bridges in Amritsar city have been declared unsafe ;

(b) whether one bridge is under construction, one has been closed for traffic and the third one has been closed for heavy traffic ;

(c) whether it has created a traffic problem in the city ;

(d) if so, by which time the bridge under construction will be completed and

(e) when the other two bridges will be constructed ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (e). Sir, there are 4 road over bridges in Amritsar area, out of which two bridges i.e. Rego Bridge and bridge near Verka were considered unsafe and needed heavy repairs. The Rego Bridge has since been repaired and opened to traffic from 3.10.83. As regards road over bridge near Verka, half of the road width of the bridge near Verka is under repairs and traffic is being passed through remaining half portion. Repair work on this road over bridge is expected to be completed by 30.4.84.

EMU Rakes at Central and Western Railways

3088. SHRI J.S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) the number of EMU Rakes Central and Western Railways are having at present to cater to their Bombay suburban area ;

(b) the number of rakes, which have out-lived their life and are required to be scrapped or taken out of service, figures for each railway ;

(c) the number of rakes required by each railway for their Bombay suburban area, if they are to run trains at 5 minutes frequency, 4 minutes frequency and three minutes frequency ; and

(d) the number of rakes ordered by each of the railway for their Bombay suburban area and the delivery schedule fixed for the same ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) As on 31st January, 1984, the holding of EMU rakes on Central and Western Railways has been 73 and 60 respectively.

(b) The number of rakes overdue replacement on Codal life basis, as on

31st January, 1984 has been 18 on Central Railway and 5 on Western Railway.

(c) The total number of rakes required by Central Railway for increasing the frequency of services to 5, 4 and 3 minutes are 85, 102 and 111 rakes respectively. Western Railway has done studies to increase the frequency of suburban services from existing 4 minutes 26 seconds to 4 minutes. Total of 67 rakes are required for this purpose. No studies have been made to increase the frequence of services beyond 4 minutes.

(d) The number of rakes ordered by Railway Board for Central and Western Railways is 31 and 10 respectively.

The revised delivery schedule of new EMU Coaches is as under :

	Central	*Western*
Upto 1983-84	12 rakes	2 rakes
During 84-85	9 rakes	5 rakes
85-86 onwards	Yet to be programmed.	

Library with Photostat and Microfilm Service

3089. SHRI H.N. BAHUGUNA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government have plans to create a library on the lines of the library of the Congress in USA which will be open to all ; and

(b) whether it is a fact that there is no library in the capital where one can find all the proceedings, etc. of both Houses of Parliament and which is open to the public easily with commercial on-the-spot photostat/microfilm service on reasonable charges ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) No, Sir.

(b) The Central Secretariat Library has a complete set of Parliamentary proceedings and provides instant photo copies of documents on reasonable charges to all Government officials, research scholars and interested readers.

संयुक्त राज्य अमरीका द्वारा परमाणु अस्त्रों का उत्पादन

श्री कृष्ण चन्द्र पांडे : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 18 जनवरी, 1984 के दैनिक हिन्दुस्तान में प्रकाशित यह समाचार सच है कि संयुक्त राज्य अमरीका प्रतिदिन आठ परमाणु अस्त्रों का उत्पादन कर रहा है;

(ग) यदि हां, तो क्या इससे विश्व-शांति को खतरा पैदा होने की संभावना है; और

(ग) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

विदेश मंत्री (श्री पी०वी० नरसिंह राव) : (क) सरकार ने यह खबर देखी है।

(ख) और (ग) यह बात सुविदित है कि भारत सरकार नाभिकीय अस्त्रों के फैलाव के विरुद्ध है और यह बात पहले भी समुचित मंचों से कही जा चुकी है।

Institutions Working for Control of Leprosy

3091. SHRIMATI USHA PRAKASH CHOUDHARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the institutions working and financial assistance given by the Government and co-operation received from the world agencies to control leprosy in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : The names of the institutions working voluntarily in the field of leprosy under voluntary SET scheme of National Leprosy Eradication Programme are given in the statement attached. In addition to these institutions, a number of institutions are working under the State Government and the Central Government in the field of leprosy. The financial assistance given to voluntary organisations for running SET Centres during the last three years is as follows :—

Year	The amount sanctioned (Rs. in lakhs)
1980-81	31.17
1981-82	35.35
1982-83	31.46

The following International agencies are assisting directly in the implementation of National Leprosy Eradication Programme in India :—

—World Health Organisation (WHO)

—United National Children Fund (UNICEF)

—Swedish International Development Authority (SIDA)

In addition, some assistance is also being given by some of the International Voluntary Organisations.

Statement

List of Voluntary Organisations Working with Field Units with without Grants in aid under voluntary S.E.T. Schemes for Leprosy work

Sl. No. Name of the State	Name of the organisation/Vol. SET Centres of control units participating under National Leprosy Control Programme
1 2	3
1. Andhra Pradesh	1. V.S.S. Devashram, Annavaram, Distt. E. Godavari. 2. H.K.N.S. Huzrabad Branch, P.O. Huzrabad, Distt. Karimnagar. 3. Gouthami Jeevakaraunya Sangam Rajamundry, Distt. Godavari. 4. Leprosy Mission Hospital Viziangram Aianada, Vishakapatnam. 5. Andhra Keshri Yuvajana Samithi, Rajamundry, Distt. E. Godavari. 6. Philadelphia Leprosy Home and Hospital (Leprosy Mission) P.O. Salur, Distt. Srikakulam. 7. Leprosy Mission, Nuzvid-521207.

1	2	3
2.	Assam	1. Mikkr Hills Sweekundra, Distt. Mikir Hills, Assam.
		2. Srimanta Sankar, Mission, Nowgon, Assam.
3.	Bihar	1. Kusht Sewa Samity, Kapasia, Distt. Gaya, Bihar.
		2. Rajendra Sewashram, Mirwa, Bihar.
		3. Santhal Paharia Sewamandal, Santhal Pargana.
		4. Gandhi Kusht Nivaran Partisthan, Rohtas Bihar.
		5. Leprosy Hospital, Distt. Muzaffarpur.
		6. Singhbhum Narjeeram, Niketan, Ghatisal.
		7. Varanasi Sevakendra, Adhora, Bihar.
4.	Madhya Pradesh	1. Chandkhuri Leprosy Hospital and Home, Vilaspur.
5.	Maharashtra	1. H.K.N.S.S.E.T. Centre, Ahmednagar.
		2. Vadala Leprosy Hospital, Ahmednagar.
		3. Kothara Leprosy Home and Hospital, Amarvati.
		4. Ahmednagar Distt. Leprosy Associates,
		5. Pralad Madhoba Ronikar Trust, Yeotmal.
		6. Richardson Leprosy Hospital, Miraj.
		7. Maharogi Seva Samiti, Warora.
		8. G.M.L.F. Wardha.
		9. Assis Seva Sadan, Chandarpur, Maharashtra.
6.	Gujarat	1. Baroda Distt. Anti Leprosy Association, Distt. Baroda.
7.	Kerala	1. Damion Leprosy Institute, Trichur.
		2. St. Grancis Centres Holly Cross Convent Alleppey.
		3. Holly Cross Convent, Distt. Quilon.
		4. Poor Leprosy Hospital, Green Garden, Shortally.

1	2	3
	8. Tamil Nadu	1. Deenbandhu Medical Mission Navjeevan Centre, Tirttain, Chingleput
		2. Christian Fellowship Leprosy Hospital, Madurai.
		3. Leprosy Mission Hospital, Dayapuram.
		4. Leprosy Mission Hospital Vadathora, Salur.
		5. Hemerjickx Rural Leprosy Centre, Madurai.
		6. Hindu Mission Hospital, Sakkottai.
		7. Kustarba, Malyam.
	9. Uttar Pradesh	1. B.R.D. Kushtha Sevashram, Deoria.
		2. Kusht Sevashram Gorakhpur.
		3. Leprosy Home and Hospital, Faizabad.
		4. Poorvanchal Seva Samiti, Deoria.
		5. Kusht Seva Sangh, Varanasi.
		6. Akhil Bhartiya Smaj Kalyan, Deoria.
	10. West Bengal	1. Bankura Leprosy Home and Hospital Bankura.
		2. Gandhi Memorial Leprosy Foundation, Purulia.
		3. Mahakuma Kushta Vivarani Samiti, Midnapur.
		4. H.K.N.S. West Bengal Branch.
		5. Leprosy Mission Field Unit, Purulia.

India's Contribution to UNICEF

3092. SHRI CHITTA MAHATA : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that UNICEF have asked India to raise the contribution ; and

(b) if so, the details thereof and the reaction of the Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) Yes Sir.

(b) India's present annual contribution to UNICEF general resources is Rs. 160 Lakhs. UNICEF requested to raise it to the equivalent of US $ 5 millions. Government have not accepted this request.

Loco Engines with Indian Railways

3093. SHRI K. LAKKAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Indian Railways do not have adequate number of loco-engines ;

(b) whether manufacture of locos is adversely affected by the shortage of components ; and

(c) if so, steps proposed to rectify the situation ?

THE MINISTER FOR RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Though in general Indian Railways have adequate number of locomotives, there is a marginal shortfall in the requisite types of power from time to time depending on flow of traffic, for certain services and on certain sections.

(b) The manufacture of electric locomotives at Chittaranjan Locomotive Works is affected due to delayed and short supply of critical components (such as tap-changers, circuit-breakers and field shunting resistances) by the suppliers. Similarly timely turn out of Diesel Locomotives from Diesel Locomotive Works gets affected due to non-supply of electrical rotating machines from time to time by the manufacturers.

(c) The steps taken to ensure targetted Electric Locomotive production under the circumstances are, broadly—

(i) Import of circuit-breakers, and some tap-changers to make up the shortfall in indigenous supply.

(ii) Close monitoring and coordination with the Firms supplying the tap-changers and circuit-breakers to ensure speedy delivery.

(iii) Manufacture of Electric Locomotives is being rescheduled so that short supply items like field shunting resistances can even be fitted on the locomotives after other operations are complete.

(iv) Coordination Meetings are held with Bharat Heavy Electricals Ltd. from time to time to chase up on supplies of electrical rotating machines.

Historical Monuments in Gwalior Division

3094. SHRI N.K. SHEJWALKAR : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) how many historical monuments exist in Gwalior Division i.e. District Gwalior, Bhind, Murena, Shivpuri, Guna and Datiya which are under the Archaeological Survey of India ;

(b) what is the provision for maintaining and protecting these monuments ;

(c) how much expenditure has been incurred during the last three years for maintenance of these monuments ; and

(d) what is the staff provided for the purpose ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) As per entries of the protection notifications there are 37 protected monuments under the Archaeological Survey of India.

(b) A sum of Rs. 2,52,000 is provided for structural repairs and annual maintenance of these monuments during 1983-84.

(c) An expenditure of Rs. 76,420, 68,645, 1,03,425 respectively had been incurred during 1980-81, 1981-82 and 1982-83 on structural repairs and annual maintenance of these monuments.

(d) (i) Regular Staff—82

(ii) Casual Staff—19

Goondaism in Saurashtra Express between Ahmedabad-Vadodra by anti-social elements

3095. SHRI RATANSINH RAJDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of the Government has been drawn to the regular goondaism prevalent in Saurashtra Express between Ahmedabad-

Vadodra by anti-social element who forcibly occupy reserved seats and physically assault the ticket-holders ;

(b) if so, reasons for not taking any steps against conductors of the reserved compartments and Railway Police for dereliction of duty ; and

(c) what steps have been contemplated to protect the travelling public from the objectionable activities of regular gangs of anti-social elements and some members of the Railway Staff who are alleged by hand-in-glove with such elements ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (c). There are cases of commuters entering into reserved coaches unauthorisedly on this train. The Railway staff and police personnel on duty do try and control the entry of commuters as far as possible. Special checks are conducted with the help of Government Railway Police and Railway Protection Force personnel between Vadodara and Ahmedabad to curb the nuisance. 4 persons were arrested and prosecuted in January '84 on charges of assault. An additional intercity express train (29 Dn) was introduced between Vadodara and Ahmedabad from 1.7.83 to follow 15 Dn Saurashtra Express which has partially relieved the pressure of commuters on Saurashtra Express. Checks on Saurashtra Express are being further intensified.

Persons Afflicted with Leprosy and Development of a Vaccine

3096. SHRIMATI PRAMILA DANDAVATE :
SHRI A. NEELALOHITHADASAN NADAR :
SHRI MANOHAR LAL SAINI :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many persons are afflicted with leprosy in India and how many of them are of infectious type ;

(b) what steps are being taken to detect them at early stage and treatment given to them ;

(c) whether an effective vaccine has been found out by a Indian Scientist at Tata Cancer Research Institute, Bombay and if so, details thereof ; and

(d) if so, what opinion has been expressed about the vaccine by World Health Organisation and International fame experts ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) About 4 million persons are affected with leprosy out of which about 20 percent cases are of infectious type.

(b) Health Education, intensive house to house survey and contact examinations are done for early detection and regular treatment through trained medical, Non-medical and technical personnel of the Leprosy Control Units, S.E.T. (Survey, Education & Treatment) Centres, Urban Leprosy Centres and voluntary centres.

(c) A material from an acid-fast organism has been developed by the Tata Cancer Research Centre, Bombay to be used as vaccine against leprosy. This is still under field trial to test its efficacy for use in human beings.

(d) The international experts have expressed the view that the material for vaccines so developed should be on trial for some more years before their efficacy is proved.

बरेली-कासगंज छोटी लाइन को बड़ी लाइन में बदलना

3097. **श्री जयपाल सिंह कश्यप** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार बरेली-कासगंज छोटी लाइन को बड़ी लाइन में बदलने का है; और

(ख) यदि हां, तो यह काम कब तक हो जायेगा ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी): (क) बरेली-कासगंज मीटर आमान खंड को बड़े आमान खंड में बदलने का फिलहाल कोई प्रस्ताव नहीं है ।

(ख) प्रश्न नहीं उठता ।

किस्म और मूल्य नियंत्रण के बारे में औषध उद्योग को निदेश

3098. **श्री राम प्यारे पनिका** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने औषधियों की किस्म और मूल्य नियंत्रण के बारे में औषध उद्योग को कुछ निदेश जारी किए हैं;

(ख) यदि हां, तो क्या इनका उद्योगों पर प्रभाव पड़ा है;

(ग) यदि हां, तो कितना प्रभाव पड़ा और यदि नहीं, तो क्या सरकार का विचार इस संबंध में अन्य ठोस कदम उठाने का है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उपमंत्री (कुमारी कुमुद बेन एम० जोशी) : (क) से (घ) औषधियों की गुणवत्ता पर नियंत्रण औषध और प्रसाधन सामग्री अधिनियम के उपबन्धों के अधीन किया जाता है और निर्माताओं को इस अधिनियम के उपबन्धों का पालन करना होता है । सरकार ने औषध उद्योगों को कोई निर्देश जारी नहीं किए हैं ।

औषधियों के मूल्य पर नियंत्रण औषध (मूल्य नियंत्रण) आदेश, 1979 के उपबन्धों के अधीन रसायन और उर्वरक मंत्रालय द्वारा किया जाता है ।

Scarcity of Medicines in CGHS Dispensaries and Major Hospitals in Capital

3099. SHRI GHUFRAN AZAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that there is severe scarcity of medicines in the CGHS Dispensaries and Major Central Government hospitals in the Capital ;

(b) whether it is also a fact that many special medicines have been deleted from the list of medicines of CGHS ;

(c) if so, whether Specialists of CGHS and CHS have recommended to the Government to purchase the original medicines and not their substitutes ; and

(d) if so, the reaction of the Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) to (d). According to the available information, at present there is no severe scarcity of medicines in the CGHS dispensaries and major Central Government hospitals in the Capital. CGHS formulary contains all essential medicines which are usually required. In general, single ingredient drugs and those included in Indian Pharmacopia are procured by generic name and not in brand name. However, in special circumstances, brand name medicines prescribed by Specialists are also supplied to the beneficiaries.

Import of I.B.M. Computers by Railways

3100. SHRI K. RAMAMURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railways have agreed to import I. B. M. computers ;

(b) whether the World Bank has agreed to fund the entire programme costing Rs. 500 crores on the condition that I.B.M. computers would be imported ; and

(c) the recommendations made by the Inter-Ministerial Team which went abroad to study this issue and the composition of this team ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) No, Sir.

(b) The computerised Freight Operations Information System Project has not yet been posed to the World Bank for funding. The World Bank has not stipulated any condition regarding purchase of I.B.M. computers.

(c) The Inter-Ministerial Team which went abroad to study the computerisation of freight operations information system on some of the foreign railways consisted of four representatives from the Ministry of Railways, two from Department of Atomic Energy and one from Department of Electronics. The major conclusions of the Inter-Ministerial Team on this specific issue are summarised below :—

(i) The Total Operations Processing System (TOPS) originally designed by the Southern Pacific Railroads (SP) of USA and subquently adopted by the Canadian National (CN) and British Railways (BR) will have greater acceptability in the Indian environment from the point of view of their applicability and adaptability to Indian Railways' requirements ;

(ii) Although TOPS was originally designed to work on IBM computers, the team found that the system was running on non-IBM but IBM-compatible computers on CN. Besides IBM, large processors of the kind required for TOPS-based systems are also manufactured by two other US companies, viz., AMDAHL and NAS. (It is a also understood that FUJITSU AND HITACHI of Japan are also making similar computers). However, peripherals and terminals are available from several sources in the world market. Therefore, there is some choice in regard to computer hardware and peripherals on which TOPS packages can run. Such a choice would, however, require Indian Railways or an agency designated by Government of India to enter into an agreement with IBM for obtaining the IBM's licensed system software associated with TOPS with adequate contractual, technical and financial provisions for support services of these software packages.

Centre to Train Personnel in Medical Termination of Pregnancy Techniques in States

3101. SHRI LAKSHMAN MALLICK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that most of pregnant mothers of the country who die belong to the rural areas ;

(b) if so, the number of centres to train personnel in medical termination of pregnancy techniques set up so far in each State ; and

(c) what steps have been taken by Government to check such deaths and extend facilities for the expecting women particularly in the rural areas of the country ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Maternal mortality rate in the country is estimated at 4-5 deaths per 1000 births. Reliable estimates for maternal mortality separately for rural areas are not available.

(b) There are 161 centres approved for training doctors in the techniques by Medical Termination of Pregnancy. A State-wise list of such centres is given in the Statement attached.

(c) The following measures have been taken for extending facilities for the expectant women particularly in the rural areas :—

(1) Expansion of health infrastruture in rural areas.

(2) Training of Medical and para-medical man-power as a part of total health care with special reference to rural areas.

(3) Training of indigenous dais to provide atleast one trained dai to ensure safe and hygenic delivery in each village by the end of 6th Five Year Plan.

(4) Tetanus immunisation Programme to cover centpercent pregnant women by the year 1990.

(5) Prophylaxis scheme against nutritional anaemia in pregnant women.

(6) Integrated Child Development Scheme to provide nutritional supplement to pregnant mothers as also to impart nutrition education.

Statement

Statement Showing the Statewise Number of Training Centres Approved for Providing Training to Doctors in M.T.P. Techniques

Sl. No.	STATES/U.Ts.	No. of Training Centres
1	2	3
1.	Andhra Pradesh	9
2.	Assam	3
3.	Bihar	6
4.	Gujarat	8
5.	Haryana	3
6.	Himachal Pradesh	1
7.	Jammu & Kashmir	2
8.	Karnataka	11
9.	Kerala	12
10.	Madhya Pradesh	8
11.	Maharashtra	19
12.	Manipur	—
13.	Meghalaya	1
14.	Nagaland	1
15.	Orissa	4

1	2	3
16.	Punjab	5
17.	Rajasthan	8
18.	Sikkim	—
19.	Tamil Nadu	14
20.	Tripura	1
21.	Uttar Pradesh	17
22.	West Bengal	13
23.	A. & N. Island	—
24.	Arunachal Pradesh	—
25.	Chandigarh	2
26.	D. & N. Haweli	—
27-	Delhi	8
28.	Goa, Daman & Diu	1
29.	Pondicherry	2
30.	Min. of Defence	1
31.	Min. of Railways	1
	All India	161

Proposal to Raise Per Capita Allowance for Child Nutrition Programme

3102. SHRIMATI GEETA MUKHERJEE : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether Government are considering raising the per capita allowance for Child Nutrition Programme from the present 25 paise per head to 50 paise as recommended by a number of State Social Welfare Boards; and

(b) how many children covered by such schemes will be deprived of present benefit because their areas of operation fall within ICIB coverage areas ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) The question of revision of daily per capita amount for child nutrition programmes is under consideration.

(b) The Ministry of Social Welfare has no scheme called ICIP. The question of deprivation of children from present benefits does not arise.

Computerisation of Reservations System in Metropolitan Cities

3103. SHRI VISHNU PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have decided to computerise reservations system in Metropolitan cities;

(b) the cost involved in this project; and

(c) the time by which it is expected to become fully functional ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) A Pilot project on real-time computerised passenger seat

reservations is proposed to be implemented in Delhi area. No such scheme has been finalised so far for any other Metropolitan city.

(b) The scheme for Delhi area is estimated to cost about Rs. 9 to 12 crores.

(c) Computerisation of reservation in Delhi area is expected to be introduced in phases and is expected to take about two years to become fully functional.

Introduction of a Train from Titlagarh to Talchar via Vijianagaram

3104. SHRI CHINTAMANI JENA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government of Orissa has submitted a proposal to the Centre for introducing a train ex-Titlagarh to Talchar via Vijianagaram;

(b) if so, when the proposal was sent ; and

(c) what is the reaction of the Government thereto and when a final decision is likely to be taken as there is a great demand of this train from the people of the area ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): (a) to (c). Requests have been received for introduction of a train between Titlagarh and Talchar in the past. However, in January, 1984 a request had been received from the Government of Orissa requesting for a train connecting Eastern Orissa with Western Orissa via Vijianagaram. Due to constraints of resources, introduction of a train between Titlagarh and Talchar is not operationally feasible at present.

Repairing of Electric Locos in Kharagpur Workshop

3105. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 612 on 17 November, 1983 regarding POH of electric locos at Kharagpur Workshop and state :

(a) the specific amount of progress of periodical overhauling of electric locos done in the Kharagpur Workshop since November, 1983 ;

(b) the total number of electric locos and EMU repaired till date since then ; and

(c) the number of workers likely to be rendered surplus in this shop because of non-availability of work order for the repair of steam locos ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Periodical overhauling of Electric Locomotives in Kharagpur workshop has not yet started. The project report for undertaking POH of Electric Locos at Kharagpur workshop has however been prepared and it is under consideration of the Railways.

(b) Kharagpur workshop is undertaking special repairs of electric locomotives and has started POH of electric multiple units stocks. Since November, 1983, special repairs on one electric locomotive involved in accident and POH of two EMU trailer coaches have been given.

(c) No staff has been rendered surplus or is likely to be rendered surplus due to reduction in work load of the repair of steam locomotives. The staff are being employed on alternate jobs like POH of diesel electric locos, special repairs of electric locomotives and EMUs and repairs of electric locomotive wheels etc.

Common Entrance Test for Central Universities

3106. SHRI P. NAMGYAL :
SHRI ASHFAQ HUSSAIN :

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that the University Grants Commission is

considering to introduce a common entrance test for undergraduate course in Six of the seven Central Universities ; and

(b) if so, when such a system will be put to practice in the Central Universities ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). In its report, the Committee appointed by the UGC to review the working of Central Universities, has, *inter alia*, recommended that admission to the Central Universities should be on merit and on an all-India basis except in the case of North-Eastern Hill University. The Committee has also recommended that a National Merit Examination be conducted for the purpose. The Government have not yet taken any decision on the recommendations made in the report.

Opening of Informal Schools in Gujarat

3107. SHRI AMARSINH RATHAWA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether there is any scheme to open informal schools in the country ;

(b) if so, the number of such schools opened during the Sixth Plan in each State and particularly in Gujarat ;

(c) the number of schools opened in each District of Gujarat State;

(d) the criteria adopted for opening informal schools in the country ;

(e) the assistance rendered by the centre to implement the scheme during the Sixth Plan ; and

(f) how far it is successful ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). School education is primarily the responsibility of the States and mostly managed by them. One of the measures suggested to the States for achieving Universalisation of Elementary Education is the development of a non-formal part-time education system in a large way as an alternate supportive system to formal schooling. Under the Centrally Sponsored Scheme of non-formal education for elementary age group children, the Ministry of Education gives special central assistance on a 50 : 50 sharing basis for running non-formal education centres to nine educationally backward States only, viz. Andhra Pradesh, Assam, Bihar, Jammu & Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal. The number of non-formal education centres opened in these States in the Sixth Plan upto 31.3.1983 and targetted upto 31.3.1984 is indicated in the statement attached as Statement-I. This information alongwith number of such schools/centres district-wise in Gujarat State, which is *not* one of the educationally backward States, is not available.

(d) Under the Centrally sponsored scheme of non-formal education, centres are opened for the benefit of non-enrolled and drop-out children in the age-group 9-14, who are mostly from weaker sections and of hilly areas, tribal areas, urban slums.

(e) A statement showing the grants released to 9 educationally backward States during the Sixth Plan upto 1983-84 is attached as Statement-II.

(f) The system is gaining a good and steady momentum in attracting the children especially from the weaker sections of the society who are anable to join and attend formal schools due to socio-economic conditions.

Statement I

Number of Non-formal Education Centres opened for elementary age-group children upto 31.3.1983 and targetted upto 31.3.1984 in 9 educationally backward States

S. No.	State	Centres opened upto 31.3.83			Targetted upto 31.3.84		
		Primary	Middle	Total	Primary	Middle	Total
1.	Andhra Pradesh	2760	—	2760	9660	—	9660
2.	Assam	4150	200	4350	7150	3200	10350
3.	Bihar	4640	—	4640	5920	800	6720
4.	Jammu & Kashmir	1735	—	1735	1835	—	1835
5.	Madhya Pradesh	6706	3306	10012	7706	3306	11012
6.	Orissa	2979	1021	4000	5979	1021	7000
7.	Rajasthan	6281	135	6416	7231	185	7416
8.	Uttar Pradesh	16657	3085	19742	28450	4000	32450
9.	West Bengal	15051	—	15051	16051	—	16051

Statement II

Grants under the scheme of Non-formal Education released to 9 educationally backward States

S.No.	State	1980-81	1981-82	1982-83	1983-84
1.	Andhra Pradesh	8,73,500	65,86,866	64,17,025	1,15,87,996
2.	Assam	—	10,82,808	42,10,977	50,13,992
3.	Bihar	—	63,10,267	79,14,430	87,13,265
4.	Jammu & Kashmir	—	14,44,475	1,09,025	—
5.	Madhya Pradesh	8,66,800	23,87,500	16,73,777	76,97,050
6.	Orissa	—	50,64,427	31,88,300	28,21,858
7.	Rajasthan	4,54,400	28,43,000	32,11,773	70,93,837
8.	Uttar Pradesh	39,43,700	49,19,600	1,33,73,326	1,77,27,640
9.	West Bengal	—	52,39,096	61,08,430	1,25,05,968
	Total	61,38,400	3,58,78,039	4,62,07,063	7,31,61,606

Threatening Calls to Indian Airlines in Pakistan

3108. SHRI SATISH AGARWAL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Indian Airlines offices in Pakistan have been receiving threatening calls and the lives of the staff are in danger ;

(b) if so, whether Government of India have made any arrangements for the safety of staff of Indian Airlines working in Pakistan ;

(c) whether Government of India have lodged protest with the Pakistan Government on the matter ; and

(d) if so, reaction of the Pak Government thereon ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) to (d). The Indian Airlines Office in Lahore received a threatening call on the 12th February, and a threatening letter on the 20th February 1984. The Indian Airlines Office in Karachi was damaged as a result of violent demonstrations on the 11th February, 1984. The matter was taken up with the Pakistan authorities by our Missions in Pakistan and through the Pakistan Ambassador in New Delhi. Security arrangements were subsequently strengthened and the Pakistan authorities have since paid an amount of Rs. 33525/- (PAK) by why of compensation for damages caused to the Indian Airlines Office in Karachi.

During his recent talks with the Foreign Secretary of Pakistan, our Foreign Secretary took up the question of the security of the property and personnel of our Missions as well as the Indian Airlines Offices in Pakistan. We have been assured that the Pakistan Government is taking all necessary measures in this regard.

रेलगाड़ियों की छतों पर यात्रा

3109. **श्री वृद्धि चन्द जैन** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश के विभिन्न भागों में यात्री रेलगाड़ियों की छतों पर यात्रा करते हैं;

(ख) यदि हां, तो पिछले तीन वर्षों के दौरान इसके फलस्वरूप मरने वाले व्यक्तियों की संख्या कितनी है;

(ग) रेलवे द्वारा छतों पर यात्रा को रोकने के लिए क्या कदम उठाए गए हैं अथवा उठाए जाने का विचार है; और

(घ) उसके क्या परिणाम निकले हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) रेल प्रशासन को पता चला है कि कुछ भीड़-भाड़ वाले खण्डों पर, यात्रियों को गाड़ियों की छत पर यात्रा करने का सहारा लेना पड़ता है, विशेष रूप से त्यौहारों, श्रमिकों की मौसमी आवाजाही आदि के समय यातायात की अभूतपूर्व भीड़-भाड़ के दौरान ।

(ख) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

(ग) और (घ) गाड़ियों की छत पर यात्रा की रोकथाम तथा ऐसे यात्रियों को निरुत्साहित करने के लिए निम्नलिखित उपाय किए जाते हैं :—

(1) स्टेशन के परिसरों में सूचनाएं और पोस्टर प्रदर्शित किए जाते हैं और महत्त्वपूर्ण स्टेशनों पर जन उद्घोषणा प्रणाली के माध्यम से घोषणायें की जाती हैं जिनमें गाड़ी की छतों पर यात्रा के खतरों के बारे में बताया जाता है ।

(2) टिकट जांच कर्मचारियों को अनुदेश दिए गए हैं कि वे यात्रियों को गाड़ी की छतों पर यात्रा करने से रोकें और गाड़ियों के छूटने से पहले उन्हें नीचे उतार दें ।

(3) गाड़ी की छतों पर यात्रा को रोकने के लिए रेल सुरक्षा बल/राजकीय रेलवे पुलिस की सहायता से छापे मारे जाते हैं और जांच की जाती है तथा अपराधियों के विरुद्ध मुकदमे चलाए जाते हैं ।

(4) त्यौहारों आदि के समय जब गाड़ियों में अतिरिक्त स्थान की मांग की जाती है तो अतिरिक्त सवारी डिब्बों की व्यवस्था करके या अतिरिक्त गाड़ियां चलाकर व्यवहार्य सीमा तक गाड़ियों की क्षमता में वृद्धि की जाती है ।

Rajasthani Songs

3110. SHRI BANWARI LAL : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the total number of Rajasthani Songs which have so far been included in the programme of Community Singing of songs in different languages ;

(b) what are the criteria for selection of such songs in the Community Singing ;

(c) how many cassettes and texts of Rajasthani songs have been distributed so far to the instructors in schools of various States for propagation thereof ;

(d) number of children trained so far, State-wise for singing Rajasthani songs ; and

(e) what steps Government have taken or proposed to take to popularise Rajasthani Songs which are considered to be richest in martyrdom and Bhakti ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) No Rajasthani song has been included in the programme so far.

(b) An Expert Group constituted by the Ministry of Information and Broadcasting was entrusted with the responsibility of selecting 15 songs with patriotic and nationalistic themes from amongst the languages included in the Eighth Schedule of the Constitution of India.

(c) to (e). Do not arise.

Deteriorating Condition of Indian Ships

3111. SHRI CHINTAMANI PANIGRAHI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the condition of the Indian ships is deteriorating ;

(b) if so, the reasons therefor ; and

(c) the steps proposed to be taken to set right the growing deteriorating condition of Indian ships ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) No.

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

Cancellation of Registration of North Bengal Medical College by MCI

3112. SHRI CHITTA BASU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Medical Council of India has recently cancelled the registration of the North Bengal Medical College (NBMC) ;

(b) if so, the reasons therefor ;

(c) whether the Government have since taken any step for the restoration of the registration ;

(d) whether the Government of West Bengal have since communicated its view about it ; and

(e) if so, the details thereof ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) to (e). The

North Bengal Medical College was temporarily recognised/approved by the Medical Council of India upto 30th April, 1982. The council had, in their Inspection Report, pointed out a number of deficiencies in the provision of various facilities. The concerned authorities were advised to remove these deficiencies. The council would take into account the compliance reports of the concerned authorities for according recognition/approval to the Medical qualification of this college.

Disabled Children in Rural Areas and Type of their Disability and Facilities for the Rehabilitation

3114. PROF. AJIT KUMAR MEHTA :
SHRI TRILOK CHAND :

Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether Government have made any survey to know the number of handicapped and disabled children in the rural areas of the country and if so, the details thereof ;

(b) what are the existing facilities, if any, available in the rural areas for the rehabilitation of these children ;

(c) whether the facilities available at present are adequate so meet the requirements ; and

(d) if not, what steps are contemplated by Government to improve the existing facilities and to provide specialised institutions for the rehabilitation of disabled and handicapped children in the rural areas ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) Yes, Sir. National Sample Survey Organisation collected information on three types of disabilities namely visual, communication (hearing and speech) and locomotor disabilities. According to the survey the prevalence rate of disabilities per one lakh population in rural areas is as follows :

	Age Group	
	0—4	5—14
Visual	39	66
Hearing	Survey not done	314
Speech	Survey not done	411
Locomotor	435	676

(b) Government of India gives grants to voluntary organisations for setting up services in the field of education, training and rehabilitation of handicapped persons. Aids and Appliances are also provided either free of cost or at 50% of the cost depending upon the income of the handicapped person. Under these schemes, childern from rural areas also get benefits.

During 1982-83 Government of India launched a scheme of setting up of District Rehabilitation Centres for the handicapped, on a pilot basis, which envisages comprehensive rehabilitation services from the district level down to the village. Four such centres have been sanctioned one each in Maharashtra, Orissa, West Bengal and Karnataka. The main target group in the District Rehabilitation Centres is the rural handicapped children.

(c) and (d). As and when these facilities expand to more districts, the coverage is expected to increase considerably. The District Rehabilitation Centre scheme envisages establishment of a comprehensive centre at the district headquarters with specialist services which will serve the handicapped children in rural areas.

Road Accidents Involving DTC Buses and Driving Training to DTC Drivers

3115. SHRI TRILOK CHAND : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the number of road accidents in which DTC buses were involved during 1983 as against the number of accidents during 1981 and 1982 and how many of these proved fatal and what action has been taken against the drivers concerned;

(b) percentage of DTC drivers who have duly received training in driving public transport vehicles and steps taken to impart training to those of the drivers who are inadequately trained in driving public transport vehicles ; and

(c) the number of existing DTC drivers who have taken a driving test on a bus before joining the DTC service and the reasons for the remaining drivers joining the service without passing the driving test on a DTC bus ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) Year-wise breakup of road accidents involving DTC buses is as under :—

Year	No. of Accidents				Accident rate per lac Km.
	Minor	Major	Fatal	Total	
1981	3505	235	161	3901	1.94 (1980-81)
1982	4160	364	201	4725	1.96 (1981-82)
1983	3978	457	228	4663	2.08 (1982-83)

All cases of accidents involving DTC buses are investigated by the Departmental Accident Committee for fixation of responsibility and remedial action. In addition, all cases in which drivers are challaned by the Police are taken up by the Courts. The drivers found quality either by the Departmental Accident Committee or by the Courts are appropriately punished.

(b) and (c). It is one of the essential conditions of recruitment that persons having atleast 3 years' experience of driving heavy Transport Vehicle with valid licence, as also having endorsement to drive the Public Service Vehicle from the STA, is appointed as driver in the DTC. After that, all of them are now given training for 2 months in the DTC which also includes passing different tests, before being actually given line driving duty.

मारवाड़-अहमदाबाद-रकनपुर एक्सप्रेस के लिए सिरोही रोड स्टेशन पर स्टाप बनाना

3116. **श्री बिरदा राम फुलवारिया :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मारवाड़-अहमदाबाद-रकनपुर एक्सप्रेस रेलगाड़ी सिरोही रोड स्टेशन पर नहीं रुकती है;

(ख) यदि हां, तो उक्त रेलगाड़ी के सिरोही रोड स्टेशन पर न रुकने के क्या कारण हैं जबकि यह स्टेशन भी जवाई बांध कालना और रानी स्टेशनों जैसा ही है;

(ग) क्या जालोर और सिरोही जिलों के लोगों की सुविधाएं को ध्यान में रखते हुए सरकार का विचार सिरोही रोड स्टेशन पर जो कि सिरोही जिले का मुख्य स्टेशन है, उक्त रेलगाड़ी का स्टाप बनाने का है; और

(घ) यदि हां, तो उक्त रेलगाड़ी यहां पर कब से रुकने लगेगी और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (घ) सम्भवत: आशय हाल ही में चलायी गयी 27/28 अहमदाबाद-मारवाड़ एक्सप्रेस को सिरोही रोड स्टेशन पर ठहराने के सम्बन्ध में है जिसकी 1-4-1984 से व्यवस्था की जा रही है।

Weightage to 10+2 Pass in Admission to Delhi Polytechnic

3117. SHRI MOHAMMAD ASRAR AHMAD : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that Delhi Administration has been giving weightage to 10+2 pass students for admission to Delhi Polytechnic ;

(b) if so, the reasons thereof ;

(c) whether it is also a fact that this Policy of giving weightage has adversely affected the admission of those who pass the minimum admission qualification of X pass;

(d) the competent authority who decides regarding such weightage and the extent to which it should be given in admission whether approval of the competent authority had been taken in this case, if not reasons therefor ;

(e) whether any consultation or opinion or permission of the Ministry of Education or All India Council of Technical Education sought in this case ; and

(f) if not whether it is not against the objectives of the National Policy of 10+2 scheme and wastage of resources ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) Yes, Sir.

(b) To meet the public demand regarding admission of 10+2 pass students at least in the Polytechnics of those who could not secure admission in Delhi College of Engineering despite high percentage of marks.

(c) Yes, Sir ; but only to the extent of seats made available to 10+2 passed students on the basis of weightage.

(d) to (f). The Board of Technical Education, Delhi Administration, Delhi who is the competent authority in this regard, took the decision. However, the whole issue is currently under review.

Talcher-Sambalpur Rail Line

3118. SHRI NITYANANDA MISRA : Will the Minister of RAILWAYS pleased to state :

(a) whether Planning Commission has okayed the Talcher-Sambalpur rail line project ;

(b) if so, when and the cost estimated for the project ; and

(c) the steps taken to expedite the implementation of the above project ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) In February, 1984. The estimated cost of the project is Rs. 46.39 crores.

(c) A provision of Rs. 1 crore has been made in the Budget for 1984-85 for implementing this project.

राष्ट्रीय स्वास्थ्य और परिवार कल्याण संस्थान में हिन्दी का प्रचार

3119. **श्री राजेन्द्र प्रसाद यादव** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) राष्ट्रीय स्वास्थ्य और परिवार कल्याण संस्थान का प्रशासनिक ढांचा और इसके मुख्य कार्य क्या हैं;

(ख) उक्त संस्थान में जन सम्पर्क प्रचार और हिन्दी कार्य को बढ़ावा देने के लिए श्रेणी-वार कितने पद मंजूर किए गए हैं और इन पदों को भरने के लिए क्या कदम उठाए गए हैं;

(ग) क्या संस्थान के हिन्दी अनुभाग में पर्याप्त कर्मचारी और उपयुक्त सुविधाएं उपलब्ध नहीं हैं और असिस्टेंट प्रोफेसर हिन्दी पब्लिसिटी के पद के बारे में कई बार विज्ञापन

दिए जाने के बाद भी यह पद खाली है; और

(घ) संस्थान में ऐसी हिन्दी विरोधी स्थिति को समाप्त करने और उपयुक्त विभागीय उम्मीदवार को पदोन्नत करने के लिए क्या कदम उठाने का विचार है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई): (क) राष्ट्रीय स्वास्थ्य और परिवार कल्याण संस्थान का नियंत्रण तथा प्रबंध उसके शासी निकाय द्वारा किया जाता है। इस संस्थान में शासी निकाय द्वारा गठित एक स्थायी वित्त समिति भी है। रोज-मर्रा के प्रशासन संबंधी कार्य की देख रेख करना संस्थान के निदेशक की जिम्मेदारी है।

संस्थान के मुख्य-मुख्य कार्यों में शिक्षा और प्रशिक्षण, अनुसंधान, मूल्यांकन, परामर्श आदि शामिल हैं।

(ख) हिन्दी के उत्तरोत्तर प्रयोग और इसके प्रचार आदि को बढ़ावा देने के लिए हिन्दी कक्ष में निम्नलिखित पद स्वीकृत किए गए हैं :—

	पद की श्रेणी	स्वीकृत पदों की संख्या	भरे गये पदों की संख्या
1.	सहायक आचार्य (सूचना-हिन्दी)	1	रिक्त
2.	उप-सम्पादक (हिन्दी)	1	रिक्त
3.	हिन्दी अधिकारी	1	1
4.	कनिष्ठ हिन्दी अनुवादक	2	1
5.	आशुलिपिक (ग्रेड-2 हिन्दी)	1	1
6.	आई० बी० एम० (टाईपिस्ट हिन्दी)	1	1
7.	हिन्दी टाईपिस्ट	2	1

रिक्त पदों को भरने के लिए संस्थान द्वारा आवश्यक कदम पहले ही उठाए जा चुके हैं।

(ग) इस संस्थान के हिन्दी अनुभाग में पर्याप्त कर्मचारी उपलब्ध किए गए हैं।

सहायक आचार्य (सूचना-हिन्दी) का पद, जो सीधी भर्ती द्वारा भरा जाना है, अनेक बार विज्ञापित किया गया है लेकिन कोई उपयुक्त उम्मीदवार नहीं मिला है। पिछली बार इसे सितम्बर, 1983 में विज्ञापित किया गया था और साक्षात्कार दिसम्बर, 1983 में हुआ था। इस साक्षात्कार के आधार पर उम्मीदवार के चयन पर विचार किया जा रहा है।

(घ) यह संस्थान, राजभाषा विभाग, गृह मंत्रालय द्वारा समय-समय पर जारी की गई हिदायतों का पालन कर रहा है। संस्थान में संयुक्त निदेशक की अध्यक्षता में एक राजभाषा कार्यान्वयन समिति कार्य कर रही है।

सहायक आचार्य (सूचना-हिन्दी), उप-सम्पादक (हिन्दी), हिन्दी अधिकारी, कनिष्ठ हिन्दी अनुवादक, आशुलिपिक ग्रेड II (हिन्दी) और हिन्दी टाइपिस्टों के पद सीधी भर्ती द्वारा भरे जाते हैं। बाहरी उम्मीदवारों के साथ-साथ उन विभागीय उम्मीदवारों के मामलों

पर भी विचार किया जाता है जो सीधी भर्ती के लिए निर्धारित शैक्षिक अर्हताएं पूरी करते हों। हिन्दी अधिकारी और कनिष्ठ हिन्दी अनुवादक के पद विभागीय उम्मीदवारों में से भरे गए थे और बाहरी उम्मीदवारों के साथ-साथ इनके मामलों पर भी विचार किया गया था।

Shortage of Doctors and Medicines in C.G.H.S. Dispensary, R.K. Puram, New Delhi

3120. SHRI MANOHAR LAL SAINI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what is the number of doctors sanctioned for Rama Krishna Puram Sector-I CGHS Dispensary and whether the sanctioned strength is in commensurate with the number of beneficiaries and whether all of the doctors remain on duty or only two-three doctors attend the dispensary ;

(b) whether medicines are generally out of stock not available such as fesovit capsules and the store opens only in the forenoon putting the beneficiaries coming in the evening to avoidable inconvenience and the patients have to wait for the medicines for long time;

(c) whether the general upkeep and administration of the dispensary is far from satisfactory ; and

(d) if so, what steps Government propose to take to tighten up the functioning of the CGHS dispensaries all round ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) C.G.H.S. Dispensary at R.K. Puram, Sector I, has a sanctioned strength of 9 doctors. The sanctioned strength is based on the norms evolved for sanction of staff in CGHS dispensaries.

(b) Most of the medicines are available in the dispensary. Fesovit capsule is not included in the CGHS formulary. The medicines are dispensed by the Pharmacists during working hours (morning and evening) through the dispensing counters and not by Storekeeper.

(c) and (d). The General upkeep of the dispensary is satisfactory. Surprise visits are paid to ensure punctuality, cleanliness etc.

New Railway Lines in Andhra Pradesh

3121. SHRI G. BHOOPATHY : Will the Minister of RAILWAYS be pleased to state ;

(a) the number of new railway lines sanctioned for Andhra Pradesh and the location and other salient features of these lines ;

(b) the nature of progress achieved on laying the new line between Patancheru in Medak district and Ramagundam in Karimnagar District ; and

(c) which are the important places covered by Patancheru and Ramagundam line enroute ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The following five new railway lines have been sanctioned in Andhra Pradesh :—

S.No.	Name of line under construc-tion	Length (Kms)	Cost (Rs. crores)	Remarks
1	2	3	4	5
1.	Bibinagar-Nadikude	149	39	Phase I from Bibi-nagar to Nalgonda (70 Kms) opened to traffic on 27.3.81,

1	2	3	4	5
2.	Bhadrachallam-Road-Manuguru	49	19.95	Line opened for goods traffic w.e.f. 29.9.83 upto General Screening Plant for SCCI.
3.	Telapur-Patancheru	8.4	3.44	—
4.	Motumari-Jaggayyapeta.	31	19.22	—
5.	Adilabad-Pimpalkutti (partly in A.P.)	21	15.92	—

(b) A Preliminary Engineering-cum-Traffic Survey for construction of a railway line from Patancheru in Medak district to Peddapalli, an existing station on the Kazipet-Balharshah G.T. route, 17 Kms. from Ramagundam, was carried out during 1980-81. The report of the survey revealed that the proposed line 300.58 Kms. in length would cost Rs. 95.67 crores. In view of the shortage of funds and heavy commitments already in hand, it has not been able to consider this project at present.

(c) The line surveyed from Patancheru to Peddapalli covers the following important places enroute :—

(1) Sengereddy
(2) Sadashivpet
(3) Jogipet
(4) Medak
(5) Ramayampet
(6) Debbak
(7) Siddipet
(8) Siricilla
(9) Vemulavaddo
(10) Karimnagar
(11) Sultanabad
(12) Peddapalli

Testing of Drugs Imported by Private Company

3122. SHRI A.K. BALAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there are any private agencies that are importing drugs at present ; and

(b) if so, whether any of the drugs imported by them have been found sub-standard during the last one year.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) At present drugs are being imported by drug manufacturers and also importers who are in the private sector. In addition, certain canalised items are being imported by the State Trading Corporation.

(b) Some samples of imported drugs on test in the Central Drugs Laboratory, Calcutta, Central Indian Pharmacopeia Laboratory, Ghaziabad and Central Research Institute, Kasauli have been found to be of not of standard quality. Consignments of these drugs have not been permitted to be released and the Customs authorities have been advised to take action as provided under the Drugs and Cosmetics Rules.

Teachers Grants Commission

3123. SHRI BALASAHEB VIKHE PATIL : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that the first national Commission on teachers is of the view that a Teachers' Grants Commission on the lines of the University Grants Commission should be set up ;

(b) whether Government have considered this recommendation ;

(c) if so, the reaction thereto ; and

(d) what are other suggestions made by the Commission ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (d). The National Commission on Teachers-I has not made any recommendation/suggestion regarding Teachers' Grants Commission. However, in a recent Press Conference the Chairman of the National Commission on Teachers-I said that the Commission was sympathetically considering the idea of a National Commission for School Education. This matter will be deliberated upon by the National Commission on Teachers-I in detail during the course of its next sittings.

No suggestions/recommendations have been made by the Commissions so far, and the question of reaction of the Government does not arise.

दुर्घटनाओं से बचने के लिये संकेत (सिगनल) प्रणाली में सुधार

3124. **श्री कृष्ण प्रताप सिंह** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या संकेत (सिग्नल) प्रणाली का आधुनिकीकरण न किया जाना रेल दुर्घटनाओं का एक मुख्य कारण है;

(ख) क्या रेल दुर्घटनाओं को कम करने हेतु एक पूर्व चेतावनी प्रणाली होना आवश्यक;

(ग) यदि हां, तो संकेत (सिग्नल) प्रणाली में सुधार करने हेतु क्या कार्यवाही की गई है; और

(घ) इन सुधारों को प्राथमिकता के आधार पर, लागू न किए जाने के क्या कारण है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी, नहीं ।

(ख) और (ग) पूर्व चेतावनी प्रणाली और सिगनल संरक्षा उपकरणों अर्थात् बहु-संकेती सिगनल, आदान लाइनों का रेल पथ परिपथन, गाड़ी के गुजर जाने के पश्चात् सिगनलों का स्वत: पूर्वावस्था में आ जाना, दोहरी लाइनों पर लाक एंड ब्लाक उपकरणों की उत्तरोत्तर व्यवस्था पहले से ही की जा रही है । हवड़ा बर्दवान और चर्चगेट-विरार उपनगरीय खण्डों पर, सहायक चेतावनी प्रणाली की व्यवस्था की जा रही है । इस प्रणाली से ड्राइवर को पहले दृश्य-श्रव्य चेतावनी दी जाती है खतरे का सिगनल होने पर यदि ड्राइवर इस चेतावनी की ओर ध्यान नहीं देता, तो गाड़ी को खड़ा करने के लिए ब्रेक स्वत: ही लग जाते हैं ।

(घ) संसाधनों की उपलब्धता के अनुसार सम्भव सीमा तक इन को कार्यक्रम बद्ध आधार पर शुरू किया जा रहा है ।

Modernising Shipping Industry

3125. SHRI HARIHAR SOREN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government propose to modernise shipping industry in the country in view of the technology revolution in the international shipping ; and

(b) if so, the steps proposed or the schemes prepared therefor, the cost involved and the steps taken to implement the same ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). Ships of the Indian Merchant Fleet are acquired by the individual shipping companies both in the Public and Private Sectors after obtaining Government approval in each case. While granting approvals to Indian Shipping companies for acquisition of ships the Government keeps in view the requirements of the shipping industry and the need of acquiring modern fuel efficient and specialised vessels. The SDFC has so far sanctioned loans amounting to

Rs. 364.55 crores to shipping companies in the Sixth Plan.

बहादुरगढ़ में केन्द्रीय सरकार स्वास्थ्य सेवा योजना डिस्पेंसरी खोला जाना

3126. **श्री अनवार अहमद** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने बहादुरगढ़ (हरियाणा) में एक केन्द्रीय सरकार स्वास्थ्य सेवा योजना डिस्पेंसरी खोलने का निर्णय लिया है;

(ख) यदि हां, तो वहां अब तक डिस्पेंसरी न खोले जाने के क्या कारण हैं; और

(ग) बहादुरगढ़ में केन्द्रीय सरकार स्वास्थ्य सेवा योजना की डिस्पेंसरी शीघ्र प्रारम्भ करने के लिए क्या कदम उठाए जा रहे हैं और वहां यह डिस्पेंसरी कब तक खुलने की आशा है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप-मंत्री (कुमारी कुमुद बेन एम० जोशी) : (क) से (ग) बहादुरगढ़ (हरियाणा) में केन्द्रीय सरकार स्वास्थ्य योजना का एक औषधालय खोलने का प्रस्ताव कुछेक प्रशासनिक कठिनाइयों की वजह से समाप्त कर दिया गया है।

Nomination of Railway Users Committee

3127. SHRI ASHFAQ HUSSAIN : Will the Minister of RAILWAYS be please to state :

(a) the various Railway Users Committees in which Members of Parliament are nominated by the Ministry of Parliamentary Affairs ;

(b) name of the members and committees for the year 1983-84 ;

(c) whether it is a fact that Railway Officers preside at the meeting of these committees ;

(d) whether any Member of Parliament has objected for his nomination to a Railway Users Committee where Railway Officer preside ; and

(e) if so, the action taken by the Ministry ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The Members of Parliament as recommended by the Minister of Parliamentary Affairs are nominated on the Divisional Railway Users' Consultative Committees, Zonal Railway Users' Consultative Committees and the National Railway Users' Consultative Council at the Divisional, Zonal and Centre levels respectively.

(b) The Divisional Railway Users' Consultative Committees on Central, Eastern, Northern, North Eastern, Northeast Frontier and Western Railways have been reconstituted and similar committees on Southern, South Central and South Eastern Railways are in the process of reconstitution. The names of Members of Parliament given representation on the Divisional Railway Users' Consultative Committees so far constituted are furnished in the statement attached. The Zonal Railway Users' Consultative Committees of nine Zonal Railways and the National Railway Users' Consultative Council are still under the process of reconstitution.

(c) Yes, Sir. Divisional Railway Managers and General Managers respectively preside over the meetings of the Divisional and Zonal Railway Users' Consultative Committees.

(d) and (e). A Member of Parliament has objected to his nomination having been made on a Divisional Railway Users' Consultative Committee, stating that he considered such a nomination as an insult and he has requested his name to be deleted from the Committee. Another Member of Parliament has expressed his inability to serve on the Divisional Railway Users' Consultative Committee due to his preoccupation.

As the nomination of the Members concerned had been done by the Minister of Parliamentary Affairs, copies of their letters have been forwarded to the Department of Parliamentary Affairs for such action as may be considered necessary.

Statement

List of Members of Parliament recommended by the Minister of Parliamentary Affairs and nominated on the Divisional Railway Users' Consultative Committees

CENTRAL RAILWAY

I. DRUCC/Bombay.

1. Shri Ratan Singh Rajda (Lok Sabha)
2. Shri Vishavajit O. Singh (Rajya Sabha)

II. DRUCC/Bhusawal.

1. Shri Shiv Kumar Singh (Lok Sabha)
2. Shri J.S. Akarte (Rajya Sabha)

III. DRUCC/Nagpur.

1. Shri Balasaheb Vikhe Patil (Lok Sabha)
2. Shri G.H. Bagat (Rajya Sabha)

IV. DRUCC/Jabalpur.

1. Shri Rameshwar Neekhra (Lok Sabha)
2. Shrimati Ratan Kumari (Rajya Sabha)

V. DRUCC/Jhansi.

1. Shri Ashkaran Sankhwar (Lok Sabha)
2. Shri Keshav Prasad Shukal (Rajya Sabha)

VI. DRUCC/Solapur.

1. Shri Bhausaheb Thorat (Lok Sabha)
2. Shri M.C. Bhandari (Rajya Sabha)

EASTERN RAILWAY

I. DRUCC/Sealdah.

1. Shri R.P. Das (Lok Sabha)
2. Shri Syed Shahedullal (Rajya Sabha)

II. DRUCC/Howrah.

1. Prof. Rup Chand Pal (Lok Sabha)
2. Shri Jagadambi Prasad Yadav (Rajya Sabha)

III. DRUCC/Asansol.

1. Shri Shibbu Soran (Lok Sabha)
2. Shri Kalyan Roy (Rajya Sabha)

IV. DRUCC/Dhanbad.

1. Shri N.E. Horo (Lok Sabha)
2. Shrimati Pratibha Singh (Rajya Sabha)

V. DRUCC/Danapur.

1. Shrimati Kishori Sinha (Lok Sabha)
2. Shri Suraj Prasad (Rajya Sabha)

VI. DRUCC/Mughalsarai.

1. Shri Dharam Bir Sinha (Lok Sabha)
2. Shri Mahabir Prasad Yadav (Rajya Sabha)

NORTHERN RAILWAY

I. DRUCC/Allahabad.

1. Shrimati Indra Kumari (Lok Sabha)
2. Shri G.C. Bhattacharyya (Rajya Sabha)

II. DRUCC/Bikaner.

1. Shri Daulat Ram Saran (Lok Sabha)
2. Shri Sushil Chand Mohunta (Rajya Sabha)

III. DRUCC/Delhi.

1. Shri Suraj Bhan (Lok Sabha)
2. Shri Sujan Singh (Lok Sabha)

IV. DRUCC/Ferozepur.

1. Shri Hakam Singh (Rajya Sabha)
2. Sardar J.S. Talwandi (Rajya Sabha)

V. DRUCC/Jodhpur.

1. Prof. Nirmal Kumari Shaktawat (Lok Sabha)
2. Shri Jaswant Singh (Rajya Sabha)

VI. DRUCC/Lucknow.

1. Shri Jairam Verma (Lok Sabha)
2. Dr. Sankta Prasad (Rajya Sabha)

VII. DRUCC/Moradabad.

1. Shri T.S. Negi (Lok Sabha)
2. Shri Ghanshyam Singh (Rajya Sabha)

NORTH EASTERN RAILWAY

I. DRUCC/Izatnagar.

1. Shrimati Usha Verma (Lok Sabha)
2. Shri Syed Ahmed Hashmi (Rajya Sabha)

II. DRUCC/Lucknow.

1. Shri Ashfaq Hussain (Lok Sabha)
2. Shri Sukhdeo Prasad (Rajya Sabha)

III. DRUCC/Varanasi.

1. Prof. Satya Deo Sinha (Lok Sabha)
2. Shri Sudhakar P. Pandey (Rajya Sabha)

IV. DRUCC/Samastipur.

1. Prof. Ajit Kumar Mehta (Lok Sabha)
2. Shri Ram Bhagat Paswan (Rajya Sabha)

V. DRUCC/Sonpur.

1. Shri Saminuddin (Lok Sabha)
2. Shri Shiva Chandra Jha (Rajya Sabha)

NORTHEAST FRONTIER RAILWAY

I. DRUCC/Katihar.

1. Dr. Golam Yazdani (Lok Sabha)
2. Shri Sangdopal Lepcha (Rajya Sabha)

II. DRUCC/Alipurduar.

1. Shri Pius Tirkey (Lok Sabha)
2. Shri D.N. Barman (Rajya Sabha)

III. DRUCC/Lumding.

1. Shri Santosh Mohan Dev (Lok Sabha)
2. Shri Robin Kakti (Rajya Sabha)

IV. DRUCC/Tinsukia.

1. Shri Ajit Kumar Sharma (Rajya Sabha)
2. Vacant

WESTERN RAILWAY

I. DRUCC/Bombay.

1. Shri Z.M. Kahandole (Lok Sabha)
2. Vacant

II. DRUCC/Vadodara.

1. Shri B.K. Gadhavi (Lok Sabha)
2. Shri R.P. Rathvakoli (Rajya Sabha)

III. DRUCC/Ratlam.

1. Shri Chavda Ishwarbhai Khodabhai (Lok Sabha)
2. Shri Radhakrishan Malvia (Rajya Sabha)

IV. DRUCC/Kota.

1. Shri Banwarilal Berwa (Lok Sabha)
2. Shri Bhuvanesh Chaturvedi (Rajya Sabha)

V. DRUCC/Jaipur.

1. Shri Kumbaram Arya (Lok Sabha)
2. Shri Natha Singh (Rajya Sabha)

VI. DRUCC/Ajmer.

1. Acharya Bhagwan Dev (Lok Sabha)
2. Shri Kishori Mehta (Rajya Sabha)

VII. DRUCC/Rajkot.

1. Shri Santobhai Patel (Lok Sabha)
2. Shri Vithal Bhai M. Patel (Rajya Sabha)

VIII. DRUCC/Bhavnagar.

1. Shri G.B. Gohil (Lok Sabha)
2. Shri Ghanshyambhai Oza (Rajya Sabha)

Shortfall in Shipping Tonnage Target for Sixth Plan

3128. SHRI T.S. NEGI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that contrary to earlier performance, there is likely to be a significant shortfall in shipping tonnage target for Sixth Plan as reported in Business Standard dated 10 February, 1984 under the heading 'Shortfall in shipping tonnage target likely' ; and

(b) if so, reasons for such shortfall and corrective steps taken/proposed in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). Some shortfall in achieving the shipping tonnage target for Sixth Plan is likely due to the severe recession in the shipping industry all over the world. Some shipping companies which had earlier placed orders for acquisition of new ships cancelled their orders as it became uneconomic to operate ships due to the steep fall in freight rates. Some other companies have secured postponement of the delivery of their vessels. Shipping Corporation of India also delayed their programme of acquisition of tonnage in the Sixth Plan in order to take advantage of the continuing decline in prices of ships. The Shipping Corporation of India has gone ahead with its Acquisition Programme recently.

Extension of Indore-Bilaspur Express upto Raipur

3129. SHRI DALBIR SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the South Eastern Railway have received any proposal to extend Indore-Bilaspur Express train upto Raipur ; and

(b) if so, whether any action is being taken to implement the same ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) The extension of this train upto Raipur was examined but not found feasible for want of sectional capacity between Bilaspur and Raipur and inadequate terminal facilities at Raipur.

Development of Inland Water Transport

3130. SHRI KAMAL NATH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are considering a big plan to develop inland water transport ;

(b) whether a pilot project costing Rs. 10 crores between Allahabad and Patna is to be taken up as a part of the Sixth Plan ; and

(c) which are the waterways that are going to be declared as National Waterways in the Seventh Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.K. ANSARI) : (a) Yes.

(b) A proposal to this effeect is under consideration. The estimated cost of this project is Rs. 9.50 crores.

(c) No decision in this regard has yet been taken.

New Arrangements of the Shipping Service on West Coast

3131. PROF. MADHU DANDAVATE : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that new small ships providing higher speed have been purchased from a foreign country to provide better shipping facilities between Bombay and Panaji in Goa ;

(b) if so, whether with these new small ships more ports can be covered on Bombay-Panaji coastal route ; and

(c) if so, when will the new arrangements of the shipping service on this west-coast be commenced ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) No.

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

रेलवे बोर्ड में निम्न श्रेणी लिपिकों की वरीयता सूची

3132. **श्री आर० एन० राकेश** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) रेल मंत्रालय (रेलवे बोर्ड) में 1 जनवरी, 1984 को निम्न श्रेणी लिपिकों की वरीयता सूची का ब्यौरा क्या है;

(ख) क्या यह सच है कि बोर्ड के कार्यालय में 1973 और 1975-76 से निरन्तर सेवारत निम्न श्रेणी लिपिकों को अब तक पदोन्नत नहीं किया गया है और न ही उनकी वरीयता सूची को उद्यतन बनाया गया है जबकि उच्च श्रेणी लिपिकों के अनेक पद अभी भी खाली पड़े हैं; और

(ग) यदि हां, तो 1973 और 1975-77 से निरन्तर सेवारत निम्न श्रेणी लिपिकों को कब तक पदोन्नत किए जाने की संभावना है ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) से (ग) इस मंत्रालय में कार्यरत स्थायी/अस्थायी/अवर श्रेणी लिपिकों की वरीयतासूची को उद्यतन किया जा रहा है और शीघ्र ही इसकी अधिसूचना के लिए इसे अंतिम रूप दिया जायेगा। 1973 और 1975-76 में सचिवालय प्रशिक्षण एवं प्रबन्ध संस्थान (अवर कर्मचारी चयन आयोग) द्वारा नियमित आधार पर जो अवर श्रेणी लिपिक नियुक्त किये थे उन्हें हाल ही में उच्च श्रेणी लिपिक के ग्रेड में पदोन्नत कर दिया गया है। हिन्दी टंकण जानने वाले अवर श्रेणी लिपिकों को, जिन्हें 1973 और 1976 में नितांत तदर्थ आधार पर भर्ती किया गया था और जिन्हें इस मंत्रालय में नवम्बर 1981 में अंतिम रूप से समाहित कर लिया गया था, उच्च श्रेणी लिपिकों के वर्तमान खाली पदों पर पदोन्नति की स्थिति में नहीं पहुंचे हैं। जब कभी वे पात्र होंगे उन्हें पदोन्नत करने पर विचार किया जायेगा।

शिक्षा पद्धति में परिवर्तन

3133. **श्री मूल चन्द डागा** : क्या **शिक्षा और संस्कृति** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रधान मंत्री ने अभी हाल ही में शांति निकेतन में अपने भाषण में कहा है कि हमारी वर्तमान शिक्षा पद्धति उपयोगी नहीं है; और

(ख) यदि हां, तो ऐसी शिक्षा हम कब तक देनी शुरू करेंगे जिससे योग्य तथा कर्त्तव्य

निष्ठ नागरिक बन सकें तथा उनमें आधारभूत योग्यता लाई जा सके ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों की राज्य मंत्री (श्रीमती शीला कौल) : (क) और (ख) विश्वभारती, शांतिनिकेतन में 17 दिसम्बर, 1983 को अपने दीक्षांत भाषण में प्रधानमंत्री ने भारत में विद्यमान शिक्षा प्रणाली के विभिन्न पहलुओं तथा इस प्रणाली को उद्देश्यपूर्ण तथा सुसंगत बनाने के लिए उठाए गए कदमों के संबंध में भी कुछ टिप्पणियां की थी। विश्वविद्यालयों के दीक्षांत भाषणों और शिक्षाविदों की बैठकों सहित विभिन्न मंचों में समय-समय पर प्रधान मंत्री द्वारा की गई टिप्पणियों पर, केन्द्रीय सलाहकार शिक्षा बोर्ड, राज्यों के शिक्षा मंत्री तथा सचिवों के सम्मेलनों, राष्ट्रीय शिक्षक आयोगों और शैक्षिक पद्धति में उपयुक्त सुधार लाने की दृष्टि से 7वीं योजना के लिये प्रस्ताव तैयार करने में इस समय लिये विभिन्न कार्यदलों जैसे उपयुक्त राष्ट्रीय मंचों में, आगे विचार-विमर्श किया जाता है।

इन्दौर-भोपाल-दिल्ली सुपर फास्ट यात्री गाड़ी का नाम और समय बदलने का प्रस्ताव

3134. **श्री फूलचन्द वर्मा** : क्या **रेल मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इन्दौर-भोपाल दिल्ली सुपर फास्ट गाड़ी आरम्भ कर दी गई है और यदि हां, तो कब;

(ख) क्या लोगों के प्रतिनिधियों (संसद सदस्यों और विधायकों) और अन्य सार्वजनिक संगठनों ने आदरणीय देवी अहिल्या बाई के नाम पर उक्त गाड़ी का नाम 'देवी अहिल्या बाई एक्सप्रेस' रखने और इसके समय में परिवर्तन करने और अन्य समस्याओं के बारे में सरकार को एक ज्ञापन भेजा है; और

(ग) यदि हां, तो सरकार द्वारा इस संबंध में क्या कार्यवाही की गई है और किए जाने का विचार है और उसका ब्यौरा क्या है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां। 22-1-84 से सप्ताह में तीन दिन चलने वाली इंदौर/भोपाल-नयी दिल्ली एक्सप्रेस आरम्भ की गयी है।

(ख) और (ग) सरकार की नीति यह नहीं है कि गाड़ी के नाम महापुरुषों, चाहे वे धार्मिक हों अथवा राजनीतिक, के नाम पर रखे जायें। गाड़ियों के समय में परिवर्तन के व्यवहार्य और औचित्य पूर्ण पाये जाने वाले प्रस्तावों को कार्यान्वित किया जायेगा।

Orders for Wagons Placed with Wagon Building Units

3135. SHRI E. BALANANDAN : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of new wagons for which the Ministry placed orders with the Jessop, Texmaco and other Wagon building industrial units of West Bengal during the years 1979, 1980, 1981, 1982 and 1983 separately and how many wagons the Ministry took delivery of from those units during the respective years separately ;

(b) whether the number of wagons ordered for shows a declining trend, if so, the reasons for such decline ;

(c) how the Government contemplate to arrest the decline, and increase the order ; and

(d) if the trend is not declining, whether there is any possibility of its increase during the year 1984 ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) The information is furnished in the statement laid on the

Table of the House. [Placed in library. *See* No. LT. 7932/84]

(b) The figures would reveal that no clear trend is indicated. This is due to the fact that orders for wagons are decided on the basis of demand level, availability of funds, outstanding loads on the firms etc. The ordering is so regulated as to ensure availability of 2/3 years load. The figures would reveal that this has been ensured.

(c) In view of the above explained position this question does not arise.

(d) Orders for 84-85 will be regulated with a view to ensure 2/3 years load on the industry consonant with funds allocations.

Setting up of Office of African National Congress in India

3136. SHRI K. OBUL REDDY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that African National Congress radicals have approached the Government of India to set up their office in India ;

(b) if so, the names and status of the leader and other Members of African National Congress who recently visited India, the names and status of VIPs and other officials in India, whom they met and held discussions with them ;

(c) the extent to which Government of India have considered their request to grant permission to them to set up their office in India ; and

(d) if not, the reasons therefor ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) to (d). The African National Congress (ANC) has already established an office in India. While there has been no approach from them in this regard, however, a 5-member delegation of the Pan Africanist Congress (PAC) of Azania, headed by its Chairman Mr. J.N. Pokela, had also visited India from January 5 to 9, 1984. Other members of the delegation included Ahmed Gora Ebrahim, Joseph Mkwanazi, Thobile Gola and Nomvo Booi (all Central Committee members of the PAC). Matters of mutual interest were discussed with officials of the Ministry of External Affairs and the delegation also paid a courtesy call on the Minister of Labour. Our policy of moral, material and diplomatic support to the Liberation movements in Southern Africa was reiterated. The question of opening an office will be considered in the context of existing lines of communication with the organisation.

Indian help in Tanzanian Education Set up

3137. SHRIMATI SANYOGITA RANE : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Tanzania had sought India's held in improving its school curriculum, school education system, technical education and in publication of books in the lines of National Council of Educational Research and Training ;

(b) if so, the details thereof ; and

(c) the details of help to be given by Government in this regard to that country ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). On an invitation from the Education Minister, the Tanzanian Minister for National Education accompanied by Deputy Minister of Education Zanziber and an official of Tanzanian Government visited India from February 6-11, 1984. The main purpose of the visit was to familarise themselves with the system of education in India and to exchange views on various aspects of education.

During discussions with representatives of the National Council of Educational Research and Training (NCERT), they evinced interest in adopting NCERT textbooks in Science

and Mathematics for Tanzanian schools. It was felt that the possibility of developing closer links in the areas of curriculum development, production of text-books and other instructional material could be explored. However, no formal proposal has yet been received in this Ministry.

सोवियत संघ के साथ अनुसंधान और विकास कार्यक्रमों के बारे में समझौता

3138. **श्री ए० आर० मल्लु** : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत और सोवियत संघ ने मशीन उद्योग के क्षेत्र में संयुक्त अनुसंधान और विकास कार्यक्रम शुरू करने के बारे में हाल में समझौता किया है;

(ख) यदि हां, तो इस बारे में हुए समझौते का ब्यौरा क्या है;

(ग) क्या विशाखापतनम इस्पात संयंत्र और वैधान ताप बिजली घर को पूरा करने हेतु आवश्यक सहायता प्राप्त करने के लिए परस्पर समझौता हो गया है; और

(घ) यदि हां, तो आन्ध्र अल्यूमीनियम परियोजना के वित्तपोषण और स्थापना हेतु अपनाए गए तरीकों और साधनों का ब्यौरा क्या है ?

विदेश मंत्री (श्री पी०वी० नरसिंह राव): (क) भारतीय और सोवियत दलों ने उत्पादन संबंधी वैज्ञानिक तथा प्रौद्योगिकीय सहयोग के भाग के रूप में, संयुक्त अनुसंधान और विकास एक कार्यक्रम पर चर्चा की तथा इस संबंध में जुलाई, 1983 में एक कार्ययोजना पर हस्ताक्षर किए गए ।

(ख) इस समय, माइनिंग एण्ड एलाइड मशीनरी कारपोरेशन, दुर्गापुर और भारत हैवी इलेक्ट्रीकल्स लिमिटेड (जिसमें वेल्डिंग रिसर्च इन्स्टीच्यूट, त्रिचुरापल्ली भी शामिल है ।) जैसे भारतीय संगठनों और उनके समकक्ष संबंधित संगठनों के बीच खनन उपकरण, बिजली उपकरण और वेल्डिंग अनुसंधान के क्षेत्रों से संबंधित समस्याओं के बारे में संयुक्त अनुसंधान और विकास में सामान्य सहयोग की बात सोची गई है । दोनों पक्षों के विशेषज्ञ समय-समय पर मिलकर विस्तृत तथा विशिष्ट कार्यक्रमों का पता लगाएंगे और उनके कार्यान्वयन की योजना तैयार करेंगे ।

(ग) भारत और सोवियत संघ ने ऐसे अलग-अलग करारों पर हस्ताक्षर किए हैं, जिनमें विशाखापतनम स्टील प्लांट और वेधान थर्मल पॉवर स्टेशन के निर्माण में प्रौद्योगिकीय-आर्थिक सहयोग की व्यवस्था है ।

(घ) आंध्र एल्यूमिना परियोजना के वित्त पोषण और स्थापना के सम्भाव्य अर्थोपायों के लिए संबंधित सोवियत अभिकरणों के साथ भारत सरकार संपर्क बनाए हुए है । बातचीत अभी प्रारंभिक स्तर पर ही चल रही है ।

Vanishing of Rare Indian Idols fr om Temples and Palaces in Gujarat

3139. SHRI NAVIN RAVANI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that antiquities like rare idols and other valuable items are gradually vanishing from the temples and palaces of Gujarat ;

(b) if so, whether it is also a fact that these items are appearing in European and American markets ;

(c) what are the details thereof ; and

(d) what remedial steps are being taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON): (a) No, Sir.

(b) and (c). Question does not arise.

(d) The following remedial steps have been taken by Government of India to prevent thefts and smuggling of antiquities :

1. Enforcement of the Antiquities and Art Treasures Act, 1972, which *inter-alia* provides for the following :

(i) Compulsory registration of certain categories of antiquities (Sculptures in all media, paintings and illustrated and illuminated manuscripts) with the Registering Officers ;

(ii) Registering Officers to be informed regarding movements of such registered antiquities ;

(iii) Dealing in antiquities to be restricted to licensed dealers ;

(iv) Restriction on export of antiquities ;

(v) Posting of Armed Guids in some of the important Centrally protected monuments and museums under the control of the Archaeological Survey of India in addition to tightening of watch and ward arrangements and appointment of Security Officers in some Circle headquarters ;

(vi) Construction of sculpture-sheds and new site museums.

2. In the year 1977 India ratified the Unesco Convention on the Means of Prohibiting Illicit Import, Export and Transfer of Cultural Properties. The Convention *intar-alia* provides that the contracting parties would take steps for preventing illicit import, into their territories, of stolen cultural properties and for tracing and restoring such stolen properties to the countries concerned. The rights of the contracting parties under the Convention are, however, prospective to the signing of the Convention and not retrospective.

3. An Antique Cell has been opened in the central Bureru of Investigation for investigation into cases of thefts and loss of antiquities.

4. Steps have already been initiated for documentation of loose sculptures, paintings, illustrated manuscripts, etc.

5. Archaeological Survey of India has posted its officers at important international sea-ports and air-ports in India to help the Customs authorities in preventing illegal export of antiquities by identifying objects which are antiquities. Further, Experts Advisory Committees have been set up in important towns in India to examine the objects meant for export in order to find if any of the objects is an antiquity in terms of the Antiquities and Art Treasures Act, 1972.

श्रेणी-चार कर्मचारियों की भर्ती

3140. **श्री दया राम शाक्य :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, 1980 और 1983 के अंत तक श्रेणी एक के अधिकारियों की संख्या पृथक-पृथक कितनी थी;

(ग) क्या यह सच है कि कर्मचारियों की वास्तविक संख्या में वृद्धि नहीं हुई है;

(ग) जनवरी, 1980 और आज की तारीख में अधिकारियों और कर्मचारियों के बीच, का अनुपात क्या है, और

(घ) श्रेणी चार के कर्मचारियों की भर्ती कब से रुकी हुई है और इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) भारतीय रेलों में कर्मचारियों से सम्बन्धित आंकड़े वित्त वर्ष के आधार पर रखे जाते हैं। 31 मार्च, 1980 और 1983 को वर्ग 'क' (श्रेणी 1) के अधिकारियों की कुल संख्या क्रमश: 5,397 और 5,699 है।

(घ) जी, नहीं ।

(ग) 31 मार्च, 1980 और 1983 को नियमित कर्मचारियों (वर्ग ग और घ) की तुलना में अधिकारियों (वर्ग क और ख) का अनुपात क्रमशः 1 : 147 और 1 : 134 है ।

(घ) चौथी श्रेणी के कर्मचारियों की भर्ती बन्द नहीं की गयी है । इस समय नैमित्तिक एवजी के आधार पर मूल रूप से भर्ती किये गये व्यक्तियों को चौथी श्रेणी की नियमित रिक्तियों में समाहित करने के लिए उनकी बाद में स्क्रीनिंग की जाती है । इसके अलावा, अनुकम्पा के आधार पर और खेल-कूद/सांस्कृतिक कोटे के अन्तर्गत लोगों की भर्ती की जाती है । कारखानों के लिए खुले बाजार से भी कुछ भर्तियां की जाती हैं ।

कानपुर-कासगंज छोटी लाइन को बड़ी लाइन में बदलना

3141. **श्री दया राम शाक्य** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे की कानपुर-कासगंज वराम्ता, फर्रुखाबाद, छोटी लाइन की बड़ी लाइन में बदलने हेतु सर्वेक्षण करने के लिए आदेश दे दिए गए है; और

(ख) यदि हां, तो ये आदेश कब दिए गए तथा इस बारे में क्या प्रगति हुई है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

Disturbing Trend in Shipping Industry

3142. SHRI SANAT KUMAR MANDAL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether disturbing trends in shipping industry have been noticed in the recent years and the number of vessels has registered a decline ;

(b) if so, the reasons therefor ;

(c) how far it has come as a boon to the foreign shipping lines particularly those indulging in tramp shipping ; and

(d) what plan, if any, has been formulated for development of containerisation to keep pace with the world shipping ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). The Indian Shipping Companies are facing financial problems due to the world-wide recession in shipping. As a result, the pace of acquisition of new vessels has slowed down. This has led to a marginal decline in the number of ships in Indian registry though in gross tonnes there has been a marginal increase. The number of vessels registered along with the total GRT on 31st December of the last three years is given below :—

Year	*No. of ships*	*GRT (In million)*
31.12.1981	403	5.89
31.12.1982	407	6.05
31.12.1983	405	6.09

(c) The change is too marginal to tilt the balance in favour of foreign shipping lines.

(d) Indian Shipping Lines especially Shipping Corporation of India have decided to go into the full container concept and accordingly acquisition of cellular ships is under process. Inland Container depots have process. Inland Container depots have been set up on a Pilot Project basis by the Indian Railways at Bangalore Guntur/Anaparti, Coimbatore and New Delhi. It has been decided to set up full-fledged Inland Container Depots at Bangalore, Gauhati and Delhi.

Container handling facilities have been geared up at the Ports of Bombay, Cochin, Madras and Haldia/Calcutta. A full-fledged container terminal has been commissioned at Madras. Separate berths have been earmarked at Bombay and Haldia for container traffic.

A Working Group with representatives of the Ministries of Railways, Commerce, Shipping and Transport, Planning Commission has been set up to formulate the requirements of facilities for container traffic in the Seventh Five-Year Plan.

J.N.U. Students Opposed to its Admission Policy

3143. SHRI PIYUSH TIRKI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that the students of Jawaharlal Nehru University are strongly opposed to the present admission policy of the university ;

(b) if so, details of the present admission policy of Jawaharlal Nehru University ;

(c) details of the demands of the students ; and

(d) Percentage of seats of JNU reserved for Scheduled Caste and Scheduled Tribe candidates and what is their total number at present category-wise, course-wise and class-wise ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). According to the modified procedures admissions from 1984-85 to Jawaharlal Nehru University would be on merit subject to normal reservations. The merit will be determined through a uniform all India examination to be held at 21 centres throughout the country. There will be no interview for Master's degree programme.

These modified procedures were evolved after extensive consultations within the University community including students. However, a section of students have been opposing the modifications in the admission procedures. Their main demand is that provision for weightage for economic, social and regional deprivations should be restored.

(d) The Jawaharlal Nehru University has made reservations to the extent of 15% for Scheduled Castes, 7½% for Scheduled Tribes and 3% for physically handicapped. The total number of Scheduled Castes and Scheduled Tribes students in Jawaharlal Nehru University at present, course-wise, is as follows :

Name of the Course	*SC*	*ST*	*Total*
M. Phil./Ph.D.	78	21	99
M.A.	44	38	82
M.Sc.	2	2	4
Total :	124	61	185

राजस्थान के हैरोती क्षेत्र में स्थित किले, मन्दिर आदि

3144. **श्री कृष्ण कुमार गोयल :** क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के हैरोती क्षेत्र में स्थित झालावाड़ भूतपूर्व भारतीय शासकों के समय बनाये गये ऐतिहासिक इमारतों, किलों, मंदिरों आदि की दृष्टि से अत्यंत संपन्न है;

(ख) इस जिले में पुरातात्विक और सांस्कृतिक महत्व की वस्तुओं के सर्वेक्षण और सुरक्षा आदि के लिए क्या उपाय किए जा रहे हैं;

(ग) क्या झालावाड़ जिले में ऐतिहासिक महत्व की मूल्यवान वस्तुओं की चोरी बढ़ रही है; और

(घ) यदि हां, तो सरकार इस संबंध में क्या कदम उठा रही है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० थुंगन) : (क) जी, हां ।

(ख) केन्द्रीय सुरक्षित संस्मारकों यथा—बिमनायाग, कोलिवि, हथियानगौर की शैल-कृत गुफाओं, झालरपाटन में चन्द्रभागा के समीप पुराने मंदिरों तथा दलसागर और दुधालिया, जिला झालावाड़ में प्राचीन ध्वंसावशेषों की सुरक्षा के लिए पहरे व निगरानी की व्यवस्था है ।

(ग) जी, नहीं ।

(घ) प्रश्न ही नहीं उठता ।

Compensation to the Victims of Kalinga Express Train Fire

3145. SHRI NAWAL KISHORE SHARMA :
SHRI RAM PRASAD AHIRWAR :
SHRI KAMAL NATH :
SHRI K. PRADHANI :
SHRI NAVIN RAVANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a first class bogie of the Delhi bound 143 down Kalinga Express train caught fire at New Katni Station Junction on February 1, 1984 ;

(b) if so, the number of persons died and injured as a result of this fire and the details of compensation paid to the dependents of the deceased and also to those injured ;

(c) the loss and damage caused to the railway property ;

(d) what steps have been taken to avoid such incidents in future ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) On 31.1.84, a first class coach of the Delhi bound 143 Dn. Kalinga Express caught fire while the train was approaching New Katni Jn. station.

(b) In this accident, 8 persons lost their lives and 6 received injuries. No compensation has been paid so far. It will be paid as soon as the Claims Commissioner has given the decision. However, ex-gratia relief amounting to Rs. 6,500/- has been paid to the families of the persons killed and to the injured.

(c) The cost of damage to Railway property due to this fire has been estimated as Rs. 1.9 lakhs.

(d) Some of the measures taken to prevent fire in trains are :

(i) Wide publicity through posters and other media about dangers of carrying inflammable material in passenger compartments ;

(ii) Replacement of combustible ceiling material by limpet sheaths ;

(iii) Use of fire retardant paint and rubberised coir in place of foam cushions in passenger coaches to reduce inflammability ;

(iv) Provision of fuses in the regative circuit.

National Council of Educational Research and Training Books used in Jammu and Kashmir

3146. SHRI ABDUL RASHID KABULI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that National Council of Educational Research and Training books used in Jammu and Kashmir educational institutions are criticised being defective, blamed for distortion of facts, descriptions and sketches not corroborating with real life of the people of the State ; and

(b) if so, what measures are envisaged to correct mistakes and remove the misgivings of the people in this regard ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). NCERT books have been prepared keeping in view the general needs of the whole country and therefore some of the pictures and illustrations in NCERT books would not relate to life and people of Jammu & Kashmir.

NCERT had discussions with the Chairman and Secretary of the Board of Secondary Education J & K wherein it was agreed that the Social Studies Book for Class III will have to be developed with the help of teachers, teacher educators and school administrators of J & K. For the purpose necessary action has already been initiated by the State Government. NCERT has agreed to extend every possible help in completing this task.

NCERT Textbooks in Science and Mathematics used in J & K are adopted/adapted by J & K Board of School Education after getting these examined by their own team of experts. According to information received from the J & K government, in certain cases they have deleted/modified certain portions to meet the needs of the State.

The Countries with whom India does not have Diplomatic Relations

3147. SHRI ABDUL RASHID KABULI ; Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the countries with which India does not have any diplomatic relations and the reasons thereof ;

(b) whether any of such countries like Israel and South Africa have been granted limited diplomatic recognition by this ceuntry ; and

(c) the nature of their recongnition ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) India does not have diplomatic relations with the following countries for the reasons mentioned under each :—

(1) *Israel.*

Eversince its inception Israel has refused to recognise the just and legitimate rights of the Palestinean people and has indulged in aggressive acts against its Arab neighbours.

(2) *South Africa.*

We are opposed to the system of apartheid enforced by the Government of South Africa in that country.

(3) *Taiwan.*

India does not support a two-China policy and, therefore, diplomatic relations are maintained only with the People's Republic of China.

(4) *Albania.*

A decision was taken in 1956 to establish diplomatic relations, but no exchange of Ambassadors has taken place so far.

(5) *Haiti*)

(6) *Honduras*)

(7) *Dominican Republic*)

The question of having diplomatic relations through concurrent accreditation is under examination.

(b) and (c). In International Law, there is no concept of "limited diplomatic recognition." Diplematic recognition does not necessarily imply existence of diplomatic relations. We recognise Israel and South Africa, but do not have diplomatic relations with them for reasons mentioned above.

Introduction of Direct Passenger Train Services between Tatanagar and Dhanbad Via Gomoh or Asansol

3148. SHRI A.K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received representations for introducing direct express passenger train services between Tatanagar and Dhanbad important industrial places of India via Gomoh or Asansol ;

(b) if so, the action taken by the Ministry in the matter ;

(c) whether it is a fact that National economy and industrial progress are largely based on the contribution of this industrial belt rich in minerals ; and

(d) reasons for not providing the direct railway service link between these two important places ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (d). Yes, Sir. The feasibility of introduction of a train between Tatanagar and Dhanbad has been examined but not found operationally feasible due to lack of resources like coaches and power, spare line capacity on sections enroute and terminal facilities at the terminals.

Electrification Between Sitarampur and Mughal Sarai

3149. SHRI A.K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the preliminary works for Electrification of main line between Sitarampur and Mughal Sarai (Eastern Railway) have been completed ;

(b) whether the decision has been taken for inclusion of Barwadih-Singrauli Section of Dhanbad Division and Chopan-Chunar Section of Northern Railway in Mughal Sarai Division ; and

(c) if so, the details of the above programme and the target dates for completion of the same ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) No, Sir. The work has been planned for execution in VII Plan.

(b) No, Sir.

(c) Does not arise.

शिक्षा मंत्रालय में हिन्दी का पत्राचार

3150. **श्री रामावतार शास्त्री** : क्या **शिक्षा और संस्कृति** मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय द्वारा देश के "क", "ख" और "ग" क्षेत्रों के राज्यों में स्थित अपने विभागों से सम्बद्ध और अधीनस्थ कार्यालय, और उपक्रमों को राजभाषा अधिनियम, 1963 के उपबंधों के अनुसार वर्ष 1981-82, 1982-83 और 1983-84 के दौरान अलग-अलग हिन्दी और अंग्रेजी में भेजे गये मूल पत्रों की कुल संख्या क्या है;

(ख) उनमें से राज्यवार और वर्षवार अलग-अलग हिन्दी और अंग्रेजी में भेजे गये मूल पत्रों की संख्या क्या है ;

(ग) मंत्रालय को उपर्युक्त तीन श्रेणियों के राज्यों में स्थित विभागों से सम्बद्ध और अधीनस्थ कार्यालयों तथा उपक्रमों से इन वर्षों के दौरान वर्षवार कुल कितने मूल पत्र प्राप्त हुए; और

(घ) उनमें से राज्य-वार अंग्रेजी और हिन्दी में लिखे गये मूल पत्रों की अलग-अलग संख्या क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों की राज्य मंत्री (श्रीमती शीला कौल) : (क) से (घ) सूचना एकत्र की जा रही है और लोकसभा पटल पर रख दी जाएगी ।

रेल सेवा आयोग, बम्बई द्वारा भर्ती

3151. **श्री हेमवती नन्दन बहुगुणा** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल सेवा आयोग, बम्बई (चर्चगेट) के भर्ती संख्या 2/80/81 की लिखित परीक्षा 12 जून को हुई थी;

(ख) यदि हां, तो इस परीक्षा में कितने उम्मीदवारों को सफल घोषित किया गया गया ;

(ग) क्या सफल उम्मीदवारों को नियुक्त कर लिया गया है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी, हां ।

(ख) से (ङ) रिपोर्ट की गई अनियमितताओं की दृष्टि मे सम्पूर्ण मामले की केन्द्रीय जांच ब्यूरो द्वारा जांच की जा रही है और इस संबंध में अगली कार्रवाई जांच-पड़ताल को अन्तिम रूप दे दिये जाने पर निर्भर करती है। बहरहाल, जनवरी 83 में जांच पड़ताल के बाद 356 उम्मीदवारों की सूची निकाली है और उन्हें नियुक्तियां देने का प्रस्ताव कर दिया गया है बशर्ते कि उनकी डाक्टरी परीक्षा और पुलिस जांच-पड़ताल करा ली जाये ।

Women's Development Centre in Delhi and other Universities

3152. SHRIMATI JAYANTI PATNAIK : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether the first women's development centre in the country has been set up in Delhi University ;

(b) if so, when that Women's Development Centre was set up in Delhi University;

(c) the works done by that Centre since it started functioning ;

(d) whether it is a fact that the setting up of such Women's Development Centres in other parts of the country is necessary for promoting the cause of women ; and

(e) if so, what steps Government purpose to take to set up such Women's Development Centre in other Universities ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (P. K. THUNGON) : (a) and (b). Women Development Centres have been set up in five colleges in Delhi on an experimental basis in the current academic session.

(c) Each Centre is providing counselling facilities to the girl students. Other activities in the Centre include programmes for creating social awareness of the changing role of women in the Society.

(d) and (e). The work of the women Development Centre in Delhi University will be reviewed by the end of this academic year after which a decision will be taken for its expansion.

Overbridge at Bhubaneswar Railway Station

3153. SHRIMATI JAYANTI PATNAIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Orissa has requested his Ministry to sanction another over-bridge at Bhubaneswar Railway Station;

(b) if so, the amount proposed to be borned by the centre for the construction of that over-bridge ; and

(c) when the above proposal is expected to be implemented?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Sir, the State Government of Orissa had sent a proposal to widen the existing road over-bridge on Rajpath at Bhubaneswar, interalia asking how much cost the Railways would share.

(b) As per extant rules, the Railway share the cost of providing road over-bridges which replace existing level crossings. The entire cost of all new road

over-bridges and widening of/improvements to existing over-bridges is to be borne by the State Government. The State Government was advised accordingly.

(c) The Railway will take further action in the matter after a firm proposal is sponsored by the State Government on deposit terms, i.e., bearing the full cost.

Opening of new Universities

3154. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether any new Universities have been sanctioned and opened during the Sixth Five-Year Plan ;

(b) if so, the names of the Universities alongwith the States in which they have been opened and the date of their opening ;

(c) whether any more Universities are also likely to be sanctioned during the last year of the plan ; and

(d) if so, the names thereof and the likely date by which they would be opened ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Universities are generally established by the State Governments, and no formal approval of the University Grants Commission is required for the purpose.

(b) The Universities established during the Sixth Plan so for are :—

1.	Gulbarga University, Gulbarga, Karnataka.	1980
2.	Mangalore University, Mangalore, Karnataka.	1980
3.	Birsa Agricultural University, Ranchi, Bihar.	1980
4.	Vidya Sagar University, Midnapore, West Bengal.	1981
5.	Shri Jagannath Sanskrit Vishwavidyalaya, Puri, Orissa.	1981
6.	Sri Krishnadevaraya University, Ananatapur, Andhra Pradesh.	1981
7.	Tamil University, Tanjaur, Tamil Nadu.	1981
8.	Bharatidasan University, Tiruchirappalli, Tamil Nadu.	1982
9.	Bharatiar University, Coimbatore, Tamil Nadu.	1982
10.	Sher-e-Kashmir University of Agricultural Science & Technology, Srinagar, Jammu & Kashmir.	1982
11.	Andhra Pradesh Open University, Hyderabad, Andhra Pradesh.	1982
12.	Amravati University, Amravati, Maharashtra.	1983
13.	Guru Ghasi Das University, Bilaspur, Madhya Pradesh.	1983
14.	Shri Padmavati Mahila Vishwavidyalaya, Tirupati, Andhra Pradesh.	1983
15.	Gandhiji University, Kottayam, Kerala.	1983

(c) and (d). Government has no information about the names of Universities which are likely to be established during 1984-85.

Indian Institutes of Advance Study, Simla

3155. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government have taken any decision on the proposed set up and the functioning of the Indian Institute of Advance Study, Simla consequent upon the Report of the Kriplani Committee;

(b) if so, the exact outline of the new set up and the pattern of its functioning as also the likely date by which this would be implemented ; and

(c) if not, the reasons for the delay and the likely date by which the new set up would be finalised ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Yes, Sir.

(b) and (c). An outline of the new set-up and the pattern of functioning is given in the statement attached. It has been decided to reconstitute the Society and the Governing Boby of the Indian Institute of advanced Study under the existing provisions of the Memorandum of Association and Rules & Regulations of the Institute till the existing Rules are amended to provide for addition of new members in the appropriate categories on the lines recommended by the Kripalani Committee. Necessary action to reconstitute the Society and the Governing Body under the existing provisions has since been initiated. The Institute will become fully functional soon after the reconstitution of its Society and the Governing Body.

Statement

A brief description of the management, nature and scope of the research and study envisaged for the Indian Institute of Advanced study, Simla is given below :

(i) *Management* :

The Institute will be managed and administered by a Society, a Governing Body and a Director. The Society will consist of both officials and non-officials. The Governing Body will be the decision making body of the Institute. The Chairman of the Governing Body will be an eminent scholar nominated by the Central Government. The Director of the Institute will be appointed by the Governing Body with the approval of the Central Government. His term of office would be 3 years renewable for another term of 3 years.

(ii) *Areas of activities* :

The Institute would be a residential centre for free and creative inquiry into fundamental themes and problems of life and thought in areas which had deep human significance. However, in the initial stages there will be selective approach by selecting areas of studies which would promote inter-disciplinary efforts, which do not require costly facilities and which can attract distinguished scholars.

(iii) *Areas of Studies* :

Some of the illustrative (not exhaustive) areas of study would be :

Comparative Indian literature (including ancient, medieval, modern, folk and tribal) ; comparative studies in Philosophy and Religion; Development of World thought; Education, Culture and Aesthetics; Fundamental concepts and problems of Logic and Mathematics; Fundamental concepts and problems of Natural Sciences; Indian Civilation in the context of Asian neighbours ; problems of Contemporary India in the context of national integration and national-building and Social, Political and economic Philosophy.

(iv) *Topics of research* :

Theme of Indian Unity in Diversity; Integrality of Indian Consciousness:

Philosophy of Education in the Indian perspective ;Advanced concepts in Natural Sciences and their philosophical implications ; Indian and Asian contribution to the synthesis of Science and Spirituality; Indian and Human Unity ; A companion to Indian Literature and a Comparative Study of Indian Epics.

(v) *Fellows* :

There will be only one category of academic staff designated as Fellows. The fellows would be appointed for a term of three months to two years which can be extended by another year, except for the fellows recruited for the core projects in which case they will have a duration coterminus with the project. The amount of fellowships would be determined by the Governing Body in the range of rupees 1500-3000.

(vi) *Facilities* :

The Library of the Institute would be developed in phases as a modern tool for research ; essential computation facilities would be provided for research needs; and the Institute would make arrangements for pooling the results of research and disseminating them for the benefit of youth, adolescents, etc. The publication programme would consist of the outcome of the research pursued by the Fellows and for dissemination purposes.

(vii) *Location* :

The Institute will continue to be located at Simla.

Opening of Passport Liaison Office at Trivandrum

3156. SHRI A. NEELALOHITHADASAN NADAR : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Government of India has proposed to open a passport liaison office at Trivandrum ;

(b) if so, the details of the proposal and the reasons for delay in opening the office ;

(c) whether the Government propose to open a Regional Passport Office itself at Trivandrum, taking into consideration the pressing need for it ; and

(d) if so, details thereof ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) and (b). Yes, Sir. Government have decided in principle to open a Passport Liaison Office at Trivandrum. Steps are underway to acquire suitable office accommodation and work out other details.

(c) and (d). No, Sir. As there are already two Passport Offices at Ernakulam and Kozhikode in the State of Kerala, it is not considered necessary to open a third Passport Office at Trivandrum. The decision to open a Passport Liaison Office at Trivandrum is to provide assistance to international travellers who may need urgent miscellaneous passport services prior to their departure from Trivandrum.

Long Term Plan to Cure Leprosy

3157. SHRI K. PRADHANI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any long-term plan has been formulated to cure and control leprosy after its early detection ; and

(b) if so, the broad details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b). Yes. Multidrug Regimen Projects are being implemented for the treatment of the disease with combination of drugs—Dapsone, Rifampicin and Clofazimine for early cure and prevention of transmission of the disease in the community.

Abolition of Devadasi System

3151. SHRI BRAJA MOHAN MOHANTY :
SHRI MOOL CHAND DAGA :

Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether the Government have enquired into the Devadasi system which is flourishing as a part of religious practice in any part of India at present and whether the said system is leading to social degradation of women ;

(b) if so, whether Government have taken steps to abolish and prevent the said system ; and

(c) if so, details thereof ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) Yes, Sir.

(b) and (c). Some of the States, where this problem exists, have special laws, such as, the Bombay Devadasis Prevention Act, 1934 and Madras Devadasis (Prevention of Dedication) Act, 1947, prohibiting the Devadasi system. More recently, the Karnataka Government has passed the new Karnataka Devadasis (Prevention of Dedication) Act. However, the Suppression of Immoral Traffic in Women and Girls Act, 1956, as amended in 1978 to make it more effective, is applicable to all States (except Sikkim) and Union Territories. It prohibits (i) keeping a brothel or allowing premises to be used as a brothel ; (ii) living on the earnings of prostitution ; (iii) procuring, inducing or taking women or girls for the sake of prostitution ; (iv) detaining a woman or girl on premises where prostitution is carried on ; (v) seducing or soliciting for purpose of prostitution ; (vi) seduction of a woman or girl in custody. Any person who violates the provisions of the Act is liable, on conviction, to punishment prescribed under the Act.

The Act provides for a specialised machinery for the detention and apprehension of cases involved in the vice and envisages the setting up of protective homes and correctional institutions for the care, protection, treatment, education and rehabilitation of the rescued women and girls. The enforcement of the Act, however, lies with the State Governments.

Three Language Formula in States

3159. SHRI ERA ANBARASU : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the steps that have been taken to give statutory shape to Pandit Jawaharlal Nehru's assurances to the non-Hindi speaking people in the country on the question of language ; and

(b) in how many States (alongwith the names of States) in the country the three-language formula is being implemented and in how many States (alongwith the names of States) the two-language formula is in force ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) The assurances given by Pt. Jawaharlal Nehru to the effect that Hindi will not be imposed on the non-Hindi speaking States has all through-out been followed in spirit and action. The Offical Languages Act, 1963, and the amendments thereto passed by the Parliament in 1967, provide for continuation of the use of English language, in addition to Hindi, for all the official purposes of the Union, notwithstanding the expiration of the period of 15 years from the commencement of the Constitution.

According to the Provision of the Act the Status quo will be maintained until both the Houses of State Legislature and both the Houses of Parliament have passed Resolutions contrary to the existing provisions.

(b) A statement showing the position of the implementation of three-language formula by the State Governments/Union Territories is laid on the Table of the House. [Placed in library. *See* No. Lt. 7933/84). Most of the States have, in principle, accepted the three-

language formula. Tamil Nadu has adopted two-language formula. Pondicherry and Karaikal regions of Pondicherry also follow the same formula as in Tamil Nadu.

दवाओं की गुणवता को बनाये रखने और उनके मूल्यों को नियंत्रित रखने के उपाय

3160. **श्री छांगुर राम** : क्या **स्वास्थ्य और परिवार कल्याण मंत्री** यह बताने की कृपा करेंगे कि :

(क) देश में दवाओं की गुणवता बनाये रखने और उनके मूल्यों को नियंत्रित रखने के लिए सरकार द्वारा क्या कदम उठाए गए हैं, और

(ख) इनके अब तक क्या परिणाम निकले हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उपमंत्री (कुमारी कुमुद बेन० एम० जोशी) : (क) और (ख) औषधि और प्रसाधन सामग्री अधिनियम के अधीन सरकार की जिम्मेदारियां इस प्रकार हैं :—

1. आयातित औषधियों की क्वालिटी पर नियंत्रण रखना,

2. राज्यों के कार्यकलापों में तालमेल बैठाना और देश में उक्त अधिनियम को समान रूप से लागू करने के बारे में उन्हें सलाह देना,

3. विनियमन उपाय और औषधि मानक निर्धारित करना, और

4. देश में निर्माण या आयात के लिए प्रस्तावित "नई औषधियों" के लिए अनुमोदन देना।

देश में बनायी, बेची और वितरित की जाने वाली औषधियों पर नियंत्रण रखने की जिम्मेदारी राज्य सरकारों की है जो राज्य औषधि नियंत्रण संगठनों के जरिये इस कार्य को करती हैं।

भारत में आयात की जाने वाली औषधियों पर नियंत्रण रखने का कार्य ऐसे आयातों को उन पत्तनों तक सीमित रखकर किया जाता है जहां पर केन्द्रीय औषध मानक नियन्त्रण संगठन के अधिकारी तैनात हों। जब कभी औषधियों की किसी खेप का आयात किया जाता है तब उस खेप के कागजात विल्स-आएण्टरी केन्द्रीय औषधि मानक नियन्त्रण संगठन के अधिकारियों को भेजे जाते हैं और आयातित खेपों का निरीक्षण किया जाता है तथा जांच के लिए नमूने लिये जाते हैं। जांच करने पर यदि नमूना मानक क्वालिटी का नहीं पाया जाये तो उस औषधि के आयात की अनुमति नहीं दी जाती और वह औषधि जिस देश से आयात की गई हो उसी देश को वापस भेज दी जाती है या उसे नष्ट कर दिया जाता है। औषधियों को देश में लाने की अनुमति देने से पहले लेबल संबंधी त्रुटियों, यदि कोई हो, तो उन्हें ठीक करना भी अपेक्षित है। जीवन वैज्ञानिक औषधियों के आयात के लिए उक्त अधिनियम के अधीन एक लाइसेंस लेना जरूरी है।

औषधियों के निर्माण पर नियन्त्रण रखने का कार्य उक्त अधिनियम के अधीन किया जाता है जिसकी अपेक्षा के अनुसार औषधियों का निर्माण राज्य लाइसेंसिंग प्राधिकारी द्वारा निर्माण के लिए जारी किए गए लाइसेंस के तहत ही किया जा सकता है। निर्माताओं को लाइसेंस पाने के पात्र बनने के लिए पहले निम्नलिखित शर्तें पूरी करनी होती हैं :—

1. निर्माण कार्य के पर्यवेक्षण के लिए पर्याप्त रूप से अर्हत तकनीकी कार्मिकों की नियुक्ति करना।

2. निर्माण के लिये प्रस्तावित विभिन्न वर्गों की औषधियों के निर्माण के लिये साफ-सुथरे और पर्याप्त अहाते का रख-रखाव करना।

3. संबंधित औषधियों के निर्माण के लिए अपेक्षित आवश्यक उपकरणों और संयंत्रों का रख-रखाव करना ।

4. निर्माण में उपयोग किये जाने वाली कच्ची सामग्री तथा निर्मित उत्पाद के हर बैच के परीक्षण के लिए आवश्यक सुविधाएं बनाये रखना । परीक्षण-यूनिट निर्माण वाले यूनिट से अलग होना चाहिए । निर्माताओं को लाइसेंस मिल जाने के बाद उन पर उस लाइसेंस की शर्तें लागू रहती हैं जिनमें पर्याप्त स्थान उपकरणों, तकनीकी कार्मिकों और परीक्षण की सुविधाओं का रख-रखाव नियमों के अधीन निर्धारित बातों के अनुसार निर्माण और परीक्षण कार्य का रिकार्ड रखना, औषधि निरीक्षकों को निर्माण वाले अहाते का निरीक्षण करने और नमूने लेने की अनुमति देना शामिल है ।

औषधियों की बिक्री का विनियमन राज्य लाइसेंसिंग प्राधिकारी द्वारा बिक्री लाइसेंस जारी करके किया जाता है । औषधि निरीक्षण बिक्री वाले अहाते का निरीक्षण कर सकते हैं और जब कभी जरूरी हो वे वहां से नमूने ले सकते हैं ।

घटिया और नकली दवाइयों के निर्माण और बिक्री पर नियन्त्रण रखने के लिए हाल ही में किए गए कतिपय उपाय इस प्रकार हैं :—

1. नकली दवाइयों की बुराई का मुकाबला करने के लिए और अधिक प्रभावकारी उपायों की व्यवस्था करने के लिए 1982 में औषधि और प्रसाधन सामग्री अधिनियम को संशोधित किया गया था ।

2. केन्द्रीय औषधि मानक नियन्त्रण संगठन देश में नकली दवाइयों के निर्माण और बिक्री संबंधी रिपोर्टों की मानीटरिंग का कार्य करता है । जब कभी जरूरी हो तो राज्य सरकारों को सचेत कर दिया जाता है और ऐसी रिपोर्टों का छान-बीन के मामले में केन्द्रीय औषधि मानक नियन्त्रण संगठन के क्षेत्रीय कार्यालय उसकी मदद करते हैं ।

3. केन्द्रीय स्वास्थ्य और परिवार कल्याण मंत्री की ओर से सभी राज्यों/संघ राज्य क्षेत्रों के मुख्य मंत्रियों को और स्वास्थ्य एवं परिवार कल्याण मंत्रालय की ओर से स्वास्थ्य सचिवों को पत्र भेजे गये और उनका ध्यान नकली दवाइयों के बढ़ते हुए निर्माण एवं बिक्री की तरफ आकृष्ट किया गया है तथा उन्हें इस संबंध में आवश्यक कदम उठाने और अपने औषधि नियन्त्रण प्रशासनों को मजबूत बनाने का अनुरोध किया गया है ।

4. केन्द्रीय स्वास्थ्य और परिवार कल्याण उपमंत्री ने 3 मई, 1983 को सभी राज्यों और संघ राज्य क्षेत्रों के स्वास्थ्य मंत्रियों को पत्र भेजे जिनमें उन्होंने राज्यों का ध्यान संसद और अखबारों में हुई आलोचना की ओर आकृष्ट किया और उन्हें नकली और घटिया दवाइयों की समस्याओं को प्रभावशाली ढंग से हल करने का आग्रह किया था । अपने पत्र में उन्होंने इस बात का उल्लेख किया कि केन्द्रीय सरकार ने एक कार्य-दल की नियुक्ति की थी जिसने राज्य औषधि नियन्त्रण संगठनों की कमियों का पता लगाया है । उन्होंने यह सुझाव दिया है कि राज्यों नकली दवाइयों की समस्याओं को प्राथमिकता दें और राज्यों के औषधि मानक नियन्त्रण तंत्र को इस समस्या से निपटने के लिए समुचित रूप से समुन्नत और सुदृढ़ बनाया जाये ।

5. सरकार द्वारा नियुक्त कार्य दल ने विभिन्न ऐसे पहलुओं का पता लगाया है जिनके बारे में राज्यों को नकली और घटिया दवाइयों की बुराई का मुकाबला करने हेतु कार्यवाही करनी है । स्वास्थ्य और परिवार कल्याण मंत्रालय ने राज्यों के स्वास्थ्य सचिवों को भी पत्र भेजे हैं जिनमें उक्त कार्य-दल की सिफारिशों-विशेष तथा उन पर की

जाने वाली कार्रवाई की ओर ध्यान आकृष्ट किया गया है।

6. राज्य सरकारों को सलाह दी गई है कि वे नकली दवाइयों की समस्या के समाधान के लिये आसूचना-व-विधि-तंत्र स्थापित करें।

7. नकली दवाइयों और औषधि-अपमिश्रण के मामले पर केन्द्रीय स्वास्थ्य परिषद और केन्द्रीय परिवार कल्याण परिषद की विभिन्न बैठकों में विचार-विमर्श किया जा चुका है जिनमें केन्द्रीय स्वास्थ्य और परिवार कल्याण मंत्री अध्यक्ष के रूप में तथा राज्यों के स्वास्थ्य मंत्री सदस्यों के रूप में शामिल होते हैं। इन संयुक्त बैठकों में उक्त परिषद ने "औषधि और प्रसाधन सामग्री अधिनियम का प्रवर्तन" विषय पर संकल्प पारित किये हैं। इन संकल्पों में राज्य सरकारों से यह आग्रह किया गया है कि वे घटिया व नकली दवाइयों की समस्या को हल करने के लिये औषधि नियन्त्रण तंत्र को सुदृढ़ और कारगर बनाने के वास्ते आवश्यक कार्यवाई करें :

औषधि (मूल्य नियन्त्रण) आदेश, 1979 के अधीन औषधियों के मूल्यों पर नियन्त्रण रखने का कार्य रसायन और उर्वरक मंत्रालय करता है।

Fifth and Sixth Plan Targets to Bring Down Country's Population Growth

3161. SHRI A.R. MALLU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether some targets were fixed by the Government during the Fifth and Sixth Five-Year Plans to bring down the country's population growth rate; and

(b) if so, how far these have been working satisfactorily and what has been the progress made in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b). A statement showing the Fifth and Sixth Five-Year Plans' targets and achievements is enclosed.

Statement

(Figures in Million)

	FIFTH PLAN PERIOD			Sixth Plan Period		
	1974-75 to 1977-78					
	Targets	Achieve-ments	%Achieve-ments	Targets	Achieve-ment	%Achieve-ment
				1980-811 to 1984-85	980-81 to 1983-84 (April to January)	
METHODS						
1	2	3	4	5	6	7
Sterilisations	12.78	13.23	103.5	24.00	11.97	49.9
IUD Insertions	3.65	1.95	53.3	7.70	3:71	48.2
CO&O.P.Users (Equivalent)	5.00	3.25	65.1	11.00@	6.01*	54.6

@Targets for 1984-85

* From April, 1983 to December, 1983.

Supply of open Wagons to Salt Manufacturess by Southern Railway

3162. SHRI ERA ANBARASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that only open wagons are being supplied to salt manuacturers by the Southern Railway ;

(b) if so, the number of such open wagon supplied during the past 3 years and the closed wagons supplied during the same period ; and

(c) the steps being taken to supply only closed wagons to salt manufacturers ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) No, Sir.

(b) The number of coveteds, opens and total number of wagons loaded with salt on Southern Railway during 1981-82, 1982-83 and 1983-84 (upto February) is as under :

Type of wagons	1981-82		1982-83		1983-84 (upto February)	
	Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
Covereds	4647	7679	1239	3364	866	8014
Opens	364	22381	3590	23160	824	14964
Total	5011	30060	4829	26524	1690	22978

(c) It will not be possible to supply only covered wagons for salt loading as demands for other commodities such as food-grains, fertilisers, cement and sugar, have also to be met.

Ticket Counter for Paranur Railway Station

3163. SHRI ERA ANBARASU ; Will the Minister of RAILWAYS be pleased to state :

(a) whether representations have been received for a ticket counter at Paranur Railway Station near Chingleput, Southern Railway ; and

(b) if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) It has been decided by the Southern Railway to open this station for passenger traffic. Priority will be given for execution of the work by allocation/reappropriation of funds.

Protection of Taj from Pollutieu

3164. SHRI BRAJA MOHAN MOHANTY :
SHRI SATYAGOPAL MISRA :

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) reasons for not implementing the proposal for installing a pollution gauging equipment in Taj at Agra and creating a green belt by plantation around to pretect and preserve Taj Mahal from pollution ;

(b) authority which has been assigned the responsibility of implementing these projects ; and

(c) what are the financial implications of these projects ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) to (c). As per the recommendations of the Expert Group to control pollution in Agra-

Mathura region, air-pollution monitoring equipments have been installed by the National Environmental Engineering Research Institute (NEERI) and the Archaeological Survey of India, while the Government of Uttar Pradesh have planted about 1.6 lakh plants to raise a green belt around the Taj, Agra.

The estimated financial implications of the projects are Rs. 40.34 lakhs.

रेलवे के लेखा विभाग में पदोन्नति के लिए पात्रता की शर्तें

3165. **श्री राजनाथ सोनकर शास्त्री** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे के लेखा विभाग में पदोन्नति द्वारा भरे जाने वाले पदों में सेलेक्शन ग्रेड पर पदोन्नति के लिये पात्र बनने हेतु 14 वर्ष की सेवा पूरा करने अथवा ग्रेड में वेतन-मान की तीन चौथाई पूरा करने सम्बन्धी शर्त 1 अप्रैल, 1980 से लागू की गई है;

(ख) यदि हां, तो उसका आधार क्या है;

(ग) क्या अनुसूचित जातियों और अनुसूचित जनजातियों के लिये आरक्षित पदों को भरने के मामले में कोई छूट दी गई है; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) से (घ) यह अनुमान लगाते हुए कि इस सन्दर्भ का सम्बन्ध प्रवरण ग्रेड की नियुक्तियों से है न कि नियमित ग्रेडों में पदोन्नति पर नियुक्तियों से, यह स्पष्ट किया जाता है कि प्रवरण ग्रेड की योजना ग्रेड में नियुक्ति के लिए पूरी की जाने वाली शर्तों आदि से संबंधित आदेश सरकार द्वारा जारी सामान्य अनुदेशों पर आधारित होते हैं जो कि रेल मंत्रालय सहित केंद्रीय सरकार के सभी विभागों पर समान रूप से लागू होते हैं। प्रवरण ग्रेड की योजना के अन्तर्गत, किसी भी कर्मचारी को प्रवरण ग्रेड में नियुक्ति का पात्र समझा जाने के लिए यह आवश्यक है कि उसने साधारण ग्रेड की समयावधि की तीन चौथाई अवधि अथवा साधारण ग्रेड में 14 वर्ष का सेवाकाल पूरा किया हो। प्रवरण ग्रेड में नियुक्तियां वरीयता एवम् उपयुक्तता के आधार पर की जाती हैं। केन्द्रीय सरकार द्वारा जारी आदेशों के अनुसार आरक्षण का सिद्धान्त प्रवरण ग्रेड की नियुक्तियों पर भी लागू होगा बशर्ते कि यदि उपलब्धता की तारीख को निर्धारित मानदण्डों को पूरा करने वाला अनुचित जाति। अनुसूचित जनजाति का कोई उम्मीदवार नियुक्ति के लिए उपलब्ध न हो तो चयन ग्रेड पद को खाली न रखा जाये।

Foot overbridge on Katni-Murwara Railway Yard

3166. SHRI BABURAO PARANJPE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway colonies are situated on both sides of Katni-Murwara yard ;

(b) if so, whether Railway Administration has provided any amenity of foot overbridge for employees for crossing the Railway Yard ;

(c) whether Railway Employees' Unions like GRMS, MEKSA, Katni have made repeated demands for this foot overbridge ;

(d) whether a level crossing has been provided by the Railways in Katni-Murwara Railway Yard to facilitate Railway employees, their family members and the public to cross railway yard ;

(e) whether this level crossing is not convenient to the public, being at the end of the railway yard from where no public traffic is passing ; and

(f) if so, remedial steps being taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Sir, there are 200 Railway quarters on the north side of Katni-Murwara Yard and only 37 quarters on the south-east side of the yard.

(b) A road is available on the south side of Katni-Murwara Yard which connects a level crossing and road under bridge, which can be conveniently used for going from south side to north side. For a small number of Railway quarters on the south-east of Katni-Murwara Yard, provision of a foot overbridge at Railway's cost is not considered justified.

(c) Representations for the foot overbridge have been made on behalf of the local public of adjoining villages. A representation was also received from CRMS and MRKS for the provision of a foot overbridge across Katni-Murwara Yard.

(d) A level crossing across Katni-Murwara Yard and a road under bridge on National Highway No. 7 exist on the Bina end of the Yard for the use of public ard railway employees.

(e) The level crossing and the road under bridge can conveniently be used by the public and the railway employees.

(f) Since the foot over bridge demanded is required mainly for the public use, in accordance with extant rules its cost should be borne by the State Government/Local Authority. The matter has already been taken up with the State Government of Madhya Pradesh.

Cement Unit at Sylhet in Bangladesh

3167. SHRI SANAT KUMAR MANDAL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it has been decided to set up a Indo-Bangladesh joint venture cement unit at Sylhet in Bangladesh ;

(b) if so, whether the technical and financial aspects of the proposed venture have been worked out and settled with the Bangladesh Government ; and

(c) the broad details thereof and how long will it take to execute the project ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) to (c). During the last meeting of Indo-Bangladesh Joint Economic Commission held in Dhaka from 19 to 21 August, 1983 it was decided to update the feasibility study for the Surma Cement Plant in Sylhet, Bangladesh, which had been carried out a few years ago. The technical and financial aspects of the project are still under examination. A delegation from the Cement Corporation of India visited Bangladesh from 29 December 1983 to 3 January 1984 for discussions on the project with the concerned Bangladesh Authorities. The delegation also visited the possible project sites. A team from the Bangladesh Chemical Industries Corporation is now to visit India in the near future to hold further discussions, after which the feasibility study is expected to be finalised.

Silk Without Silk Worms

3168. SHRI MANMOHAN TUDU : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether scientists have done research at Indian Institute of Science, Bangalore and found a way to produce silk without silk worms ;

(b) if so, how such a process became possible ; and

(c) the details of the programme proposed to be undertaken by scientists in this direction ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). Using modern techniques of genetic engineering and recombinant DNA, the Indian Institute of Science, Bangalore have found a possible way of producing silk fibroin without silk worms.

(c) Future plan of work proposed by the Indian Institute of Science is detailed in the statement attached.

Statement

Silk Without Silk Worms

Future Plan of work

The clones which contains genetic information for making 'silk fibroin' will be analysed for the production of the 'fibroin protein'. This will have to be done by 'immunological technique' using specific 'antibodies' raised against the 'fibroin protein'. If the clone does not express the protein the 'clone-inserts' will be removed and cloned again in what are known as 'expression vectors'. In such a clone, the 'silk fibroin' will be definitely expressed. The 'fibroin protein' thus produced within the bactorum can be used to characterise and study detailed properties of the molecule, which are not known at present. The 'fibroin' produced in bacteria may be examined for its suitability for serving as a major force for the silk fibre.

In the meanwhile the clone 'genes' will be examined for the presence of various 'regulatory signals' to point out how the silk worm controls the expression of the 'fibroin' within itself. Once the nature of this 'signal' is known and the 'control mechanism' is understood one can cajole the silk worm to produce the silk fibre from earlier stages in its life for longer duration and in increased quantities. Whether other component like 'the insect hormones' are responsible for the 'turn on' of the silk fibroin synthesis' will also be examined.

This work will be useful for improving the quality of silk produced by the silk worm and increase the quantities.

State-wise Number of Employees in Indian Embassies Abroad

3169. PROF. SAIF-UD-DIN SOZ : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the total number of personnel belonging to his Ministry who are at present posted in foreign countries in Indian Embassies, Missions, Consulates etc. ; and

(b) their number drawn from each of the States in India ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) and (b). The information is being collected and will be placed on the Table of the House.

Modernisation of Railways

3170. PROF. SAIF-UD-DIN SOZ : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways need to be modernised immediately ;

(b) whether this is necessary in order to provide facilities to the passengers ;

(c) whether modernisation would also reduce occurrence of accidents ; and

(d) if so, whether Government would take early steps in this direction ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Modernisation of Railways is a continuous process—track, Rolling Stock, maintenance and repair facilities all need updating.

(b) Yes, Sir ; within the funds available, all possible attemps need to be made to improve/augment facilities for the passengers.

(c) Yes, Sir ; modern aids can supplement and increase factors of safety especially in cases of human failure.

(d) The modernisation of Railway system and provision of facilities for passengers depend on the availability of resources. All steps are being taken in this direction within the available resources.

मध्य प्रदेश में समाज कल्याण संबंधी केंद्रीय प्रायोजित योजनाओं का कार्यान्वयन

3171. **श्री दिलीप सिंह भूरिया :** क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राज्य सरकारें समाज कल्याण की केन्द्रीय प्रायोजित योजनायों में कोई दिलचस्पी नहीं लेती हैं;

(ख) क्या मध्य प्रदेश को इन योजनाओं से लक्ष्यानुसार लाभ प्राप्त हुआ है;

(ग) क्या मध्य प्रदेश के झाबूआ जिले को राज्य सरकार की उदासीनता के कारण इन योजनाओं से लाभ नहीं मिला;

(घ) क्या केन्द्रीय सरकार का विचार पिछड़े और आदिवासी जिलों में इन योजनाओं के कार्यान्वयन के लिए कोई अभिकरण स्थापित करने का है;

(ङ) यदि हां, तो यह किस प्रकार का होगा;

(च) क्या स्वयंसेवी संस्थाओं को इस प्रकार की सहायता सीधे केन्द्र द्वारा दी जाएगी; और

(छ) क्या समाज कल्याण की केन्द्रीय प्रायोजित योजनाओं के कार्यान्वियन के लिए, स्वयंसेवी संस्थाओं को प्रोत्साहन देना आवश्यक है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी०के० थुंगन) : (क) जी, नहीं ।

(ख) जी, हां। तथापि, कोई लक्ष्य नियत नहीं है।

(ग) यह सत्य नहीं है।

(घ) जी, नहीं।

(ङ) प्रश्न नहीं उठता।

(च) जी, नहीं।

(छ) जी, हां।

महू-दोहद रेल लाइन का सर्वेक्षण

3172. **श्री दिलीप सिंह भूरिया :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महू-दोहद बरास्ता झबुआ रेल लाइन का सर्वेक्षण-कार्य पूरा हो चुका है ;

(ख) यदि हां, तो उक्त सर्वेक्षण का क्या परिणाम निकला है ;

(ग) क्या सर्वेक्षण के बाद इस रेल लाइन को बिछाने के संदर्भ में कोई कार्रवाही की गई है ; और

(घ) यदि हां, तो तत्सम्बन्धी पूर्ण ब्योरा क्या है ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) जी, नहीं।

(ख) से (घ) प्रश्न नहीं उठता।

U.N. Request for Indian forces for Posting in Lebanon

3173. SHRI P.M. SAYEED : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether U.N. has asked India to send forces to U.N. for being sent to Beirut to replace the American Marines and the French, Britain and Italian troops which are likely to be withdrawn ;

(b) if so, whether some other countries have also been asked for the same ;

(c) whether India has agreed to the request ; and

(d) if so, when the troops are likely to be sent ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) No, Sir.

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

Shortfall in Goods and Passenger Traffic

3174. SHRI KRISHNA KUMAR GOYAL :
SHRI GHULAM MOHAMMAD KHAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railways had a shortfall in the goods and passenger traffic and fall in its earnings ; and

(b) if so, the measures under consideration to attract more goods traffic for higher earnings ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) As compared to previous year railways have loaded more goods traffic. However, there was some shortfall in passenger traffic. The earnings however are more compared to the last year both under passenger and goods.

(b) Railways have taken steps like maintaining close liaison with other Departments/Ministries to keep up their projected offer of traffic to the railways, upgrading priority for high profit yielding commodities, quoting competitive station to station rates, etc.

दिल्ली परिवहन निगम द्वारा साधारण बसों को डीलक्स बसों के रूप में चलाया जाना

3175. **श्री निहाल सिंह :**
श्री हरीश कुमार गंगवार :

क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) उन मार्गों के नाम क्या हैं जिन पर दिल्ली परिवहन निगम द्वारा डीलक्स बसें चलाई गई हैं और उन बसों की संख्या, मॉडल क्या हैं, और वे किस मॉडल की हैं;

(ख) क्या दिल्ली परिवहन निगम ने डीलक्स बसें चलाने के लिए कोई मापदंड नहीं अपनाए हैं और नए मॉडल की अच्छी वाली बसों को साधारण बसों के रूप में वर्गीकृत किया गया है और पुरानी बसों को डीलक्स बसों के रूप में चलाया जा रहा है; और

(ग) क्या सरकार का इस संबंध में कोई जांच कराने का विचार है ?

नौवहन और परिवहन मंत्रालय में राज्य-मंत्री (श्री जियाउर्रहमान अंसारी) : (क) आवश्यक सूचना अनुलग्नक में दी गई है। सभा पटल पर रखा गया (ग्रंथालय में रखा गया) देखिये संख्या एल०टी० 7934/84)

(ख) और (ग) जो बसें डीलक्स बस के मानकों (अर्थात् बैठने की क्षमता, सीटों के बीच में पैर रखने के स्थान, सीटों, पर्दों की क्वालिटी आदि) को पूरा करती हैं उन्हें निरीक्षण करने के बाद इस वर्ग में शामिल किया जाता है चूंकि प्राइवेट आपरेटरों की बसों को जिनमें डीलक्स बसें भी शामिल हैं, अलग-अलग अवधि के लिए रखा जाता है, इसलिए करार के अधीन पुराने मॉडल की बस को डीलक्स बस के रूप में चलाये जाने की संभावना से इन्कार नहीं किया जा सकता। लेकिन इन बसों की समय-समय पर जांच की जाती है जो बसें डीलक्स बसों की कोटि लायक नहीं पाई जाती हैं उन्हें सामान्य कोटि में रख दिया जाता है।

डेसू के एक कर्मचारी द्वारा रेल दुर्घटना निरोधी यंत्र का विकास

3176. **श्री निहाल सिंह** : क्या **रेल मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली विद्युत सप्लाई उपक्रम (डेसू) के एक अधिकारी ने 1970 में एक ऐसा यंत्र विकसित किया था जो रेल दुर्घटनाओं को रोकने में सहायता दे सकता है तथा रेलों, पुलों आदि से सम्बन्धित अन्य जानकारी भी दे सकता है तथा क्या रेलवे बोर्ड को भी इस यंत्र की जानकारी दी गई थी परन्तु अधिकारियों ने इस यंत्र का परीक्षण करने के लिए अभी तक कोई प्रयास नहीं किया है;

(ख) यदि हां, तो क्या सरकार ने बार-बार होने वाली रेल दुर्घटनाओं को देखते हुए इस यंत्र का उपयोग करने पर विचार किया है; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां, श्री वी०पी० शर्मा, अधीक्षक, दिल्ली विद्युत प्रदाय संस्थान ने एक प्रणाली का विकास किया है, जिसके लिए उनका दावा है कि दुर्घटनाओं के रोकने में वह हमारी सहायता करेगी। इस प्रणाली के मॉडल का प्रदर्शन कर दिया गया है।

(ख) और (ग) इस प्रणाली में कोई नया विचार सम्मिलित नहीं है। इस प्रणाली को अपनाना और उसका अनुरक्षण करना कठिन और महंगा रहेगा। इस प्रणाली को अपनाना व्यावहारिक नहीं समझा गया है।

केन्द्रीय सरकार स्वास्थ्य योजना औषधालयों में पुरानी दवाइयों की सप्लाई

3177. **श्री निहाल सिंह** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने ऐसे मामले की जांच करने का आदेश दिया है जिनमें फरवरी, 1984 के पहले सप्ताह में केन्द्रीय सरकार स्वास्थ्य योजना औषधालयों द्वारा मरीजों को "पेनसीलिन "ए" तथा "डी" ड्राप्स तथा "क्लरोमाईसेटरिन सिरप" सप्लाई किया गया, जिनके उपयोग करने की अन्तिम तिथियां सितम्बर तथा दिसम्बर, 1983 थीं; और

(ख) यदि हां, तो औषधालयो में इन दवाइयों के सप्लाई करने के क्या कारण थे तथा उनका कुल मूल्य क्या था ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप-मंत्री (कुमारी कुमुद बेन एम० जोशी): (क) और (ख) सरकार के ध्यान में ऐसा कोई दृष्टांत नहीं आया है कि केन्द्रीय सरकार स्वास्थ्य योजना औषधालयों में फरवरी, 1984 में रोगियों को उपयोग की तारीख समाप्त हो गए पेनिसिलिन ड्राप्स अथवा क्लोरोमाइसिन सिरप सप्लाई की गई हो। अतः किसी प्रकार की जांच करने के आदेश देने का प्रश्न नहीं उठता।

Halting Nuclear Arms Race

3178. SHRI B.V. DESAI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that India is studying carefully the proposal for a high-level meeting of the United Nations Security Council on halting nuclear arms race ;

(b) if so, whether Government is also considering that the cooperation of other member nations to improve the effectiveness of the Council in maintenance of peace within the framework of the UN Charter ;

(c) by what time the study in regard to the proposal for a high-level meeting of the United Nations Security Council on halting nuclear arms race is to be completed ; and

(d) whether any date has been fixed for the same ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) to (d). The President of the 38th United Nations General Assembly, Jorge E. Illueca, has, in his letter of 20 December, 1983 addressed to the Prime Minister of India, wrote about his great concern and apprehension at the unprecedented threat to the very survival of humanity, which is posed by the ever escalating nuclear arms race, particularly in the context of the recent development involving greater developments of nuclear missiles with reduced warning time, and has, *inter alia* suggested that the UN Security Council, which has a primary responsibility for the maintenance of international peace and security, be reactivated. He has made an urgent appeal to the five permanent members of the Security Council, in particular to the United States and the Soviet Union, that they should desist voluntarily from any further expansion of the nuclear confrontation, and, meeting at the highest level of governmental representation, sit around the Security Council's table determined to put an end to the arms race.

There has been no follow up of this proposal. No date could therefore be fixed.

मध्य प्रदेश के गांवों के लिए चिकित्सा सुविधायें

3179. **श्री राम प्रसाद अहिरवार** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के कितने गांवों में चिकित्सा सुविधाएं प्रदान की गई हैं; और

(ख) सागर और दमोह जिलों के कौन-कौन से गांवों में उक्त सुविधाएं उपलब्ध हैं तथा शेष गावों में ये सुविधाएं कब तक उपलब्ध हो जाने की आशा है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई) : (क) और (ख) सागर और दमोह जिलों सहित मध्य प्रदेश के सभी गांवों के लिए 675 प्राथमिक स्वास्थ्य केन्द्रों, 6367 उप-केन्द्रों, 30 सहायक स्वास्थ्य केन्द्रों और दर्जा बढ़ाए गए 48 प्राथमिक स्वास्थ्य केन्द्रों के माध्यम से चिकित्सा सुविधाएं प्रदान की जा रही हैं। ग्रामीण स्तर पर ये सुविधाएं बहुत से ग्रामीण औषधालयों के अलावा 34669 प्रशिक्षित टाइयों, 26006 स्वास्थ्य गाइडों (आंकड़े अनन्तिम हैं) द्वारा दी जा रही है। इन सुविधाओं का चरणबद्ध ढंग से विस्तार करने का विचार है ताकि 2000 ईसवी तक प्रत्येक 30,000 आबादी के लिए (पर्वतीय और जनजातीय क्षेत्रों के मामले में 20,000) एक प्राथमिक स्वास्थ्य केन्द्र, प्रत्येक 5,000 आबादी के लिए (पर्वतीय और जनजातीय क्षेत्रों के मामले में 3,000) एक उप-केन्द्र और प्रत्येक 1,00,000 आबादी के लिए दर्जा बढ़ाया गया प्राथमिक स्वास्थ्य केन्द्र (समुदायिक स्वास्थ्य केन्द्र) की व्यवस्था हो जाए। छठी योजना के अन्त तक प्रत्येक गांव के लिए एक प्रशिक्षित दाई और एक स्वास्थ्य गाइड की व्यवस्था करने का भी विचार है।

Threatening Calls to Indian Diplomats in Pakistan

3180. SHRI B.V. DESAI :
SHRI SATISH AGARWAL :
SHRI VIRDA RAM PHULWARIYA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India has drawn Pakistan's attention to threatening calls received by Indian diplomats in Karachi following the execution of Maqbool Butt in India ;

(b) if so, whether it is also a fact that India had protested to Pakistan about the remarks made by the Pakistan's President on the execution of Maqbool Butt ;

(c) whether it is also a fact that protection to the Indian diplomats in

Karachi has been provided by the Pakistan Government ;

(d) if not, what steps Union Government propose to take to safeguard the diplomats in Pakistan ; and

(e) whether it is also a fact that the Indian consulate has been damaged by the demonstrators protesting against this execution ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a), (c) and (d). Our Missions in Karachi and Islamabad drew the attention of the Government of Pakistan to threatening calls received by our Consulate General in Karachi on the 12th, the 14th and the 15th February, 1984. Our concern was also conveyed through the Pakistan Ambassador in New Delhi and the need for adequate security for the personnel and property of Indian Missions in Pakistan was emphasised. Subsequently, security arrangements were strengthened.

During their recent talks, the Foreign Secretary took up the question of security for the property and personnel of our Missions and Indian Airlines Offices in Pakistan with his Pakistan counterpart who assured that the Pakistan Government is taking all necessary measures in this regard.

(b) India regretted the reported remarks made by the President of Pakistan on the execution of Maqbool Butt, whom he had described as a great freedom fighter of Kashmir. India also deplored the campaign unleashed in the Pakistan Press in this regard and the attempts to make a martyr of Butt although he was condemned for criminal activities. India's views were made known through a statement made by the spokesman of the Ministry of External Affairs on the 17th February 1984.

(e) The Consulate General of India in Karachi was the target of violent demonstrations on the 10th and the 11th February 1984, resulting in damages to the Consulate Building and car. The Office of the Indian Airlines in Karachi was also damaged.

USA and UK Withdrawal from UNESCO

3181. SHRI B.V. DESAI :
SHRI M.V. CHANDRASHEKHARA MURTHY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that Britain is considering to follow United States in giving notice of its withdrawal from the United Nations Educational Scientific and Cultural Organisation at the end of this year ;

(b) if so, whether the main reason for their resignation was that the United Nations Educational Scientific and Cultural Organisation should change its programme and spending policies ;

(c) whether the Britain and United States are feeling upset at anti-western propaganda at United Nations Educational Scientific and Cultural Organisation, wants reduce United Nations Educational Scientific and Cultural Organisation activity in controversial areas ;

(d) what are the points mentioned by them ; and

(e) whether the U.N.O. has agreed to discuss this issue ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Govenrment have seen news reports to this effect. However, the British Foreign and Commonwealth Office set out its position in an Official statement issued on the subject on 30th December, 1983 as follows :

> "After consulting members of the U.K. National Commission, we have decided that the U.K. would do better by continuing to seek reform from within than by attempting to influence UNESCO from the outside."

Further, the British Minister of State for Foreign and Commonwealth Affairs stated in the House of Lords on

25.1.1984 that they have "decided that the right course for the United Kingdom, at least for the time being, was to stay in UNESCO and fight for reform from within."

(b) to (d). The British Foreign and Commonwealth Official Statement dated 30th December, 1983, referred to above stated, *inter alia* :

> "We have in particular led the resistance to all attempts to restrict the freedom of the media through a New World Information and Communications Order (NWICO) and to redefine human rights in a way which would only restrict them for the individual.....we have fought hard to keep down the organisation's costs, particularly at its Paris headquarters. During the last general conference (October-November 1983) the U.K., together with like minded countries, secured a significant reduction in the Organisations's proposed budget and successfully resisted attempts to encroach on the freedom of the media."

In a statement issued on the 29th December 1983, the U.S. State Department claimed that UNESCO has "extrancously politicized virtually every subject", "exhibited hostility towards the basic institutions of a free society, especially a free market and a free press", and "demonstrated unrestrained budgetary expansion". U.S. has also expressed dissatisfaction with the New World Information and Communications Order which, it is alleged, directly threatens the principle of free exchange of information and a free press. The United States Government have also alleged that UNESCO has strayed far from its founding principles by promoting collective rights rather than individual human rights and by permitting manipulation of disarmament and peace themes in its technical fields.

(e) The item about the U.S. notice of withdrawal from UNESCO has been included in the Provisional Agenda of the 119th session of the UNESCO Executive Board, due to open on 9th May, 1984 in Paris. The Director General of UNESCO is also reported to have allowed the General Accounting Office of the U.S. Congress to conduct a review of the financial management and personnel practices in UNESCO. The review is likely to take several months, and may be completed by the end of 1984.

Number of Ships Required and Acquired by Shipping Corporation of India During Sixth Plan

3182. SHRI MOHANLAL PATEL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the total number of ships required for expension of tonnage by the Shipping Corporation of India during Sixth Five-Year Plan ;

(b) the number of ships for which the order was placed ;

(c) the number of ships acquired and from which country and the amount involved ;

(d) whether the number of ships acquired is much less than the requirement ; and

(e) if so, number thereof and what steps are being taken to meet the requirement during the remaining period to achieve the target ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) The Phase-I of Shipping Corporation of India's tonnage acquisition programme in the Sixth Plan covering the period upto 31st March, 1984 provided for acquisition of 43 vessels. The Phase-II acquisition programme which has now been prepared by Shipping Corporation of India covering the remaining period of the Sixth Plan involves acquisition of 22 vessels and a floating dry-dock.

(b) Shipping Corporation of India has placed order for 25 ships and issued Letter of Intent for three ships.

(c) The details of ships ordered are given below :—

Country	*No. of ships*	*Total prices*
South Korea	15	US$ 360.4 million
Singapore	10	US$ 45.98 „
India	3 (Letter of intent issued).	Yet to be finalised.

(d) and (e). The number of ships ordered is as per the requirement assessed by Shipping Corporation of India and the Govt. The ordering of more ships is being processed to meet further requirements.

New Railway Line between Mankhurd and Vashi-Panvel

3183. SHRI J.S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have sanctioned a new railway line between Mankhurd (Bombay) to Vashi-Panvel (New Bombay) across the Thane creek ;

(b) if so, what are the technical details (such as length, whether double or single line, electrified or not) of the said line, and the estimated cost of the same ;

(c) whether the CIDCO (a Government of Maharashtra Undertaking, has offered to share part of cost of the project ·

(d) if so, the details of the offer, and Government decision about the same ; and

(e) the present status of the said project, and when the same is likely to be completed and commissioned ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Extension of Railway Line from Mankhurd to Belapur has been sanctioned.

(b) Length of MankhurdB-elapur line is 17.96 km. It will be a double line, electrified section. The estimated cost at 1981 price level is Rs. 75.74 crores.

(c) and (d). CIDCO have not offered to share Part of cost of the Project. They have, however, offered an interest-free loan of Rs. 3.0 crores.

(e) Detailed designing, soil exploration work along the alignment, acquisition of land and preliminary works have been taken in hand. The completion date of the Project would depend upon annual availability of funds.

New Railway Line from Thane-Kalwa to Belapur-Vashi

3184. SHRI J.S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the railways have sanctioned a new railway line from Thane-Kalwa (Central Railway) to Belapur-Vashi in New Bombay city to cater to the growing needs of new township and the industrial belt ;

(b) if so, the salient features of this proposed new railway line (e.g. length, whether double or single line, electrified or not) ;

(c) the estimated cost thereof ;

(d) whether the CIDCO (a Government of Maharashtra Undertaking) has offered to shoulder part of the cost of the project, if so, details thereof ; and

(e) the present status of this project, and when the same is likely to be completed and commissioned ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (e). The Railways have not sanctioned any new line from Thane-Kalwa to Belapur-Vashi in New Bombay city.

However, a siding is being constructed at the cost of CIDCO (a Government of

Maharashtra Undertaking) between Kalwa and Turbhe. This siding would be 13 Kms. long, single line and electrified at an estimated cost of Rs. 12 crores. The work has recently been taken in hand in December, 1983.

Further, between Vashi and Belapur, a distance of about 10 Kms., a railway line is proposed to be constructed as a part of a Metropolitan Railway Project, viz. Mankhurd to Belapur new railway line. The Mankhurd-Belapur Project (17.96 Kms.) is estimated to cost Rs. 75.74 crores at 1980 price level. This work has been approved in the Budget for 1983-84. Preliminary arrangements are in hand. CIDCO have not offered to shoulder part of the cost of the Project. They had, however, offered an interest-free advance of Rs. 3.00 crores.

Electrification of Karjat-Khopoli and Diva-Panvel-Roha Line

3185. SHRI J.S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware of the fact, that there is consistant and pressing demand for electrification of (i) Karjat-Khopoli line and (ii) Diva-Panvel-Roha line of Central Railway ;

(b) whether it is a fact, that these are the only two sections of Central Railway in Bombay Division, that remain unelectrified ;

(c) the passenger traffic as well as goods traffic carried by these two lines during the years 1979-80, 1980-81, 1981-82, 1982-83 and from 1 April, 1983 to 30 December, 1983 ;

(d) what are the specific reasons and difficulties of the Railways for keeping these lines unelectrified, inspite of the repeated and pressing demand for the same ; and

(e) how the authorities propose to overcome the difficulties and electrify these two lines and when ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) Yes, Sir.

(c) Statement of Passenger and Goods traffic attached.

(d) With the present traffic density on the section, Electrification is not warranted.

(e) Electrification of these lines will have to await traffic development to warrant Electrification thereafter adequate funds allotment.

Statement

Section	79-80		80-81		81-82		82-83		83-84		(Upto Dec. 1983)
	Dn	Up	Dn	Up	Dn	Up	Dn	Up	Dn	Up	
1	2	3	4	5	6	7	8	9	10	11	12
Diva-Panvel											
Average No. of goods trains per day.	1	1	1	1	1	1	1	1	1	1	
Passengers trains per day.	4	4	4	4	4	4	4	4	4	4	

1	2	3	4	5	6	7	8	9	10	11	12
Panvel-Apta-Pan											
Average No. of goods trains per day.	1	1	1	1	1	1	1	1	1	1	
Passenger trains per day.	—	—	—	—	—	—	—	—	1	1	
Karjet-Khopoli											
Average No. of goods trains per day.	2	2	1	1	1	1	1	1	1	1	
Passenger trains per day.	4	4	4	4	4	4	4	4	4	4	

N.B.T. Literature at Low Price

3186. SHRI MANOHAR LAL SAINI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether his Ministry are aware that the performance of National Book Trust has been dismal and has failed to make available the literature at low price and promote reading habit among the masses ; has printed two lakh covers in advance for books that have not been printed yet ; distribution of books as complementaries damaging of books costing lakhs of rupees and irregularies in public funds ; and

(b) if so, whether it is proposed to order a thorough probe in the working of the NBT and to sort out the various irregularities ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) The overall performance of the National Book Trust has been quite satisfactory. The Trust has published books on a variety of topics catering to a wide cross-section of the people and for this purpose has been conducting surveys on the aptitude and reading habits of the people. The books are available at reasonable prices. To promote book-mindedness among the people the Trust has been organising book exhibitions and book fairs all over the country. As regards the printing of covers in advance for books is concerned, the covers of such titles which were to be brought out in several languages used to be printed in one lot for the sake of uniformity but this practice has been discontinued owing to the high cost of storage. For publicity and promotional purposes a small percentage of books are distributed as complimentary copies to authors, translators, libraries under Book Delivery Act, and for display in book exhibitions in India and abroad.

It is a fact that last year a large number of books were damaged in heavy rains when the basement in which they were stored was flooded. As regards irregularities in public funds, there have been two cases of misappropriation. In one case the guilty person was dismissed from service and in the other case the individual concerned was reverted to a lower post.

(b) Does not arise.

विदेशों में सांस्कृतिक और ऐतिहासिक महत्व की भारतीय वस्तुएं

3187. **श्री सत्यनारायण जटिया :** क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 मार्च, 1984 तक की स्थिति के अनुसार सांस्कृतिक और ऐतिहासिक महत्व की कौन-कौन सी भारतीय वस्तुएं अन्य देशों में हैं जिन्हें इस देश में वापिस लाया जान/

चाहिए तथा उन देशों के क्या नाम हैं जिनके पास ये वस्तुएं हैं;

(ख) इस बारे में उनके मंत्रालय द्वारा क्या प्रयास किए गए हैं और उसके क्या परिणाम निकले हैं;

(ग) क्या गत वर्ष नवम्बर में संयुक्त राष्ट्र संघ की आम सभा में एक प्रस्ताव पेश किया गया था जिसमें यह कहा गया था कि सांस्कृतिक महत्व की वस्तुओं को उनके मूल देशों को लौटाया जाए; और

(घ) यदि हां, तो उक्त प्रस्ताव का ब्यौरा क्या है तथा इस सम्बन्ध में वर्तमान वास्तविक स्थिति क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० थुंगन) : (क) और (ख) विदेशों में भारतीय मूल की सांस्कृतिक तथा ऐतिहासिक महत्व की वस्तुओं के बारे में प्रामाणिक सूचना प्राप्त नहीं की जा सकी है।

(ग) और (घ) जी हां।

उस संकल्प की एक प्रति सभा पटल पर रखी जाती है। [ग्रंथालय में रखा गया। **देखिए** संख्या एल० टी० 7935/84] उस संकल्प को 123 देशों द्वारा अंगीकार किया गया था जिनमें भारत सम्मिलित था और आस्ट्रिया, बेल्जियम, डेनमार्क, फ्रांस, फेडरल रिपब्लिक जर्मनी, आयरलैंड, इजरायल, इटली, लक्समबर्ग, नीदरलैंड, स्वीडन, यू० के, संयुक्त राज्य अमेरिका अलग रहे। उन बहुत से देशों ने यूनेस्को के संदर्भित संकल्प का अनुसमर्थन नहीं किया हैं जहां भारतीय मूल की सांस्कृतिक संपदाएं होने का विश्वास है। फिर भी भारत उपयुक्त अन्तर्राष्ट्रीय मंचों के माध्यम से इस मामले को आगे बढाने का काम जारी रखेगा।

Implementation of Reservation Orders for Blind and Delay in Bringing Legislation therefor

3188. SHRI RAMAVATAR SHASTRI : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Government have received the Report submitted by the Committee for the legislation of the disabled in 1981;

(b) if so, reasons for delay in bringing forward legislation in this regard in Parliament ;

(c) how far the Executive orders of the Government about 1 per cent reservation for blind are being implemented ;

(d) how many States have strictly been following these orders and what steps are being taken by the Government for the implementation of these orders in rest of the States ;

(e) reasons for not making reservation for the blind in category 'A' and 'B' posts ; and

(f) how far 1 per cent reservation for the blind in awarding the Junior Research Fellowship is being implemented and, if not, what are the steps taken by the University Grants Commission for its speedy implementation ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) Yes, Sir.

(b) Government are of the opinon that it is not necessary to enact any legislation to ensure employment and other measures for the welfare of disabled persons for the following reasons :—

(i) Article 16 of the Constitution does not contemplate reservation of posts in favour of disabled persons and it would be better to leave such reservation to be regulated by administrative instructions rather than by a statute.

(ii) the draft legislation submitted by the Working Group proposed reservations to the extent of 5% applicable to all posts including promotion posts, normally filled by selection. It may be mentioned that by increasing reservations from the present 3% (in Group 'C' and 'D' only) to 5% in all groups would mean total reservations shall exceed 50%, a limit

which has been prescribed by the Supreme Court in several judgements as the maximum limit of total reservations.

(c) Government have already reserved 3% posts in group 'C' and 'D' in public sector for physically handicapped persons and are implementing the reservation orders through executive instructions. 1% of the vacancies are reserved for the blind. All Ministries/Departments of the Central Government and Public Sector Undertakings have been instructed to implement these orders. A Central Advisory Committee on employment of handicapped persons periodically reviews implementation of these orders.

(d) A Statement giving the extent of reservation in various States/Union Territories is annexed.

(e) No decision has been taken about reservation for the handicapped, including blind, in category 'A' and 'B' posts.

(f) The University Grants Commission has issued instructions to all the Universities requesting them to award fellowships to the eligible blind and physically handicapped students to the extent of 1% of the fellowships allocated to the Universities or at least one per year. The information regarding the number of awards made to the blind scholars by the Universities is not available.

Statement

Reservation for the blind persons made by State Governments

1. Andhra Pradesh	1%
2. Assam	1%
3. Bihar	Under consideration
4. Gujarat	1%
5. Haryana	1%
6. Himachal Pradesh	1%
7. Jammu and Kashmir	1%
8. Karnataka	1%
9. Kerala	Under consideration
10. Madhya Pradesh	1%
11. Maharashtra	1%
12. Nagaland	Nil
13. Orissa	1%
14. Punjab	1%
15. Rajasthan	1%
16. Sikkim	Nil (However priority is given to handicapped for jobs in Government)
17. Tamil Nadu	1%
18. Tripura	1%
19. Uttar Pradesh	*2%
20. West Bengal	*2%
21. Andaman & Nicobar Islands	1%
22. Arunachal Pradesh	1%
23. Chandigarh	1%
24. Delhi	1%
25. Dadra & Nagar Haveli	1%

26. Goa, Daman & Diu	1%
27. Lakshadweep	1%
28. Mizoram	1%
29. Pondicherry	1%

*2% reservation is made for all the three categories combined—blind, orthopaedic and deaf & dumb.

राजभाषा अधिनियम, 1963 का कार्यान्वयन

3189. **श्री रामावतार शास्त्री** : क्या **शिक्षा और संस्कृति** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजभाषा अधिनियम, 1963 की धारा 83(3) में उल्लिखित 14 मदों को देश के 'क', 'ख' और 'ग' तीनों श्रेणियों के राज्यों के लिए द्विभाषी रूप में क्रियान्वित करने का प्रावधान है;

(ख) यदि हां, तो "क", "ख" और "ग" राज्यों में स्थित उनके मंत्रालय विभागों सम्बद्ध एवं अधीनस्थ कार्यालयों एवं उपक्रमों में वर्ष 1981-82, 1982-83 और 1983-84 में धारा (3) की क्रियान्वित की प्रतिशतता का राज्यवार एवं वर्षवार ब्यौरा क्या है;

(ग) तीनों श्रेणियों के राज्यों में उक्त सभी चौदह मदों संबंधी कार्य को शत-प्रतिशत द्विभाषी रूप में करने में कठिनाई है; और

(घ) सरकार द्वारा उन कठिनाईयों को दूर करने के लिए क्या कार्यवाही की गई है या करने का विचार है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों की राज्य मंत्री (श्रीमती शीला कौल) : (क) जी हां।

(ख) से (घ) इस मंत्रालय के अन्तर्गत कार्य कर रहे उपक्रमों सहित सम्बद्ध और अधीनस्थ कार्यालयों से सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी।

राजभाषा अधिनियम, 1963 की क्रियान्विति

3190. **श्री रामावतार शास्त्री** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजभाषा अधिनियम, 1963 की धारा 3(3) में उल्लिखित 14 मदों को देश के "क" "ख" और "ग" तीनों वर्ग के राज्यों के लिए द्विभाषी रूप में क्रियान्वित करने का प्रावधान हैं;

(ख) यदि हां, तो "क" "ख" और "ग" राज्यों में स्थित उसके मंत्रालय, विभागों, संबंध और अधीनस्थ कार्यालयों एवं उपक्रमों में वर्ष 1981-82, 82-1983 और 1983-84 में धारा 3(3) की क्रियान्विति की प्रतिशतता का क्षेत्रवार एवं वर्षवार ब्यौरा क्या है;

(ग) तीनों श्रेणियों के राज्यों में उक्त समी चौदह मदों संबंधी कार्य को शत प्रतिशत द्विभाषी करने में क्या कठिनाई है; और

(घ) सरकार ने उन कठिनाइयों को दूर करने के लिए कौन सी कार्यवाही की है या करने का विचार है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उपमंत्री (कुमारी कुमुद बेन एम० जोशी) : (क) हां।

(ख) से (घ) स्वास्थ्य और परिवार कल्याण मंत्रालय द्वारा राजभाषा अधिनियम, 1963 की धारा 3(3) की क्रियान्विति का ब्यौरा संलग्न विवरण में दे दिया गया है। इस अधिनियम की धारा 3(3) को कार्यान्विति करने में मंत्रालय में कोई कठिनाई अनुभव नहीं की जा रही है। "क", "ख" और "ग" क्षेत्रों के राज्यों में स्थिति मंत्रालय के सम्बद्ध और अधीनस्थ कार्यालयों तथा उपक्रमों के बारे में सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी।

विवरण

क्रम संख्या	कागजात	1981-82				1982-83				1983-84			
		द्विभाषी	अंग्रेजी	योग	प्रतिशत	द्विभाषी	अंग्रेजी	योग	प्रतिशत	द्विभाषी	अंग्रेजी	योग	प्रतिशत
1.	संकल्प												
2.	अधिसूचना	978	—	978	100%	765	—	765	100%	355	—	355	100%
3.	नियम												
4.	प्रशासनिक रिपोर्ट	67	—	67	100%	21	—	21	100%	12	—	12	100%
5.	प्रेस विज्ञप्तियां	2	—	2	100%	2	—	2	100%	10	—	10	100%
6.	संसद के समक्ष रखे गए कागजात	1171	—	1171	100%	1567	—	1567	100%	1105	—	1105	100%
7.	संविदा												
8.	लाइसेंस												
9.	परमिट	17	3	20	85%	—	—	—	—	—	—	—	—
10.	नोटिस												
11.	टेंडर फार्म												
12.	अन्य रिपोर्टें	—	—	—	—	—	—	—	—	—	—	—	—
13.	करार	1	—	1	100%	—	—	—	—	2	—	2	100%
14.	सामान्य आदेश	2102	27	2129	98.7%	5116	—	5116	100%	1979	—	1979	100%

Introduction of U.K. Micro-Computers in Indian Schools

3191. SHRI INDRAJIT GUPTA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it has been decided to introduce micro-computers from U.K. in several Indian secondary schools ;

(b) if so, whether this decision was taken without first assessing the applicability of the British system to Indian conditions and requirements ; and

(c) whether the project was mooted by the Prime Minister of U.K. when she visited India in April, 1981?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). During the visit of the Prime Minister of U.K. to India in April, 1981 a Memorandum of Understanding between the Government of India and the Government of U.K. was signed concerning co-operation in certain industries and trade. The memorandum, inter alia, states that there is scope for co-operation in research and development and provides for training and consultancy, especially in the area of application of computers in education and training.

It is planned to start a pilot project in 250 schools to introduce computer literacy and awareness in 1984-85. An expert Committee has been set up to evasuate indigenous and foreign computer lystems to select the one most appropriate for use in the pilot project. A decision would be taken after the committee submits its report.

Reduction in Purchase of Four-Wheeler Railway Wagons

3192. SHRI INDRAJIT GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether and to what extent, it has been decided to reduce purchase of four-wheeler railway wagons during 1984-85 ;

(b) whether this will seriously affect the financial position of wagon-manufacturing units like M/s. Braithwaite, Burn Standard Wagon Co.; and

(c) the backlog still existing in meeting the railways requirements of new wagons ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Procurement of wagons is based on traffic requirements and plan allocation. In the year 1984-85 it is proposed to acquire 12,000 wagons in terms of four wheelers.

(b) The effect, if any on the financial position of M/s. Braithwaite, Burn Standard Wagon Co. is not known to the Ministry of Railways.

(c) Based on the prescribed codal life for wagons, there were 25492 B.G. and 6196 M.G. over-aged wagons as on 31.3.1983 which would need replacement as per codal life.

Shipment of Coal for Tuticorin Thermal Power Plant from Haldia

3193. SHRI INDRAJIT GUPTA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Calcutta Port Trust authorities have been entrusted with the responsibiliy of shipping the coal requirements of the Tuticorin Thermal Power Plant from Haldia ;

(b) if so, whether the monthly requirement can be met by the existing capacity of Haldia's coal handling plant, or expansion is necessary ; and

(c) steps taken to ensure despatch of coal in proper size to Haldia for being shipped ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) According to the existing arrangements only a part of the coal requirements of Tuticorin power house are required to be supplied by the rail-cum-sea route via Haldia.

(b) For meeting the full requirements via Haldia only, it will be necessary to augment the facilities at Haldia.

(c) In order to avoid difficulties in the coal handling plant at Haldia, efforts are being made by Coal India Ltd. to ensure despatch of only proper size coal to Haldia plant.

Improvement of Train Services on Hasnabad-Barasat-Sealdah Section of Eastern Railway

3194. SHRI INDRAJIT GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of specific proposal for improvement of train services on the Hasnabad-Barasat-Sealdah Section of Eastern Railway have been submitted on 24th January, 1984 to the Divisional Railway Manager by the Passengers and Vendors Welfare Association ;

(b) if so, whether any of the 13 such proposals have been accepted for implementation ; and

(c) whether top priority will be given to ensuring that the Ichhamati passenger reaches Sealdah not later than 9.30 A.M. FOR benefit of the daily commuters ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY : (a) Yes, Sir.

(b) Those suggestions found justified and feasible would be implemented.

(c) Due to path constraints it is not operationally feasible to change the timings of 606 DN. Ichhamati passenger so that it reaches Sealdah at 9.30 A.M.

New Archaeological Circle

3195. SHRIMATI JAYANTI PATNAIK : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) what are the basic criteria for opening of new Archaeological circle ;

(b) whether Government are aware that there is an urgent necessity for opening such an Archaeological circle exclusively for Orissa ;

(c) if so, whether the proposal for opening of an Archaeological circle in the State of Orissa is going to be implemented during 1984-85 ; and

(d) the steps taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) Criteria adopted for creating new circles and consequently separating the existing circles are primarily ;

(i) the necessity of execution of archaeological works of structural conservation at the Centrally protected monuments, exploration, documentation, functions relating to implementation of the Ancient Monuments and Archaeological Sites and Remains Act, 1958, as well as Antiquities and Art Treasures Act, 1972 ; and

(ii) administrative convenience, geographical factors and the specific needs of the respective regions.

(b) The question of reorganizing existing Archaeological Circles in the country is under consideration with the Government.

(c) and (d). The question of opening a new circle at Bhubaneshwar for Orissa and Chhattisgarh region of Madhya Pradesh is under consideration.

New Passenger Trains During 1984-85

3196. SHRIMATI JAYANTI PATNAIK : Will the Minister of RAILWAYS be pleased to state :

(a) the number of passenger trains proposed to be introduced during 1984-85 financial year ;

(b) the name of the states in which those passenger trains are proposed to be introduced ;

(c) whether Government have a proposal for the introduction of some additional passenger trains in Orissa ; and

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

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) to (d). There are no specific proposals for introduction of long distance mail/express trains at present. However, various demands for introduction of new trains on Indian Railways are pending and new demands are pouring in. Such of the proposals which are operationally feasible and justified shall be considered subject to availability of resources.

Strike By Chemist Shops

3197. SHRI K.A. RAJAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Chemist shops all over the country went on strike on 16 January, 1984 ;

(b) if so, details of their demands ; and

(c) the steps taken to meet their demands ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) Yes.

(b) Their main demands were rationalisation of levies and duties on drugs and medicines.

(c) The concerned Ministries, viz., Ministry of Finance (Department of Revenue) and the Ministry of Chemicals & Fertilizers are taking action in the matter.

Iran-Iraq War

3198. SHRI G.Y. KRISHNAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any request has been received by Indian Government to bring together Iran and Iraq, and stop the war ; and

(b) if so, the reaction of Indian Government in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) and (b). Following the appeal made at the Seventh Non-aligned Summit to both Iran and Iraq to bring an immediate end to the war, the Government has been in touch with both these countries with a view to pursuing efforts in this direction. I had discussed this question with the leaders of the two countries when I visited Iran in July, 1983 and Iraq in September, 1983. In October last year, I again met the Iranian Foreign Minister in New York during the 38th Session of the UNGA.

The Prime Minister has also, on several occasions, conveyed to the leadership of both the countries the concern of the Government of India and the Non-aligned Movement at the continuing conflict and reiterated the views expressed at the New Delhi Non-aligned Summit that the fighting should stop at once. In recent massages that she addressed to the Presidents of both Iran and Iraq, sent in the wake of the fresh fighting between the two countries ; the Prime Minister appealed to the two Presidents to take simultaneous measures to contain the conflict and not make town and civilian population targets of attacks.

Proper safeguards at Unmanned Railway Crossing to prevent Accidents

3199. SHRI MADHAVRAO SCINDIA :
SHRI VIRDA RAM PHULWARIYA :

Will the Minister of RAILWAYS be pleased to state :

(a) what is the number of unmanned railway crossings in each railway zone as at present ;

(b) whether these present a serious hazard and result in hundreds of lives being lost and several injured every year ;

(c) number of persons killed and injured, zone-wise, during each of the past 3 years in railway crossing accidents ; and

(d) what steps have been taken during these years and are being taken to provide proper safeguards at these level crossings ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) As on 31st March, 1983 Railway-wise figures of unmanned level crossings are approximately as under :—

Railway	Number
1	2
Central	1221
Eastern	756
Northern	3213
N.E.	2681
N.F.	1172
Southern	2817
South Central	2195
South Eastern	3540
Western	4936
Total	22,531

(d) Unmanned level crossings are generally provided where both rail and road traffic is low. Unmanned level crossings with adequate visibility on either side do not pose any safety hazard provided the road users are safety conscious and follow provisions of Motor Vehicle Act.

(c) The number of persons killed and injured railway-wise as a result of accidents at unmanned level crossings during the last 3 years is as under :—

Railway	Year					
	1981-82		1982-83		1983-84 upto January, 84	
	Killed	Injured	Killed	Injured	Killed	Injured
Central	5	4	3	5	10	11
Eastern	—	—	—	—	—	—
Northern	6	18	13	11	18	37
N.E.	—	14	5	2	6	7
N.F.	—	6	—	6	—	7
Southern	1	—	2	1	11	63
South Central	67	48	5	12	4	13
South Eastern	2	5	—	5	2	8
Western	13	34	19	26	4	10

(d) (i) The Railways undertake periodical census of road and rail traffic at all unmanned level crossings and proposals for manning are processed wherever justified. Also Railways have indentified unmanned level crossings where buses regularly ply and are potentially hazardous. The Railway has undertaken a phased programme to man 1600 such potentially hazardous level crossings to be completed in 4 years. Out of these, 1200 level crossings will be manned totally at Railways cost and only for 400 level crossings State Governments will be asked to bear initial cost.

(ii) The Railways are providing lifting barriers operated from cabins at the level crossings close to the cabins within the station yards on a phased programme.

(iii) Stop Boards have been provided on the road approaches at all unmanned level crossings on either side of the level crossings as a warning to the road traffic.

(iv) Whistle Boards have been fixed on the track warning the engine drivers to whistle and be cautious while approaching the unmanned level crossing.

(v) The Ministry of Transport & Shipping have directed all State Governments to provide speed breakers at the approaches of unmanned level crossings.

(vi) Surprise checks are being conducted in co-ordination with the State Governments to ensure compliance of safety rules by the road vehicles.

(vii) Rules have been made by State Govts. under Motor Vehicle Act that road vehicle drivers should stop short of unmanned level crossings and cros the track with Conductor walking ahead.

Creation of 'Professor of Eminence'

3200. SHRI MADHAVRAO SCINDIA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the UGC has drawn up a scheme to create a new class of professors to be called as "Professor of Eminence"; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). A proposal to institute positions of "Professors of Eminence" in Universities approved as part of the revision of salary scales of teachers in Universities and Colleges with effect from 1.1.1973. The proposal envisages institution of 100 such positions at any given time in the Universities on a salary of Rs. 3000/- per month. Only serving Professors who have reached a very high level of academic distinction an expected to be nominated for these positions by the Universities. Committee appointed by the UGC for different groups of disciplines will make the selections. The UGC had invited nominations for consideration under the scheme, but no selection have so far been made.

"Blue Books" for Value Orientation of Teachers

3201. SHRI MADHAVRAO SCINDIA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that the Ministry of Education has prepared a report called "Blue Book" for the value orientation of Teachers ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) The Government of India has published a report entitled "Report of the Working Group to review Teachers Training Programme (in the light of the need for value-orientation)", which has a blue cover but is not called "Blue Book".

The main recommendations of the Working Group are given in the attached statement.

Statement

(i) The curriculum relating to value-education and to the study of Indian culture, should be immediately implemented.

(ii) The teachers' training institutions should offer three new papers related to (1) philosophy and (2) psychology of value-oriented education and (3) India and Indian values as optional papers

was in place of any other three papers which are at present prescribed in the teachers' training programme and to incorporate as many elements as possible from various suggestions in their total programme.

(iii) To introduce two streams of teacher training programmes : (i) five-year teacher-education programmes, after Senior Secondary, leading to master's degree in education and (ii) two-year teacher-education programme, after the first three-year graduation of five-year post-graduation, leading to master's degree in education.

(iv) A provision may be made on an optional basis for the two-year teacher-training programme in such a way that a teacher-trainee could complete the full programme in two phases, the first phase being of one year duration, and the second phase of not more than five-year duration during which the second-year programme could be covered through summer-courses or other short-term courses. Those who have completed the first-year programme could have the possibility of appointment as teachers on probation.

(v) Pioneering and pace-setting value-oriented institutions should be established, preferably one in each State.

(vi) A few national institutes of teacher education should be designed and established, especially to educate the staff of the colleges of teacher education in India.

(vii) An All-India Public Examination for the evaluation of teacher trainees should be instituted for written test with oral test and submission of a project report.

(viii) Measures should be taken to eliminate various evils and deficiencies which are growing alarmingly in teachers' training institutions.

(ix) The above recommendations can be effectively implemented if the Central Government, by the exercise of its power under concurrency, creates a national organisation.

(x) It is further recommended that the present National Council of Teacher Education may itself be constituted as the above-mentioned national organisation with this difference in its constitution that it should have, in addition to the present composition which consists of Union Minister of Education as President and 40 other members, an executive body consisting of a full-time Chairman and five full-time members to be appointed by the Central Government, which should have the power to appoint standing committees and other committees for carrying out various functions and responsibilities. The Member-Secertary of the Council will also be the Member-Secretary of the executive body. The Chairman and members should be eminent educationists, teachers and educational administrators.

U.S. Military and Economic Aid to Pakistan

3202. SHRI KRISHNA CHANDRA PANDEY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that US Congress has decided to grant military and economic aid to Pakistan during the fiscal year 1983 to the tune of $ 630 million ;

(b) if this is so, what is the reaction of our Government to such massive military aid to Pakistan ; and

(c) whether any such US loan is being extended to India also ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) The Government of India have repeatedly expressed their concern about the supply to Pakistan by the United States of sophisticated military equipment beyond the legitimate defence needs of Pakistan ; and

(c) The Government of India have not sought nor has the US Government extended credits under the foreign military sales' head to India. However, the United States Administration has sought Congressional approval to provide India $212 million as economic assistance for FY 1985.

इज्जतनगर डिवीजन में तृतीय और चतुर्थ श्रेणी के कर्मचारियों की भर्ती

3203. **श्री जयपाल सिंह कश्यप** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के इज्जतनगर डिवीजन में 1980 से लेकर 1983 तक तृतीय और चतुर्थ श्रेणी के कितने कर्मचारियों की भर्ती की गई; और

(ख) उपरोक्त डिवीजन में 1980 से लेकर 1983 तक सेवा निवृत्ति की आयु प्राप्त करने पर सेवा निवृत्त होने वाले कर्मचारियों के अलावा कितने कर्मचारियों को सेवा मुक्त किया गया ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) और (ख) पूर्वोत्तर रेलवे से सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

बरेली-कासगंज लाइन पर इंजन और सवारी डिब्बों में वृद्धि करना

3204. **श्री जयपाल सिंह कश्यप** : क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) 1980 से 1983 तक की अवधि के दौरान यात्रियों को सुविधाएं उपलब्ध कराने की दृष्टि से पूर्वोत्तर रेलवे की बरेली-कासगंज लाइन पर वर्षवार कितने इंजन और सवारी डिब्बों को वृद्धि की गई है और इस लाइन पर दी गई अतिरिक्त सुविधाओं तथा इंजन तथा सवारी डिब्बों की गई व्यवस्था का ब्यौरा क्या है; और

(ख) सरकार द्वारा भविष्य में इन रेलवे स्टेशनों के बीच क्या सुविधाएं देने का विचार है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) 1980 और 1982 के दौरान, बरेली-कासगंज खण्ड पर अतिरिक्त सवारी डिब्बों/इंजनों की व्यवस्था तो नहीं की गयी थी, किन्तु 1983 के दौरान इस खण्ड पर भाप रेल इंजन के स्थान पर एक डीजल रेल इंजन और 8 अतिरिक्त सवारी डिब्बों की व्यवस्था की गयी थी ।

(ख) संसाधनों की तंगी के कारण बरेली-कासगंज खण्ड पर इस समय अतिरिक्त सुविधाओं की व्यवस्था करने का कोई प्रस्ताव नहीं है ।

Opening of an Office of Shipping Corporation of India at Cochin

3205. SHRI A. NEELALOHITHADASAN NADAR :
SHRI A.K. BALAN :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether any representation has been received by the Government to open an office of the Shipping Corporation of India at Cochin ; and

(b) if so, details of the representation and the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) No.

(b) Does not arise.

Protest by Teachers Organisations against U.G.C. Committee Report

3206. PROF. NARAIN CHAND PARASHAR :
SHRI ASHFAQ HUSSAIN :
SHRI P.K. KODIYAN :
SHRIMATI GEETA MUKHERJEE :

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether any organisations of Teachers have protested against the implementation of the recommendations of the Committee of the University Grants Commission on Central Universities in recent past ;

(b) if so, the names of such organisations and the main demands made by them against the recommendations ; and

(c) the action/decision taken by Government in consultation with the University Grants Commission on their protest and on their demands ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) and (b). Some students, teachers and karamcharis of Delhi and Jawaharlal Nehru Universities held a protest demonstration on February 2, 1984, against the recommendations made by the UGC Committee on Central Universities. Memoranda have also been received from Delhi University Teachers' Association and the Akhil Bharatiya Vidyarthi Parishad in which they have condemned the Report, and demanded its scrapping.

(c) Government have still to examine the Report and take a view on the recommendations, including the views expressed in the memoranda received.

1980 से अब तक विदेश यात्रा करने वाले मंत्रालय के वरिष्ठ अधिकारी और मैडिकल कालेजों/अस्पतालों के अध्यापक

3207. **श्री राम विलास पासवान :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) 1980 से अब तक विदेश यात्रा करने वाले मंत्रालय के वारिष्ठ अधिकारियों की यात्रा के प्रयोजन और प्रवास की अवधि सहित संख्या और उनके नाम क्या हैं और उन पर सरकार द्वारा कितनी धनराशि खर्च की गई; और

(ख) सरकारी खर्च पर विदेश यात्रा करने वाले केन्द्रीय सरकार के मेडिकल कालेजों/अस्पतालों के अध्यापकों की यात्रा के प्रयोजन सहित और केन्द्रीय सरकार द्वारा उन पर खर्च की गई धनराशि का वर्षवार ब्यौरा क्या है ?

स्वास्थ्य और परिवार कल्याण उप-मंत्री, (कुमारी कुमुद बेन एम० जोशी) : (क) और (ख) सूचना एकत्र की जा रही है और सभा पटल पर रख दी जायेगी ।

Deaths due to Surgical Operation in Delhi

3208. SHRI RAM VILAS PASWAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many surgical operations have been done in Central Government hospitals in Delhi during the last five years ;

(b) how many patients died after these operations ;

(c) what is the number of surgical operations under Anaesthesia ; and

(d) how many of them died due to such operations on the table and in the first 40 hours ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) and (b). The number of surgical operations performed and deaths which occured thereafter in the Central Government Hospitals viz , Dr. Ram Manohar Lohia Hospital, Safdarjang

Hospital and Smt. Sucheta Kriplani Hospital during the last 5 years in as under :—

Year	*Surgical operations*	*Deaths*
1979	76632	885
1980	78846	883
1981	107329	678
1982	138008	551
1983	152034	620*

(*This does not include the figures of afdarjang Hospital)

(c) Normally all surgical operations are performed under Anaesthesia.

(d) No separate records have been kept in the hospitals.

Especiality-wise Allopathy Doctors

3209. SHRI RAM VILAS PASWAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) total number of doctors of modern medicine (allopathy) in the country ; and

(b) what is their number in each of the following especialities :

(i) General physicians
(ii) General surgeons
(iii) Gynaecologists
(iv) Ophthalmologists
(v) ENT Surgeons
(vi) Paediaetric Physicians
(vii) Paediaetric surgeons
(viii) Anaesthesiologists
(ix) Cardiac surgeons
(x) Neuro surgeons
(xi) Cardiologists
(xii) Urologists
(xiii) Plastic surgeons ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) The total number of qualified medical practitioners on the Indian Medical Register as on 31st December, 1982 is 2,95,099

(b) The Indian Medical Register does not provide for Speciality wise registration.

डा० राममनोहर लोहिया अस्पताल में डायलेसिस पर रखे गये रोगी

3210. **श्री राम विलास पासवान :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डा० राममनोहर लोहिया अस्पताल, नई दिल्ली के कृत्रिम गुर्दा विभाग में केवल तीन डायलेसिस मशीनें हैं; और

(ख) यदि हां, तो गत पांच वर्षों के दौरान वहां डायलेसिस पर रखकर कितने रोगियों का इलाज किया गया है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप-मंत्री, (कुमारी कुमुद बेन एम० जोशी): (क) हां।

(ख) जुलाई, 1978 से दिसम्बर, 1983 तक डायलेसिस पर रख कर 366 रोगियों का इलाज किया गया।

Condensed Courses of Education for Adult Women

3211. SHRIMATI GEETA MUKHERJEE : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) how many condensed courses of education for Adult Women and how many Vocational Training Schemes have been sanctioned grant-in-aid by his Ministry or the Central Social Welfare Board ;

(b) what is the number of beneficiaries covered ;

(c) what is the level of education or training offered in these courses and the

number of beneficiaries at each level in different States ; and

(d) is there any proposal to change the schematic budget for residential condensed courses, bearing in mind that the present permissible budget of Rs. 2 per head per day for meals appears to be quite unrealistic at today's level of food prices ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) and (b). The information for 1982-83 is given in Statement I.

(c) Under the Central Social Welfare Board's programme of Condensed Course of Education of Adult Women (two-year course) the candidates are coached for primary, middle, SSC/matriculation and equivalent examinations. Under one-year course for SSC/Matriculation failed candidates, coaching is given for SSC or Matriculation Examination.

Under the Vocational training programme, women are given training in different types of trades like Tailoring and Embroidery, Knitting, Doll Making, Accountancy, Shorthand and Typewriting, Radio and Television mechanism, Wireless Operators, Rexine and Leather work, Photography, Food Preseravtion, House Keeping, Interior Decoration etc. There is no uniform level of training. The basic idea of imparting training is that a woman should be able to get wage employment or she should be able to be gainfully self-employed by providing her the requisite skills. The information about the state-wise beneficiaries sanctioned during 1982-83 is given in Statement II.

(d) No, Sir.

Statement I

Statement showing the no. of courses/projects/batches sanctioned and no. of sanctioned beneficiaries under different schemes during 1982-83

S. No.	Name of Scheme	No. of courses/ projects/batches sanctioned	Sanctioned no. of beneficiaries
	Central Social Welfare Board—Condensed Courses of Education for Adult Women and Vocational Training Courses		
1.	Two Year Course	327	7724
2.	One Year Course	123	2890
3.	Vocational Training	545	12053
	Ministry of Social Welfare		
1.	Assistance for setting up Women's Training Centres for Rehabilitation of Women in Distress	51	1730
2.	Setting up of Training-cum-Employment-cum-Production Units for Women under NORAD Assistance.	13	1135

Statement II

Statement showing different level of education offered and beneficiaries covered in the scheme of education of adult women (Two year)—1982-84 Courses

CENTRAL SOCIAL WELFARE BOARD

	Primary		Middle		Matric/SSC/M.S/Higher Sec.	
	No.	Bene.	No.	Bene.	No.	Bene.
1. Andhra Pradesh	—	—	2	40	9	220
2. Assam	5	115	3	75	6	150
3. Bihar	—	—	—	—	19	455
4. Gujarat	—	—	—	—	4	100
5. Haryana	—	—	—	—	3	75
6. Himachal Pradesh	—	—	—	—	8	180
7. Jammu & Kashmir	—	—	—	—	—	—
8. Karnataka	—	—	3	70	10	245
9. Kerala	—	—	—	—	1	15
10. Madhya Pradesh	1	25	2	40	34	835
11. Maharashtra	1	25	—	—	4	100
12. Manipur	—	—	—	—	3	75
13. Meghalaya	—	—	—	—	1	20
14. Nagaland	—	—	—	—	—	—
15. Orissa	—	—	—	—	10	250
16. Punjab	—	—	—	—	2	50
17. Rajasthan	4	90	35	805	7	145
18. Sikkim	—	—	1	24	—	—
19. Tamilnadu	—	—	1	25	—	—
20. Tripura	3	45	—	—	3	75
21. Uttar Pradesh	4	100	7	175	69	1725
22. West Bengal	2	30	8	190	26	625
23. A. & N. Islands	—	—	—	—	4	60
24. Arunachal Pradesh	—	—	—	—	—	—
25. Chandigarh	—	—	—	—	—	—
26. Dadra & Nagar Haveli	—	—	—	—	—	—
27. Delhi	12	220	2	50	8	180
28. Goa, Daman & Diu	—	—	—	—	—	—
29. Lakshadweep	—	—	—	—	—	—
30. Mizoram	—	—	—	—	—	—
31. Pondicherry	—	—	—	—	—	—
	32	650	64	1494	231	5580

2(cancelled one each from Rajasthan & U.P.)

Statement showing level of education of fered and beneficiaries covered in the Scheme of Educattion of Adult Women (One Year) 1982-83

CENTRAL SOCIAL WELFARE BOARD

(Condensed Course Division)

		Matric/SSC/SSLC etc. failed candidates	
		No.	Beneficiaries
1.	Andhra Pradesh	3	65
2.	Assam	—	—
3.	Bihar	2	40
4.	Gujarat	—	—
5.	Haryana	1	25
6.	Himachal Pradesh	—	—
7.	Jammu & Kashmir	—	—
8.	Karnataka	17	420
9.	Kerala	49	1175
10.	Madhya Pradesh	12	265
11.	Maharashtra	10	240
12.	Manipur	2	50
13.	Meghalaya	2	40
14.	Nagaland	—	—
15.	Orissa	—	—
16.	Punjab	—	—
17.	Rajasthan	1	25
18.	Sikkim	—	—
19.	Tamilnadu	12	265
20.	Tripura	3	75
21.	Uttar Pradesh	—	—
22.	West Bengal	1	25
23.	A & N Islands	1	15
24.	Arunachal Pradesh	—	—
25.	Chandigarh	—	—
26.	Dadra & Nagar Haveli	—	—
27.	Delhi	1	25
28.	Goa, Daman & Diu	—	—
29.	Lakshadweep	—	—
30.	Mizoram	5	115
31.	Pondicherry	1	25
		123	2890

Scheme of Setting up of Training-cum-Employment-cum-Production Units for Women—1982-83

Sl. No.	State	Trade	Sanctioned No. of Beneficiaries
1.	Andhra Pradesh	Watch Assembly	200
2.	Gujarat	Garment manufacture	50
		Spinning	50
3.	Karnataka	Shoe uppers and Leather goods	50
4.	Madhya Pradesh	Watch Assembly	90
5.	Orissa	Digital Watches	50
		Garment manufacture	100
6.	Punjab	Garment manufacture	200
7.	Rajasthan	Watch Assembly	60
		T.V.	50
		HF/VHF Transreceivers	50
8.	Uttar Pradesh	Capacitors	90
		Digital system	95

Scheme of Assistance for Setting up Training Centres for Rehabilitation of Women in Distress

1982-83

State	No. of beneficiaries	Trades
1	2	3
Andhra Pradesh	40	Watch & Clock Repair
Assam	30	Tailoring & Embroidery
Gujarat	40	Embroidery & Knitting
Haryana	80	Tailoring & Knitting
Himachal Pradesh	120	Embroidery & Knitting and Tailoring & Knitting
Karnataka	480	Stitching & Sewing Tailoring & Basket-making Garment Cutting & Sewing Tailoring & Embroidery Book-binding and Tailoring
Maharashtra	80	Tailoring

1	2	3
Manipur	80	Tailoring & Knitting Weaving & Tailoring
Orissa	120	Tailoring & Embroidery Tailoring, knitting and Embroidery
Punjab	80	Tailoring & Knitting
Uttar Pradesh	80	Sewing and Weaving Tailoring, Knitting, Painting & Jute work
West Bengal	80	Knitting, Sewing & Weaving
Delhi	280	Embroidery & Tailoring Tailoring & Knitting
Mizoram	140	Tailoring & Weaving Tailoring & Knitting
Total	1730	

Statement showing No. of courses sanctioned and beneficiaries approved in respect of Vocational Training Programme during the year 1982-83

CENTRAL SOCIAL WELFARE BOARD

(Condensed Course Division)

S. No.	State	No. of Courses	Beneficiaries
1	2	3	4
1.	Andhra Pradesh	37	730
2.	Assam	7	125
3.	Bihar	22	550
4.	Gujarat	82	1815
5.	Haryana	12	290
6.	Himachal Pradesh	7	160
7.	Jammu & Kashmir	—	—
8.	Karnataka	25	582
9.	Kerala	68	1478
10.	Madhya Pradesh	40	891
11.	Maharashtra	26	606
12.	Manipur	8	200
13.	Meghalaya	2	31
14.	Nagaland	—	—
15.	Orissa	15	340

1	2	3	4
16.	Punjab	2	50
17.	Rajasthan	—	—
18.	Sikkim	—	—
19.	Tamilnadu	74	1645
20.	Tripura	—	—
21.	Uttar Pradesh	27	675
22.	West Bengal	4	90
23.	A & N Islands	3	85
24.	Arunachal Pradesh	1	15
25.	Chandigarh	2	30
26.	Dadra & Nagar Haveli	—	—
27.	Delhi	59	1315
28.	Goa, Daman & Diu	1	25
29.	Lakshadweep	—	—
30.	Mizoram	13	195
31.	Pondicherry	8	170
	Total	545	12053

Socio-Economic Projects for Employment of Needy Women

3212. SHRIMATI GEETA MUKHERJEE : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) how many socio-economic projects for employment of needy women have been sanctioned under the Central Social Welfare Board during the past three years ;

(b) what is the number of such projects sanctioned in each State, the total funds sanctioned for them and the total number of beneficiaries covered by such projects ; and

(c) whether the sanction of running capital for only one month for these projects, is a viable proposition, keeping in mind that the women who run these projects have little or no managerial skill ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) The information is given below :

1980-81	...	716 units
1981-82	...	765 units
1982-83	...	729 units

(b) A statement giving the number of projects sanctioned, amount sanctioned and the number of beneficiaries, state-wise, during 1980-81, 1981-82 and 1982-83 is enclosed.

(c) The working capital requirements are calculated on the basis of recurring expenses, generally for a period of 3 months. The working capital amount is replenished by the income accruing to the units and thus rotated. The quantum of grant for working capital to be given by the Board on the basis of one month's recurring expenses with the condition that the grantee institution should raise the additional funds required either from its own resources or from nationalised banks. In this way Financial institutions also involved in supplementing the financial assistance provided by the Board.

Statement

Statement showing the number of units, amount of grant sanctioned and number of beneficiaries

1980-81

Sl. No.	Name of the State	No. of units sanctioned	Amount sanctioned (Rs. in lakhs)	No. of beneficiaries
1.	Andhra Pradesh	86	23.89	722
2.	Assam	5	1.57	37
3.	Bihar	10	3.86	100
4.	Gujarat	86	39.43	1098
5.	Haryana	11	6.65	266
6.	Himachal Pradesh	10	5.35	176
7.	Jammu & Kashmir	20	9.24	312
8.	Karnataka	26	11.76	403
9.	Kerala	49	14.54	575
10.	Madhya Pradesh	21	10.84	260
11.	Maharashtra.	23	7.78	210
12.	Manipur	35	3.07	328
13.	Meghalaya	5	1.40	47
14.	Nagaland	3	0.42	23
15.	Orissa	25	5.03	243
16.	Punjab	33	15.95	412
17.	Rajasthan	21	12.14	367
18.	Sikkim	—	—	—
19.	Tamil Nadu	87	22.2	771
20.	Tripura	7	1.66	70
21.	Uttar Pradesh	70	21.27	780
22.	West Bengal	36	5.89	805
	Union Territories			
23.	A. & N. Islands	9	5.06	150
24.	Arunachal Pradesh	2	0.17	10
25.	Chandigarh	—	—	—
26.	Delhi	3	0.84	30
27.	Goa, Daman & Diu	6	1.77	50
28.	Lakshadweep	—	—	—
29.	Mizoram	16	1.79	64
30.	Pondicherry	11	2.40	68
	Total :	716	240.79	8377

Statement showing the number of units, amount of grant sanctioned and number of beneficiaries

1981-82

S. No.	State/Union Territory	No. of units sanctioned	Amount Sanctioned (Rs. in lakhs)	No. of Beneficiaries
1	2	3	4	5
1.	Andhra Pradesh	51	12.41	307
2.	Assam	15	3.42	104
3.	Bihar	21	7.75	226
4.	Gujarat	73	50.04	1125
5.	Haryana	10	5.34	151
6.	Himachal Pradesh	16	7.29	199
7.	Jammu & Kashmir	4	0.79	32
8.	Karnataka	25	13.71	473
9.	Kerala	36	8.55	314
10.	Madhya Pradesh	13	6.49	165
11.	Maharashtra	27	10.87	284
12.	Manipur	39	8.74	305
13.	Meghalaya	10	2.50	78
14.	Nagaland	18	3.79	119
15.	Orissa	38	9.20	418
16.	Punjab	52	33.30	815
17.	Rajasthan	7	4.31	370
18.	Sikkim	—	—	—
19.	Tamil Nadu	76	20.47	659
20.	Tripura	13	2.32	152
21.	Uttar Pradesh	62	28.88	799
22.	West Bengal	75	14.42	1867
23.	A. & N. Islands	13	2.51	154
24.	Arunachal Pradesh	3	1.02	27
25.	Chandigarh	6	3.81	105
26.	Delhi	17	7.79	182
27.	Goa, Daman and Diu	4	1.30	68
28.	Lakshadweep	—	—	—
29.	Mizoram	25	2.83	100
30.	Pondicherry	16	3.90	115
	Total :	765	277.75	9713

Statement showing the number of units, Amount of Grant sanctioned and number of beneficiaries.

1982-83

Sl. No.	State/Union Territory	No. of units sanctioned	Amount sanctioned (Rs. in lakhs)	No. of Beneficiaries
1	2	3	4	5
1.	Andhra Pradesh	52	14.88	381
2.	Assam	19	4.46	152
3.	Bihar	24	10.99	292
4.	Gujarat	46	30.16	915
5.	Haryana	5	4.66	135
6.	Himachal Pradesh	23	8.27	275
7.	Jammu & Kashmir	2	0.44	39
8.	Karnataka	24	16.08	547
9.	Kerala	41	10.77	417
10.	Madhya Pradesh	31	26.76	745
11.	Maharashtra	23	12.74	357
12.	Manipur	45	11.25	350
13.	Meghalaya	21	5.58	196
14.	Nagaland	24	4.75	191
15.	Orissa	42	13.67	452
16.	Punjab	17	12.54	304
17.	Rajasthan	31	22.10	819
18.	Sikkim	5	1.83	65
19.	Tamil Nadu	45	13.09	391
20.	Tripura	10	3.25	107
21.	Uttar Pradesh	53	30.55	909
22.	West Bengal	61	17.30	1826
23.	A. & N. Islands	12	5.62	192
24.	Arunachal Pradesh	—	—	—
25.	Chandigarh	—	—	—
26.	Goa, Daman & Diu	9	2.35	92
27.	Delhi	22	14.85	369
28.	Lakshdweep	—	—	—
29.	Mizoram	33	3.74	132
30.	Pondicherry	9	1.84	55
	Total :	729	304.52	10716

1983 से लेकर अब तक हुई रेल दुर्घटनाएं

3213. **श्री राम लाल राही :**
श्री अमर राय प्रधान :
श्री अमर सिंह राठवा :
श्री नित्यानन्द मिश्र :

क्या **रेल मंत्री** यह बताने की कृपा करेंगे कि :

(क) वर्ष 1983 से लेकर अब तक जोन-वार, कुल कितनी रेल दुर्घटनाएं हुई, उनमें कितने लोग हताहत हुए तथा उनके परिणाम-स्वरूप रेलवे सम्पत्ति का कितना नुकसान हुआ;

(ख) उक्त दुर्घटनाओं के कारणों का ब्यौरा क्या है;

(ग) क्या सरकार हताहतों के परिवारों को मुआवजा देती है;

(घ) यदि हां, तो अब तक कितने मृतकों और घायलों के परिवारों को मुआवजा दिया गया है;

(ङ) यदि कोई मुआवजा नहीं दिया गया है तो उनके क्या कारण है; और

(च) रेल दुर्घटनाओं में वृद्धि को रोकने के लिए क्या कदम उठाए गए हैं ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी): (क) रेलवे वार 1983-84 (फरवरी तक) के दौरान समपार फाटक दुर्घटनाओं सहित गाड़ी दुर्घटनाओं की स्थिति जिसमें यात्री मारे गए और/या घायल हुए हों, इनमें मारे गए व्यक्तियों और घायलों की संख्या और इन दुर्घटनाओं में अब तक रेल संपत्ति को हुई अनुमानित क्षति की लागत नीचे दी गयी है :—

रेलवे	दुर्घटनाओं की संख्या	मारे गए व्यक्ति	घायल हुए व्यक्ति	क्षति की लागत लाख रुपयों में
मध्य	11	27	67	54.26
पूर्व	12	7	75	3.00
उत्तर	29	106	243	96.00
पूर्वोत्तर	9	6	33	1.28
पूर्वोत्तर सीमा	13	6	91	3.01
दक्षिण	12	12	76	4.50
दक्षिण-मध्य	14	11	45	11.80
दक्षिण-पूर्व	15	6	68	47.20
पश्चिम	8	8	35	5.52

गाड़ी दुर्घटनाओं में, समपार पर हुई दुर्घटनाओं जो मुख्यतः सड़क उपयोगकर्ताओं की लापरवाही के कारण हुई, में हताहत हुए कुल व्यक्तियों में से 96 व्यक्ति मारे गये और 268 घायल हुए। तीन दुर्घटनाओं में अर्थात् मंडी गोविन्दगढ़ के निकट गाड़ी का पटरी से उतरना, न्यू कटनी जंकशन में आग लगना और शहादरगढ़ में हुई टक्कर के परिणामस्वरूप 70 व्यक्ति मारे गये और 159 व्यक्ति घायल हुए।

(ख) तोड़-फोड़, रेल कर्मचारियों के अतिरिक्त अन्य व्यक्तियों की गलती, चल-स्टाक और रेलपथ की खराबी आदि के अतिरिक्त बहुत सी दुर्घटनाएं रेल कर्मचारियों की गलती के कारण हुई।

(ग) भारतीय रेलवे अधिनियम के प्रावधानों के अंतर्गत यात्री गाड़ियों की दुर्घटनाओं के फलस्वरूप मृत अथवा घायल यात्रियों के संबंध में रेल प्रशासन क्षतिपूर्ति का भुगतान करता है।

(घ) और (ङ) 1983-84 (फरवरी, 84 तक) हुई गाड़ी दुर्घटनाओं में शिकार हुए 5 व्यक्तियों के संबंध में 90,000 रुपये की राशि का भुगतान किया गया है। ज्योंही दावा आयुक्तों से निर्णय प्राप्त होता है क्षतिपूर्ति के भुगतान की व्यवस्था कर दी जाती है।

(च) 1982-83 के तदनुरूपी महीनों की तुलना में चालू वर्ष में हुई कुल दुर्घटनाओं में 42 प्रतिशत की गिरावट आयी है।

ऐसी दुर्घटनाओं को रोकने के लिए कुछ निवारक उपाय किये गये हैं जो इस प्रकार हैं :—

(i) गहन तथा सार्थक निरीक्षण से सभी स्तरों पर कर्मचारियों में संरक्षा चेतना का स्तर ऊंचा करना।

(ii) दुर्घटनाओं के लिए जिम्मेदार कर्मचारियों के विरुद्ध कड़ी दण्डात्मक कार्यवाई।

(iii) चरणबद्ध तरीके से मानवीय सतर्कता में वृद्धि करने के लिए अधिक तकनीकी उपस्करों जैसे रेलपथ परिपथन, गाड़ी गुजरने के पश्चात सिगनलों का स्वतः प्रत्यावर्तन, सिगनलों आदि पर स्टेशन मास्टर का नियंत्रण आदि की व्यवस्था।

(iv) सहायक चेतावनी प्रणाली की संस्थापना जो ड्राइवर को, खतरे के सिगनल पर ध्यान न दिये जाने पर, सबसे पहले श्रव्य-दृश्य चेतावनी देती है तथा अन्त में गाड़ी को रोक देती है।

(v) उपलब्ध संसाधनों के भीतर चल-स्टाक और रेलपथ का पुनर्स्थापन।

(vi) बिना चौकीदार के समपारों पर चौकीदार की व्यवस्था तथा व्यस्त चौकीदार वाले समपार फाटकों पर अंतर्पार्थन, उठने वाले अवरोधकों आदि की व्यवस्था।

(vii) समपारों को पार करते समय सड़क उपयोगकर्ताओं द्वारा मोटर वाहन नियमों का अनुपालन करने के लिए राज्य सरकारों से सम्पर्क।

(viii) डिब्बों में ज्वलनशील पदार्थों को ले जाने में खतरे के बारे में इश्तहारों तथा अन्य माध्यमों के जरिये व्यापक प्रचार, समपारों को पार करते समय चेतावनी का पालन आदि।

Streamlining the Functioning of D.T.C.

3214. SHRI BISHNU PRASAD : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether attention of the Government has been drawn to the news item captioned "Delhi Transport Corporation's plethora of handicaps" appearing in the

"Times of India" dated 11 February, 1984 regarding absence of professionalism in Delhi Transport Corporation, running of overaged buses, strained relations between Delhi Transport Corporation staff and public, etc. ;

(b) if so, the steps Government are contemplating to streamline the functioning of the organisation to make it more responsive to the needs of 40 lakh daily commuters ; and

(c) what mechanism is to be introduced to make Delhi Transport Corporation's working professional ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) Yes, Sir.

(b) With a view to making DTC more responsive to the needs of the daily commuters, following steps have been initiated :

(i) Replacement of the overaged buses in a phased manner. For this purpose, a sum of Rs. 12.48 crores was provided in the year 1983-84 for acquisition of 500 buses. Another sum of Rs. 15.00 crores has been provided for acquisition of another 532 buses during the year 1984-85 ; Plan provision for related infrastructure has also been made.

(ii) Route rationalisation and running time surveys with a view to improving the operational efficiency, deployment of special buses to meet the peak hour rush, introduction of new routes wherever necessary and special services connecting the railway stations, air-port, etc. are some of the steps already taken by the DTC. Prompt attention to complaints, more frequent dialogue with the welfare associations of the commuters and courteous behaviour on the part of the line staff have also been emphasized.

(c) Professionalisation is sought to be introduced in the DTC by :

(i) introduction of grass root planning at the depot level in all disciplines ;

(ii) appropriate re-orientation of personnel policies especially at the induction level ;

(iii) a comprehensive programme for :

(a) identifying the training needs in various disciplines; and

(b) preparation of proper training programmes.

(iv) Normalisation of industrial relations.

Deaths due to Cancer in 1983-84 and Steps taken to Fight the Disease

3215. SHRI ABDUL RASHID KABULI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) total number of patients and deaths caused by cancerous diseases in 1983-84 and whether the menace is on the increase ; and

(b) what appropriate measures are being undertaken and medical aid provided to the cancer patients and also efforts afoot to devise the ways and means to fight the disease successfully ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) As cancerous diseases are not notifiable the morbidity and mortality figures for the entire country are not available. However 3 population based Cancer Registries and 3 hospital based Registries have started collection of data from 1.1.1982 following an uniform methodology. While the data is under compilation there are indications of an increasing trend in the incidence of cancer.

(b) The Cancer Research and Treatment Programme which is under implementation since the 5th Five-Year Plan period has the following four components :—

(1) Up-grading leading Cancer Institutions in the country as Regional Centre for Cancer Research and Treatment. Ten such Centres have already been established with the Government grant-in-aid, out of which nine receive grants from Ministry of Health and Family Welfare.

(2) Installation of Cobalt Therapy Units in major hospitals. A sum of Rs. 12 lakhs is given for this purpose to an Institution. 27 institutions have so far received such grants.

(3) Setting up of Early Cancer Detection Centre. An amount of Rs. 50,000 is given to an institution for procuring equipments to set up a Centre. Already 17 such Centres have been set up with the help of Government of India grant in different parts of the country.

(4) Setting up of Cancer Registries in different parts of the country under the auspices of Indian Council of Medical Research. Six such registries have been set up.

There are about 150 hospitals having treatment facilities for cancer patients in the country.

Opening of Informal Schools in Orissa during Sixth Plan

3216. SHRI CHINTAMANI JENA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) what is the target fixed for opening informal schools in the country during the Sixth Plan Period, State-wise ;

(b) the number of informal schools opened in each State during the said period (Sixth Plan) and particularly in Orissa State ;

(c) the number of such schools opened in Orissa exclusively for girls ; and

(d) what measures are being taken to achieve the target fixed ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Non-formal education programme is being implemented only for elementary age group. No specific target has been fixed for opening of Non-formal Education centres for elementary age-group children in the country during the Sixth Five-Year Plan.

(b) School Education is primarily the responsibility of States and mostly managed by them. However, special assistance for opening non-formal education centres is given to nine educationally backward States viz. Andhra Pradesh, Assam, Bihar, Jammu & Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal, on a 50 : 50 sharing basis, under a Centrally Sponsored Scheme of non-formal education for elementary age-group children. Financial assistance on a 90 : 10 sharing basis is also being given to these States from 1983-84 for opening Non-formal education centres exclusively for girls. The number of non-formal education centres opened in these States in the Sixth Plan upto 31.3.1983 and proposed to be opened upto 31.3.1984 is indicated in the statement attached.

(c) Financial assistance on a 90 : 10 sharing basis has been given to Orissa during 1983-84 for opening 560 non-formal education centres exclusively for girls.

(d) Does not arise.

Statement

Number of Non-formal Education Centres opened for elementary age-group children upto 31.3.1983 and proposed to be opened upto 31.3.1984

S. No.	State	Central opened upto 31.3.83			Proposed to be opened upto 31.3.1984		
		Primary	Middle	Total	Primary	Middle	Total
1.	Andhra Pradesh	2760	—	2760	9660	—	9660
2.	Assam	4150	200	4350	7150	3200	10350
3.	Bihar	4640	—	4640	5920	800	6720
4.	Jammu & Kashmir	1735	—	1735	1835	—	1835
5.	Madhya Pradesh	6706	3306	10012	7706	3306	11012
6.	Orissa	2979	1021	4000	5979	1021	7000
7.	Rajasthan	6281	135	6416	7231	185	7416
8.	Uttar Pradesh	16657	3085	19742	28450	4000	32450
9.	West Bengal	15051	—	15051	16051	—	16051

Appointment of Volunteers as Ticket Checking Staff in Howrah and Sealdah Divisions

3217. SHRI NARAYAN CHOUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) the zone-wise number of volunteers appointed till date as ticket checking staff, mentioning specially the number of such staff appointed in the divisions of Howrah (Eastern and South Eastern Railways) and Sealdah (Eastern Railways) ; and

(b) the scales of their pay, the procedures and terms of their appointment and their future prospect of service in comparison to the registered and unregistered casual labours ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) and (b). The Railways do not appoint any volunteer as ticket checking staff. The voluntary services of Social Organisations, Retired Railway employees, Wards of Railway employees and Scouts and Guides are utilised to assist the regular ticket checking staff on "honorarium" basis. These volunteers are *not* Railway employees nor are they delegated any authority to collect Railway dues. The Railways contact the Social Voluntary Organisations of repute, principals of schools/colleges and Commissioner for Bharat Scouts and Guides for recommending the names of the volunteers required by the Railways. The volunteers are deployed to render assistance in ticket checking after screening by a committee of Divisional Railway Officers.

The number of volunteers vary from day to day, locations to locations. A record is maintained of volunteer days only. The number of volunteer days utilised by Railways for ticket checking purposes during the period 1.4.83 to 31.12.83 is indicated below :

Railway	No. of Volunteer days Utilised
1	2
Central	442
Eastern	71,511
Northern	260

1	2
North Eastern	34,628
Northeast Frontier	900
Southern	3,337
South Central	1,789
South Eastern	8,780
Western	4,322
Total	1,25,975

The number of volunteer days utilised in Howrah and Sealdah Divisions during the period 1.4.83 to 31.12.83 is 27,676 and 43,427 respectively.

Opening of Road to Kailash and Mansarovar through Demchok in Ladakh

3218. SHRI P. NAMGYAL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that two Indian Nationals had died last year on the Indian China border on their way back after visiting Kailash and Mansarovar in Tibet ;

(b) if so, whether in view of this hazardous road and terrain the Government of India propose to take up with the Chinese Government the matter regarding opening of road through Demchok in Ladakh which is more or less a vehicular road having very easy access to Holy Kailash and Mansarovar ; and

(c) if so, when and if not, the reasons therefor ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Two Indian nationals died in a blizzard last year while returning from Kailash and Mansarovar.

(b) The possibility of the route proposed in the Question has been examined but it is not feasible for a variety of reasons.

(c) Does not arise.

Plugging Loopholes in P.F.A. Act

3219. SHRI RASHEED MASOOD :
SHRI B.D. SINGH :
SWAMI INDERVESH :
SHRI TRILOK CHAND :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether in view of the unabated food adulteration by the unscrupulous manufacturers and the traders and the experience gained, Government have considered the question of re-examining the Prevention of Food Adulteration Act to plug the loopholes, if any, so as to make it more stringent to prevent food adulteration which has been playing havoc with public health ; and

(b) if so, the details thereof and if not, whether Government propose to consider it how ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI) : (a) and (b). The Prevention of Food Adulteration Act as it stands now is quite stringent. Amendments have been carried out twice. Suggestions for the amendment of the Act are kept in view.

Role Played by India to Stop Iran-Iraq War

3220. SHRI SATISH AGARWAL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any role has since been played by the Government of India to stop the Iran-Iraq war which has become dreadful and more than 4,000 persons have been killed during the recent new conflict between the two countries ;

(b) if so, the details thereof ; and

(c) result achieved ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) to (c). Ever since the war broke out between Iran and Iraq in September, 1980 India has been making strenuous efforts to stop the war. India

was a member of the Non-aligned Ministerial Group of Four which had been in touch with both the countries with a view to pursuing efforts in this direction. I had discussed this question with the leaders of the two countries when I visited Iran in July, 1983 and Iraq in September, 1983. In October last year, I again, met the Iranian Foreign Minister in New York during the 38th Session of the UNGA.

The Prime Minister has also on several occasions, conveyed to the leaders of both the countries the concern of the Government of India and Non-aligned Movement at the continuing conflict and reiterated the view expressed at the New Delhi Summit that the fighting should stop at once. In recent messages addressed to the Presidents of both Iran and Iraq, sent in the wake of the fresh fighting between the two countries; Prime Minister appealed to the two leaders to take simultaneous measures to contain the conflict and spare towns and civilian population from attacks.

Leprosy Population, Leprosy Training Centres and Doctor-Patient Ratio

3221. SHRI B.D. SINGH :
SHRIMATI SANYOGITA RANE :
SHRI RAJESH KUMAR SINGH :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what is the estimated number of leprosy patients recorded by the end of 1983 and with these additional cases to what extent the leprosy population rose by the end of 1983 ;

(b) what is the existing number of leprosy training centres functioning in the country and to what extent these centres are equipped to meet the requirements stating the existing doctor-patient ratio to treat the disease ; and

(c) in view of the present rate of increase in the leprosy patients and the doctor-patient ratio, what steps Government propose to take to eradicate the disease by 2000 AD ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Estimated number of Leprosy patients is approximately 4 million. Out of this 3.05 million cases have been recorded till December, 1983. During 1983-84 (upto December, 1983) 0.29 million additional cases have been detected which include old cases.

(b) At present 42 leprosy training centres are functioning in the country to provide training to medical, paramedical and non-medical personnel working in leprosy programme. The existing doctor-patient ratio in the programme is about 1 : 3000.

(c) With the development of additional services and by establishing new training centres and regional institutes during coming years, the doctor-patient ratio will further improve.

Regularisation of Casual Gangmen working in open line of Eastern Railway

3222. SHRI A.K ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that thousands of casual gangmen who have been given temporary status (CPC Scale) and working years together but not yet absorbed in regular service for which they are deprived of pension, gratuity, life insurance benefits etc. as enjoyed by temporary railway employees ;

(b) if so, the periods of their service as casual gangmen and the dates from which they have been given temporary status and also project rates in open line on Eastern Railway with division-wise break up ;

(c) reasons for not giving the gangmen having temporary status the benefits admissible to temporary railway servants ; and

(d) action taken by the Government to absorb these gangmen in regular service ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Half the service rendered by casual labour (including casual gangmen) who have attained temporary status is reckoned for purpose of pensionary benefit on their eventual absorption in regular employment.

The Railway Employees' Group Insurance Scheme, which is uniformly applicable to all Central Government employees, including railway employees, is not available to casual labour who have been given temporary status as they are not regular employees.

(b) Information is being collected from Eastern Railway and the same will be laid on the Table of the Sabha.

(c) Casual gangmen are not regular railway servants till their absorption against vacancies in regular posts.

(d) At present virtually all vacancies in class IV posts (including those of gangmen) with a few exceptions like workshops, class IV posts on North-East Frontier Railway and appointments on compassionate grounds and against sports quota, are being filled from amongst screened casual labour/substitutes on the basis of their relative length of service. In addition, Railways were authorised in 1983 to create additional posts of gangmen on the basis of the accepted recommendations of a Committee on gang strength and to absorb casual labour gangmen such posts.

Notice by All India Station Master's Association to Redress their Grievances

3223. SHRI A.K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether General Secretaries of All India Station Master's Association, Southern and South Central Railways have served notice to all concerned under the provision of Industrial Dispute Act for non-redressal of their long standing grievances ;

(b) if so, what are their grievances and the financial implication involved, if any ;

(c) reasons for failure of conciliation twice held by Regional Labour Commissioner (C) Madras and Hyderabad ; and

(d) action taken by the Ministry to resolve the disputes amicably by negotiation to maintain industrial relations ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) Main demands of the Association relate to restructuring of the cadre of Station Masters/Asstt. Station Masters, supply of terrycot cloth and stitching charges and vacation of all victimisations imposed on Station Masters/Asstt. Station Masters for their trade union activities etc. It is not possible to work out the financial implications.

(c) Administration's view point on the various demands and the action taken had been explained in detail to the Conciliation Officers. It was also explained to the Conciliation Officers that action by the Railway Administrations could be taken within the framework of rules only and within the financial and administrative constraints. But this position was not perhaps acceptable to the other parties which had raised the dispute.

(d) The view of the Government is that Central Government employees should be dealt with amicably on a consultative approach and not by confrontation and disputes. On the Railways all problems relating to all categories of railway staff are discussed in periodical meetings under JCM and PNM schemes with the two recognised labour federations, namely, AIRF and NFIR and action is taken on the conclusions reached thereat. Many of the demands like cadre restructuring, use of polyester cotton

cloth for uniforms etc. have been discussed with the recognised federations and action taken to implement the decisions arrived with them. The redressal of grievances of staff by negotiations with the recognised federations is a continuous process. In addition, individual representations as well as references from legislators are all given consideration.

रेलवे सुधार समिति की रिपोर्ट

3224. **श्री वृद्धि चन्द जैन :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे सुधार समिति अपनी अंतिम रिपोर्ट प्रस्तुत करने में अनुचित विलम्ब कर रही है;

(ख) यदि हां, तो इस समिति की रिपोर्ट के शीघ्र प्रस्तुतीकरण को सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं; और

(ग) इस रिपोर्ट को कब तक प्रस्तुत कर दिए जाने की संभावना है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (ग) जी नहीं। रेल सुधार समिति ने रेलवे कार्य-संचालन के विभिन्न पहलुओं के बारे में रिपोर्टों के 15 अंतिम भाग पहले ही प्रस्तुत कर दिये हैं। समिति ने उल्लेख किया है कि अनावश्यक लम्बा समय लिये बिना वे छः और रिपोर्टें प्रस्तुत करेंगे। मौजूदा गठित रेलवे सुधार समिति का कार्यकाल मई, 1984 तक बढ़ाया गया है।

द्वितीय श्रेणी के कोचों में आरक्षण में अनियमितताओं के लिये रेल कर्मचारियों को दंड देना

3225. **श्री वृद्धि चन्द जैन :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि द्वितीय श्रेणी के कोचों में आरक्षण के लिए अनियमितताएं करने वाले कितने रेल कर्मचारियों को पिछले तीन वर्षों के दौरान दण्डित किया गया है और क्या इस संबंध में विस्तृत ब्यौरा सभा पटल पर रखा जायेगा ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

Talks held with Shri Huang Hua

3226. SHRI SANAT KUMAR MANDAL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any political level talks on the crucial boundary issue were held with Mr. Huang Hua, Vice-Chairman of the Standing Committee of the National People's Congress of China during his visit to India in connection with the Asian Forum of Parliamentarians on Population an Development last month ; and

(b) if so, the outcome thereof and how far it has gone in solving the boundary issue ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) and (b). A Chinese delegation led by Mr. Huang Hua, Vice-Chairman of the Standing Committee of the National People's Congress of China visited India in connection with the Asian Forum of Parliamentarians on Population and Development in February, 1984. During his visit Mr. Huang Hua made courtesy calls on some dignitaries, including the Prime Minister and the Minister of External Affairs. During these meetings discussions were held on the broad issues of population and development facing both India and China. Bilateral relations were only briefly touched upon.

Conference of the Asian Forum of Parliamentarians on Population

3227. SHRI SANAT KUMAR MANDAL :
SHRI K. PRADHANI :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a Conference of the Asian Forum of Parliamentarians on Population and Development was held in the Capital during the last month ;

(b) if so, the broad decisions taken at this Conference particularly the role of Parliamentarians as opinion leaders and representatives of people to devise action plans for mass motivation of people at all levels to bring about changes in fertility behaviour ; and

(c) the manner in which new motivation is being embarked upon in India towards family planning and control of population ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Yes.

(b) A copy of the "Asian Forum Declaration" received from the organisers of the Conference is laid on the Table of the House. [Placed in library. *See* No. LT. 7936/84].

(c) A well defined strategy has been evolved to promote the Family Welfare Programme. The salient feature of the strategy are : intensified efforts to spread awareness and information through imaginative use of multi-media and interpersonal communication strategies ; provision of services and supplies as close to the door steps of the acceptors as possible ; development of facilities for rapid increase in female literacy ; population education to the youth in schools and colleges as well as those out of schools ; assistance and support of the elected representatives of the people ; proper linkage with other Ministries and Departments concerned ; incentives to individual acceptors and State Governments ; and close monitoring and follow up of the programme at all the levels.

Harassment of Short Distance Passengers by Taxis and Three-wheelers at Delhi and New Delhi Stations

3228. SHRI SUSHIL BHATTACHARYYA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether he is aware of the difficulty and harassment of the short distance passengers to hire taxis and three wheelers at Delhi and New Delhi Stations, the police personnel standing at a safe distance with an indifferent attitude ; and

(b) if so, what effective measures does he propose to ameliorate the plight of the passengers ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) With a view to avoiding harassment, traffic assistance booths have been set up by Delhi Police at Delhi and New Delhi Railway Stations. This facilitates the hiring of taxis and three-wheeler scooters by passengers. These booths are manned by responsible Police Officers, round the clock and complaints of refusal, over-charging and misbehaviour etc. are looked into promptly and erring drivers are prosecuted. The State Transport Authority also takes strict action against such drivers, who refuse to carry passengers for short distances and suspends their permits also. STA has also notified Telephone No. 224379 for receiving complaints from the public.

Strengthening of Indian Merchant Fleet

3229. SHRI K. PRADHANI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that in the event of a war, India's merchant fleet is ill equipped to lend logistic support ; and

(b) if so, the steps being taken in this behalf to strengthen it and encourage multi-activity companies to enter the shipping field ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) No.

(b) Does not arise.

दुमदुमा (बिहार) स्थित मन्दिरों का विकास

3230. **श्री रीत लाल प्रसाद वर्मा :** क्या **शिक्षा और संस्कृति** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय पुरातत्व विभाग ने बिहार के हजारीबाग जिले में इतखेरी स्थित गुप्तकाल के अवशेषों वाले स्थान पर बने पर्यटक केन्द्र के प्रबंध और ऐतिहासिक भद्रकाली मन्दिर और सतगांव में दुमदुमा स्थित 12 मन्दिरों के प्रबंध वहां के खुदाई कार्य, विकास वहां के संग्रहालय तथा सड़कों के निर्माण का कार्य अपने हाथ में ले लिया है;

(ख) यदि हां, तो अब तक प्रभावी रूप से प्रबंध और निगरानी न होने के कारण दुर्लभ और बहुमूल्य मूर्तियों की चोरी हो रही है; और

(ग) यदि हां, तो इस संबंध में सरकार की योजनाएं क्या हैं और भारतीय पुरातत्व विभाग उक्त उत्तरदायित्व को कब तक प्रभावी ढंग से अपने हाथ में ले लेगा ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप-मंत्री (श्री पी० के० थुंगन) : (क) जी नहीं।

(ख) इन स्थानों से दुर्लभ और बहुमूल्य मूर्तियों की चोरी के बारे में कोई सूचना उपलब्ध नहीं है।

(ग) इस परिक्षेत्र में भारतीय पुरातत्व सर्वेक्षण द्वारा गहन अन्वेषण और पुरातत्व तथा संग्रहालय राज्य निदेशालय, बिहार द्वारा उत्खनन कराने के पश्चात ही राष्ट्रीय सुरक्षण हेतु इन स्थलों के महत्व पर विचार किया जाएगा।

Payment of T.A. etc. to Railway Employees engaged in Meena Bazar

3231. **SHRI NARAYAN CHOUBEY :** Will the Minister of **RAILWAYS** be pleased to state :

(a) whether the South-Eastern Railway Women Organisation held a Meena Bazar at Garden Reach, Calcutta very recently ;

(b) if so, what is the net amount that came to the Fund of the said Organisation through the 'Meena Bazar'.

(c) how many railway employees had been drafted from places other than Garden Reach for conducting the Meena Bazar and for how many days ;

(d) whether they were paid double T.A. for working for the Meena Bazar ;

(e) if so, what is the amount of T.A. paid to those employees and also what is amount of salary for those staff for the days they were engaged in the work of Meena Bazar ; and

(f) who is the present President of the South-Eastern Railway Women's Organisation ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) South-Eastern Railway Women's Organisation held a Rail Utsav-1984 and a Raffle Draw at Garden Reach on 11th and 12th February, 1984.

(b) Rs. 3.87 lakhs.

(c) Assistance of 137 employees was taken for 2 days.

(d) T.A. to staff visiting Calcutta was paid at the rate applicable to them.

(e) The information is being collected.

(f) According to the Constitution of the South-Eastern Railway Women's Organisation, the wife of General Manager, South-Eastern Railway is the ex-officio President of South-Eastern Railway Women's Organisation.

Central University after the Name of Swami Vivekananda

3232. **SHRI CHITTA BASU :** Will the Minister of **EDUCATION AND CULTURE** be pleased to state :

(a) whether it is a fact that a proposal was mooted about twenty years ago to set up a Central University after the name of Swami Vivekananda in Calcutta ;

(b) whether it is also a fact that land, money etc. for the purpose were arranged ;

(c) whether it is also a fact that a Bill for the purpose was also drafted ;

(d) if so, whether Government have finally abandoned it ; and

(e) if so, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) No, Sir. No such proposal was considered by the Central Government.

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

Production and Repairing of Coaches and Locomotives

3233. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the paucity of locomotives and coaches were the major constraints in starting new trains in the country ;

(b) if so, the steps proposed to be taken for production and repairing of coaches and locomotives ; and

(c) the details of the allocation made therefor in 1984-85 ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir. Paucity of locomotive and coaches has been a constraint in starting new trains.

(b) There is a constant endeavour to obtain adequate funds for production of locomotives and coaches. It is proposed to increase production of electric locomotives at Chittaranjan Locomotive Works from 60 to 80. Capacity of Integral Coach Factory is also proposed to be increased to 1,000 coaches per year. In addition, funds are being sought to utilise the full production capacity for diesel locomotives. It is also proposed to set up a second coach factory for manufacture of coaches.

Adequate facilities are available for repairing the existing holdings of locomotives and coaches.

(c) Thd Budget Estimates for 1984-85 provide for allocation of Rs. 381.99 crores for Repairs and Maintenance of Motive Power and Rs. 170.86 crores for Repairs and Maintenance of Carriages. The allocations for acquisitions of Locomotives and Coaches are Rs. 146.81 crores and Rs. 162.59 crores respectively.

Working of Jail in Tahirpur Complex for Leprosy Patients

3234. PROF. AJIT KUMAR MEHTA : SHRI DAULAT RAM SARAN :

Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether attention of Government has been drawn to the Press report appearing in the 'Indian Express' dated 19 February, 1984 highlighting the working of the jail and ill treatment with leprosy patients therein in the Tahirpur Complex in East Delhi meant for keeping leprosy patients ; and

(b) if so, what steps have been taken by the Government to improve the situation ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) Yes, Sir. There was an incident of assault on 12.1.1984 on the Superintendent and some staff members by some of the leprosy affected beggars in the Home for Leprosy and T.B. affected beggars at Tahirpur. Their demand was for special diet to all without screening of each case by the Medical Officer. This demand could not be accepted. The incident took place following directions by the Directorate of Social Welfare, Delhi Administration, to the Medical Officer to screen each case and prescribe special diet, in addition to normal diet, only if medically required.

The inmates also alleged corruption against the staff.

(b) Preliminary inquiry was conducted. Superintendent has been transferred and accounts are being subjected to special audit.

"Increase in the Incidents of Leprosy in Delhi"

3235. PROF. AJIT KUMAR MEHTA :
SHRI RAJESH KUMAR SINGH :
SHRI NEELALOHITHADASAN NADAR :
SHRI MANOHAR LAL SAINI :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether attention of the Government has been drawn to the Press report appearing in the "Times of India" dated 18 February, 1984 regarding increase in the incidents of leprosy in Delhi and its gradually becoming endemic with large scale influx of disease affected persons ; and

(b) if so, what measures have been taken by the Government to tackle the situation ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b). News item in 'Times of India' of 18th February, 1984 has been seen by the Government of India. There is no evidence to show that the incidence of leprosy in Delhi is on the increase. However with the migration of more patients from neighbouring States the number of leprosy patients is increasing.

Various Agencies namely Directorate of Social Welfare, Delhi Administration, Municipal Corporation of Delhi, Mother Teressa Sisters of Charity and Patients Cooperative Society are engaged in detecting leprosy cases and bringing them under treatmet. All major Hospitals in Delhi are running leprosy clinics in their departments of Dermatology. In addition Lok Nayak Jaya Prakash Narayan Hospital has a reconstructive surgical unit comprising 20 beds.

Budge Budge-Namkhana Railway Line

3236. SHRI AMAL DATTA : Will the Minister of RAILWAYS be pleased to refer to the reply given to USQ No. 484 on 17 November, 1983 regarding Budge Budge-Namkhana railway line and state :

(a) whether the promise of West Bengal Government to do the earth work under relief programmes for the proposed Budge Budge-Namkhana railway line has been made known to the Planning Commission ;

(b) whether the cost of construction of the proposed Budge Budge-Namkhana railway line has been estimated, if so, break-up of earth work and other works ; and

(c) cost estimate thereof which the Railways have sent to the Planning Commission for allocation out of Central (Railway) Budget ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) and (c). The cost of the project is estimated at Rs. 20.8 crores. The cost of land and earth-work to be borne by the State Govt. as per the project report (1980) at the then prevailing prices level was Rs. 120.3 lakhs and Rs. 150 lakhs respectively.

The whole project has been referred to the Planning Commission for clearance.

मारवाड़ भीनमल रेलवे स्टेशन के लिए प्लेटफार्म शैड

3237. श्री बिरदा राम फुलवारिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जोधपुर डिवीजन में मारवाड़ भीनमल रेलवे स्टेशन के लिए स्वीकृत प्लेटफार्म शैड को धनराशि के अभाव में नहीं बनाया जा रहा है ;

(ख) क्या यह भी सच है कि इस शैड को वर्ष 1984-85 के निर्माण-कार्य कार्यक्रम में शामिल किया गया है; और

(ग) यदि हां, तो इसका निर्माण-कार्य कब तक शुरू हो जाएगा और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (ग) मारवाड़ भीनमल स्टेशन पर प्लेटफार्म शैड की व्यवस्था करने से सम्बन्धित काम रेलों के 1984-85 के बजट में 2.43 लाख रुपये की लागत पर शामिल किया गया है और 1984-85 में 0.50 लाख रुपये के परिव्यय की व्यवस्था की गई है। यह काम 1984-85 में प्रारम्भ कर दिये जाने की सम्भावना है।

भीलड़ी और लूनी के बीच एक यात्री गाड़ी चलाना

3238. **श्री जिरदा राम फुलजारिया** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भीलड़ी और लूनी के बीच एक यात्री गाड़ी चलाने का कोई प्रस्ताव है;

(ख) क्या यह सच है कि जोधपुर के यात्रियों को भीलड़ी से समदारी यात्री गाड़ी के समय पर न आने के कारण काफी असुविधा होती है;

(ग) यदि हां, तो क्या भीलड़ी और लूनी के बीच एक सीधी रेलगाड़ी चलाकर मारवाड़ जंक्शन को जोधपुर से जोड़ा जाएगा और यदि हां तो कब तक; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी नहीं।

(ख) जी नहीं।

(ग) जी नहीं।

(घ) संसाधनों की तंगी के कारण, इस खंड पर एक अतिरिक्त गाड़ी चलाना फिलहाल व्यवहारिक नहीं है।

Qualification for Admission to Delhi Polytechnics

3239. **SHRI MOHAMMAD ASRAR AHMAD** : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that while the minimum-admission qualifications to Delhi polytechnics is 10th pass or 10+2 scheme, the syllabus followed in Civil Electrical and Mechanical Engineering courses is based upon the Higher Secondary pass student ;

(b) if so, since when, and why such an anomaly is allowed to continue ;

(c) what is the adverse effect of this on the performance of the students who have only minimum qualifications, particularly belonging to Scheduled Castes and Scheduled Tribes and other weaker sections of the society ; and

(d) whether there is any proposal to correct such a serious anomaly ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Yes, Sir.

(b) to (d). Prior to 10+2 system the Higher Secondary pattern was in vogue in Delhi. The admission of first batch of 10+2 pattern was made in July, 1977. The anomaly was rectified by devising a bridge course to cover the deficiency in academic standard between 10th and Higher Secondary pass students. However, the revision of syllabus is under active consideration of Delhi Administration.

Introduction of a Fast Passenger Train between Jharsuguda and Bhubaneshwar

3240. **SHRI NITYANANDA MISRA** : Will the Minister of RAILWAYS be pleased to state :

(a) whether a proposal has been received from Government of Orissa for the introduction of a fast passenger train between Jharsuguda and Bhubaneshwar in Orissa ; and

(b) if so, when such proposal from Orissa Government has been received by his Ministry and the steps taken to implement the above proposal ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) The representation was received in January 1984. Due to constraints of resources, introduction of a train between Jharsuguda and Bhubaneshwar is not feasible at present.

Inadequate number of Platforms at Jalpaiguri B.G. Line

3241. SHRI AMAR ROY PRADHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that at New Jalpaiguri Station broad gauge Railway, the number of platforms are inadequate ;

(b) if so, whether each and every train becomes late at least by half an hour particularly in the morning hours due to this reason ; and

(c) if so, whether Government propose to construct at least three new B.G. Railway platforms and full covered sheds at New Jalpaiguri Railway Station ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) 59 Up Kamrup Express is occasionally detained at New Jalpaiguri Station if it is running late to give preference to 91 Up and 92 Dn commuter trains.

(c) Sir, a work for provision of 4th B.G. platform and extension of an existing platform to accommodate 22 coaches at New Jalpaiguri has been included in the Railway Budget 1984-85 at a cost of Rs. 30.39 lakhs.

Providing at Stoppage of Vivekananda Express at New Coochbehar

3242. SHRI AMAR ROY PRADHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any letter of Memorandum requesting to provide stoppage of New Bongaigaon-Trivandrum Vivekananda Express at New Cooch Behar (West Bengal) ;

(b) if so, what action has been taken so far in the matter ;

(c) whether Government are aware that New Cooch Behar is not only situated in District Headquarters but also there are large number of Central Government officers and employees particularly of the Department of Defence, BSF and SSB who face difficulties, due to non-stoppage of this train ; and

(d) if so, what arrangements Government made for providing the stoppage of this train ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) to (d). It has not been considered desirable to give stoppage at New Cooch Behar as the train is a long distance train and giving additional stoppage will decelerate the train causing inconvenience to long distance passengers.

रेलवे यूनियनों की सदस्य संख्या की पुष्टी करना

3243. श्री दया राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे एम्पलाईज फेडरेशनों, जिनसे रेलवे के अनेक मजदूर संगठन सम्बद्ध हैं, की सदस्य संख्या की पुष्टि की गई है, और यदि हां, तो सदस्यों की संख्या के अनुसार, प्रथम और द्वितीय नम्बर पर आने वाले फेडरेशनों के नाम क्या हैं; और

(ख) क्या उनमें कोई गैर-मान्यता प्राप्त फेडरेशन है और यदि हां, तो क्या उन्हें मान्यता पाने के पात्र पाया गया है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां। यह सत्यापन ट्रेड यूनियनों द्वारा रखे गये रजिस्टरों के आंकड़ों से किया जाता है। आल इंडिया रेलवे मैन्स फेडरेशन और नेशनल फेडरेशन आफ इंडियन रेलवेमैन सदस्यता के आधार पर क्रमशः प्रथम और दूसरे स्थान पर हैं।

(ख) जी, नहीं।

दिल का दौरा रोकने के लिए नई औषधि

3244. **श्री कृष्ण प्रताप सिंह :**
श्री अमर सिंह राठवा :

क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या एक नयी औषधि स्ट्रेपटोकिल्स की खोज की गई है, जो दिल के दौरों को रोकने में सहायक होगी; और

(ख) यदि हां, तो इस बारे में तथ्य क्या हैं और इस औषधि की प्रभावोत्पादकता का ब्यौरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई) : (क) और (ख) स्ट्रेप्टोकाइनेस रक्त का थक्का (ब्लड क्लाट) हटाने वाली एक सुविदित दवा है। इण्ट्राकारोनरी ग्राम्बी को विलीन करने में और इस प्रकार मायोकार्डियल क्षति और उससे होने वाली जटिलताओं को रोकने में इंट्राकारोनरी और इण्ट्रावीनस दी जाने वाली यह एक उपयोगी दवा है। यह उपचार विधि तभी लाभकारी होती है जब इसे मायोकार्डियल इफार्कशन शुरू होने के 6 घंटों के भीतर शरीर में देना शुरू कर दिया जाये। इसमें यह भी जरूरी है कि शरीर में इसके दिए जाने की क्रिया को समुचित प्रयोगशाला परिमापों में मानिटर किया जाता रहे और इसके बाद कुछ दिनों तक इण्ट्रावीनस हेपारिन चिकित्सा की जाती रहे।

पोलियो जैसी बीमारी के लिये टीके

3245. **श्री कृष्ण प्रताप सिंह** : क्या **स्वास्थ्य और परिवार कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पोलियो जैसी बीमारी की पूरी रोकथाम के लिए देश में इस समय टीके उपलब्ध हैं ;

(ख) यदि हां, तो क्या उनका व्यापक प्रचार किया गया है; और

(ग) शहरी और ग्रामीण क्षेत्रों में उनके तुलनात्मक प्रयोग का ब्यौरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई): (क) और (ख) रोग क्षमीकरण के विस्तारित कार्यक्रम के अन्तर्गत डिप्थीरिया, काली खांसी, टेटनस, पोलियो, क्षयरोग और टाइफाइड ज्वर के टीके लगाए जा रहे हैं और इस कार्यक्रम के लिए अपेक्षित टीके उपलब्ध हैं। अधिक से अधिक लोग टीके लगवायें इसके लिए व्यापक प्रचार किया जा रहा है।

(ग) पिछले पांच वर्षों में लगाए गए टीकों के आंकड़े संग्लन विवरण में दिए गए हैं। शहरी और ग्रामीण इलाकों के लिए अलग से आंकड़े नहीं रखे जाते।

विवरण

1979-80 से 1983-84 तक लगाए गए टीकों का वर्षवार कार्य

(लाभार्थियों की संख्या लाखों में)

टीके	1979-80	1980-81	1981-82	1982-83	1983-84*
डी.पी.टी.	68.8	71.5	91.1	101.4	68.6
पोलियो	6.69	16.1	29.1	44.5	38.3
बी.सी.जी.	140.9	130.34	135.7	139.3	97.07
डी.टी.	108.0	102.3	107.4	102.3	67.8
टाइफाइड	3.97	16.2	27.1	49.05	31.7
टी.टी. 10 वर्ष + 16 वर्ष	आरम्भ नहीं किया गया	2.50	18.06	31.07	25.54
टी. टी. गर्भवती महिलाएं	47.5	52.8	65.5	74.9	52.9

*अप्रैल-दिसम्बर, 1983 तक रिपोर्टें प्राप्त हुई। आंकड़े अनन्तिम हैं।

Suspension of Railway Employees

3246. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in the "Indian Express" of 2nd March, 1984 regarding suspension of two railway officers ; and

(b) if so, whether details of the employees/officers who are under supension will be laid on the Table with reasons thereof and the dates from which suspended and present position of the cases ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) Yes, Sir.

(b) The Chairman, Railway Service Commission, Allahabad and the Joint Director, Establishment(N), Railway Board are under suspension. The Chairman has been suspended as there was a written complaint implicating him in the leakage of question papers and the Joint Director, Establishment(N) has been suspended as he was in charge of preparation and distribution of question papers. Orders to suspend these officers were passed on 27.2.1984. The present position of the case is that the matter has been referred to the Central Bureau of Investigation for investigation and further action will be taken based on information received from Central Bureau of Investigation.

गया-गोमो पैसेंजर गाड़ी को धनबाद तक बढ़ाना

3247. **श्री रीत लाल प्रसाद वर्मा** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या "ग्रेण्ड कार्ड सेक्शन" के यात्रियों की बहुत दिनों की मांग ध्यान में रखते हुए गया और गोमो के बीच 147 अप और 148 डाउन पैसेंजर गाड़ी चलाई गई है;

(ख) क्या इस गाड़ी का समय यात्रियों के लिए अनुकूल नहीं है जिसके फलस्वरूप

गाड़ी प्रातः खाली चलती है और क्या इस गाड़ी को धनबाद तक बढ़ाने की कोई मांग की गई है क्योंकि कलकत्ता के लिए गोमो से कोई मेल गाड़ी नहीं है; और

(ग) यदि उपयुक्त भागों का उत्तर स्वीकारात्मक है, तो क्या सरकार का विचार इस गाड़ी को गोमो तक चलाने के बजाये, इसको धनबाद तक बढ़ाने का है; और यदि हां, तो कब तक, और क्या 147 अप और 148 डाउन गाड़ी धनबाद से शाम को चलने के बजाय सुबह 6 बजे चलेगी ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) से (ग) गया से गोमो तक एक प्रातः कालीन सेवा शुरू करने और वापसी दिशा में एक सायंकालीन सेवा के लिए लगातार की जा रही मांग को पूरा करने के उद्देश्य से 147 अप/148 डाउन गाड़ी चलाई गयी है।

5.3.84 से 147 अप/148 डाउन गाड़ी को धनबाद से/तक बढ़ा दिया गया है। इस गाड़ी के समय में परिवर्तन करके इसे धनबाद से प्रात. 6.00 बजे चलाने का कोई प्रस्ताव नहीं है।

परसाबाद स्टेशन पर सियालदह एक्सप्रेस का रुकना

3248. **श्री रीत लाल प्रसाद वर्मा** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि परसाबाद स्टेशन, गया-धनबाद सेक्शन, पूर्वी रेलवे पर वर्ष 1973 से सियालदह एक्सप्रेस गाड़ी के रुकने की व्यवस्था है और क्या गया तथा धनबाद के बाद ही मासिक आरक्षण के मामले में इस स्टेशन का स्थान आता है;

(ख) यदि हां, तो सियालदह एक्सप्रेस गाड़ी के परसाबाद स्टेशन पर 1 मार्च, 1984 से रुकने की सुविधा को इसकी उपयोगिता के बावजूद समाप्त करने के प्रस्ताव के क्या कारण हैं जिसके कारण लोगों में असंतोष व्याप्त है; और

(ग) क्या सरकार परसाबाद स्टेशन पर सियालदह एक्सप्रेस गाड़ी को रोकने की सुविधा को जारी रखेगी ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां।

(ख) और (ग) 1.1.84 से एक पैसेंजर गाड़ी चलाने के कारण, जो गया-गोमो खंड के सभी स्टेशनों पर रुकती है, 51/52 सियालदह-जम्मूतवी एक्सप्रेस को परसाबाद में ठहराना जारी रखना वांछनीय नहीं समझा जाता है।

तीन से अधिक बच्चों के माता-पिता पर कर लगाने का प्रस्ताव और परिवार नियोजन पर हुआ व्यय तथा उपलब्धि

3249. **श्री रीत लाल प्रसाद वर्मा** : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का दृष्टिकोण परिवार नियोजन के बारे में पक्षपात रहित है, यदि हां, तो क्या सरकार जनसंख्या वृद्धि के इस राष्ट्रीय संकट को टालने के लिए ऐसे माता-पिता पर जिनके तीन से अधिक बच्चे हैं, प्रति बच्चा 200 रुपये से 500 रुपये की दर से कर लगाने के प्रस्ताव पर विचार करेगी;

(ख) यदि नहीं, तो उसके क्या कारण हैं; और

(ग) 1982 से 1984 तक (आज तक) की अवधि के दौरान परिवार नियोजन तथा परिवार कल्याण पर कितनी धनराशि खर्च की गई है और तत्संबंधी लक्ष्यों की कहां तक प्राप्ति हुई है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई) : (क) और (ख) परिवार कल्याण कार्यक्रम को पूर्णतः स्वैच्छिक आधार पर चलाया जा रहा है, तीन बच्चों से अधिक वाले दम्पत्तियों पर टैक्स लगाने का कोई प्रस्ताव नहीं है।

(ग) 1982 से 1984 की अवधि के दौरान किया गया खर्च इस प्रकार है :-

(i) **1982-83 के दौरान :**
28,831.96 लाख रुपये।
(आंकड़े अनन्तिम हैं)

(ii) **1983-84 के दौरान का खर्च :**
दिसम्बर, 1983 तक की अवधि के लिए 24,374.75 लाख रुपये।

* ये आंकड़े वेतन और लेखा कार्यालय द्वारा खाते में अंकित बिलों के अनुसार तथा जनवरी-फरवरी, 1984 में रिलीज की गई मुआवजे की अतिरिक्त राशि तथा तीसरी तिमाही किस्त के रूप में रिलीज की गई 8143.63 लाख रुपये के अनुसार हैं किंतु इसमें वस्तु के रूप में उपलब्ध की गई सामग्री की लागत शामिल नहीं है।

परिवार नियोजन के विभिन्न तरीकों के लक्ष्य और उपलब्धियां संलग्न विवरण में दी गई हैं।

विवरण

1982-83 और 1983-84 की अवधि के दौरान परिवार नियोजन के तरीकों के लक्ष्य और उपलब्धि इस प्रकार हैं :—

(आंकड़े हजारों में)

तरीके	लक्ष्य 1982-83	उपलब्धियां 1982-83	लक्ष्यों की प्रतिशत उपलब्धियां	लक्ष्य 1983-84	उपलब्धियां (अप्रैल से जनवरी)	लक्ष्यों की प्रतिशत उपलब्धियां 1983-84
1	2	3	4	5	6	7
नसबंदी आपरेशन	4522	3980	88.0	5900	4142	53.3
आई.यू.डी. निवेशन	1512	1093	72.2	2500	1237	49.5
प्रचलित गर्भ-निरोधक उपयोगकर्ता *(समीकृत)	6502	5769	88.7	7900	5730	72.5
खाई जाने वाली गोलियों के उपयोगकर्ता **(समीकृत)	503	179	35.5	1100	279	25.4

* आंकड़े अनन्तिम है।

** दिसम्बर, 83 तक के आंकड़े।

Attack on Indian Consulate in Karachi

3250. SHRI SUBHASH YADAV : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Indian Consulate in Karachi was stoned on the 11th February, 1984 ;

(b) if so, number of members of Indian consulate injured as a result thereof ;

(c) whether any protest has been lodged with the Pak Government ; and

(d) if so, what is the reaction of the Pak Government thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) and (b). The Consulate General of India in Karachi was the target of violent demonstrations on the 10th and the 11th February, 1984, resulting in damage to the Consulate building and a staff car. The office of the Indian Airlines in Karachi was also damaged. No member of staff of either the Consulate General or the Indian Airlines office was however injured.

(c) and (d). Our Embassy in Islamabad and Consulate General in Karachi, while pointing out that requests had been made earlier for additional security precautions, urged Pakistan authorities to provide adequate protection to the personnel and property of our Missions in Pakistan. Our concern in this regard was also conveyed through the Pakistan Ambassador in New Delhi. Subsequently, security arrangements were strengthened and Pakistan authorities have since paid an amount of Pakistani Rs. 79,353 by way of compensation for damages caused.

During their recent talks, the Foreign Secretary took up the question of security for the property and personnel of our Missions and Indian Airlines offices in Pakistan with his Pakistan counterpart who assured that the Pakistan Government is taking all necessary measures in this regard.

छात्रों आदि में मद्यपान की बढ़ती हुई आदत

3251. श्री ए० आर० मल्लु : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आजकल छात्रों में मद्यपान की आदत बढ़ती जा रही है;

(ख) यदि हां, तो क्या सरकार से इस संबंध में कोई सर्वेक्षण कराया है;

(ग) यदि हां, तो देश में किन राज्यों में मद्यपान सबसे अधिक किया जाता है; और

(घ) 1982-83 के दौरान शराब की बिक्री से राज्य-वार कितनी वार्षिक आय हुई ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप-मंत्री (श्री पी० के० थुंगन) : (क) इस बात की कोई जानकारी नहीं है कि आजकल मद्यपान की आदत बढ़ती जा रही है ।

(ख) और (ग) समाज कल्याण मंत्रालय ने कुछ चुने हुए विश्वविद्यालयों (संलग्न सूची के अनुसार) में छात्रों में मद्यपान और नशीली दवाओं के दुरूपयोग के सम्बन्ध में अनुसंधान अध्ययन प्रायोजित किए । (विवरण-I)

(घ) 15 राज्यों के सम्बन्ध में जानकारी विवरण-2 में दी गई है । शेष राज्यों के लिए जानकारी यथा शीघ्र प्रस्तुत की जायेगी ।

विवरण-I

समाज कल्याण मंत्रालय द्वारा मद्यपान और नशीली औषधियों की बुराइयों पर प्रायोजित किए गए अनुसंधान अध्ययनों की सूची

(i) दि टाटा इंस्टीट्यूट आफ सोशल साईंसिज, बम्बई, बम्बई शहर में एक अध्ययन के लिए,

(ii) दि आल इंडिया इंस्टीट्यूट आफ मेडिकल साईंसिज, नई दिल्ली, दिल्ली शहर में एक अध्ययन के लिए ;

(iii) उसमानिया विश्वविद्यालय, हैदराबाद, हैदराबाद और सिकन्दराबाद के शहरों में अध्ययन के लिए;

(iv) सागर विश्वविद्यालय, सागर, जबलपुर में एक अध्ययन के लिए;

(v) राजस्थान विश्वविद्यालय, जयपुर, जयपुर में एक अध्ययन के लिए,

(vi) मद्रास विश्वविद्यालय, मद्रास, मद्रास शहर में एक अध्ययन के लिए; और

(vii) दि इंस्टीट्यूट आफ मेडिकल साईसिज, बनारस हिन्दु विश्वविद्यालय, वाराणसी, वाराणसी शहर में एक अध्ययन के लिए ।

विवरण-II

(रुपये करोड़ की राशियों में)

राज्य	शराब बेचने से प्राप्त हुई आय (1982-83)
1. आन्ध्र प्रदेश	36.19
2. बिहार	27.45
3. गुजरात	0.53
4. हरियाणा	57.96
5. कर्नाटक	37.13
6. जम्मू तथा कश्मीर	14.05
7. मध्य प्रदेश	67.70
8. महाराष्ट्र	113.44
9. मेघालय	1.74
10. नागालैंड	2.00
11. उड़ीसा	10.49
12. पंजाब	136.61
13. सिक्किम	2.04
14. तमिलनाडु	152.13
15. मणिपुर	0.57

Polytechnics as Rural Developement Centres

3252. SHRI K.A. RAJAN : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government have a proposal under consideration to convert a few Polytechnics as Centres of rural development ;

(b) if so, whether the Kerala State Government has sent a proposal for establishing a centre for Rural Development at Sree Rama Polytechnic, Valappad, Trichur ; and

(c) if so, the details thereof and Government's decision thereon ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) Under the Scheme of Direct Central Assistance of the Ministry of Education, Centres for Development of Rural Technology have been set up at a few selected polytechnics in different States and it is proposed to gradually establish one such centre in each State.

(b) The Principal, Sree Rama Polytechnic, Valappad, Trichur, has submitted a proposal for establishing a centre for rural development at the Polytechnic.

(c) The proposal is under examination.

Handing Over of Tibbia College to Delhi University

3253. SHRI K.A. RAJAN :
SHRI BISHNU PRASAD :
DR. KRUPASINDHU BHOI :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Minister had convened a meeting on 8 February, 1984 to discuss the problems in Tibbia College, Delhi ;

(b) if so, the details of those present;

(c) whether it is a fact that none from the Delhi Administration attended the meeting ;

(d) whether the students and other concerned have been demanding handover of the college to the Delhi University and that the Ministry has also recommended on the same lines ;

(e) if so, the details thereof ; and

(f) the decision taken in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (c). On 8th February, 1984, a meeting was convened by the Minister of State for Education which was in the nature of informal consultation with the authorities of the University Grants Commission and the Delhi University to discuss the demand of the students and employees of Ayurvedic and Unani Tibbia College, Delhi, for the take over of the College by the Delhi University.

(d) to (f). The Delhi Administration after discussing the demand with the Government and authorities of the Delhi University, reconstituted the Tibbia College Board on 24.2.1984, under the Chairmanship of the Lt. Governor of Delhi.

Reduction in the Plan Outlay for major Ports

3254. SHRI K.A. RAJAN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have decided to reduce the plan outlay for major ports ;

(b) if so, to what extent it will affect the construction of new major ports ; and

(c) reasons for effecting a cut in the outlay ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) There is no reduction in the Sixth Five-Year Plan outlay for major ports.

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

Model/Regional Polytechnic in Kerala

3255. SHRI P.K. KODIYAN : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government have a proposal under consideration to establish Model or Regional Polytechnics in some States to act as a pace-setting Polytechnic for other Polytechnics in the region ;

(b) if so, whether Government are aware that Kerala, with its high literacy rate and general interest in technical education is an ideal State to establish such Polytechnic ; and

(c) if so, whether Government propose to establish a Model and Regional Polytechnic in the State ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) to (c). An Expert Committee has been set up to examine the issue. The report of the Committee is awaited.

सूरत में दिल्ली-बम्बई राजधानी एक्सप्रेस के एक "स्टाप" की व्यवस्था करना

3256. **श्री छोटू भाई गामित :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली बम्बई राजधानी का सूरत में "स्टाप" बनाए जाने के बारे में कोई मांग की गई है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) सूरत शहर के महत्व को देखते हुए उनके मंत्रालय की इस पर क्या प्रतिक्रिया है; और

(घ) राजधानी एक्सप्रेस की सूरत में किस तारीख से रुकने की सम्भावना है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (घ) जी हां। बम्बई सेन्ट्रल और नयी दिल्ली के बीच लगने वाले समग्र समय में कमी करने के लिए; मुख्यतः परिचालनिक उद्देश्य से 151/152 बम्बई सेंट्रल-नयी दिल्ली राजधानी एक्सप्रेस के ठहराव कम से कम रखे गये हैं। इसलिए, इस गाड़ी की सूरत में ठहराव की व्यवस्था करना वांछनीय नहीं समझा जाता है क्योंकि ऐसा करने से इस गाड़ी का चालन समय बढ़ जाएगा और इसके अलावा अन्य महत्वपूर्ण मार्गवर्ती स्टेशनों से भी इसी प्रकार की मांगे की जाने लगेंगी, जिससे इस गाड़ी की गति काफी धीमी हो जायेगी।

Demand of Budgetary Funds by the Ministry against B.R.O. and G.R.E.F.

3257. SHRI RAM PRASAD AHIRWAR :
SHRI M.M. LAWRENCE :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that his Ministry has been demanding the Budgetary funds against Border Roads Organisation (BRO) and General Reserve Engineer Force (GREF) under it since 1960 ;

(b) if so, under what statutory authority the funds are demanded while the Border Roads Organisation and General Reserve Engineer Force are not the departments allocated to it under Article 77(3) of the Constitution ;

(c) whether any Government authority other than the authority under Article 77(3) of the Constitution exists for demanding funds ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) Yes, Sir.

(b) to (d). While creating the Border Roads Organisation in 1960 the communication issued by the Cabinet Secretariat indicated *inter-alia* that the Border Roads Development Board will have the financial and other powers of a Department of Government and that all sanctions of the Board will be promulgated by the Secretariat of the Board which will be given ex-officio Secretariat status in the 'Department of Transport' to facilitate early issue of such orders on behalf of the Department of Transport. It further added *inter-alia* that funds will be arranged and provided under Demand "Capital Outlay on Roads". It is thus clear that funds for the Border Roads Organisation and GREF are, therefore, being budgetted by Ministry of Shipping and Transport under their Demand on valid grounds.

Primary Health Care Facilities and Programme Undertaken in Balangir District (Orissa)

3258. SHRI NITYA NANDA MISRA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether some Primary Health Care facilities are being given in different States under Minimum Needs Programme;

(b) if so, what are the Primary Health Care facilities being provided to the people of Orissa during the Sixth Plan under the above programme ; and

(c) the details of the works taken up in Balangir District in Orissa under the above programme during that period ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (c). Primary Health Care facilities are being provided

under the Minimum Needs Programme by training Health Guides and indigenous Dais and by establishing sub-centres, subsidiary health centres and primary health centres. The Orissa Government proposes to establish 2,000 sub-centres, 50 subsidiary health centres and 20 primary health centres during the Sixth Five-Year Plan, besides training one health guide and at least one indigenous Dai for every village. While the programme of training health guides and indigenous Dais covers uniformally all the districts of Orissa including Balangir district, the establishment of sub-centres, subsidiary health centres and primary health centres is decided by the state Governments keeping in view the needs of the different areas.

बिहार में अमान्यता प्राप्त मेडिकल कालिज

3259. **श्री कृष्ण प्रसाद सिंह** : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार के उन मेडिकल कालेजों की संख्या कितनी है जिनकों भारतीय चिकित्सा परिषद द्वारा मान्यता नहीं दी गई है;

(ख) क्या इस बात को सुनिश्चित करने के लिए कि छात्रों को इसके फलस्वरूप कोई नुकसान उठाना न पड़े, कोई कदम उठाये गये हैं; और

(ग) इन कालेजों को मान्यता न देने के क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी० शंकरानन्द) : (क) से (ख) भारतीय आयुर्विज्ञान परिषद ने निरीक्षण करो पर यह देखा था कि बिहार के निम्नलिखित पांच मेडिकल कालेजों में कर्मचारियों, भवन, अस्पताल, उपकरण, लाइब्रेरी, प्रयोगशाला, आदि की जो सुविधाएं दी गई हैं वे पर्याप्त नहीं थीं :—

1. नालन्दा मेडिकल कालेज, पटना ।
2. श्रीकृष्ण मेडिकल कालेज, मुजफ्फरपुर ।
3. मगध मेडिकल कालेज, गया ।
4. भागलपुर मेडिकल कालेज, भागलपुर ।
5. पाटलीपुत्र मेडिकल कालेज, धनबाद ।

इन कालेजों को उक्त कमियों को दूर करने की सलाह दी गई थी । भारतीय आयुर्विज्ञान परिषद इन कालेजों की चिकित्सा अर्हताओं को मान्यता देने/मंजूर करने हेतु उनकी अनुपालन रिपोर्टों को ध्यान में रखेगी ।

News Item Captioned "China's Proposal for New Runway at Gilgit Airport"

3260. SHRI VIJAY KUMAR YADAV : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of Government has been drawn towards the news item published in the "Times of India" in New Delhi of 4th February, 1984, captioned "China's proposal for new runway at Gilgit airport" ;

(b) whether a delegation from China to Pakistan put forward the above proposal after talks with Pakistan authorities ;

(c) whether China had earlier made a survey of the site ; and

(d) if so, Government's reaction thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) and (c). Government have seen press reports to this effect.

(d) Government's position in this regard was stated by the Spokesman of the Ministry of External Affairs on 4th February, 1984 that neither Pakistan nor China has any locus standi in Pakistan-Occupied Kashmir and that any such joint collaboration by both of them in an area which is an integral part of India is illegal and has a bearing on our security.

Statement Correcting Reply to USQ No 4884 dt. 22.12.83 re : Deployment of Pakistan Armed Forces on Indian Boarder

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A.A. RAHIM) : (a) The Government has seen no reports to suggest that the US Defence Secretary had, during his visit to Islamabad, taken up the question of deployment of the Pakistan armed forces on the Indian border.

(b) to (e). Does not arise.

(f) The Government of India have on numerous occasions conveyed their strong concern about the negative impact of the supply of US arms on the stability of the sub-continent, and on the normalisation process between India and Pakistan. It is hoped that the US Government would take into account India's views on this question.

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12 hrs.

(व्यवधान)

श्री राम विलास पासवान (हाजीपुर) : इससे पहले भूतपूर्व मुख्यमंत्री की हत्या हुई। We want a discussion on the insurgency in the north-eastern part of the country.

PROF. MADHU DANDAVATE (Rajapur) : I wish to point out that though law and order is a State subject, whenever violence has occurred in any State, of course, we have found out the way and reference has been made in this House. Today a news has come from Imphal that 13 men have been killed . . (*Interruptions*)

MR. SPEAKER : You give me in writing. We will consider it.

SHRI RAM VILAS PASWAN : I have given so many motions—adjournment, motion, calling attention motion.

PROF. MADHU DANDAVATE : CRPF is a Central force. . .(*Interruptions*)

MR. SPEAKER : We are already booked till Monday. मंडे को आपका आ रहा है।

(व्यवधान)

अध्यक्ष महोदय : मैंने कहा है कि आपका नोटिस आया है, मैं उसको देख लूंगा।

SHRI SATYASADHAN CHAKRABORTY (Calcutta South) : Is it proper on the part of the Government . . . (*Interruptions*). They should come out with a statement.

अध्यक्ष महोदय : नहीं देते तो आप कहते हैं कि क्यों नहीं देते और जब स्टेटमैंट देते हैं तो आप कहते हैं कि क्यों देते हैं।

श्री रशीद मसूद (सहारनपुर) : होम मिनिस्टर बैठे हैं, आप उनसे कम-से-कम कहें।

(व्यवधान)

श्री हरिकेश बहादुर (गोरखपुर) : गृह-मंत्री से कहिये कि बयान दें।

अध्यक्ष महोदय : सुन लिया।

श्री हरिकेश बहादुर : रोज इतनी हत्याएं हो रही हैं, किस की बात आप सुन रहे हैं ?

(व्यवधान)

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH) : I was going to inform you myself before the hon. Members got up and started raising the points that the hon. Home Minister is already seized of the matter and he is preparing a statement. As soon as you decide, he will make a statement on this.

SHRI SATYASADHAN CHAKRABORTY : I would like to draw your attention to one very important point.

You know, in our country, the Governor is constitutional head . . .(*Interruptions*)

MR. SPEAKER : Delhi is as good a part of the country as Calcutta is. He is entitled to be here.

SHRI SATYASADHAN CHAKRABORTY :**

MR. SPEAKER : Not allowed. Governor's conduct cannot be discussed here.

SHRI INDRAJIT GUPTA (Basirhat) : Sir, the Shipping and Transport Minister is here. Today at mid-night an all-India strike of all the port and dock workers will begin. Unless he makes a statement...(*Interruptions*)

MR. SPEAKER : He is making a statement.

(*Interruptions*)

PROF. K.K. TEWARY (Buxar) : Sir, the Home Minister is kind enough to make a statement regarding the activities of insurgents in North-East. I would also like the Home Minister to make a statement on the linguistic riots taking place in Bangalore where lot of lives have been lost. Thirteen persons have been killed. The Home Minister should also make a statement on that.

12.05 hrs.

STATEMENT RE INCIDENT AT IMPHAL ON 14.3.1984

THE MINISTER OF HOME AFFAIRS (SHRI P.C. SETHI) : Sir, as far as... (*Interruptions*).

SHRI SATISH AGARWAL (Jaipur) : Sir, before the Home Minister makes a statement, you had kindly directed yesterday that he will take up the issue of assassination bid on the former Chief Minister Darbara Singh Ji on Friday. Friday has now been declared a holiday for Holi, so what would happen to that ? Is he making a statement with regard to the situation in Punjab, the assassination bid on Darbara Singh Ji and other activities, this afternoon or on Monday ?

MR. SPEAKER : On Monday. We have already fixed it for Monday...

(*Interruptions*)

SHRI SATYASADHAN CHAKRABORTY : Today itself it can be done, Sir. It is an important matter..... (*Interruptions*).

SHRI RAM VILAS PASWAN : On one day two Calling Attention notices can be given.....(*Interruptions*)

SHRI P.C. SETHI : This is on the basis of information so far available. Sir, with regard to this North-East incident I have received some information. Although it is not complete.

I am making this statement with your kind permission. On 14.3.1984 at 4 p.m. some unidentified gunmen suspected to belong to PLA, opened fire on a CRPF party near Imphal. The party was on duty for guarding a bridge and the traffic near the venue of the volleyball match between Manipur Police and BSF. The CRPF returned the fire. Several persons received bullet injuries and fourteen persons, including two CRPF *jawans*, one police personnel and eleven others were killed. Four men were critically injured and a few other persons have also been injured. The unidentified gunmen snatched away four weapens from the CRPF party. Intensive combing operation in the area is continuing. Security measures have been stepped up. A senior CRPF officer is rushing to Imphal for an on-the-spot study of the situation. Three youths have been apprehended and one hand-grenade has been recovered. Curfew has been imposed in the area to prevent movement of assailants. PLA, PREPAK, KCP and other allied bodies were declared unlawful associations under the Unlawful Activities Prevention Act in October 1983. The Chief Minister, the Deputy Chief Minister and senior officials have visited the place of incident on 14th, soon after the incident and I am going to get the full report...(*Interruptions*).

**Not recorded.

श्री राजेश कुमार सिंह (फिरोजाबाद) : अध्यक्ष महोदय, दिल्ली में कल जो कांस्टेबल मारा गया है, गृहमंत्री उसके बारे में भी कुछ कहें। यह दिल्ली के ला एंड आर्डर का प्रश्न है।

(व्यवधान)

PROF. K.K TEWARY : Sir, Bangalore is also important. The Home Minister should also make a statement regarding Bangalore. The riots are spreading in Bangalore.. (*Interruptions*).

श्री राम विलास पासवान (हाजीपुर) : अध्यक्ष महोदय, 13 आदमियों का मरना कोई मामूली बात नहीं है। 13 आदमियों का मर्डर एक-साथ नहीं हो सकता।

श्री हरिकेश बहादुर : इस पर अलग से डिसकशन होना चाहिए।

अध्यक्ष महोदय : इसके लिए नोटिस दे दें।

(व्यवधान)

SHRI SATISH AGARWAL : Could they not catch hold of anyone ?

अध्यक्ष महोदय : तीन पकड़े गए हैं।

SHRI SATISH AGARWAL : They have been apprehended on suspicion but they snatched away the arms from CRPF.....(*Interruptions*).

अध्यक्ष महोदय : मैंने आपकी बात सुन ली है। आप और कितनी दफा सुनाना चाहते हैं ?

(व्यवधान)

अध्यक्ष महोदय : हम किसी को डायरेक्ट नहीं करते।

(व्यवधान)

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : अध्यक्ष महोदय, यह स्पष्ट नहीं है कि जो 11 लोग मरे हैं, वे नागरिक थे, इतनी बड़ी संख्या में नागरिक कैसे मरे।

अध्यक्ष महोदय : गोली चल गई और वे मर गए।

श्री अटल बिहारी वाजपेयी : गोली चल रही थी सी०आर०पी०एफ० और सो-काल्ड लिबरेशन आर्मी के बीच। नागरिक कैसे मर गए ?

अध्यक्ष महोदय : वालीबाल मैच हो रहा था। लोग उसको देख रहे थे।

श्री अटल बिहारी वाजपेयी : इस बारे में लोगों को एक्सप्लेनेशन चाहिए।

अध्यक्ष महोदय : वह सारा एक्सप्लेनेशन दे देंगे। अभी उन्होंने स्टेटमेंट दिया है।

श्री राम विलास पासवान : इस पर डिसकशन होना चाहिए। (व्यवधान)

अध्यक्ष महोदय : इसके लिए नोटिस दीजिए।

श्री राजेश कुमार सिंह : कल दिल्ली में एक कांस्टेबल मार दिया गया। गृहमंत्री ने उसके बारे में कुछ भी नहीं कहा। (व्यवधान)

SHRI A.R. MALLU : Protection of linguistic minorities is the subject of the Central Government.....(*Interruptions*).

अध्यक्ष महोदय : श्री तिवारी ने इस बारे में कह दिया है। He has already stated.

PROF. K.K. TEWARY : What have you done about it ?

MR. SPEAKER : I cannot do anything about it.

(*Interruptions*)

PROF. K.K. TEWARY : We want justice from the chair.

MR. SPEAKER : What have I to do ?

PROF. K.K. TEWARY : You have to admit it or reject it. Tell me what you have done.

MR. SPEAKER : I have not done anything regarding that. It is under my consideration. That is all.

PROF. K.K. TEWARY : When will you consider it ?

MR. SPEAKER : I do not know.

श्री राजेश कुमार सिंह : अध्यक्ष महोदय, मेरा आग्रह है··· (**व्यवधान**)···दिल्ली में कल एक पुलिस मैन मारा गया··· (**व्यवधान**)···

अध्यक्ष महोदय : क्या बात करते हैं ? फिजूल की बात करते हैं ? पुलिस इसीलिए है, डाकू होते हैं तो उनका पीछा करती है । पीछा करना पुलिस का काम है । This can happen. What is this ?

दो दिन पहले डिस्कस किया है ।

एक माननीय सदस्य : दिल्ली के अन्दर··· (**व्यवधान**)···

अध्यक्ष महोदय : तो क्या हुआ ? जहां 70 करोड़ आदमी हों, वहां ऐसी घटना तो घट सकती है ।

(**व्यवधान**)

अध्यक्ष महोदय : देखिए, मेरी बात सुनिए । पुलिस का काम है पीछा करना और उसमें आदमी जख्मी भी हो सकता है । I know the implications. I know the value of life.

श्री अटल बिहारी वाजपेयी : आप एलाऊ करें या न करें मगर यह मत कहिए कि देश में 68 करोड़ लोग हैं, एक मारा गया तो क्या हुआ ?

MR. SPEAKER : This is not what I said. Do not put words into my mouth. Mr. Vajpayee, do not put words into my mouth. I have not said that.

(*Interruptions*)

श्री अटल बिहारी वाजपेयी : आपने यह कहा कि इतने करोड़ लोग हैं··· (**व्यवधान**)

अध्यक्ष महोदय : मैंने कहा कि कोई घटना घट सकती है । 70 करोड़ में ऐसी घटना घट सकती है और पुलिस इसीलिए है कि उनका पीछा करे । पीछा करने में गड़बड़ भी हो सकती है । जान इसीलिए दी जाती है कि हम बाध्य हैं सेवा करने के लिए और हमारी ड्यूटी है यह । उस ड्यूटी में यह भी हो सकता है ।

श्री अटल बिहारी वाजपेयी : उस जान की हमें चिन्ता है इसीलिए हम इस मामले को उठा रहे हैं ।

MR. SPEAKER : I know.

श्री अटल बिहारी वाजपेयी : आप ऐसा क्यों समझते हैं कि पुलिस वालों की हमें चिन्ता नहीं है ?

अध्यक्ष महोदय : नहीं, मैंने यह नहीं कहा है । मैंने परस्यू किया है । अभी दो तीन दिन हुए मैंने इस पर डिस्कशन करवाया है, परसों करवाया है । अब मैं रोज थोड़े ही इस पर करवा सकता हूं । How can you do it daily ?

(**व्यवधान**)

अध्यक्ष महोदय : आप छोड़ दीजिए । सारा काम यही करते रहिए । मैं दूसरा सारा काम बन्द कर देता हूं । आप ला ऐंड आर्डर पर करवाइए ।

SHRI RATANSINH RAJDA (Bombay South) : Sir, I have been standing here for quite some time. I had raised a breach of privilege issue. You said you are taking action.

MR. SPEAKER : I have already taken action. I think I will report back.

SHRI RATANSINH RAJDA : To the House ?

I was prevented from coming to the Parliament House by a police officer... (*Interruptions*). This is a very serious matter.

अध्यक्ष महोदय : पहले मैं पता तो करूं कि क्या हुआ ? फिर मैं उनको एलाऊ करूंगा अगर ठीक होगा तो । मैंने कल रिमाइंडर भी दे दिया । मुझे आपका बड़ा ख्याल है । आप ऐसा क्यों सोचते हैं ?

SHRI NGANGOM MOHENDRA (Inner Manipur) : Sir, I want a clarification.....

MR. SPEAKER : Why are you standing here ? Why don't you go back to your seat and talk ? I will listen to you.

SHRI INDRAJIT GUPTA : Sir, he is a member from Manipur. If he speaks from his back seat, you will never be able to listen to him.

MR. SPEAKER : I will listen to him.

SHRI INDRAJIT GUPTA : So many members are coming here and speaking. You never objected to it.

MR. SPEAKER : Mr. Gupta, I always object to it.

SHRI INDRAJIT GUPTA : You never object to it. If he speaks from his seat, you will never be able to hear him.

MR. SPEAKER : I always hear him.

SHRI INDRAJIT GUPTA : He does not take the time of the House.

SHRI NGANGOM MOHENDRA : I was shouting from my seat.

MR. SPEAKER : Don't shout. Let me know what you want. I am not able to hear because everybody shouts. If everyone is silent and talks one by one, I can hear them.

SHRI NGANGOM MOHENDRA : Now the Home Minister has made a statement. In his statement he has said that it is more or less a partial statement.

MR. SPEAKER : A full statement will come before you.

SHRI NGANGOM MOHENDRA : Please listen to me. Am I to understand from this statement that another statement is going to be made ? If so, when will it be made ?

MR. SPEAKER : It will be made. We will be meeting on Monday. By that time he will get the information. It cannot be before that.

12.10 hrs.

PAPERS LAID ON THE TABLE

Notification under Indian Railways Act and Report re : intake SC/ST against vacancies reserved for them on the Railways

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : I beg to lay on the Table—

(1) A copy each of the following Notifications (Hindi and English versions) issued under section 47 of the Indian Railways Act 1980 :—

(i) The Railways Red Traffic (Amendment) Ruled, 1984, published in Notification No. G.S.R. 257 in Gazette of India dated the 3rd March, 1984.

(ii) The Railways (Warehousing and Wharfage) (Second Amendment) Rules, 1983, published in Notification No. S.O. 69 (E) in Gazette of India dated the 3rd February, 1984. [Placed in Library. *See* No LT-7908/84.]

(2) A copy of the Report (Hindi and English versions) on the progress made in the intake of Scheduled Castes and Scheduled Tribes against vacancies reserved for them in recruitment and promotion categories on the Railways for the half year ending 31st March, 1982. [Placed in Library. *See* No. LT 7909/84.]

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : I beg to lay on the Table—

(1) A copy of the Shipping Development Fund Committee (Employees' Contributory Provident Fund) Amendment Rules, 1983 (Hindi and English versions) published in Notification No. G.S.R. 59 in Gazette of India dated the 21 January, 1984, under sub-section (3) of section 458 of the Merchant Shipping Act, 1958. [Placed in Library. *See* No. LT-7910/84.]

(2) A copy each of the following papers (Hindi and English versions) under sub-section(1) of section 619A of the Companies Act, 1956 :—

(i) Review by the Government on the working of the Shipping Corporation of India Limited, Bombay, for the year 1982-83.

(ii) Annual Report of the Shipping Corporation of India Limited, Bombay, for the year 1982-83 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. *See* No. LT-7911/84.]

Annual Report of and Review on working of Raja Ram Mohun Roy Library Foundation, Calcutta for 1982-83, Annual Accounts of the Bal Bhawan Society (India), New Delhi for 1982-83, and Annual Report of and Review on School of Planning and Architecture, New Delhi for 1982-83, etc.

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of Raja Ram Mohun Roy Library Foundation, Calcutta, for the year 1982-83 along with Accounts and the Audit Report thereon under rule 41 (d) and 42 of the Memorandum of Association and Rules of Raja Ram Mohun Roy Library Foundation.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Raja Ram Mohun Roy Library Foundation, Calcutta, for the year 1982-83.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. *See* No. LT-7912/84.]

(3) A copy of the Annual Accounts (Hindi and English versions) of the Bal Bhavan Society (India), New Delhi, for the year 1982-83 and the Audit Report thereon.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above. [Placed in Library. *See* No. LT-7913/84.]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the School of Planning and Architecture, New Delhi, for the year 1982-83 along with Accounts and the Audit Report thereon.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the School of Planning and Architecture, New Delhi for the year 1982-83.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above. [Placed in Library. *See* No. LT-7914/84.]

Annual Report of and Review on Central Council of Indian Medicine, New Delhi for 1982-83.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOSHINA KIDWAI) : I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Council of Indian Medicine, New Delhi, for the year 1982-83 along with Accounts and the Audit Report thereon.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Council of Indian Medicine, New Delhi, for the year 1982-83.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. *See* No. LT-7915/84.]

Annual Report of and Review on Tobacco Board, Guntur for 1982-83.

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND IN THE DEPARTMENT OF SUPPLY (SHRI NIHAR RANJAN LASKAR) : I beg to lay on the Table—

(1) A copy of the Annual Report (Hindi and English versions) of the Tobacco Board, Guntur, for the year 1982-83 alongwith Audited Accounts, under sub-section (3) of section 22 read with sub-section (4) of section 19 of the Tobacco Board Act, 1975.

(2) A copy of the Review (Hindi and English versions) by the Government on the working of the Tobacco Board, Guntur, for the year 1982-83. [Placed in Library. *See* No. LT-7916/84.]

Annual Accounts etc. of the Central Tibetan Schools Administration, New Delhi for 1982-83.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : I beg to lay on the Table—

(1) A copy of the Annual Accounts (Hindi and English versions) of the Central Tibetan Schools Administration, New Delhi, for the year 1982-83 and the Audit Report thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. *See* No. LT-7917/84.]

12.13 hrs.

COMMITTEE ON PAPERS LAID ON THE TABLE

(i) Sixteenth Report

SHRIMATI KRISHNA SAHI (Begusarai) : Sir, I beg to present the Sixteenth Report (Hindi and English versions) of the Committee on papers laid on the Table.

(ii) Minutes of Sittings

SHRIMATI KRISHNA SAHI : Sir, I beg also to lay on the Table Minutes (Hindi and English versions) of the sittings of the Committee on Papers laid on the Table relating to their Sixteenth Report.

SHRIMATI SUSEELA GOPALAN (Alleppey) : Sir, what about the statement by the Minister of Shipping and Transport ?

MR. SPEAKER : He will make a statement after the Calling Attention.

SHRI INDRAJIT GUPTA (Basirhat) : Let him finish with the Statement, Sir.

MR. SPEAKER : We have listed it after the Calling Attention. All right, if the House so desires, he may make the Statement.

12.15 hrs.

STATEMENT RE-THREAT OF INDEFINITE STRIKE IN MAJOR PORTS FROM MIDNIGHT OF MARCH 15-16, 1984

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : The Settlement between the Government of India in the Ministry of Shipping and Transport and the four major federations of port and dock workers, namely, All India Port and Dock Workers' Federation, Indian National Port and Dock Workers' Federation, Port, Dock and Waterfront Workers' Federation of India and Water Transport Workers' Federation of India on the issues of wage revision and the liberalisation of terms and conditions of employment of port and dock workers at the Major Ports, signed on 4.1.1981, was effective for a period of four years from 1.1.1980 to 31.12.1983. To evolve a new settlement to be effective from 1.1.1984, it was decided that a bipartite Wage Negotiating Team comprising representatives of the major Port Trusts, Dock Labour Boards and the Federation of Associations of Stevedores and the above mentioned four federations should enter into negotiations.

Accordingly bipartite negotiations were held since August, 1983. The four federations presented a joint charter of demands. The financial implications of the main demands contained in the charter were estimated at Rs. 163 crores per annum. It was reported to Government that the federations' demands were not realistic and that they had also not given any firm indication of their expectations. As the discussions were not fruitful, the matter was reported to the Government in the middle of November, 1983.

During the discussions held at the level of Secretary, Ministry of Shipping and Transport, the federations indicated certain demands as their minimum. The financial implications of these demands worked out to approximately Rs. 78 crores per annum.

I held discussions with the representatives of the labour federations. I appealed to them to keep the overall interest of the national economy in view and help in arriving at a reasonable settlement. After an indepth examination of all aspects of the issues involved, I offered an overall settlement at an estimated annual cost of Rs. 32 crores. This represented a 15% increase over the estimated annual wage bill of Rs. 216.31 crores for the year 1983. During the discussions held on 23rd February, 1984 the labour representatives rejected the offer and pressed for the acceptance of their demands.

On 29.2.1984, the unions affiliated to above federations and certain other unions served notices of strike on the port managements intimating their intention to go on an indefinite strike in all the 10 major ports of Bombay, Calcutta, Madras, Visakhapatnam, Cochin, Mormugao, Kandla, Paradip, Tuticorin and New Mangalore from the mid-night of 15th/16th March, 84.

Despite the strike notice, in keeping with Government's firm belief in negotiated settlements of workers' demands, I again held discussions with them on 12th & 13th March, 1984. During the discussions, the labour representatives agreed to marginally reduce their demands by dropping two items, still leaving a balance financial implication of about Rs. 69 crores. I pointed out to them that this represented an increase of as much as about 32% over the existing wage bill of Rs. 216.31 crores and such an order of increase in any wage settlement of this nature, was not reasonable or realistic. I, therefore, again appealed to them to make their demands more realistic so as to enable a settlement being arrived at. But the labour representatives reiterated their stand and intimated thair intention to proceed with the threatened strike.

My colleague Shri Veerendra Patil, Minister for Labour and Rehabilitation also held two meetings on 14th March, 1984 with the representatives of the four federations. He made a fervent appeal to them to postpone the strike at least for a week so that he could get

sufficient time to find a way out. He also made it clear that the strike was neither in the interest of the workers nor of the port authorities and definitely not in the public interest. Unfortunately, the representatives of the federations did not accede to the Labour Minister's request either.

I again reiterate the Government's sincere desire for arriving at a reasonable settlement of the port and dock workers' demands relating to their wage revision etc. and sincerely hope that they would yet desist from going on strike which will affect the national economy adversely.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South) : Sir, we want a discussion on this.

(Interruptions)

SHRIMATI SUSEELA GOPALAN (Alleppey) : We demand a discussion on this.

SHRI RATANSINH RAJDA (Bombay South) : Sir, it is a very serious matter. Can we have a discussion on this ?

MR. SPEAKER : Give it in writing. You have to give it in writing. We will see later on.

SHRI RATANSINH RAJDA : Sir, it is a very serious matter. We want discussion on this.

SHRI SATYASADHAN CHAKRABORTY : Sir, it is such an issue involving lakhs of workers. So, let there be discussion on this. He has given the Government's version.

MR. SPEAKER : I do not know. Why do you do all this ? You have to give a notice first.

(Interruptions)

SHRI SATYASADHAN CHAKRABORTY : Once you agree, it can be done.

AN HON. MEMBER : You should first agree.

MR. SPEAKER : I never agree about anything. I will discuss, I will consider everything and then allow discussion. There is no question of a pre-agreement.

SHRI RATANSINH RAJDA : Sir, the work at the port of Bombay is being paralysed and our economy is affected. So, I request you to allow the discussion on this because it is a very important topic.

MR. SPEAKER : It might be, it is. I will see. Now, Shrimati Geeta Mukherjee.

12.23 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Reported sufferings of the parents of dowry victim and apathy of police to investigating dowry deaths

SHRIMATI GEETA MUKHERJEE (Panskura) : I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon :-

> "Reported sufferings of the parents of dowry victims, apathy of police in investigation of dowry deaths and the action taken by the Government in the matter."

SHRI RATANSINH RAJDA (Bombay South) : Sir, it is all ladies' affair today.

MR. SPEAKER : I think it is lady versus lady.

SHRI RATANSINH RAJDA : Sir, is it an accident ?

MR. SPEAKER : No, it is a pre-planned accident.

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH) : When it is pre-planned, then it cannot be an accident.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRIMATI RAM DULARI SINHA) : Sir,

Government are greatly concerned about the incidence of dowry deaths and share the strong feelings of the Hon'able Members of this August House in this regard. It is the Government's endeavour to create conditions which deter the commission of such offences and swiftly bring to book the guilty.

Action has been initiated to plug certain loopholes in the existing Legislation on dowry in order to make it effective and stringent. The Dowry Prohibition Act, 1961, as it exists, has not proved effective. The Joint Committee of both the Houses of Parliament has suggested certain amendments to this Act in its report presented to Parliament and the same is under consideration of the Government. The Criminal Law (Second Amendment) Act, 1983 has been enacted to deal effectively not only with cases of dowry deaths but also cases of cruelty to married women which has often a nexus with dowry.

12.24 hrs.

[MR. DEPUTY-SPEAKER *in the chair*]

Comprehensive instructions have been issued to all States and Union Territories that thorough investigation should be conducted in all cases of attempted suicide or deaths in suspicious circumstances of young married women during the first ten years of their marriage. Such cases should be investigated by an officer not below the rank of Deputy Superintendent of Police and the post-mortem should be done by a team of two doctors. Disposal of the dead-body without post-mortem should not be permitted except with a no objection certificates by the Police and the Police should not give such certificates unless the dead body has been seen by the parents or guardians or other close relatives on the bride's side of the family. The implementation of these instructions is being monitored.

The State Governments have been requested to constitute District Advisory Committees with a fair representation of women to assist in the investigation of cases of crime against women.

An Anti-Dowry Cell under the supervision of a lady Deputy Commissioner of Police has been set up in Delhi Police to deal with incidence of dowry deaths.

Dowry is essentially a social evil. Apart from combating it using legal measures it is necessary to build up a social awareness against its pernicious incidence. The State Governments and the Central Social Welfare Board and the State Social Welfare Boards have been requested to launch anti-dowry campaigns to bring about attitudinal changes in the public mind against this evil. Sustained campaign against the dowry evil is also carried out through All India Radio and Television. I make a fervent appeal to all voluntary organisations and in particular women's organisations to mobilise public opinion and enlist the cooperations of the people in the efforts of Government to eradicate this social evil.

SHRIMATI GEETA MUKHERJEE : I am always happy to see hon. Minister Shrimati Ramdulari Sinha here but I wish today Shri Venkatasubbaiah should have been present here because he was dealing with these things. I quite understand the statement as it is made by Shrimati Ramdulari Sinha here. She has not made any claim whatsoever in dealing efficiently with the Police investigation. Probably, she could not do so, being a woman. But why I said hon. Minister Shri Venkatasubbaiah should have been here and it would have been better because only yesterday, in reply to... :

MR. DEPUTY-SPEAKER : The statement is made on behalf of the Government.

SHRIMATI GEETA MUKHERJEE : Even then there is difference in person and person.

There were two questions on dowry deaths. One question was put by Shri B.V. Desai and Shri Mohon Lal Patel. They put a suggestive question claiming that :

> "Whether it is a fact that the Anti-dowry Cell of Delhi Police set up in January last has succeeded in bringing about an 11 per cent decline in the rate of crimes against women ;
>
> (b) if so, whether there has been 33 per cent drop in dowry deaths during 1983;"

Hon. Shri P. Venkatasubbaiah has answered this question. The answer says :

> "Compared to 619 women burning cases reported to the Delhi police during the period 1.4.1982 to 31.3.1983, during the first 8 months i.e. from 1.4.1983 to 30.11.1983 of the current financial year, 371 women burning cases have been reported. This shows a declining trend. The Anti-dowry Cell of Delhi Police primarily investigates cases of dowry death and cases of dowry harassment."

Thank God, he did not say that 11% drop is due to the functioning of Dowry Death Cell.

The story is not ending here. There is another question. Probably there was not much co-ordination. That again is in the name of Shri P. Venkatasubbaiah. It was on the same day. This in un-starred Q. 3001. There a table is given about dowry death incidents, etc. in the whole country. In that a different picture has come. In this answer it is said that the available information regarding dowry death cases committed during the years 1981, 1982 and 1983 is given in the appendix. Figures in respect of different States have been quoted. I will quote Delhi just for the sake of comparison. It says—

In respect of Delhi, it was 31 in 1981; 40 in 1982; and 42 in 1983. What head and tail can we make out of these figures ? Can you tell me ? These figures were put yesterday, here. What shall we believe ? That is why, we believe in our own experience as to what is happening.

I am glad that Shrimati Ram Dulariji has in her statement not claimed any big success in this. Had she claimed, that would have been adding insult to injury. Sir, we have said about the sufferings of the parents. Now, in front of the Prime Minister's house, in February, 5 women went on hunger strike and here are my hon. colleagues who will tell you all about that. I will not go into the details. But I will ask one question. Now, I personally know one of the cases that have been handled. Out of 5, 4 cases were from U.P. One was from Delhi. That is the case of Rani Kumar's death. His father gave up a detailed memorandum which I had given to Shri Venkatasubbiah Ji before the last Bill was passed on the last day of the last Session. In that, I requested him for a CBI enquiry. Nothing happened till February. Two months had passed. Now, after that, in the hunger strike, this lady also joined. After that, on the 7th of March, in reply to one of my questions, I have been informed about the hunger strike and the things happened in that connection. The answer is again given by Shri Venkatasubbaiah who is personally, I believe, sympathetic to it. But even then, this is the situation. The answer is : "In case of Rani Kumar, a CBI enquiry has been ordered". In respect of other cases, what happened ? It has not been mentioned. They were from U.P. U.P. is one of the States where the incidence of dowry deaths and harassments is the highest, others being Haryana and Punjab. I do not want to go into details. I am sure my hon. friend Shrimati Gurbrinder Kaur will tell you all kinds of troubles, dowry deaths and other harassments which are increasing in Haryana and Punjab. Unfortunately, the cases have not come down.

Now, regarding Rani Kumar's case, last night I telephoned to her father and

asked about the starting of the CBI enquiry. He said, "No, not at all." Nobody has ever told him about this. The death occurred about 5 months back. With our intervention here, with the Bill being passed here and with the hunger strike in front of the Prime Minister's house, the reply came on the 7th March that the CBI enquiry had been ordered. It is such an enquiry, CBI enquiry, as nobody has every cared to go to the father. This is the type of even CBI enquiry that is going on. That is our charge. I am sorry to say that Shrimati Ram Dulari in her anxiety—after all, it is natural—to protect the Government has not gone into the performance of the Cell.

Now, I have particularly taken into consideration the appeal made by Shrimati Ram Dulari to the women's organisations. That is why, from yesterday night, I decided to have a random survey of women's organisations. My friend Pramila Ji is here and they are also contacting the women's organisations. Now, I belong to the National Federation of Indian Women. I telephoned the Secretary of the National Federation of Indian Women and asked : "My dear, what is your opinion about the Anti-Dowry Cell's functioning ?" She said: "Last year, we sent 4 cases; two were sent back to the husbands' places. Trouble has not yet been sorted out. Third was given to some lawyer who never did anything and the case has come back to us. Regarding the 4th case, we got so disgusted and the family was so disgusted, we did not go." Shrimati Vimla Farooqi is the General Secretary and I am also connected with that organisation. These are the facts of the cases.

Then, I contacted Shrimati Subhadra Butalia of Karmika. Nobody can say she has any political affiliations. She is absolutely free from all political affiliations. I asked her, "What is your impression about the functioning of the Dowry Cell ?" She is very active on the question of dowry deaths, as much as we are. Her first comment was, "When we telephone, generally, what happens is that there is no response. At some other times, it is engaged and at some other times, we are told this is not the right floor; you telephone to the other floor." This was her first reaction as to what happens when we try to contact the Dowry Cell for investigation of a certain case about which the Government is more and more saying that they have set up this particular cell. It is true that it has been set up. But this is our experience about the cell.

Then, I asked Mrs. Butalia to tell me something more concretely about the cell. She told me that about 20 days back, she went to Mr. Bawa in connection with certain cases and he told her that the Home Ministry had not yet sanctioned the cell. She was quite surprised; At that time, the Police Commissioner was also there. The Police Commissioner told her that it was a secondary matter. On being asked, whether the Home Ministry has sanctioned the cell or not, he did not say no, but he said that it was a secondary matter. I do not know what it is. But I can definitely say that all women's organisations are absolutely dissatisfied with the functioning of the so-called special cell or with the investigation of cases by the police.

Even after taking up the cases on the floor of the House, we have not succeeded in any case. All of us have taken up various cases and fought as much as we could with anguish and brought the cases before the House. Even then, I am sorry to say that we have not succeeded in any case, in bringing the guilty to book. It is a pity. It is not a question that only the parents of the victims are worried. Of course, they are worried. But these girls are as much our daughters and sisters as theirs. All of us are worried. But I can tell you that in not even a single case, we could really get up to the finishing point and registering the case. For example, there is the case of Usha Arora. I need not

go into the whole gamut of case. I would just remind you at least about one case of Usha Arora. After four hours of demonstration by various women's organisations and giving all the details of the case, the man was arrested. But after five days, he was let off. Up till now, despite all our protests, that case has not been registered even. Those people have been let off. Usha Arora's case is not the only one. There are many other such cases. We have not succeeded in any case.

The hon. Minister, Shrimati Ram Dulari Sinha, has devoted a big part of her statement about a new law which has been passed. That has, of course, got the absent of the President, quite quickly. But to our uttar amazement, we see that the special court which has been set up in Delhi to deal with dowry death cases dealt with six cases but can you, Sir, surmise what happened. . .

MR. DEPUTY-SPEAKER : You ask the Government, of course, through me.

SHRIMATI GEETA MUKHERJEE : I am just asking you : Can you surmise what happened about those six cases which were dealt with by the special court ? They were all acquitted honourably. This is special Court dealing with dowry questions. It deals with all such cases only.

SHRI CHITTA BASU (Barasat) : You wanted a Special Court.

SHRIMATI GEETA MUKHERJEE : There is nothing wrong in wanting a Special Court. You have to make up the cases during investigation and also review cases why they have been acquitted. I understand one of the cases there may be something because it says that the girl's mother later on was threatened and other daughter as well was given in marriage. But other cases are not at all like this. How did it come about that 12 to 6 cases are acquitted ? This is the state of affairs not only in Delhi. Since we are in the same country, naturally other parts are affected, particularly North India is affected, Uttar Pradesh, Haryana, Punjab and Delhi. Even we ourselves in other parts of the country are no less affected by these things. This is not a torrential affair. I would like to know.....

MR. DEPUTY-SPEAKER : Have you got cases in West Bengal like this ?

SHRIMATI GEETA MUKHERJEE : Yes, Sir. Seven cases. Bad enough, for West Bengal, I say, Bad enough.

MR. DEPUTY-SPEAKER : Yours is a progressive State.

SHRIMATI GEETA MUKHERJEE : We are inside the country. We are part of the country. Is it not ?

MR. DEPUTY-SPEAKER : Do these things take place there also ? Yours is a progressive State.

SHRIMATI GEETA MUKHERJEE : It was one. It was two. But, may be, more people are also registering. In other States, there may be 600 or 500 or 300 or 100 cases. But in our State, there may be only seven cases. Would you agree that it shows some difference ? But still, I am not proud of that. I am sorry.

But, in any case, I would like to know from the Hon. Minister about this matter which my friends Shrimati Pramila Dandavate and Shrimati Suseela Gopalan will be dealing with in regard to women's organisations which conducted a survey on those appeal cases. Of the 109 cases that they surveyed, it seems that in 90 cases, there was no mention of the family background. It was never asked by the parents. What happened in those cases ? It was never asked. Post-mortem reports are also not attached. It is time that the investigations start.

I would like to know whether there will be a review of the investigations that had actually taken place over these three years because, if you go back farther and farther, it will not work.

I would like to know whether there will be a review of the investigations conducted by the police in various States

in these cases within at least the last three years which is now being mentioned all the time.

Everybody knows what happened. Lot of corruption, lot of camouflage and threats to life are involved.

We would like to have a thorough investigation of at least some of the cases, if not all, to begin with, by the Governmental machinery along with the representatives of social and women's organisation who had dealt with the cases already and who have gained enough bitter experience of these cases.

It would like to know about this Delhi Cell about whose efficiency I have already told you. In Delhi also, it is no good having only one Cell. We must see whether it can be split up into Zonal Cells so that people can have easy access to those Cells and they can contact them by telephone even. Those Cells must be associated with representatives of social organisations, women's organisations and, if necessary, with persons of integrity who can be such in whom the people repose their trust and confidence but not selected by an Advisory Committee as is done often as a matter of routine.

I would like to know whether there will be a review of the acquittals that have been going on. What are the reasons for the acquittal ? Unless the acquittals are reviewed, the reality of the matters will never be known and we will not be knowing where the loophole in the law lies, and whether these laws were applied to those cases and whether any new have come up.

I would like to know whether at least the recent acquittals by the Special Court would be reviewed, internally to understand...

MR. DEPUTY-SPEAKER : The Government can always go in appeal. You don't ask for it.

SHRIMATI GEETA MUKHERJEE : Of course, they can. They should. At the same time.....

MR. DEPUTY-SPEAKER : Instead of reviewing it, they can go in appeal.

SHRIMATI GEETA MUKHERJEE : I do feel and they must. With that Sudha Goel case, we had such trouble in appeal. After all, we have succeeded. In any case, they must go in appeal. They must go on appeal. That apart, there should be a review also as to how and why those things happened. There may be a further necessity to amend the law. I am not going in detail now.

Fourthly, in my opinion, the most important one is public campaign. I am not satisfied with what is happening ; let me tell you seriously. This is a very serious national affair but somehow or other I feel we are lacking in that urgency of making it a very serious national affair. There, I think, some kind of attitude must be developed. There must be a special meeting to discuss this question in Parliament and outside Parliament as well with the leaders of all political parties and with the others also who are in the social field...

AN HON. MEMBER : Elections are coming.

MR. DEPUTY-SPEAKER : All the political parties should work unitedly on this.

SHRIMATI GEETA MUKHERJEE : I ask them : will they refuse to give nominations to those who have no clear record of not taking dowry, for example ? There are various other things also. From down below unless there is a real, united campaign on this question, nothing really can be done ; I am sure about it. Would the Government take an initiative seriously in having such a campaign ? I must say, to our anguish, up till now, whatever might have been said or claimed to have been done, nothing really has been done in this direction. I request them in the

name of all those who have been murdered, in the name of all those parents who have suffered, to do something ; this is a national issue which can brook no dela. This is not just a matter of calling attention ; it is a matter of having to stand in attention on this question for the nation as a whole, and that is lacking.

MR. DEPUTY-SPEAKER : Do not get emotional. I think, last time you congratulated the Government on having brought two Bills on this.

SHRIMATI GEETA MUKHERJEE : There also, the initiative was from our side.

(*Interruptions*)

THE MINISTER OF HOME AFFAIRS (SHRI P.C. SETHI) : We all share the concern which the hon. lady Member, Shrimati Geeta Mukherjee, has expressed. She has said that this has become a ladies' affair. This is not so. Only because Shrimati Ram Dulari Sinha has been allotted this subject, she has replied. But that does not mean that this is a ladies' subject. Had it been so, only lady Members would have been present, but there are so many gentlemen sitting...

DR. KARAN SINGH (Udhampur) : We are equally concerned.

SHRI P.C. SETHI : Everybody is equally concerned.

PROF. MADHU DANDAVATE (Rajapur) : Only those who have not taken dowry are present.

SHRI P.C. SETHI : As far as Rani Kumari's case is concerned, I would like to inform the hon. Member—perhaps it was long ago that she might have enquired—that Rani Kumari's case has been handed over by the Police to the CBI in the month of February. They have been handed over all the papers and they are going into it. As far as the review of the investigations...

SHRIMATI GEETA MUKHERJEE : Up till now the parents have not been approached by any CBI person. This is my specific complaint.

SHRI P.C. SETHI : As far as the review of the investigations is concerned, as I have said before, we are having an idea in the Ministry of Home Affairs to have a separate machinery for investigation and for the police department. However, review of at least one year can be taken as far as investigations are concerned. Now it is not possible for us to take the review of all the court judgments because the courts are independent and the Home Ministry cannot sit in judgment on them. In certain cases, certainly, when we had been approached and on our own when we thought that it was a fit case for appeal in the higher court, we have done so ; and Shrimati Pramila Dandavate would confirm it that in one case when she had approached me, we asked the Lt. Governor to go in appeal to the Supreme Court also. Therefore, this is being done. We are all concerned. Therefore, I would request the hon. Lady Member that we are prepared to associate ourselves with all the organisations which are dealing with this matter. Soms meetings have taken place between the organisations and the Police officials and there have been more contacts. If more meetings are necessary we will arrange them.

श्रीमती गुरबिन्दर कौर बरार (फरीदकोट) : मैं आपकी बहुत आभारी हूं कि आपने मुझे थोड़ी देर के लिए बोलने का मौका दिया है। श्रीमती गीता मुखर्जी ने बहुत से केसिस का हवाला दिया है। मैं उनमें नहीं जाऊंगी। श्रीमती राम दुलारी सिन्हा ने कहा तीसरे प्वाइंट के जवाब में जब एक सवाल उन से अनस्टार्ड नम्बर 331 किया गया था। पांचवां प्वाइंट भी उसमें आ जाता है। यह सवाल 21 जुलाई 1980 को किया गया था जिसके जवाब में उन्होंने कहा था :

> "Serious notice should be taken by the Police of all cases of attempted suicide or death in suspicious circumstances of young married women

during the first five years of their marriage."

इसके बाद पांच के बजाय दस साल कर दिया गया। इस वास्ते यह सही बात नहीं है कि सरकार का इस समस्या के साथ कोई लगाव नहीं है। सरकार सरकुलर समय-समय पर जारी करती आ रही है। पांचवां जो प्वाइंट है उसको रिपीट करने की जरूरत नहीं है। 17 नवम्बर, 1983 को एक सवाल किया गया था जिसका जवाब इस तरह से दिया गया था:

"The urgency of taking prompt action in such cases should be duly emphasized and a serious view should be taken of any violation of duty on the part of any officer in this regard."

होम मिनिस्टर की तरफ से सभी स्टेट्स और यूनियन टैरिटरीज को सरकुलर भेज दिया गया था। सरकार जितना भी करे जब तक पब्लिक साथ न दे कोई बात बन नहीं सकती है।

दो एक कैसिस का जिक्र मैं पहले कर देना चाहती हूं। तीस के करीब विमेंज आर्गेनाइजेशन दिल्ली में इस काम में लगी हुई हैं। कुछ के नाम लिए गए हैं, जैसे सहेली, कार्मिका आदि। हमें एक उम्मीद बंधी थी जब सैशंज कोर्ट दिल्ली ने एक जजमेंट दिया था सुधा मर्डर केस में जो 1 दिसम्बर, 1980 का है। उसमें उसने सजाए मौत मदर-इन-ला, ब्रदर-इन-ला और हसबैंड को दी थी। दूसरे केस में लाइफ इम्प्रिजनमेंट दी गई थी सिस्टर इन-ला और हसबैंड को। मैं जजमेंट में से कोट करती हूं:

"The Judge in the Sudha murder case has severely condemned the Police who out of concern for their own image rather than anything else may now have to take a more serious note of women dying in unnatural circumstances."

एवीडेंस के ऊपर उन्होंने कहा कि नेबरहुड में जो लोग हैं उनको आगे आना चाहिए और गवाही देनी चाहिए। मुश्किल की बात यह है कि कोर्ट में अगर लोग गवाही नहीं देंगे तो उनके लिए भी मुश्किल हो जाता है जजमेंट देना।

"The sessions court verdicts are by far the most effecive blows struck in favour of young wives in their battle to stay alive without having to pay social ransoms to greedy in-laws."

मनु जी के समय से ही इसको बुरा मानते आ रहे हैं। वेद-व्यास ने भी महाभारत में कहा है कि डावरी सिस्टम बड़ी खराब चीज है। पुलिस के नोटिस में जो केसेज आते हैं, उनका इन्वेस्टिगेशन ठीक तरह से होना चाहिए। अगर, एफ० आइ० आर० भी ठीक तरह से दर्ज नहीं होगी तो जजमेंट भी ठीक नहीं हो सकता। मैं बताना चाहती हूं कि किस किस्म की औरतों को मुसीबतें सहनी पड़ रही हैं। कालेज लेक्चरार श्रीमती शकुन्तला अरोड़ा जलने से मरी, दो दिन बाद श्रीमती गीता मलिक, फैमिली मैम्बर्स के पहुंचने से पहले ही लाश जला दी गई और तीन दिन बाद 11 जून को पहाड़गंज की श्रीमती नीलम खन्ना इसी तरह से मारी गई। इस तरह के हालात को देखते हुए औरतों और पार्लियामेंट में हंगामा हुआ। सरकार तो 1980 से एक्शन ले रही थी लेकिन उसमें और बढ़ोत्तरी की गई। डावरी डैथ्स का एक्ट भी रखा गया। जो 1961 का एक्ट था, उसमें सुधार करने का मौका मिला। वह अभी तक सिलेक्ट कमेटी के पास है। मंत्री जी से पूछना चाहती हूं कि वे इस संबंध में क्या कर रहे हैं और उसका क्या होगा? हमारा जो लीगल सिस्टम है, वह इम्पोटेन्ट है। इसकी वजह से जो जस्टिस मिलना चाहिए, वह नहीं मिल पा रहा है। अगस्त 1981 में एक अच्छे घर की शादीशुदा लड़की को इतना तंग किया गया कि 82 बर्न्स

के बाद उसे अस्पताल में दाखिल किया गया। उसने अपने स्टेटमेंट में कहा कि इसमें मेरी ससुराल वालों का हाथ है। कितनी हैरानी की बात है कि मोटर-साइकिल, कलर टी०वी और स्कूटर लेने के लिए औरत की जान ली जाती है। उसे इतना तंग किया जाता है कि आखिर में उसको सुसाइड करना पड़ता है या फिर उसे जला दिया जाता है। अभी आपने कहा कि 9 मई, 1961 को डावरी प्रोहिबिशन विल पास हुआ, प्रेजीडेंट ने एसेन्ट दी तो एक्ट बन गया। 13 फरवरी, 1976 को सरकार ने गवर्नमेंट सर्वेन्ट्स को खास हिदायत दी कि कोई दहेज न ले। 1979 में दिल्ली पुलिस का स्पेशल सैल सैट-अप हुआ, जिसका कार्य डावरी डैथ्स को इक्जामिन करना था। जगमोहन जी ने भी दिल्ली में डावरी डैथ्स के केसेज जांच करने के लिए बनाए। इससे 1983 का जो जजमेंट मैंने बताया, उसका रिजल्ट भी निकला। वालेन्टरी एजेंसीज लैक आफ एवीडेंस में काम करती हैं। अगर सामने आकर एवीडेंस दिया जाए तो मोहल्ला-वाइज कमेटी बननी चाहिए। उसके बगैर सरकार कितने भी कानून बनाए, हमारी मदद नहीं कर सकती। ब्यूरोक्रेटिक सिस्टम में जो लूप-होल्स हैं, उनको कैसे दूर करना है, इसको मैं मंत्री जी पर ही छोड़ देती हूं। सरकारी कानून यह है कि इनवैस्टीगेशन पुलिस करे। पुलिस अगर अपना पार्ट अदा करे तो काफी मदद मिल सकती है। लेकिन जैसे अभी कहा गया है कभी किसी के सुपुर्द कर देती है और कभी किसी दूसरे के, यह ठीक नहीं है। इसको आप ठीक करें तो काफी मदद पुलिस भी इन केसिस में कर सकती है। पुलिस को भी चाहिए कि अननेचुरल सरकमस्टांसिस में जो मौतें होती हैं उनका वह ठीक तरह से इनवैस्टीगेशन करे।

13 hrs.

1979 से 1983 के बीच जल कर मरने वाली औरतों की संख्या ज्यादा है। उन में पुलिस इनवैस्टीगेशन तसल्लीबक्श नहीं हुई है। दो तिहाई केसिस में यह कह दिया गया कि ये मौतें एक्सीडेंटल थीं। पोस्टमार्टम का रिजल्ट भी दिखाया नहीं जाता है। पता नहीं ऐसा क्यों किया जाता है। ऐसी मौतों के केसिस में अगर जल्दी से नतीजा निकल जाया करे तो बहुत से लोगों को सबक भी मिल सकता है।

110 केसिस 1979 से अंडर सेक्शन 306 आई० पी० सी० रजिस्टर हुए लेकिन उनमें से एक केस में भी कनविक्शन नहीं हुआ। 31 मई, 1983 तक तो यही स्थिति थी। एक विमेंज आर्गेनाइजेशन ने इस चीज को इनवैस्टीगेट करके बताया है। ये चीजें न्यूजपेपर एडीटोरियल्ज में आएं, इन पर फिल्में बनाई जाएं, टी० वी० प्रोग्राम किए जाए, एडवर्टिजमेंट की जाए, पापुलर कांशसनैस को स्टर किया जाए तो काफी मदद मिल सकती है बजाय इसके कि सरकार को ही कोसते हम रहें। अगर हम भी विक्टिम्ज का साथ अच्छी तरह से दें तो कुछ न कुछ नतीजे अच्छे निकल सकते हैं।

एक लेडी डी०सी० पुलिस के अंडर सैल बना है। एक सवाल के जवाब में कहा गया कि वह काफी नहीं है, वह अंडर स्टाफ्ड है। उनको दो इंस्पैक्टर, सात सब इंस्पैक्टर, एक असिस्टेंट सब इंस्पैक्टर, पांच हैड कांस्टेबल और बारह कांस्टेबल दिए गए थे। बाद में हमने जब सवाल किया तो आपने कहा कि यह संख्या और बढ़ाई गई है। मैं चाहती हूं कि बताया जाए कि कितनी बढ़ाई गई है ताकि यह ईफैक्टिवली काम कर सके।

मैं यह भी समझती हूं कि एक कोर्ट से काम नहीं चलेगा, जोनल कोर्ट्स बनाई जाए। स्टेटमेंट में बताया गया है :

"The State Governments have been requested to constitute District

Advisory Committees with a fair representation of women to assist in the investigation of cases of crime against women."

मैं जानना चाहती हूं कि क्या स्टेट्स की तरफ से कोई इत्तला आई है ? कौन-कौन सी स्टेट्स में ये एडवाइजरी कमेटियां बन चुकी हैं और कितनी विमेंज वालेंटरी आर्गेनाइजेशंज को इनके साथ एसोसिएट किया गया है ।

अपोजीशन पार्टीज की बहनों से भी प्रार्थना है कि इसको पार्टी वाइज न लिया जाए । वह एक नेशनल शेम की बात है । हम स्पेस एज में रह रहे हैं । इंटार्कटिका में जो एक्सेपीडशन गए हैं उनमें दो औरतें भी काम कर रही हैं । दूसरी तरफ हम देख रहे हैं कि कहीं स्कूटर के लिए, कहीं मोटर कार के लिए, कहीं कलर टी०वी० के लिए औरतों को मारा जा रहा है । ज्यों-ज्यों साइंस तरक्की करती जाती है, लोगों की मांगें भी बढ़ती जाती हैं । यह कितनी शर्म की बात है । स्पेस एज में यह हो रहा है यह कितनी बुरी बात है । इनवेस्टीगेशन में अगर पुलिस साथ दे और ईमानदारी के साथ इन केसिस को देखे और लोग गवाही दें तभा कोई नतीजा निकल सकता है ।

SHRI P.C. SETHI : I am thankful to the hon. Member that she has clarified some of the points and I would like to point out that we have sent letters from here. In 1980 the then Home Minister Giani Zail Singh ji wrote 2 letters one in March and another one in September to the State Governments/Union Territories to take all suitable measures in this regard. Many State Governments have done so. We don't have details as to how many State Governments have appointed the Committees. This Anti-Dowry Cell was established in January 1983 and not in 1979. We are looking into the requirements of the staff which they are wanting, and we would request the Finance Ministry to clear them. It is true that in some of these cases the Investigating Officers are not getting the cooperation of the concerned people. Therefore I agree with the hon. Member when she said that the nearby people and the women's organisations should help in the investigation of such matters. As I have pointed out in reply to Shrimati Geeta Mukherjee's question, we would certainly examine strengthening the investigation cell. As far as Delhi is concerned, during last year, in Sudha Goyal's case Government has gone in appeal to the Supreme Court, because the sessions court has acquitted three persons, husband, mother-in-law and another, instead of convicting them. Therefore we have gone on appeal. Therefore, as I have said, we are doing everything possible and we would certainly need the cooperation of all the voluntary organisations functioning not only in Delhi but elsewhere throughout the country ; and not only women's organisations, but the cooperation of all the hon. Members of Parliament and all parties who are prepared to held in this regard.

श्रीमती गुरविन्दर कौर बरार : सेलेक्ट कमेटी का क्या बना ?

SHRI P.C. SETHI : She asked, what has happened to that report. Now, the Report of the Select Committee has come. This is under the examination of the Government.

SHRIMATI SUSEELA GOPALAN (Allepey) : It is a pity that time and again we have to discuss the same issue here. What we find is that there has been on progress in this regard. For the last 3 or 4 years since we came to the Parliament we have been writing letters and drawing the attention of the Government to the very bad things that are taking place in various parts of India. Actually these incidents are not decreasing, but they are increasing day by day. I myself wrote to both the Cabinet Minister and the Minister of State several letters regarding these matters about which I am getting letters from various people wherein they have complained that no proper action has

been taken by the State Government and demanding at least investigation by the CID in several cases. I myself got a letter recently from Mr. P.C. Sethi ; that was about the Haryana case regarding the death of Krishna Devi. The case is registered and the man was also arrested. These people are again telephoning to me saying that no progress is there regarding investigation and everything connected with the case. They think that the CBI investigation may help in such matters. Whenever we write letter we get a reply from the Minister saying that it is under the active consideration of the Government and that they are taking steps. But even after months and years there has not been any progress at all. Not only that. All the instructions issued by the Central Government have not been followed and implemented by the State Governments. You have given the instruction that the Police Officer who would investigate such cases should not be below the rank of A.C.P. Have these instruction been followed in Delhi ? I can assure you that that is not the case because I contacted the Janawadi Mahila Samiti people to know whether the Police were acting as per the instructions issued by the Government, they said 'No'. Instead of the A.C.P., Sub-Inspector is investigating. Even when the Samiti people requested that at least some higher rank officers should investigate such cases, no action has been taken. Now, what is the remedy for this ? If an officer who has been deputed for the investigation and if that Police Officer has not gone there for investigation, what is the use of requesting the Police for help ? Even if there is any complaint received from the public, it is no use.

Now, in most of the States, they are asking for CBI inquiry in such cases and sometimes the State Governments are also requested for CID inquiry. In such cases, Crime Branch people should be involved. Otherwise, what happens is that these police people in connivance with the culprits try to save the culprits. This is our experience. Even in Kerala where generally there has not been any dowry deaths, recently at least 2 or 3 cases occured. I did not write to the Union Home Minister in this connection. But I wrote to the State Home Minister saying that there were certain norms which were prescribed to be followed in the case of suspicious deaths and *post mortem* should be conducted in those cases. I also wrote that before disposing of the body of the victim by the Police their parents should be present and in case of violation action should be taken. In the case of two or three incidents, I have written to the Home Minister. But no action has been taken. Now, what is the remedy ? He says that he has forwarded the letter to the I.G. for action. But even after so many months, I have got a reply so far.

Sir, you have given the directive to the State Government. Will you ask those State Governments at least to see that those directives are followed immediately ? Now, I do not understand how can the Police dispose of the body without conducting *post mortem* when medical facilities are very much available for this purpose ? I understand that in some cases they have committed suicide and the body was disposed without conducting *post mortem*. Even in cases where the Police know that it is not a suicide case but of a murder Mahila Organisations have complained that the Police registered them under 306 IPC, not under 302 IPC. They know that there are some loopholes and the culprit could get away without getting punished.

With regard to the rape case, what is happening, involving a minor girl, it was clearly known to us that it was a case of rape. Here a minor girl, named Roshan Ara, aged 8 was raped. In that case, they wanted to conduct an *in camera* trial. Actually, the parties asked for an *in camera* trial. But the Government pleader said 'No', nothing of that sort because the law has not yet been implemented and therefore it is not possible to have an *in camera* trial. The court also did not say anything and consequently that eight year old girl was questioned in a very barbarous manner in the open court.

This is how you are implementing your laws ; such things are happening quite often. I do not know what is going to happen in future.

Now, about the legal cells. The one which we have got in Delhi is just like a police agency. No nominee of the Social Welfare Board or any women organisation is there. Who is to help them ? As I said, this is just like a police agency and no proper personnel is there. Anybody who goes to the cell for help would feel disgusted very soon and will return disappointed. Last time when this was raised, Shri Venkatasubbaiah assured us that effective measures would be taken, and persons from the women organisations and Social Welfare Board would be associated with the cell, but there has happened nothing. This is what is happening in Delhi.

In your statement, you have mentioned about the Advisory Committees and all that. I am President of an all-India women organisation having eighteen lakh members and we have very good organisations at least in the fifteen States. We had a meeting recently and none of them said that there is an Advisory Committee in their States. Shrimati Dandavate may be able to tell something about it, because she is also associated with an all-India organisation. But as I said, no where is it formed. In Kerala it is there. We have a network of women organisation which can help in a big way in the villages in Kerala, but we are having no knowledge about it. I do not know how you are going to implement your measures for this. As I said, as far as I know, none of the State has got Advisory Committees, though you have give directions in that regard.

Then, we have demanded several times family courts. There is a Special Court in Delhi; time and again you have promised in this House that family courts would be established, so that they can intervene at the appropriate time and save the families from ruination. Sometimes, settlements can be reached and relations improved with the help of such courts. Government has, however, failed miserably in this respect and other things. You do not have any political will to do this.

About the proper implementation of the Dowry law, you have been promising so much. Shri Venkatasubbaiah has promised several times that the needful would be done, but nothing has been done. Perhaps he might here find it difficult to face us and that is why he is absent. Such a legislation would have been beneficial to the women. In this context, I would like to cite a case in the Kerala High Court. There was a case pertaining to the daughter-in-law of a Christian family before a famous judge, who is supposed to be a progressive judge. After her husband's death, she wanted to get back the dowry from her in-laws and filed a petition in the court. The court said that both giving and taking of dowry are unlawful. So, how can you get back your dowry. The court did not go into the details of the question. This lady has no property right, according to the Christian Law. Recently the Supreme Court has directed the State Government to make a proper amendment in that, because Mrs. Merry Roy filed a case in the Supreme Court telling that this is discriminatory, it should be amended. Only for dowry they have got a right. Court said, giving and taking dowry is unlawful. So, she cannot get back even the meagre dowry, The present law is harmful to women. Why are you not amending that legislation ?

Dowry Committee was constituted and it studies for two years. Unanimous recommendations were made. If there was any difference of opinion, I can understand. All the parties were united in that. What have you done with regard to those recommendations ? So, there is no point in making any promise when you cannot fulfil it. What have you done with regard to the recommendations of the status of Women's Committee Report ? The Status of Women Committee in 1975 submitted a report. You have to form a women's commission in

every State. If some law is not implemented or any injustice is done to them, they can make a complaint to the Commission and they well recommend remedies. But nothing was done. That is why I said there is no political will on the part of the ruling party to do it. Now you may say that I am politicising it. What should I do Now ? There were very good recommendations proposing changes in different laws by the Status of Women's Committee. But none of those recommendations has been implemented.

We women are considered as second class citizens in this country in spite of the fact that the Prime Minister is a woman. There are many laws in the country in which we are considered as second class citizens. So, these laws should be amended. Otherwise, you cannot do any justice to women. So, the Government will have to take proper steps at this moment and direct the State Governments accordingly.

With regard to family courts, women's commissions and associating women with dowry cells, you said that you will call women occasionally for discussions not that, we wanted to be associated with those cells. Some powers have to be given to them. Then only we can do something for the women in this country. We are there to cooperate with you even with all the differences. But we want you to implement those things. There is no political will and you do not want to take effective steps. That is the reason for failure.

SHRI P.C. SETHI : I am sorry to observe that the hon. lady member's observation is that we have no political will to do it. We have got all the political will and we seek the cooperation of the entire House and the entire people in this matter.

PROF. MADHU DANDAVATE (Rajapur) : She is not referring to the last will.

SHRI P.C. SETHI : As far as progress of a case in Haryana is concerned, sometimes an investigation takes some time, because of various reasons. However, we have asked the Haryana Government about it. Whenever any hon. member writes to me, I immediately acknowledge his letter and take action. Therefore, it is no use saying that nothing is being done. If the State Governments do not go by our advice and do not follow our instructions and request, we cannot dismiss any government. Although, constitutionally we can do so, it is not our intention to come so heavily on any Government, and to dismiss it, only because they have not carried out our requests.

As far as Kerala is concerned, I have got the figures before me. In 1981, 1982 and 1983 there were no deaths in Kerala. For that I should congratulate the Kerala people and the women's organisations which the hon. Member represents there for working in Kerala on those lines. I have no figures for the months of January and February 1984.

As far as the matter of family courts is concerned, the matter is under the consideration of the Law Ministry and they are considering it.

With regard to the report submitted by the Joint Select Committee, I have already stated that it is under active consideration of the Government and we have not made any false promises. Sometimes there are delays, but these delays have to be condoned.

SHRIMATI SUSEELA GOPALAN : How long ?

MR. DEPUTY-SPEAKER : Shrimati Pramila Dandavate. I hope you are not treated as a second class citizen by Prof. Dandavate.

श्रीमती प्रमिला दंडवते (बम्बई उत्तर मध्य) : उपाध्यक्ष महोदय, मैं कुछ और कहने से पहले यह कहना चाहूंगी कि जिस बात के लिए धन्यवाद देना चाहिए उसके लिए हम अवश्य धन्यवाद देंगे लेकिन अगर हम किसी

बात में आलोचना करते हैं तो आपको यह नहीं समझना चाहिए कि हम विरोधी दल के हैं इसलिए हम ऐसा कर रहे हैं।

श्री प्रकाश चन्द्र सेठी : आपको हम विरोधी दल का समझते ही नहीं हैं।

श्रीमती प्रमिला दंडवते : मैं इस अवसर पर यह भी कहना चाहती हूं कि डावरी डेथ्स के बारे में जब हम इस सदन में चर्चा कर रहे हैं तब जो पेरेन्ट्स प्राइम मिनिस्टर के घर के सामने अनशन करने के लिए बैठे थे उनमें से एक पेरेन्ट (मां-बाप), यहां क्या चल रहा है, उसको देखने के लिए ऊपर बैठे हुए हैं। मैं ऐसा समझती हूं कि हमारा परफारमेन्स ऐसा होना चाहिए जिससे कि यह प्रतीत हो कि इस संसद में बैठे हुए जनता के प्रतिनिधि ऐसे अभागे मां-बाप को न्याय दिला सकेंगे।

मैं मन्त्री जी का ध्यान दिलाना चाहूंगी कि सुधा गोयल के केस के बारे में जब हाई-कोर्ट ने सेशन्स कोर्ट का निर्णय बदल दिया जिस पर हमें बहुत दुःख पहुंचा तब मैं स्वयं होम मिनिस्टर, श्री पी० सी० सेठी के पास गई और उनसे प्रार्थना की कि सरकार को इसमें हस्तक्षेप करना चाहिए और सुप्रीम कोर्ट में अपील में जाना चाहिए। मुझे इस बात को कहते हुए खुशी है कि उन्होंने दो-तीन दिन में ही जवाब दिया कि ले० गवर्नर को बताया है और यह काम दिल्ली एडमिनिस्ट्रेशन को करना है। उसके बाद मैं महिला दक्षता समिति की अन्य सदस्यों के साथ ले० गवर्नर के पास गई और अब मुझे कहते हुए खुशी हो रही है कि यह केस सुप्रीम कोर्ट में एडमिट हो गया है। साथ ही साथ मुझे यह भी कहना है कि स्टेट गवर्नमेंट को ऐसे केसेज में अच्छे वकील करने चाहिए। इस केस में अगर वहां पर वीमेन्स आर्गेनाईजेशन की प्रतिनिधि नहीं होती तो मुझे शक है कि जिस प्रकार के आर्गूमेन्ट सरकारी वकील वहां पर कर रहा था उससे यह केस एडमिट नहीं होता। लेकिन खुशी की बात है कि हमारी एक प्रतिनिधि श्रीमती डोंडा के आर्गूमेन्ट्स की बिना पर यह केस एडमिट कर लिया गया।

इसके अतिरिक्त मुझे यह भी कहना है कि दिल्ली में पुलिस कमिश्नर का सहयोग हमें प्राप्त होता है जिसके लिए मैं उनको धन्यवाद देना चाहती हूं। भले ही यह सारे केसेज में न होता हो क्योंकि कुछ कठिनाइयां भी आती हैं। महिला दक्षता समिति को दिल्ली पुलिस से सहयोग जरूर मिला है और कई केसेज में हम महिलाओं को बचाने में भी सफल हो सके हैं। यह अनशन का कार्यक्रम जो 28 जनवरी से हुआ था, मैं आपको बताना चाहूंगी कि रामवती नाम की देहाती महिला थी जिसको ससुराल के लोगों ने मारा था। उसके पैरेन्ट्स ने 14 हजार खर्च किया था लेकिन उसके बाद ससुराल वालों को राइफल, दो हजार रुपया और भैंस चाहिए—इस प्रकार का खत उन्होंने लिखा था। आप हमें इतना सामान दे दीजिए, नहीं तो हमें आपकी लड़की नहीं चाहिए। उसके बाद वह लड़की मर जाती है। मैं खुद उनके पिताजी, जो कि हवलदार आर्मी आफिसर हैं, को लेकर डिफेंस मिनिस्टर और सेठी जी से मिली थी कि इसके बारे में कुछ होना चाहिए। दुःख की बात है कि अभी तक कोई गिरफ्तारी नहीं हुई है। उनकी मां ने कहा कि हम अनशन पर बैठेंगे, मुझे इन्साफ चाहिए। 28 तारीख को वे अनशन पर बैठीं, जिसमें महिला दक्षता समिति और सहेली दोनों ने उनको सहयोग दिया। मैं खुद भी बैठी थी। प्राइम मिनिस्टर से मिलने के लिए हमारी बहनें और पिता गए थे, मैं नहीं गई थी। मैं इसलिए नहीं गई क्योंकि यदि मैं जाती तो यह पोलिटिकल इशु बन जाता।

आजकल लड़कियां जलाई जा रही हैं, लेकिन उनको इन्साफ नहीं मिलता है। मोदी नगर की बहनों को इन्साफ नहीं मिला। सिल्वा की बहनों को इन्साफ नहीं मिला, क्योंकि वे बहनें मेरे साथ गई थी। उस केस में मैं पीछे रही, क्योंकि मैं चाहती थी कि उनको इन्साफ मिलना चाहिए। रानी कुमार का केस सी० बी० आई० को गया है। रानी के पिता आर्मी रिटायर्ड आफिसर हैं, उन्हें हर तरह के हथियारों का ज्ञान है, लेकिन आज तक उनको किसी ने नहीं पूछा। उनका यह कहना है कि रिवाल्वर-32 इतनी भारी होती है कि कोई भी स्त्री उससे तीन बार गोली नहीं चला सकती है। आत्महत्या का केस कह कर उसको दबा दिया गया है। जबकि उनसे पूछना चाहिए था कि उनको क्या शक है और उनका क्या कहना है।

मैं आपसे पूछना चाहती हूं कि एक सर्कूलर इस सरकार द्वारा सभी राज्यों को भेजा गया था, जिसमें कहा गया था कि यदि कोई औरत शादी के सात साल के अन्दर ससपिशियस सरकमस्टान्सेस में मरती है, तो उसकी जांच होनी चाहिए। लाश को दो डाक्टरों से पोस्ट मार्टम कराना चाहिए, आपने मेरे इस अमेंडमेंट को क्रिमिनल लॉ अमेंडमेंट में स्वीकार नहीं किया। आपके सर्कूलर पर कार्यवाही नहीं होती है। दिल्ली में ही महिला दक्षता समिति को एक केस के लिए हंगामा करना पड़ा था। अस्पताल में जाना पड़ा था कि दूसरे डाक्टर द्वारा पोस्ट मार्टम होना चाहिए। हम उसको नहीं मानते हैं। इस प्रकार की बातें जब दिल्ली जैसे शहर में होती हैं, तो सारे देश में भी होती होंगी। देहातों में तो पुलिस आफिसर से किसी प्रकार कोई मदद नहीं मिलती है। मैं आपका ध्यान आगरा केस की ओर आकर्षित करना चाहती हूं। अंजु खंडेलवाल के केस में भी उसकी मां अनशन पर बैठी थी कि उसको इन्साफ मिलना चाहिए। उनका कहना है कि मेरी लड़की को मारा गया है। किसी प्रकार की कोई आग का निशान वहां पर नहीं था। डी० आई० जी० ने भी देखा था। जब दिल्ली में सफदरजंग हास्पिटल में डी०आई०जी० देखने गए तो लड़के के मां-बाप गायब हो गए। इस स्थिति में लड़के और उसके पिता को गिरफ्तार करके कस्टोडी में रखना चाहिए था। पता नहीं कैसे वे पुलिस को इन्फलूएंस कर देते हैं। सारे आफिसर तो बदनाम नहीं होते हैं। यदि समाज में बुराई है, तो पुलिस में भी बुराई देखी जाएगी। पुलिस हमारी कस्टोडियन्स हैं, लेकिन एक तरफ वे रेप करते हैं और दूसरी तरफ इन्साफ नहीं देते हैं। यह बात मेरी समझ में नहीं आती है। हर समय केसेस को छोड़कर पुलिस लड़के के मां-बाप के साथ पता नहीं कैसे चली जाती है। मेरी समझ में नहीं आता है कि पुलिस लड़के के पेरेन्ट्स के साथ कैसे सिम्पेथाइज करती है? किस तरह से उनके साथ मालूमात करती है? "सहेली" ने 1982 के 109 केसेज के बारे में जो रिपोर्ट तैयार की है मैंने उसको देखा है। उससे ऐसा मालूम होता है हमारी पुलिस ऐसे मामलों में ट्रेण्ड नहीं है, वह जिस प्रकार से अपनी जांच रिपोर्ट लिखती है उस में जानबूझ कर ऐसे लूप-होल्ज छोड़ दिये जाते हैं जिसका फायदा लड़के के पेरेन्ट्स को मिलता है। हमारे यहां दफा 302 और 306 की धारायें हैं, लेकिन वे जानबूझ कर इस तरह की रिपोर्ट बनाते हैं जिससे केस सफल नहीं होता है। सुधा गोयल की बात जाने दीजिये, लेकिन जिस स्पेशल कोर्ट का जिक्र श्रीमती गीता मुखर्जी ने किया है उसमें सभी का एक्विटल हो गया, इसका क्या कारण था? मैं जजेज को दोष नहीं देना चाहती हूं, लेकिन जो इन्वेस्टीगेशन करते हैं, वे उसमें इतने लूप-होल्ज रखते हैं, गलत प्रकार से रिपोर्ट को लिखा जाता है जिससे वह केस कोर्ट में स्टैण्ड नहीं कर पाता है। रिपोर्ट लिखना ही नहीं,

बल्कि डाइंग-डिक्लेरेशन, पोस्ट मार्टम सब जगह इस तरह से लूप-होल्ज छोड़ जाते हैं जिससे कल्प्रिट्स को सजा नहीं हो पाती है। इसलिए हम चाहते हैं कि इस बारे में पूरी सख्ती करती जानी चाहिए। जहां भी पुलिस ने गलती की है, रिपोर्ट को गलत तरह से बनाया है, जिससे वह कोर्ट में फेल हो जाता है, ऐसे पुलिस आफिसर्ज के खिलाफ कड़ी से कड़ी कार्यवाही करें, उनको भी सजा देनी चाहिए।

हमारी महिला दक्षता समिति ने जब यह देखा कि पुलिस इस तरह से गड़बड़ करती है तो सोशल आर्गेनाईजेशन्ज के वर्कर्स को कानून की जानकारी देने के लिये दिल्ली शहर में विभिन्न जगहों पर लीगल ट्रेनिंग कोर्सेज चलाये ताकि उनको मालूम हो सके कि इन्वेस्टीगेशन किस तरह से किया जाना चाहिए, किस तरह से रिपोर्ट लिखी जाय, पुलिस को कैसे ठीक रिपोर्ट लिखने के लिए बाध्य किया जा सके।

"सहेली" ने वह रिपोर्ट प्राइम मिनिस्टर को पेश की थी, उम्मीद है वह आपके पास आ गई होगी। मेरा आप से अनुरोध है कि आप उस पर गहराई से विचार करें तथा उस पर आपको डिस्कशन करना चाहिये। हम चाहते हैं कि हम जो भी सुझाव देते हैं उन पर कुछ न कुछ कार्यवाही होनी चाहिये।

कानून को हमें जरूर बदलना चाहिये। उसमें जो भी खामियां हैं उनको दूर करना चाहिये। लेकिन अभी हाल में जो कानून हमने बनाया है जिसमें अगर कोई स्त्री विवाह के 10 साल के अन्दर संदेहास्पद स्थिति में मरती है तो उसमें पुलिस कार्यवाही अनिवार्य है। लेकिन मैं आपको यह सुझाव देना चाहती हूं कि ऐसे केसेज में उसका पूरा प्रचार किया जाना चाहिये। बड़े-बड़े होर्डिंग्ज लगाने चाहिये, उसके बारे में टेलीविजन पर बतलायें, रेडियो पर बतलायें, सारा दिन बतलाते रहें। जैसे एमर्जेंसी के दिनों में आपका रेडियो सारा दिन चलता रहता था, सारा दिन एमरजेंन्सी के बारे में जनता को बतलाया जाता था, उसी तरह से ऐसे केसेज का प्रचार भी रेडियो से होना चाहिए कि यदि उस स्त्री ने मजबूरी की हालत में, घर के लोगों के परेशान करने के कारण खुदकशी की है तो उनको सजा दी जाएगी। आज लोगों को इस कानून के बारे में कुछ भी मालूम नहीं है। रेडियो गांव-गांव में पहुंच गया है, इन्फार्मेशन तथा ब्राडकास्टिंग मिनिस्टर ने बहुत बड़ा प्रोग्राम बनाया है जिसके अन्तर्गत 70 प्रतिशत जनसंख्या को टेलीविजन से कवर करने जा रहे हैं। आप को चाहिये कि इन माध्यमों के द्वारा जनता को कानून की शिक्षा दी जाय। धूम-धाम से बहुत ज्यादा पैसा लगाकर शादी करने वालों के खिलाफ कार्यवाही होनी चाहिये। मैंने पिछली दफा भी कहा था कि जिन लोगों के पास पैसा है वे बहुत पैसा लगाकर बड़ी धूम-धाम से शादी करते हैं। अभी दो-तीन महीने हुए हमारे महाराष्ट्र के भूतपूर्व मुख्य मंत्री** की लड़की को शादी हुई—बहुत धूम-धाम से शादी हुई, 60-70 हजार को दावत दी गई,** मुझे यह कहते हुए बहुत दुख होता है—जिस व्यक्ति को कोर्ट ने सजा दी हैं —करप्शन के लिये, जिस व्यक्ति ने इस प्रकार से धूम-धाम से शादी की है, उस में हमारे कैबिनेट के मंत्री जाय,** यह अच्छा नहीं है। मेरा निवेदन है कि ऐसी शादियों में हमारे संसद सदस्य न जायं, प्राइम मिनिस्टर न जायं, कैबिनेट के मंत्री न जांय।

श्री वृद्धि चन्द जैन (बाड़मेर) : यह अलग विषय है।

श्रीमती प्रमिला दण्डवते : मैं यह बात इसलिए कहती हूं कि जहां इस तरह की शादी

** Not recorded.

हो, जहां 60-70 हजार लोगों को बुलाया जाय, उनको कहना चाहिये कि मैं नहीं जाऊंगा। मैंने भी यही कहा था—जब हम दहेज के विरोध में बातें करते हैं, धूम-धाम के खिलाफ बातें करते हैं तो मुझे वहां नहीं जाना चाहिये।

MR. DEPUTY-SPEAKER : You should not discpuss about the conduct of President. It is the rule.

श्रीमती प्रमिला दंडवते : मैं आपको कहती हूं कि इस प्रकार की आस्टेंरेशस मैरिजेज में** यह नहीं होना चाहिए और मैंने कोई उनकी आलोचना नहीं की है।

MR. DEPUTY-SPEAKER : I am saying that you should not discuss the of the President.

श्रीमती प्रमिला दंडवते : मैंने आलोचना नहीं की है और यही कहा है कि ऐसा नहीं होना चाहिए, ऐसा मुझे लगता है। अच्छा जाने दीजिए इस बात को।

PROF. MADHU DANDAVATE : It could be the President of the Indian National Congress.

MR. DEPUTY-SPEAKER : I will go through the records. You should not discuss the conduct of the President, the Governor, the Chief Justice etc. That is the rule.

SHRI P.C. SETHI : The President of the Indian National Congress is Shrimati Indira Gandhi. So, this reference should not come in the record.

श्रीमती प्रमिला दंडवते : दूसरी बात मुझे यह कहनी है कि इस सदन में जितने हमारे सदस्य हैं और खास तौर से वकील सदस्य हैं, उनसे तो मेरी एक प्रार्थना है कि वे डाउरी केसेज में लड़कों की तरफ से कोर्टस में न जाएं। मेरी उनसे यह प्रार्थना है और उन्हें तो यह कोशिश भी करनी चाहिए कि उनके दोस्त भी ऐसे केसेज में लड़कों की तरफ से कोर्ट्स में न जाएं। मुझे इस संबंध में महात्मा गांधी जी की याद आती है। वे वकील थे। उन्होंने खुद यह देखा कि हमारे पास कुछ लोग आते हैं और उनको अपनी बात बतानी पड़ती है और सच्चाई बतानी पड़ती है। अब अगर कोर्ट में जाकर वे यह कहें कि यह एवीडेंस नहीं है और अपनी बुद्धि से वे उस केस को आगू करते हैं....(व्यवधान)

MR. DEPUTY-SPEAKER : Everybody argues in favour of the daughter-in-law. Who is to argue in favour of the mother-in-law ?

श्रीमती प्रमिला दंडवते : मुझे ऐसा लगता है और मैं इस सदन के सदस्यों से यह कहना चाहती हूं कि हमें तय करना चाहिए whether we went to be professionals or we want to be the representatives of the people.

अगर हम इस देश में कुछ इन्साफ का समाज बनाना चाहते हैं और जिस समाज में बहनों के ऊपर इस प्रकार के अत्याचार हो रहे हैं, उनमें सिर्फ कुछ पैसा मिलता है, इसलिए ऐसे केसेज को आगू करें, तो इस तरह का प्रोफेशन नहीं करना चाहिए और ऐसे केसेज को हमारे वकील संसद सदस्यों को मंजूर नहीं करना चाहिए।

मैं एक बात और आपसे पूछना चाहती हूं। हम कितने दिनों तक रुकें कि यह डाउरी प्रोहीबीशन एक्ट पास हो जाए। महाराष्ट्र की महिला दक्षता समिति ने बम्बई से 10 हजार इनलड लेटर प्राइम मिनिस्टर के पास यह प्रार्थना करने के लिए भेजे हैं कि इस बिल को इस बजट सेशन में मंजूर किया

** Not recorded.

जाए ताकि उस पर कुछ कार्यवाही हो सके। घुलिया से 10 हजार सिगनेचर करके भेजे हैं।

MR DEPUTY-SPEAKER : I think we have to wait till Shrimati Pramila Dandavate becomes the home minister.

श्रीमती प्रमिला दंडवते : 360 औरतों ने अपने खुद के सिगनेचर करके भेजे हैं यह प्रार्थना करने के लिए कि दहेज विरोधी कानून को इसी बजट सेशन में पास किया जाए। आज देश में एक हवा बनाने का काम हम कर रहे हैं। हम सिर्फ सरकार की आलोचना नहीं करते हैं। हम यह चाहते हैं कि हमारे मनों में जो यह बुराई है, यह दूर हो। हमारा समाज लालची बन गया है और मूल्यों का पतन हो गया है, मूल्यों का ह्रास हो गया है और इस चीज को बदलने के लिए जो हमारी वीमेन आर्गेनाइजेशन्स हैं, वे पूरी कोशिश कर रही हैं लेकिन जैसा कि सुशीला जी ने कहा है This is the last year of the Wome's Decade. This has been the recommendation of the UNO that there should be a National Commission on Women with statutory powers at the Centre and at the state level. यह अभी तक नहीं हुआ है और मुझे लगता है कि कम से कम 1984 खत्म होने से पहले, लास्ट ईयर आफ दि वोमेन डिकेड में तो यह हो जाए।

आपने फैमीली कोर्ट्स की बात मंजूर की है लेकिन इसको तुरन्त किया जाए और जैसा सोशल सेक्यूरिटी सेल बम्बई में बना हुआ है, एन्टी-डाउरी सेल यहां पर है, मैं चाहती हूं पूरे देश में तालूका लेविल पर कम से कम सोशल सेक्यूरिटी सेल और एन्टी-डाउरी सेल आप बनाएं, जिससे कुछ न कुछ राहत महिलाओं को मिले।

मैंने आपके सामने जो बातें रखी हैं, मेरी प्रार्थना है कि आप इन पर कार्यवाही कीजिए।

श्री प्रकाश चन्द्र सेठी : मैं माननीय सदस्या श्रीमती प्रमिला दंडवते का बहुत आभारी हूं कि उन्होंने कोई विरोधी पक्ष की दृष्टि से नहीं बल्कि जैसा कि मैंने शुरू में ही कहा था कि आप तो हमारी ही हैं, ऐसी सूरत में उन्होंने इस चीज को ओबजेक्टिवली इस सदन के समक्ष प्रस्तुत किया है। यह बात सही है कि श्रीमती हीरा देवी खंडेलवाल, श्रीमती प्रेमा सिंघल, श्रीमती रामवती और श्रीमती लक्ष्मी देवी, जिनकी बच्चियों की डेथ हुई है, ने शिकायत की थी और वे प्राइम मिनिस्टर के यहां 28-1-84 से 1-2-84 तक भूख हड़ताल पर बैठी। प्राइम मिनिस्टर ने उनसे मुलाकात की और वहां से सब कागजात होम मिनिस्ट्री में आ गये हैं और हमने इस संबंध में संबंधित राज्यों को लिखा है कि वे तुरन्त कार्यवाही करें।

प्रमिला जी का यह सोचना थोड़ा सा गलत है कि अगर वे उनके साथ चली जाती, तो इसको पोलीटीकल कलर मिल जाता। जैसे वे मेरे पास आती हैं और कोई मामला लाती हैं, तो कोई पोलीटीकल कलर नहीं मिलता, ऐसे ही मुझे उम्मीद है कि अगर वे प्रधान मंत्री जी के पास जाती, तो प्रधान मंत्री ज्यादा गहराई के साथ सुनवाई करती, इसमें मुझे कोई शक नहीं है। इसलिए मेहरबानी करके वह यह विचार अपने मन में निकाल दें।

यह जो रानी कुमार का केस है, इसके सम्बन्ध में सी० बी० आई० उनके पेरेन्ट्स से मिलेगी। लेकिन मैं माननीय सदन को यह बताना चाहता हूं कि जब इसकी मृत्यु हुई तब इसके माता-पिता ने पुलिस को लिखकर दिया था। यह लिखा हुआ है :

We suspect no foul play and that no postmartem should be done.

SARIMATI PRAMILA DANDAVATE : I would like to give some clarification.

बात यह है कि उसके पिताजी को एक्सीडेन्ट बताया गया है। एक्सीडेंट कैसे हुआ यह नहीं बताया। उनको कहा है कि कार में बैठे-बैठे हुआ है। He did not know that the girl had been shot dead.

उसको शॉट किया गया क्या किया गया। एक्सीडेंट का मतलब पता नहीं है। इसलिए उन्होंने कहा है without giving full information this was asked to be given.

इसके बारे में आप क्या कहते हैं ?

SHRI P.C. SETHI : Let me complete. But even then the police insisted that they would have the postmartem done. The postmartem was done and the inquiry was taken up. Therefore, it is not correct to say that this matter is not being investigated. The CBI is investigating it.

Now, in spite of the fact that originally because of the lack of information they might have given something in writing, but the parents and Rani's mother will certainly be approached in order to give proper guidance and throw some light in the matter.

I am thankful to the Hon. Member for having advised the public persons and the Members of Parliament and particularly those who are the pleaders, not to take up such cases on behalf of such people who are culprits. I hope her advice will be followed by all sections of society and by all sides of Members of Parliament.

We are certainly late in bringing the Bill, but I may assure the House that we would not take much time. I am requesting Shri Buta Singh again and again that somehow or other he should find some time during this Session itself in order to introduce this Bill so that it can be passed.

प्रो० निर्मला कुमारी शक्तावत (चित्तौड़गढ़) : माननीय उपाध्यक्ष महोदय, मैं सबसे पहले मंत्री महोदया को धन्यवाद देना चाहूंगी कि उन्होंने यह जवाब दिया है कि इस प्रकार का जो कलंक हमारे समाज में है, उसको दूर करने के लिए सरकार प्रयत्नशील है। खास तौर से सन् 1980 के बाद से सरकार ने जो कदम उठाये हैं, उनकी मैं सराहना करूंगी।

मान्यवर, हमारे समाज में दहेज एक ऐसी कुप्रथा है जिसको मिटाना आवश्यक है। दहेज का यही अभिप्राय है कि विवाह के शर्त के रूप में किसी चीज या दहेज की मांग करना। दहेज की कुप्रथा के पीछे सबसे मुख्य कारण मैं यह मानती हूं कि जैसे-जैसे उद्योगीकरण हुआ, मानव बहुत अधिक भौतिकवादी होता गया और उसकी आकांक्षाएं बहुत बढ़ गयीं। इसी आधार पर विवाह की शर्त के रूप में इस प्रकार से पैसा मांगा जाता है।

अभी-अभी कई उदाहरण हमारे सामने आये हैं। हम रोजाना जब अखबार पढ़ते हैं तो हमें रोजाना ही यह पढ़ने को मिलता है कि फलां की मृत्यु, फलां बहू की मृत्यु मारकर कर दी गई। कल सुबह हमारे गृह मंत्रीजी ने बताया था कि अप्रैल 1983 से लेकर नवम्बर 1983 तक 371 मौतें जलने से हुई। वैसे जलने का कारण और भी हो सकता है लेकिन लोग यही बात मानते हैं कि जो यह मृत्यु हुई वह दहेज की कुप्रथा की वजह से हुई।

दहेज की प्रथा पुराने जमाने से चली आ रही है। वैदिक काल में ब्रह्म विवाह का जिक्र आता है। ब्रह्म विवाह के बारे में लिखा है कि वस्त्र, अलंकारों से सुशोभित कन्या का दान। इसी सबको कालांतर में दहेज के रूप में बदल दिया गया। तो यह बुराई किसी कानून के जरिये से दूर नहीं हो सकती है।

मैं आपसे निवेदन करना चाहूंगी कि दिल्ली ही सारा भारत नहीं है। जैसे प्रमिला जी ने, सुशीला जी ने, गीता जी ने जो बात कही है इस देश की 80 प्रतिशत जनता गांव में रहती है। गांवों में इस प्रकार की मारने की बातें सुनने को नहीं मिलती। गांवों में सामान्यत: वधूमूल्य प्रचलित है। शादी के समय कन्या पक्ष को वर पक्ष की तरफ से कुछ दिया जाता है। इन दोनों परिस्थितियों पर विचार करना चाहिए। महिला और पुरुष एक ही सिक्के के दो पहलू हैं। किसी भी तरफ से पैसा लिया जाता है तो उसको देखने की आवश्यकता है। इस पर अंकुश सरकार को लगाना चाहिए। 1961 के दहेज कानून में आप संशोधन लाना चाहते हैं इसके लिए मैं अपनी ओर से और सारे महिला समाज की ओर से मंत्री महोदय को बधाई दूंगी। मान्यवर, यदि इसके लिए कुछ नहीं किया गया तो यह सारा समाज तहस नहस हो जाएगा और मां बाप, मां बाप बड़े लाड़ प्यार से अपना बच्ची को बड़ा करते हैं और डोली घर से निकलती है तो कई प्रकार की आशाएं होती हैं। लेकिन थोड़े दिन के बाद सुनने को मिलता है कि उसको अर्थी ससुराल से निकल गई है। यह विकट परिस्थिति है।

मेरे निर्वाचन क्षेत्र की एक मिसाल मैं पेश करना चाहती हूं। वहां पर चित्तौडगढ़ जिले में रावतभाटा जगह है जहां अटामिक प्लांट आर० ए० पी० पी० के नाम से फेमस है, वहां पर एक इन्जीनियर साहब ने अपनी पत्नी को जो कि मेडिकल कालेज के फर्स्ट इयर में पढ़ती थी और विवाह को एक साल से भी कम हुआ था, उसकी हत्या कर दी। यह 1982 की बात है। इसके लिए तत्कालीन गृह मंत्री जो कि अब राष्ट्रपति हैं, उनके सामने इस बालिका के पिता को मैंने प्रस्तुत किया था। उनके फोटोग्राफ्स अब भी मेरे पास हैं जो इस बात को सिद्ध करते हैं कि उसकी हत्या की गई है। उसके लिखे हुए पत्र जो उसने अपने पिता को लिखे थे, उन सब की फोटो स्टेट कापीज लेकर वे मेरे पास आए थे। मैं उस क्षेत्र की संसद सदस्य हूं। परंतु इसके पिता न्याय का दरवाजा खटखटाते-खटखटाते इतने परेशान हो गए कि इस दुख के कारण वे भी इस संसार में नहीं रहे। उनकी भी मृत्यु हो चुकी है। ये मैं सदन की टेबल पर रखना चाहूंगी।

इसी प्रकार एक और केस है। सरोजा देवी नाम की महिला, उसके भाई ने इटावा में केस दर्ज कराया है कि उसकी बहन को मारा गया है। सारे तथ्यों से साबित होता है कि दहेज का मामला है। कई इस प्रकार के मामलों को दबा दिया जाता है और यह कह दिया जाता है यह आत्महत्या का मामला है। मुझे समझ में नहीं आता कि हर लड़की शादी के एक-दो साल के बाद आत्महत्या क्यों कर लेती है। मैं यही कहना चाहूंगी कि पुलिस जो 1861 में अंग्रेजों ने अपने व्यवस्था के लिए कायम की थी, उसमें आज 123 साल के बाद भी विशेष परिवर्तन दिखाई नहीं देता। क्योंकि आज भी इस प्रकार के कई ऐसे उदाहरण मिलते हैं जिसमें कन्या को मारने के बाद वह आत्महत्या का मामला बना दिया जाता है। मंत्री महोदय से निवेदन है कि वे इस पर ध्यान दें। मंत्री महोदय के अलावा मैं यहां पर उपस्थित सभी महानुभावों से और समाज के सभी वर्गों से यह कहना चाहूंगी कि वह बुराई कानून से दूर नहीं होगी। केवल कानून में संशोधन कर देने से यह बुराई दूर नहीं हो जाएगी। उसके लिए हमें समाज का दृष्टिकोण बदलना होगा। समाज में इसके बारे में सुधार लाने के लिए हमें कुछ करना पड़ेगा। मंत्री महोदय ने कई प्रकार की दहेज निरोधक जिला परामर्शदात्री समिति के गठन

के बारे में अभी बताया है। मैंने अपने राज्य में इस प्रकार की समिति को अभी तक नहीं देखा। इस बात की जांच-पड़ताल की जाए कि उसका गठन कहां-कहां पर हुआ है ताकि हमें जानकारी हो सके और इस प्रकार के कामों को रोका जा सके। सबसे बड़ा प्रश्न यह है कि आज हम महिलाओं को नीचा क्यों देखते हैं ? आज हर क्षेत्र में महिलाएं सक्रिय हैं चाहे वह राजनीतिक या वैज्ञानिक क्षेत्र हो। अन्टारटिका में भी हमारी दो महिला वैज्ञानिक पहुंच गई हैं। आज हमारे देश की प्रधान मंत्री श्रीमती गांधी भी महिला हैं।

उसका हमें गर्व है। उनके साहसिक और समृद्ध व्यक्तित्व से इस देश को बहुत कुछ मिल रहा है। उन्होंने ही क्रिमिनल लॉ में अमेंडमेंट करने की कोशिश की है। उनकी कोशिश है कि दहेज के बारे में जो अति होती है उसको किसी न किसी प्रकार से खत्म किया जाए। मैं कुछ सुझाव देना चाहूंगी। इस बुराई को दूर करने के लिए हमें शिक्षण संस्थाओं में भी जो हमारी यह सामाजिक बुराई है, उसका प्रचार-प्रसार करने की आवश्यकता है। प्राथमिक और माध्यमिक स्तर के विद्यार्थियों को भी जनरल एजुकेशन के माध्यम से इस संबंध में शिक्षा दी जानी चाहिए। इस सम्बन्ध में जो कानून हैं उसकी जानकारी कराई जानी चाहिये। जो भी सरकारी कर्मचारी दहेज के बारे में पकड़ा जाए उसे तत्काल निलम्बित करने की व्यवस्था होनी चाहिए ताकि हम यह कह सकें कि हमारी सरकार निश्चित तौर पर कदम उठा रही है। मैं अपने विपक्षी नेताओं से भी कहना चाहूंगी कि वे इसको राजनीतिक मसला न बनाएं। जन-प्रतिनिधि कम से कम इस सामाजिक बुराई से दूर रहें। चुनाव लड़ने का टिकट उन्हीं लोगों को दिया जाए जो इस सामाजिक बुराई से दूर हों। कई ऐसे राजनेता हैं जिनको दहेज के रूप में गिफ्ट दिया जाता है। इस प्रकार समाज में भ्रष्टाचार निरन्तर बढ़ता जा रहा है। इस बुराई को सरकार, एक व्यक्ति या पार्लियामेंट में बैठकर दूर नहीं किया जा सकता। हमें एक सामाजिक दृष्टिकोण बनाना होगा और वह तभी बनेगा जब हम अपने राजनीतिक भेद-भाव को भुलकर आगे बढ़ें। इन शब्दों के साथ मैं अपनी बात समाप्त करती हूं।

MR. DEPUTY-SPEAKER : You said that you will place certain documents on the Table of the House. You can pass on those documents to the Minister.

प्रो० निर्मला कुमारी शक्तावत : अनिता और सरोजा देवी की जो दरख्वास्तें मुझे मिली हैं, वह मैं मंत्री जी को देना चाहूंगी। इनको न्याय अवश्य मिलना चाहिए।

गृह मंत्रालय में राज्य मंत्री (श्रीमती राम दुलारी सिन्हा) : माननीया श्रीमती शक्तावत ने जो बातें कहीं, उनको मैं गौर से सुन रही थी। जिन केसेज का उन्होंने जिक्र किया है, उसे आप मुझे दे दें। उनकी छानबीन करके कार्यवाही आवश्य की जायेगी। सरकारी कर्मचारियों के सम्बन्ध में उन्होंने कहा कि जो इस प्रकार के निन्दनीय और अमानवीय कार्यों में पकड़े जाते हैं उन्हें सजा होनी चाहिये। मैं कहना चाहती हूं कि उनको तत्काल सजा हो जाती है। लोगों की विचारधारा बदलने का सवाल है। हमको हालात को देखते हुए ठीक तरह से इन मामलों से निपटने के लिए कार्रवाई करनी है। जैसा माननीय सदस्या ने कहा और दूसरों ने भी कहा कि सिर्फ सरकार के अधिकार बढ़ाने से इस समस्या का समाधान नहीं हो सकता है और वह ठीक बात है। सरकार यदि कोई कानून बनाती है या किसी कानून में तरमीम लाती है ताकि इस तरह के निन्दनीय अपराध न होने पाए इसमें सभी का सहयोग अपेक्षित होगा। यह बात मैंने अपने प्रारम्भिक वक्तव्य में भी कही है।

मैं बुरा कहती नहीं यह पुरुष पितृ समाज है, नारी हैं देवियां तो पुरुष उसका साज है। यह बात आज से पचास बरस पहले किसी कवि ने लिखी थी। हमें संविधान में इक्वल अपरचुनिटीज, इक्वल राइट्स मिले हुए हैं। हम अपने अधिकारों के लिए लड़े। गांधीजी का नाम सबने लिया है। मैं कोई लम्बी तकरीर करना नहीं चाहती। मुझे शर्म आती है यह जानकर और देखकर कि शादी ब्याह में इतना अधिक खर्च किया जाता है। मेरे माता-पिता और श्वसुर तथा पति स्वतन्त्रता सैनानी थे। राष्ट्रीय परिवार दोनो तरफ का था। मैं अपने पांच भाई बहनों में सबसे छोटी हूं। कुल ग्यारह आदमी मेरी शादी में बारात में आए थे। मोटरकार तो एक तैयार थी पर स्टेशन से मेरे पति एक टम-टम में चढ़कर आए थे पर मोटर में नहीं। मेरे पिताजी ने कहा कि क्रान्ति का झण्डा इतना आगे मत बढ़ाओ। 1920 से आज तक मेरे खानदान में तिलक, दहेज आदि में न कुछ लिया जाता है और न दिया जाता है। हमारे घर की, हमारे परिवार की, हमारे सगे सम्बन्धियों की लड़कियां एम० ए० और पी० एच० डी० आदि करती हैं पर सिद्धान्त और आदर्श के चलते उनकी शादियां करने में हमें दिक्कत होती है। मजबूरन गरीब घरों में वे जाती हैं, उन घरों में जाती हैं जिनके कुछ आदर्श होते हैं। इसका दुख भी हमें होता है। लेकिन यह बात मैं गर्व के साथ कह रही हूं। स्वयं इन्दिराजी की शादी सिर्फ एक गुलाबी साड़ी (खादी की) पहनाकर पंडित जी ने कराई थी। मैं बिहार से आती हूं। किसी भी पार्टी और दल के सदस्य इसको अच्छी तरह से जानते हैं। यह जानते हैं कि मेरे कार्यकलाप और मेरे सिद्धान्त और आदर्श क्या हैं।

गांधीजी ने समग्र क्रान्ति का नारा दिया था, उसको चलाया था। 1920 में उन्होंने नान कोओप्रेशन का आन्दोलन चलाया था। तब से लेकर देश की आजादी के लिए ही उन्होंने आन्दोलन नहीं चलाया, अंग्रेजों को भागने के लिए ही वे नहीं लड़े, औरतों को पर्दे से निकालने के लिए उन्होंने जिहाद चलाया था, स्त्रियों को शिक्षित करने के लिए चलाया था, गंदगी मिटाने के लिए चलाया था, शराबबन्दी का जिहाद चलाया था, छुआछूत मिटाने का भी था और क्रान्ति का नारा ही नहीं दिया बल्कि इन सब चीजों पर उन्होंने अमल किया और सभी जातियों, वर्गों और सम्प्रदायों और धर्मों के लोगों ने उस में उनका साथ दिया था। क्या कारण है कि आजादी के 37 बरस बाद भी इस तरह की घटनाएं घट रही हैं और दिन रात आपको और हमें इस का सामना करना पड़ रहा है। एक महिला राज्य मंत्री होकर सब कुछ मैं अकेले नहीं कर सकती। न जाने कितने केसेज इस तरह के घटित होते रहते हैं। आप लोगों के सवाल होते हैं, कालिंग एटेंशन मोशन आते हैं। हम लोग भी हर राज्य से, दिल्ली एडमिनिस्ट्रेशन से, चारों तरफ से इनफर्मेशन क्लैक्ट करते हैं, डाटा और फिगर्ज क्लैक्ट करके आपके सामने रख देते हैं। हम लोग गालियां भी सुनते हैं कि हमारे अफसर ठीक से डाटा और आंकड़े नहीं देती हैं। यह रोज-मर्रा का सवाल हो गया है। हमारी प्रधान मंत्री जो आर्थिक और सामाजिक परिवर्तनों की प्रतीक बन चुकी हैं बराबर इस तरह की पशुता के खिलाफ जिहाद बोल रही हैं। अतः हमें व्रत लेना चाहिए कि आज से क्रिटिसिज्म की बात छोड़ कर सरकार को आप सहयोग करें, और मिलकर यदि हम सब तत्पर होंगे तो समाज के इस कोढ़ को, अमानवीय कुकृत्य को खत्म करने में आसानी होगी। सिर्फ बात करने से काम नहीं होगा। मैं यह भी कहूंगी कि सिर्फ महिलाओं के करने से सब कुछ नहीं हो जाएगा। महिलाओं के साथ जो घटनाएं आज हो रही हैं पुरुष वर्ग की तरफ से हो रही हैं। पर कुछ केसेज में महिलायें स्वयं जिम्मे-

दार होती हैं। इसे कोई डिनाई नहीं कर सकता है कि दोनों वर्ग के सहयोग की आज आवश्यकता है। अखबारों में आने से और मेरे या आपके कहने से कुछ नहीं होगा, सिद्धान्त रूप में भी रखें तो भी कुछ नहीं होगा। इसको हमें धरती पर उतारना होगा, कार्यक्षेत्र में लाना होगा। कितने ही लोगों को मैं जानती हूं जो कह देंगे कि एक पैसा भी तिलक नहीं लिया और एक हाथ में नारियल लेकर बैठ जाएंगे तिलक चढ़ाने के लिए लेकिन मैं जानती हूं कि दो चार लाख रुपये वे पीछे से ले लेते हैं। इन केसिस में कोई क्या कर सकता है ? ये केसिस हमारे सामने न आएं तो हम क्या कर सकते हैं। और पुलिस विभाग के सम्बन्ध में मैं कुछ नहीं कहना चाहती, जहां जो कुछ काम हो रहा है, क्या गड़बड़ी है और क्या नहीं गड़बड़ी है क्योंकि मैं तो इस मंत्रालय में अभी नई आयी हूं, लेकिन जितना भी देख सकती हूं मैं कर सकती हूं। तत्परता के साथ काम हो रहा है। मैं तो इतना ही कहूंगी कि जो कुछ बातें यहां हुई और जो केसेज का जिक्र आप लोगों ने किया और माननीया निर्मला कुमारी शकतावत ने जो 2, 3 केसेज दिये हैं उन्हें छानबीन करके आवश्यक कार्यवाही की जायेगी। और आप लोगों का सहयोग भी इस कार्य में अपेक्षित है।

SHRI P.C. SETHI : Sir, I was asked about the President's assent to the Criminal Law (Second Amendment) Act, 1983 which was passed by the Parliament. The President has given his assent on 25.12.83.

MR. DEPUTY-SPEAKER : We now take up the next item.

SHRIMATI GEETA MUKHERJEE : I want to know whether it has been gazetted and whether it is being applied now to the cases that are pending. Let him reply to that.

14.07 hrs.

BUSINESS OF THE HOUSE

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING AND MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI H.K.L. BHAGAT) : With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 19th March, 1984, will consist of :—

(1) Consideration of any item of Government Business carried over from today's order paper.

(2) General Discussion on the Punjab Budget for 1984-85.

(3) Discussion and voting on :

(a) Demands for Grants on Accounts (Punjab) for 1984-85.

(b) Supplementary Demands for Grants (Punjab) for 1983-84.

(4) Further consideration and passing of the Payment of Gratuity (Amendment) Bill, 1982.

As Members are aware, the House will take up discussion and voting of Demands for Grants in respect of the Budget (General) for 1984-85 from 20th March, 1984 onwards, a tentative time table for discussion of which has already been circulated to the Members.

श्री बुद्धि चंद्र जैन (बाड़मेर) : उपाध्यक्ष जी, आगामी सप्ताह के लिये निम्न विषय सम्मिलित किये जायें।

राजस्थान, हरियाणा, पंजाब एवं उत्तर प्रदेश विद्युत संकट के दौर से गुजर रहे हैं।

राजस्थान प्रान्त में विद्युत संकट की स्थिति संभीर से गंभीरतम है।

राजस्थान के अणु बिजलीघर की प्रथम इकाई एक साल से अधिक अर्से से बन्द है। दूसरी इकाई भी एक सप्ताह से बंद हो गई है। कोटा ताप बिजली घर में भी कुछ खराबी होने के कारण बंद पड़ा है।

14.08 hrs.

[SHRI F. H. MOHSIN *in the Chair*]

इसके कारण औद्योगिक एवं कृषि उत्पादन पर बड़ा प्रहार हुआ है। राजस्थान के रेगिस्तानी जिलों में जहां पीने के पानी की योजनायें बिजली पर निर्भर हैं, पीने का पानी नहीं मिलने से नागरीय एवं ग्रामीण क्षेत्रों में निराशा छाई हुई है।

श्री राम विलास पासवान (हाजीपुर) : मान्यवर, मैं अगले सप्ताह के कार्यक्रम मद संख्या 11 में निम्नलिखित विषय जोड़ना चाहता हूं।

संसद देश की सर्वोच्च संस्था है। देश के नागरिकों का अधिकार है कि संसद की प्रमुख कार्यवाही को जाने। लेकिन संसद समीक्षा जो टेलीविजन पर हिन्दी में प्रसारित किया जाता है, वह लोकल कार्यक्रम के अन्तर्गत है, राष्ट्रीय कार्यक्रम के अन्तर्गत नहीं। राष्ट्रीय कार्यक्रम के अन्तर्गत सिर्फ अंग्रेजी में प्रसारित किया जाता है। हिन्दी भाषी बहुसंख्यक लोग हिन्दी में संसद की कार्यवाही सुनने से वंचित रह जाते हैं। कोई वजह नहीं है कि संसद में कार्यवाही का अंग्रेजी प्रसारण राष्ट्रीय कार्यक्रम में हो और हिन्दी का लोकल में।

अतः सरकार से मांग है कि 'संसद समीक्षा' टी० वी० के कार्यक्रम को राष्ट्रीय प्रसारण के अन्तर्गत लावें।

दूसरा महत्त्वपूर्ण मुद्दा अनुसूचित जाति एवं जनजातियों पर हो रहे अन्याय से संबंधित है। आजादी के 36 वर्षों के बाद भी सरकारी नौकरियों में उनका आरक्षित कोटा नगण्य है। अनुसूचित जाति और जनजाति आयोग एवं अनुसूचित जाति एवं जनजाति आयुक्त की रिपोर्ट तो संसद में पेश हो जाती है, लेकिन उस पर प्रायः बहस नहीं होती। हम लोग बार-बार बहस की मांग करते आ रहे हैं। अध्यक्ष ने भी सदन में आश्वासन दिया था, लेकिन अभी तक बहस नहीं हो पाई है।

अतः अनुसूचित जाति एवं जनजाति के आयोग एवं आयुक्त की रिपोर्ट पर बहस करायी जाये। सभापति महोदय, जरा मंत्री जी को कहिये।

सभापति महोदय : वह सुन रहें हैं।

श्री राम विलास पासवान : हमको नहीं मालूम कि वह सुन रहे हैं।

श्री एच०के०एल० भगत : कान को लगा कर सुन रहा हूं।

श्री हरीश रावत (अल्मोड़ा) : सभापति महोदय, कृपया माननीय संसदीय कार्य मंत्री जी द्वारा घोषित आगामी सप्ताह की कार्यसूचि में निम्न दो विषयों को भी सम्मिलित करने को कहें।

1. उत्तर प्रदेश को ग्रामीण विद्युतीकरण निगम द्वारा ग्रामीण विद्युतीकरण हेतु जो ऋण दिया जा रहा है, राज्य विद्युत परिषद उस धन का उपयोग अभीष्ट कार्य हेतु न कर के अन्य क्षेत्रों में कर रही है। मेरे अपने निर्वाचन क्षेत्र में पिछले दो वर्षों में ग्रामीण विद्युतीकरण की प्रगति लगभग शून्य रही है।

2. उत्तर प्रदेश के पर्वतीय क्षेत्रों में वर्ष 1985 के बाद भी लगभग आधे गांव पेयजल के अभाव से पीड़ित रहेंगे। राज्य सरकार के पास इन गांवों के पेयजल उपलब्ध करवाने

की कोई योजना नहीं है। इस कार्य हेतु केन्द्र सरकार को बड़े पैमाने में आर्थिक सहायता देनी होगी।

अतः इन विषयों पर सदन में चर्चा आवश्यक है।

प्रो० अजित कुमार मेहता (समस्तीपुर) : सभापति महोदय, मैं आज संसदीय कार्य मंत्री को अगले सप्ताह के कार्यक्रमों में सम्मिलित करने के लिये निम्नलिखित दो सुझाव देने की अनुमति चाहता हूं :

1. मतदान में इलैक्ट्रोनिक मशीन के प्रयोग को गैर-कानूनी घोषित कर, सर्वोच्च न्यायालय ने संविधान में पुराने कानूनों एवं शब्दावली को ज्यों-का-त्यों समाहित कर लेने से बदले हुए संदर्भ में उत्पन्न परिस्थिति की ओर ध्यान खींचा है। चुनाव आयोग अथवा इसी प्रकार की अन्य स्वाधीन संस्थाओं को संदर्भ के अनुसार नई व्याख्या देने का अधिकार देना इसका समाधान नहीं है। इससे कभी भी ये व्याख्याएं कानून की मूल भावना के विरुद्ध जाकर संवैधानिक संकट खड़ा कर सकती हैं। वास्तविक समाधान कानूनों में सुधार से ही संभव है। चुनाव आयोग ने एक अर्से से चुनावों में इलैक्ट्रोनिक मशीनों के उपयोग का प्रस्ताव केन्द्रीय सरकार को भेज रखा है। प्रतिपक्ष ने भी इसके प्रयोग की मांग की है। यदि यह इसके गुण और दोष से अवगत नहीं हैं तो इसके सभी पहलुओं पर सार्वजनिक बहस निमंत्रित करें और नहीं तो वर्तमान कानून में संशोधन कर इसके प्रयोग को वैध बनायें।

2. बिहार के भागलपुर जिले में सुलतानपुर से पीरपेती तक गंगा पर दो पानीदारों का अधिपत्य मुगलकाल से ही चले आने के कारण नदी के किनारे पर बसी 65 गांवों की 40 हजार निषाद और गंगोत जातियों का शोषण हो रहा है। पानीदार और उनके ठेकेदार अपनी अलग कचहरी बनाकर हथियार बन्द कारिन्दों के मध्यम से मछली पकड़ने वाली हर नाव से औसतन 5,000 रुपये वार्षिक जल-कर वसूलते हैं। अगस्त और सितम्बर में ये पानीदार मछली के जीरे का व्यापार कर 10, 12 लाख अलग से कमाते हैं। अधिक मुनाफे के लालच में ज्यादा से ज्यादा अंडे निकाल लेने के कारण मछलियां कम हो जाती हैं, जिससे मछुओं की आमदनी भी घटती है। इसके अलावा मछुआरों को अपनी मछली, ठेकेदारों द्वारा तय किये गये लोगों के हाथ ही बेचने की अनिवार्यता रहती है। कहलगांव में प्रस्तावित सुपर-तापीय बिजली घर के निर्माण के बाद उसका कचरा और गर्म जल गंगा में ही गिराया जायेगा, जिससे दूर-दूर तक मछलियों का शायद जिन्दा रहना ही दूभर हो जायेगा। इसके अलावा हौलैंड से टालर और परसीन नेट मंगवाने की घोषणा से मछुआरों के बेरोजगार होने की आशंका है। अतः बिहार सरकार का ध्यान उन मछुआरों की समस्या सुधारने की ओर केन्द्रीय सरकार को दिलाना चाहिये।

श्री चन्द्रपाल शंखवार (हाथरस) : सभापति महोदय, आगामी 19 मार्च से प्रारम्भ होने वाले सप्ताह में लोक-सभा की कार्यवाही में मेरे निम्नलिखित विषय को भी सम्मिलित करने की कृपा करें :—

एक अर्से से मणिपुर में उग्रवादियों की गतिविधियां बड़ी तेजी से चल रही हैं और आये दिन वहां हिंसक घटनायें होती रहती हैं, जिससे वहां जान-माल का नुकसान हुआ है। यह अत्यन्त ही गंभीर मामला है।

कल 14 मार्च को मणिपुर के हीरंगोथांग नामक स्थान पर केन्द्रीय रिजर्व पुलिस बल के जवानों और उग्रवादियों की मुठभेड़ में 13 व्यक्तियों के मारे जाने तथा 40 से अधिक के गंभीर रूप से घायल होने का समाचार है। मारे गये लोगों में रिजर्व पुलिस का एक जवान और एक बच्चा भी शामिल है।

PROF. MADHU DANDAVATE (Rajapur) : Sir, I would like to suggest the following item for inclusion in the business for the week commencing 19th March, 1984 :—

"Clues given by India's former High Commissioner in U.K. regarding the murder of Indian Diplomat Shri Ravindra Mhatre."

Within a few days of the kidnapping of the Indian Diplomat, Shri Ravindra Mhatre, the former Indian High Commissioner in U.K., Shri N.G. Goray, was informed on telephone about the suspicious activities of a group in the Ealing area in U.K. and the informants had hinted at the possibility of the involvement of this group in the kidnapping and subsequent murder of Shri Ravindra Mhatre. This information was promptly communicated by the former High Commissioner, Shri N.G. Goray, to the External Affairs Minister. However, he received no information as to what steps were taken in this regard.

I would request the Minister of External Affairs to make a statement in this regard. I had raised this on 7th March also.....

MR. CHAIRMAN : He will reply on the 20th when the Demands of that Ministry will be coming up.

PROF. MADHU DANDAVATE : There anything under the Sun can come up. But this is a special demand—neither Supplementary nor ordinary Demand.

MR. CHAIRMAN : He will take note of it.

SHRI BHOGENDRA JHA (Madhubani) : Sir, I beg to get the following items included in the business of the week commencing from 19th March, 1984.

1. Acute scarcity of electricity, diesel, kerosene, oil, urea and fertiliser is hampering industrial and agricultural production in Bihar, disturbing academic life, communications, etc., and adversely affecting most of the other aspects of life.

I urge upon the Minister of Energy to take prompt steps to ensure adequate supply and equitable distribution of the above. As the matter brooks no delay, I want its inclusion in the items of business for the next week.

2. The second item I want to be included in the next week's business is that of recurring drought and floods and continuing power scarcity. It is high time we concentrate our energies on construction of multi-purpose high dams over river Kosi at Barahkshitra, over river Kamla at Sirsapur, over river Bagmati at Nunthur, over rivers Karnali, Pancheshwar and Rapti. These dams will eliminate floods and drought from major parts of North India, eliminate power scarcity in the country and ease road and rail communication. Kosi dam alone will supply enough water during the lean months required by the Calcutta Port. These dams are in mutual interest of India and Nepal and high level political talks are needed to clinch the issue.

SHRI KRISHNA CHANDRA HALDER (Durgapur) : Sir, I would like the hon. Minister to include the following item in the business for the next week :—

The poor plight of trained apprentices of Damodar Valley Corporation who have successfully completed the training and passed the Final Examination of all India Trade Test needs to be looked into urgently. In spite of the fact that the Government of India, Ministry of Labour & Rehabilitation, have issued instructions, *vide* No. DGET-9(7)/82-AP dated 24-3-83, directing the public sector undertakings and their establishments to implement the recommendation of the Central Apprenticeship Council for conversion of 50 of the total vacancies to direct recruitment posts and ensure absorption of apprentices under the Apprentices Act, 1961 in minimum of 50% of the direct recruitment vacancies, the DVC management which was absorbing apprentices earlier have since stopped such absorption for reasons best known to them. In fact, there are a good number of unfilled vacancies in

different formations of DVC where the trained apprentices may be absorbed. It is indeed unfortunate that the DVC management is defeating the very purpose of imparting technical training to apprentices by not absorbing the trained apprentices and thus utilising this skilled labour force. While other public sector/ autonomous and even private sector establishments are absorbing trained apprentices, the DVC is the only exception to this rule.

I, therefore, urge upon the Minister to immediately instruct the DVC management to absorb the trained apprentices.

SHRI H.K.L. BHAGAT: I have listened to the points raised by the hon. Members very carefully and noted them. The timetable for discussion on the Demands for Grants of various Ministries commencing on 20th March, 1984 has already been circulated. I shall carry all the points raised by the hon. Members to the Business Advisory Committee to find out time for a discussion on the points raised by them, if possible.

श्री राम विलास पासवान : संसदीय समीक्षा वाला बतला दीजिए, यह तो आपका है। 7-20 पर देते हैं। साढ़े दस बजे आपकी अंग्रेजी होती है उसके पहले कर दीजिए।

श्री एच० के० एल० भगत : आपकी बात मैंने नोट कर ली।

सभापति महोदय : उनको टाइम तो दीजिए सोचने के लिए।

श्री राम विलास पासवान : वह तो दो साल से सोच रहे हैं।

14.22 hrs.

RESOLUTION RE APPROVAL OF RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE, RAILWAY BUDGET, 1984-85—GENERAL DISCUSSION, SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1983-84 AND DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1981-82.

MR. CHAIRMAN : The House will now take up the Resolution regarding approval of the recommendations of the Railway Convention Committee and discussion and voting on Demands for Grants (Railways) for 1984-85, Supplementary Demands for Grants (Railways) for 1983-84 and Demands for Excess Grants (Railways) for 1981-82 for which 5 hours have been allotted.

Hon. Members present in the House whose cut motions to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : I beg to move the following Resolution :

> "That this House approves the recommendations made in paragraphs 7, 8, 12 and 13 contained in the Tenth Report of the Railway Convention Committee (1980), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to the Parliament on the 24th February, 1984."

The Railway Convention Committee, 1980, was constituted in October, 1980, by a resolution adopted by both Houses in August 1980, to review the rate of dividend payable by the Railway Undertaking to the General Revenues as well as other ancillary matters in connection with the relationship between Railway Finance and General Finance and make recommendations thereon. The Committee selected for examination 16 subjects covering various facets of railway working including Sixth Plan projections, contribution to Depreciation Reserve Fund and Rate of Dividend, etc. Memoranda on all these subjects have been submitted by Ministry of Railways to the Railway Convention Committee in addition to two Interim Memoranda and one Supplementary Memorandum. The Committee have already considered some of these subjects and have submitted their reports thereon, e.g. Rate of Dividend payable by the Railways to the General Revenues, Rules of Allocation, Fifth Plan performance and cost of operation of Railways.

The Railway Convention Committee, in their Seventh Report on "Rate of Dividend for the years 1980-81 to 1983-84 and other ancillary matters" had, *inter alia*, recommended that the Railways would pay a dividend of 6.5% on all capital made available, less elements on which subsidy is calculated, after 1.4.1980 instead of the earlier rate of 6%. This rate of 6.5% has been fixed with reference to the average borrowing rate of Government anticipated for 1980-85. In addition, the quantum of payments to states in lieu of Passenger Fare Tax, etc. was also increased by raising the rate of contribution on pre-March 1964 capital from 1% to 1.5% i.e., the estimated payment increasing from Rs. 17.52 crores (approx) to about Rs. 26.76 crores per annum. These recommendations were applicable for the first four years of the Sixth Plan period (1980-84) and were approved by this House.

Having regard to the fact that the Convention Committee's recommendations for the last year of the Sixth Plan (1984-85) were not finalised, a Supplementary Memorandum had been submitted to the Railway Convention Committee requesting, whether, while framing the Budget for 1984-85, pending their final recommendations, the basis applicable to the year 1980-84 as per their Seventh Report, may be made applicable for the year 1984-85 also. The Railway Convention Committee, in their Tenth Report presented to the Parliament on 24-2-84 have agreed to this proposal of the Railways. As I mentioned in the Budget speech itself, I had adopted the basis applicable to 1980-84 for the year 1984-85 also subject to any adjustments that may become necessary later on. The Railway Convention Committee's recommendations now under consideration confirm what I have done.

With these few words, I commend the resolution for the consideration of the House. I would also like to express my thanks to the Chairman and Members of the Committee for the sympathetic consideration of the problems of the Railways, while giving their recommendations on dividend payable to General Revenues, and other ancillary matters.

MR. CHAIRMAN : Resolution moved :

> "That this House approves the recommendations made in paragraphs 7, 8, 12 and 13 contained in the Tenth Report of the Railway Convention Committee (1980), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Parliament on the 24th February, 1984."

MOTIONS MOVED :

> "That the respective sums not exceeding the amounts shown in the third

column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, *to defray* the charges that will come in the course of payment during the year ending the 31st day of March, 1985, in respect of the heads of demands entered in the second column thereof against Demand Nos 1 to 16."

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India *to defray* the charges that will come in course of payment during the year ending the 31st day of March, 1984, in respect of the heads of Demands entered in the second column thereof :—

Demand Nos. 3 to 13."

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1982, in respect of the following Demands entered in the second column thereof :—

Demand Nos 4, 6, 10 and 16."

Demands for Grants (Railways) for 1984-85 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
1.	Railway Board	4,66,14,000
2.	Miscellaneous Expenditure (General)	32,03,15,000
3.	General Superintendence and Services	230,57,39,000
4.	Repairs & Maintenance of Permanent Way & Works	467,09,45,000
5.	Repairs & Maintenance of Motive Power	381,96,80,000
6.	Repairs & Maintenance of Carriages & Wagons	555,41,28,000
7.	Repairs & Maintenance of Plant & Equipment	246,16,39,000
8.	Operating Expenses—Rolling Stock Equipment	428,20,75,000
9.	Operating Expenses—Traffic	471,31,85,000
10.	Operating Expenses—Fuel	932,59,98,000
11.	Staff Welfare & Amenities	164,14,60,000
12.	Miscellaneous Working Expenses	233,99,22,000
13.	Provident Fund, Pension & Other Retirement Benefits	233,62,28,000
14.	Appropriation to Funds	1084,63,40,000
15.	Dividend to General Revenues, Repayment of loan taken from General Revenves & Amortization of Over-Capitalization	438,93,34,000
16.	Assets—Acquisition, Construction and Replacement	
	Revenue	14,99,50,000
	Other Expenditure	3744,91,00,000

Supplementary Demands for Grants (Railways) for 1983-84 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
3.	General Superintendence and Services	13,77,01,000
4.	Repairs and Maintenance of Permanent Way and Works	31,41,02,000
5.	Repairs and Maintenance of Motive Power	11,49,52,000
6.	Repairs and Maintenance of Carriages and Wagons	11,55,78,000
7.	Repairs and Maintenances of Plant and Equipment	12,52,19,000
8.	Operating Expenses—Rolling Stock and Equipment	23,85,77,000
9.	Operating Expenses—Traffic	33,66,16,000
10.	Operating Expenses—Fuel	37,91,45,000
11.	Staff Welfare and Amenities	6,82,80,000
12.	Miscellaneous Working Expenses	19,66,86,000
13.	Provident Fund, Pension and other Retirement Benefits	33,16,33,000

Demands for Excess Grants (Railways) for 1981-82 submitted to the Vote of the Lok Sabha (Vide List of Business for 15 March 1984)

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way & Works	1,08,70,480
6.	Repairs and Maintenance of Carriages and Wagons	12,56,47,481
10.	Operating Expenses—Fuel	11,43,21,457
16.	Assets-Acquisition, Construction and Replacement Other Expenditure	63,53,10,057

SHRIMATI GEETA MUKHERJEE (Panskura) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to improve the running of trains in Sealdah-Bongaon and other suburban sections of the Eastern Railway.] (1)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to retain the price of the platform tickets at the existing level.] (2)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prevent serious accidents.] (3)

"That the Demand under the Head 'Railwa y Board' be reduced to Re. 1."

[Failure to complete the construction of Metroplitan Railway Project in Calcutta. causing great dislocation of traffic.] (4)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to increase the targets of production of wagons and coaches in the current year.] (5)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to stop the Up Ahmedabad Express at Mecheda station for giving facilities to betel leaf growers to send their produce to the outside markets in time.] (6)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a train from Mecheda *via* Panskura to Haldia between 9-30 to 10.00 p.m. for clearing the passengers intending to go to Tamluke and onwards.] (7)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to upgrade Kirai Halt station on SE Railway to a flag station.] (8)

"That the Damand under the Heda 'Railway Board' be reduced by Rs. 100."

[Need to increase the number of trains stopping at Narayanpakurio-Murali station on Kharagpur Division of the SE Railway.] (9)

SHRI BHOGENDRA JHA (Madhubani) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Failure to include Samastipur-Darbhanga broad gauge line construction work on the NE Railway in the works programme.] (10)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to include restoration of railway line between Nirmali and Tharbbitha by constructing a bridge over river Koshi.] (11)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to provide for construction of Sakri-Hasanpur line in Samastipur Division of NE Railway.] (12)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity for converting Darbhanga-Gayanagar meter gauge on the NE Railway line into broad gauge line on the NE Railway.] (13)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity to construct an over-bridge to the north of Darbhanga junction on NE Railway.] (14)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity to provide a halt at Chandouna between Jogiara and Janakpur road stations in Samastipur Division of NE Railway.] (15)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for early completion of bridge over river Gandak between Chhitouni and Bagaha on the NE Railway.] (16)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for converting Patual-Sitamarhi-Darbahnga line under Samastipur Division of NE Railway into broad guage.] (17)

'That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity to provide a stoppage of 77 Up and 78 Dn. Express trains at Jogiara station between Janakpurroad and Kantaul stations on the NE Railway.] (18)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for changing the time schedule of Magadh Express in order to reduce Patna-Delhi travel time to twelve hours.] (19)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to converting 153 Up and 154 Dn into Samastipur-New Delhi Super Fast Express train by reducing the travelling time.] (20)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for connecting two waiting hall sheds at Kamtaul station Samastipur Division of NE Railway.] (21)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Urgency of providing a direct Jayanagar-Varanasi Express train on NE Railway.] (22)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Urgency of providing a Super Fast Howrah-Samastipur Express daily train.] (23)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of connecting Sitamarhi-Jayanagar Laukaha Bazar Stations by new rail line in Samastipur Division on NE Railway.] (24)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of introducing a Samastipur-Amritsar Express train.] (25)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of surveying and constructing Jayanagar-Udayapur rail line to connect the proposed cement plant in Nepal.] (26)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of connecting the Divisional Headquarters of Dumka and Hazaribagh with rail line.] (27)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for recognition of only one Union on one railway through secret ballot.] (28)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for abolition of Railway Broad.] (29)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to convert Samastipur-Darbhanga meter guage line into broad guage.] (185)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to construct a new line from Lalitpur to Singrauli in Madhya Pradesh.] (186)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fill all the vacancies for which examination was held on 16.4. 1983 at Jamal Road, Patna.] (202)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb casual employees who have worked for more than 580 days at Nazirganj.] (203)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the present twelve hours duty for pointsmen on all stations in Samastipur Division of North-Eastern Railway.] (769)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for a halt at Chandauna between Janakpur Road and Jogiara stations under Samastipur Division of North-Eastern Railway.] (770)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce Jayanagar-Varanasi Express on meter gauge line in Samastipur Division of North-Eastern Railway.] (771)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend railway line from Jayanagar, under Samastipur Division to Udayapur, the site of proposed cement plant in Nepal.] (772)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stop for 77/78 Pashupati Express at Jogiara between Kamtual and Janakpur Road stations on North-Eastern Railway.] (773)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of extending 505/506 Broad Guage trains upto Mathura or New Delhi.] (1091)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of alloting more berths in I and II class coaches of 7 Up and 8 Dn Toofan Express for Mathura Junction for the convenience of workers of refinery.] (1092)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of connecting the two sheds at Kamataul station under Samastipur Division of NE Railway.] (1093)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Necessity of improving and extending the waiting room at Jaynagar Railway Station of NE Railway.] (1094)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the travel time of 41/44 Janaki Express from Jaynagar to Darbhanga.] (1095)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to connect Darbhanga airport with other parts of the country through railways by constructing or converting Samastipur-Darbhanga meter gauge line into broad gauge line.] (1181)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to negotiate with a firm of German Democratic Republic for supply of heavy duty breakdown cranes and technology and know-how transfer on rupee payment basis.] (1235)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to keep national interest in view by prefering a private UK firm on foreign exchange basis for an Indian Railways Global Tender.] (1236)

SHRI RAM LAL RAHI (Misrikh) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take strict action against officials who put hurdles in the appointment and promotion of Scheduled Castes and Scheduled Tribes in the Railways and the need for effective steps for filling the reservation quota.] (34)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a special cell or an inquiry Committee for taking strict action against officials who give bad reports to employees belonging to Scheduled Castes and Scheduled Tribes and discriminate against them on caste considerations.] (35)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the surcharge in railway fares which has put extra burden on the public.] (36)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a platform at Beniganj railway stations on the Sitapur and Balabhau branch line of Northern Railway.] (37)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide necessary funds for extending Shaharanpur-Sitapur broad-guage line upto Budwal.] (38)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the metre guage line between Sitapur and Budwal into broad-guage line to provide direct railway connection between Delhi and Sitapur and also link Sitapur with important railway stations like Varanasi, Mughalsarai, Calcutta, Amritsar and Dehradun.] (39)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new meter guage or broad guage line between Sitapur and Bahraich *via* Laharpur and Tambore.] (40)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide retiring rooms for the Coach Attendants at Delhi, New Delhi, Meerut City, Allahabad, Kanpur, Dehradun, Mughalsarai, the Agra and Idgah stations.] (41)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take action against officials responsible for late running of the trains.] (42)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include timber in high rated freight list and to provide proper facilities of loading to timber merchants.] (43)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure equal treatment for officials and staff belonging to Scheduled Castes, in regard to allotment of accommodation.] (44)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in various Railway Service Commissions.] (1096)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide better seats in the Sitapur coach attached to Lucknow Mail.] (1097)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a platform at Beniganj railway station on Sitapur-Balamau railway line.] (1098)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in the godown at Sitapur City station.] (1099)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stop for local train running between Sitapur and Balamau stations at Gohari halt in the evening.] (1100)

SHRI JAIPAL SINGH KASHYAP (Aonla): I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a broad guage line from Shahjahanpur, to Chandausi *via* Dataganj, Winawar, Badaun and Wazirganj for the development of this area.] (47)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce one day and one night Mail/Express train from Bareilly to Delhi *via* Anola, Chandausi and Aligarh.] (48)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the running time of Bareilly-Delhi Express (*via* Chandausi) so that one rake could be spared and utilised for introducing another train in this area.] (49)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a Mail/Express train between Bareilly and Mathura during day time.] (50)

"That the Demand under he Head 'Railway Board' be reduced by Rs. 100."

[Need to construct two platforms and overbridges thereon at Badaun Uikani, Ghatpuri, Bamiana, Makarandpur and Ramganga stations.] (51)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a culvert over the drain on the road connecting Ghatpuri railway station in order to provide facility to passengers.] (52)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post a telegraph clerk at Badaun railway station.] (53)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate water and electricity in lavatories and seats and windowpanes in the trains running between Bareilly-Kasganj and Bareilly-Chandausi.] (54)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a Mail/Express train from Bareilly to Allahabad.](55)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach a second class bogie to ending train running between Aonla and Delhi.] (56)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide group insurance, pension and other facilities to porters and vendors.] (57)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage for all Express/Mail trains at Pitambarpur and Fatehgarh stations of Eastern Railway.] (58)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to dieselise all Mail/Express and Fast Passenger trains in the Bareilly-Izzat Nagar Division.] (59)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce shuttle service between Badaun and Bareilly.] (60)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide accommodation and furniture for the Bareilly Coolie Union.] (61)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make all gangmen permanent also to provide tin sheds, tea stalls etc. for them at places of their work.] (62)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach one three tier and one first class bogie to Kashi-Vishwanath Express for Allahabad, Pratapgarh and Bareilly.] (63)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage of Himgiri Express at Bareilly.] (64)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quarters to employees of Badaun Aonla section.] (65)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more facilities in the waiting rooms at Badaun, Ghatpuri, Markarandpur, Bamiana, Ujhani and Ramganga railway stations.] (66)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to change the timings of evening trains keeping in view the timings of colleges and offices in Bareilly, Badaun and Aonla.] (67)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the frieght by 75 per cent in preference to fish in transportation.] (68)

SHRI R.L.P. VERMA (Kodarma) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct at least 4 beg retiring rooms at Kodarma Station (Eastern Railway).] (94)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100,"

[Need to provide a quota of at least 4 berths of 1st Class in 1 Up, 2 Dn, 81 UP, 82 Dn, and 3 Up and 4 Dn at Kodarma Station.] (95)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start a new fast train from Bokaro steel city to Varanasi *via* Dhanbad.] (96)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend Pataliputra Express from Dhanbad to Bokaro steel city.] (97)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a catering hall at Kodarma on Eastern Railway.] (98)

"That the Demand under the Head Operating Expenses Rolling Stock and Equipment be reduced to Re. 1."

[Need to introduce a fast train from Dhanbad to Varanasi to enable industrial labourers to see Vishwanath Temple.] (105)

"That the Demand under the Head Operating Expenses Rolling Stock and Equipment be reduced to Re. 1"

[Need to introduce a Khanij Express from Dhanbad to New Delhi.] (106)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to attach one II Class 3 tier sleeper coach and one 1 Class coach with South Bihar Express from Giridih for Patna.] (107)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to attech one coach to Patliputra Express from Giridih to Patna.] (108)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to set up a flag station at Jamtori between Maheshmunda and Jagadishpur stations on GRD/MDP section.] (109)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to construct a shopping complex on the railway land at Giridih station to create employment opportunities.] (110)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to set up water taps stand at Giridih Station.] (111)

"That the Demand under the Head 'Operating Expenses Traffic' be reduced by Rs. 100."

[Need to provide hall for passengers at Giridih Station.] (112)

"That the Demand under the Head Miscellaneous working Expenses be reduced to Re. 1."

[Need to ensure better service conditions for the employees of various private catering companies on Eastern Railway.] (113)

"That the Demand under the Head Miscellaneous Working Expenses be reduced to Re. 1."

[Need to regularise catering staff of Eastern Railway.] (114)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct platforms at Choubey, Sharmatand, Parsabad and Hirodih in Gaya-Dhanbad section.] (115)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Failure to provide sheds, refreshment booths book stalls, tea stalls and water taps at Chichaki, Parsabad, Sharmatand and Choubey stations for pessengers.] (116)

"That the Demand under the Head 'Assets-Acquisition Construction and Replacement' be reduced by Rs. 100."

[Failure to construct an over-bridge at Gujhundi station on Gaya-Gomoh Section of Eastern Railway.] (117)

'That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to modernise the old and outdated loco-shed of Gujhundi.] (118)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Failure to provide self-employment opportunities on stations in Gaya-Gomoh Section of Eastern Railway.] (119)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to provide a flag station or halt-station at Jamjori in Madhupur-Giridih Section of Eastern Railway.] (120)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to start construction of a broad guage line from Giridih to

Ranchi *via* Jamua, Kodarma and Hazaribagh town to link four backward districts of Bihar.] (121)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide platform for passengers at Chandhribandh station between Dhanbad and Hazaribagh road on Eastern Railway.] (122)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to regularise substitute coach attendants on Eastern Railway working for the last 15 years.] (123)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to regularise Hot Weather Staff and Jungle Cutting Staff, Dhanbad Division who have been serving the Eastern Railway for the last 12 to 16 years continuously.] (124)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to inquire into the sanction for third railway crossing within a distance of one kilo-meter of two existing railway crossings (Gate No. 24 and Garhmohani crossing) in between Maheshkhunt and Pararaha stations on North-Eastern Railway.] (125)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train from Barauni Jn. to Barkakana Jn. on Eastern Railway and to extend Maurya Express from Dhanbad to Barkakana.] (126)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quota of 4 berths in AC sleepeer, 10 berths in 3-tier sleeper in 81 Up and 82 Dn Deluxe Expresses.] (127)

"That the Demand under the Head 'Railway Board' reduced by Rs. 100."

[Need to meet the demands of railway users of Kodarma to provide a quota of at least 15 berths in 3-tier sleeper and 2 berths in 1st class in 9 Up and 10 Dn Dehradun Expresses.] (128).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for correcting the detailed survey alignment of new broad guage line from Giridih to Ranchi *via* Jamua, Kodarma and Hazaribagh town.] (129)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to survey a new line from Jasidih Jn. to Jharkhand Dham—a famous place of pilgrimage in Bihar.] (130)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for providing a railway crossing at Maskedih between Choubey and Parsabad stations on Grandoord section on Eastern Railway.] (131)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide tickets booking counter at Jadudih halt station between Parsabad and Sarmatand stations in Gomoh-Gaya section.] (132)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the walls at the Ballyganj level crossing of Eastern

Railway for convenience of the public.] (133)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend Coal Field Express from Dhanbad to Bokaro Steel city *via* Gomoh for convenience of the employees and common people of Bokaro Steel city.] (134)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start passenger trains on idle railway line from Bhawnathpur to Katni Jn.] (135)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to get vacated the ladies waiting room at Kodarma station occupied by the GRP.] (136)

"That the Demand under the Head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for a survey for a rail line from Giridih to Nawada *via* Ganwan in Bihar.] (137)

"That the Demand under the Head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need for a survey for a new line from Giridih to Parasnath Temples Hill for convenience of the Jain tourists.] (138)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage for Maurya Express at Siho station in Samastipur—Muzaffarpur section of NE Railway.] (1279)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a platform, tea stall and book stall at Siho station of NE Railway.] (1280)

SHRI E.K. IMBICHIBAVA (Calicut): I beg to move :

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to increase the quota of berths from Kasargod in Mangalore-Madras Mail.] (139)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for introduction of cushion seats in Mangalore Trivandrum Day Express.] (140)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for electrification of rail line from Ernakulam to Mangalore.] (141)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve the quality of food served in Nizamuddin-Mangalore-Cochin Jaynati Janata Express.] (142)

"That the Demand under the Head 'Assets-Acuquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for constructing an overbridge at Kasargod railway station.] (143)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for increasing the quota of berths in Malabar Express from Kasargod, Kanhangad, Payyannur

and Payhayangadi railway stations.] (144)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to convert Mangalore-Bangalore meter gauge line into broad guage.] (145)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for doubling the line from Ernakulam to Bangalore.] (146)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for introducing a A.C. compartments in West Coast Express.] (147)

That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for constructing an overbridge at Francis Road, Calicut.] (148)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for construction an overbridge at Kuttipuram.] (149)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for raising the level of Kasargod railway platform.] (150)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity for construction of second platform in Kasargod railway station.] (151)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to extend Shornur-Nilambur line to Mysore.] (152)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of constructing a new line to Bombay *via* West Coast.] (153)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extension of west coast Railway line to Bombay from Ernakulam to Alleppy.] (154)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of constructing urgently a railway line from Kuttipuram to Guruvayur.] (155)

SHRI T.R. SHAMANNA (Bangalore South) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate funds for maintenance, renewal and expansion of Indian Railways by toning up railway Administration.] (189)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide good and clean food on all important stations. (190)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to complete the Mangalore-Hassan railway construction project pending for a long time.] (191)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more jobs to youngmen of Karnataka in Wheel and Axle factory near Bangalore.] (192)

"That the Demand under the Head R ailway Board' be reduced by Rs. 100."

[Need for a circular railway for Bangalore city.] (193)

"That the Demand under the Head "Railway Board' be reduced by Rs. 100."

[Need to provide better amenities to passengers.] (194)

"That the Demand under the Head ailway Board' be reduced by Rs. 100."

[Need to check railway accidents.] (195)

'That the Demand under the Head 'R ilway Board' be reduced by Rs. 100."

[Need to curb the increasing ticketless travel.] (196)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regulate allotment of railway wagons.] (197)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to streamline the reservation system.] (198)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run more trains to check overcrowding and travelling on top of carriages.] (199)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the condition of wagons and to minimise the loss to goods in transit.] (200)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run trains on time.] (201)

SHRI RAMAVATAR SHASTRI (Patna) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway level crossing at Ranipur Khirki Mohalla between Patna Junction and Patna City and Eastern Railway.] (204)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take over the Fatuha-Islampur Light Railway by Government and convert the same into broad guage line.] (205)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a halt station at Parev or near it between Bihta and Koelwar stations on Eastern Railway.] (206)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to arrange a halt for 7 Up and 8 Dn Toofan Expresses at Koelwar station.] (207)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to seek help from Bihar Daily Passengers' Association and implement their suggestions with a view to run the trains on time, stop chain pulling and pilferage.] (208)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of flyovers on the crossings at Rajendra Nagar, Yarpur and Chitkohara in Patna as early as possible.] (209)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce sub-urban railway service between Patna and Mokameh, Patna and Buxar and Patna and Jahanabad.] (210)

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

[Need to construct sheds on platforms on all railway stations between Gaya and Patna junctions.] (211)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of all station platforms on Patna-Gaya section of Eastern Railway.] (212)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct waiting halls for passengers at all railway stations on Patna-Gaya section of the Eastern Railway.] (213)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more urinals near Rickshaw stand at Patna Junction.] (214)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain cleanliness of Patna junction round the clock.] (215)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check vigorously the incidents of chain pulling on Patna-Gaya section.] (216)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check dacoities and robberies in trains running on Patna-Gaya section.] (217)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide cold drinking water at all the platforms of Patna junction during summer.] (218)

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

[Need to provide the facilities of water, light and fans in all the trains starting from Patna junction.] (219)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new over-bridge at Patna Jn. to connect the northern and southern parts of Patna town.] (220)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce shuttle trains from Patna to Mokamah from Patna to Buxar, and from Patna to Jahanabad for the commuters.] (221)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of platforms at Phulwari Sharif, Neora, Sadisopur, Koelwar, Bankaghat and Karauta stations of Eastern Railway.] (222)

"That the Demand under the Head Railway Board' be reduced by Rs. 100."

[Need to construct sheds at Phulwari Sharif, Neora, Sadisopur, Koelwar,

Bankaghat and Karauta Stations of Eastern Railway.] (223)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to double the Patna-Gaya line of Eastern Railway to ensure the timely running of the trains.] (224)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach diesel engines to the trains on Patna-Gaya line to run them in time.] (225)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take steps to keep Danapur Railway Colonies neat and clean, free from mosquitos to keep roads and drains in proper condition and to provide proper water outlet there.] (226).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to streamline the working of Railway Protection Force.] (227)

"That the Demand under the Head Railway Board' be reduced by Rs. 100."

[Need to post GRP or RPF at Patna Junction at the time of arrival of trains for the safety of passenger.] (228)

"That the Demand under the Head Railway Board' be reduced by Rs. 100."

[Need for close cooperation in working of GRP and RPF personnel and railway employees at Patna Junction.] (229)

"That the Demand under the Head Railway Board' be reduced by Rs. 100."

[Need to maintain status quo in respect of Vikramshila Express and Magadh Express.] (230)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a Railway Terminal at Dighaghat station on Eastern Railway after developing the said stations area.] (231)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a passenger or shuttle train between Patna Junction and Dighaghat.] (232)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the employees working in the Fatuha-Islampur light railway in tha Indian Railways as soon as it is taken-over by the Government.] (233)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in conversion of Arrah-Sasaram Railway line of Eastern Railway into broad-guage line.] (234)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Danapur Railway Station of Eastern Railway.] (235)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take over the restaurant being run at Danapur Station of Eastern Railway.] (236)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to allocate adequate funds by Eastern Railway to Khagaul Municipality to improve the condition of Danapur Railway Colony.] (237)

'That the Demand under the Head 'Railwry Board' be reduced by Rs 100."

[Need to improve the condition of Danapur Railway Hospital by employing adequate number of doctors, maintaining adequate stocks of medicines and checking malpractices.] (238)

"That the Demand under the Head 'Railwa y Board' be reduced by Rs. 100."

[Need to avoid delay in constituting Railway Advisory Committees, Users' Consultative Committees and such other Committees.] (383)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide drinking water at all railway stations.] (384)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide water in all the trains.] (385)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to keep the railway stations clean.] (386)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fix reasonable charges for the porters at railway stations.] (387)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to discontinue the practice of cancelling some passenger trains on the pretext of paucity of coal.] (388)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to declare Railways as industry.] (401)

"That the Demand under the Head 'Railway Boa.d' be reduced to Re. 1."

[Failure to abolish Railway Board.] (402)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to decentralise the powers of Railway Board.] (403)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check malpractices in Railways.] (404)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prepare a comprehensive and effective programme for the development of Railways.] (405)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prepare special programmes for railways in backward States.] (406)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to convert all narrow and meter guage railway lines into broad guage.] (407)

"That the Demand under the Head 'Railway Board ' be reduced to Re. 1."

[Failure to discontinue private catering and introducing departmental catering in Railways.] (408)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check unnecessary delay in the construction of a railway bridge over river Ganga near Sadakat Ashram in Patna.] (409)

"That the Demand under the Head 'Railways Board' be reduced to Rs. 1."

[Failure to reduce railway fares.] (410)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement a uniform policy in regard to transfers and postings in Railways.] (411)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to improve the sanitary conditions in Railways.] (412)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to ensure employees' participation at all levels in Railways Management.] (413)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1"

[Failure to increase the number of trains proportionate to population.] (414)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to increase freight on goods produced by industrialists who are earning excess profits.] (415)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to utilise the funds earmarked for development of Railways.] (416)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement section 3(3) of the Official Languages Act, 1963 in toto in all Divisional Railways.] (417)

'That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to initiate original correspondence in Hindi by Divisional Railways falling under A and B areas according to the annual programme.] (418)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Unnecessary delay in regularising the casual labourers.] (419)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in regularising the substitute labourers.] (420)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in securing maximum funds for the expansion of Railways.] (421)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to keep the Railways out of the jurisdiction of the Essential Services Maintenance Act.] (422)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check the policy of victimisation of Railway workers for trade union activities.] (423).

"That the Demands under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give need based pay-scales to Railway workers.] (424)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with the bureaucratic methods being followed in Railway Board.] (425)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100".

[Need to check concentration of power in Railway Board.] (426)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the agreement reached with All India Loco Running Staff Association.] (427)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to reinstate all the railway workers dismissed from service who were punished under rule 14 (ii) of discipline Railway Servants Appeal Rules.] (428)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1.".

[Failure to recruit Scheduled Castes and Scheduled Tribes in services in the Railways as per their reserved quota.] (429)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the system of giving promotions and perks in Railways on the basis of the work done both in quality and quantity.] (430)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to replace dilapidated and out dated rail coaches and locomotives.] (431)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to replace the worn out rail lines.] (432)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to secure cooperation of various organisations of railway workers in order to check train accidents.] (433)

"That the Demands under the Head 'Railway Board' be reduced to Re. 1."

[Need to hold concerned officers of the Railway Board, General Managers and Divisional Managers of the Railways responsible for train accidents, late running of trains, dacoities and thefts in trains and wasteful expenditure.] (434)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in an-nulling all the proceedings instituted against the loco running employees for taking part in peaceful agitation in 1981 and reinstating them.] (435)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in preventing railway accidents occuring due to infringement of safety rules.] (436)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to stop prosecution of railway workers under National Security Act.] (437)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abandon the policy of taxing common passengers by increasing railway fares and surcharge.] (438)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in implementing fully the annual programme prepared by the

Department of Official Language in the Ministry of Home Affairs in all the Railways.] (439)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure in providing housing accommodation of house rent allowance to all the railway employees.] (440)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100"

[Need to improve the working of Railway Board.] (444)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check losses in the Railways.] (445)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the imbalance in the laying of railway lines in various regions of the country.] (500)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Absence of any development works in Bihar in the current Budget.] (501)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to sign in Hindi, the Hindi letters sent by Railways.] (502)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide free travel to the disabled and the blind.] (503)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant at least 8.33 per cent bonus to the Jawans of Railway Protection Force.] (504)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make special safety arrangements in ladies compartments.] (505)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recruit ladies in the Railway Protection Force.] (506)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the workers working in the I Class waiting rooms.] (507)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide employment to the children and wives of the deceased railway workers.] (508)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fix quota of jobs for the dependents of the retiring Railway employees.] (509)

"That the Demand under the Head 'Railwry Board' be reduced by Rs. 100."

[Need to give increased house rent allowance to railway employees who could not be given residential accommodation.] (510)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the late running of train on Patna-Gaya line.] (511)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide security measures to protect the life of Ticket Examiners and Station Masters.] (512)

"That the Demand under the Head 'Railway Board' be reduced by Rs 100."

[Need to regularise the substitute labourers working in traffic department in Danapur Division.] (513)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the porters of the Danapur Division in other jobs in the Railways.] (514)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accord recognition to All India Shunting Cabin and Traffic Staff Associa tions.] (515)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of All India Shuntin g Cabin and Traffic Staff Association.] (516)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take action against the officers who harass the gangmen.] (517)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of the employees working in Departmetal Canteens.] (518)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide proper amenities in the trains.] (519)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the service in railway canteens and pantry cars.] (520)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure attending of complaints of the passengers by the managers of railway canteens and pantry cars by visiting compartments.] (521)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of meals, break-fast and tea served in the railways.] (522)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant pension to railway employees in time and increase the quantum thereof.] (523)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to life the ban on the recruitment of railway employees.] (524)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant full pension to the wives and dependents of deceased railway employees.] (525)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Rachi-Lohardagga and Suri-Puralia light railway into broad guage line.] (526)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in filling the vacancies in Railways.] (527)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the control system.] (528)

"That the Demand under the Head 'Railway Board' be reduced by Rs 100."

[Need to run trains in time.] (529)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to provide more facilities to railway passengers.] (530)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lift the ban imposed on the recruitment of Scheduled Castes in Railways.] (531)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railway Workers' Federation.] (532)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Employees Confederation] (533)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to Recognise All India Loco Running Staff Association.] (534)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Ministerial Staff Association.] (535)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Station Masters' Association.] (536)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Guards Council.] (537)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railways Ticket Checking Staff Association.] (538)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railways Loco Mechanical Staff Association.] (539)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Carriage and Wagon Staff Council.] (540)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Eastern Railway Workers' Union.] (541)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise N.F. Railway Workers' Union.] (542)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Eastern Railway Engineering Kamgar Union.] (543)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Commercial Staff Association.] (544)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise National Campaign Committee of Railwaymen.] (545)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Cash Department Employees Association.] (546)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to Recognise All India Traffic, Shunting and Cabin Staff Association.] (547)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Indian Railway Traction Workers Association.] (548)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Engineering Staff Association.] (549)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Northern Railway Workers Unions.] (550)

'That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Western Railway Workers Union.] (551)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise South Central Railway Workers Union.] (552)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Railway Labour Union, Madras.] (553)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Railway Integral Coach Factory Workers Union, Madras.] (554)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Southern Railway Employees' Union.] (555)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise South Central Railway Employees' Union.] (556)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the remaining commission bearers working in railway restaurants.] (572)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove shortage of forms and other papers in Railway Offices.] (573)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of paper supplied in Railway offices.] (574)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give preference to Harijans, Adivasis and other people of weaker sections in allotment of railway land.] (575)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the surcharge imposed on monthly tickets.] (576)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the surcharge imposed on fares of second class Mail and Express trains.] (577)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant at least 8.33 per cent bonus to all railway employees unconditionally.] (578)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with the policy of granting extensions to railway employees and officers.] (579)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the policy of 'one industry—one union' in Railways.] (580)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the policy of granting recognition to unions by secret ballot in Railways.] (581)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure safe railway travel.] (582)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to all railway employees.] (583)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the Rajendra Nagar halt station on Eastern Railway into a full-fledged station and to provide stoppage there for all fast trains.] (584)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the level of platform at Rajendra Nagar halt station of Patna.] (585)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to implement the policy of time-bound promotions for railway employees.] (586)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant Central Pay Commission scales to engineering workers of Danapur Division of Eastern Railway.] 587)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reintroduce ferry service between Mahendra Ghat and Parleza Ghat.] (588)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the fifth accumulated near the booking office earmarked for Gaya at Patna junction of Eastern Railway.] (589)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train between Samastipur in North Bihar and Ranchi in South Bihar.] (590)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert all the narrow/metre guage lines in North Bihar into broad guage lines.] (591)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the loop line from Kiul station of Eastern Railway into double line.] (592)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Jasidih-Deoghar line into broad guage line and introduce more trains on this line.] (593)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to implement the decisions taken at the sittings of Railway Consultative Committees.] (594)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of ferry workers of Railways.] (595)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway gumti near Daulatpur village between Bihta and Koelwar stations of Eastern Railway.] (596)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check pick pocketing at Patna junction of Eastern Railway.] (597)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check connivance of Railway police with anti-social elements.] (598)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the system of charging from the owners/drivers of cars, jeeps and scooters who bring their vehicles in the premises of Patna junction of Eastern Railway.] (599)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a halt/flag station in front of Bihar Legislative Assembly for the convenience of thousands of employees of Patna Secretariat.] (600)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct an overbridge from Karbrighiya to the outside end covering north part of Patna junction so that people may go from North to South and vice versa without entering platform.] (601)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a big Railway hospital at Patna.] (602)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check frequent air-travel by the senior officers of Railway Board.] (603)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide fans in all railway quarters.] (604)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to take up the matter to open a central school at Danapur (Khagaul) on Eastern Railway.] (605)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of the railway school teachers regarding their service conditions.] (606)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a daily super fast train from Patna to Howrah.] (607)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a railway college in Danapur (Khagaul) on Eastern Railway.] (608)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to treat the coal and ash handling workers as departmental labour.] (609)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a rail link for Dumka, headquarter of Santhal Pargana.] (610)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide beddings in air-conditioned coaches of all Railways.] (611)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ban the entry of passengers in excess of the number of berths in air-conditioned coaches.] (612)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check travelling with heavy baggage in 2-tier air-conditioned coaches.] (613)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ban the illegal sale and drinking of liquor in Railways.] (614)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish the First Class air-conditioned class.] (615)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert all the first class air-conditioned coaches into air-conditioned two-tier coaches.] (616)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check unauthorised travel in first class and reserved coaches of trains in Bihar.] (617)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check unauthorised travel by police personnel in first class compartments in Bihar.] (618)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant scaled of pay to ministerial employees as per recommendations of Jagannath Das Committee.] (619)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check ticketless travel in trains.] (620)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the 4-point demands submitted by the All India Railway Employees' Confederation.] (621)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to resume negotiations with All-India Railway Employees Confederation.] (622)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept fourteen-point demands submitted by All India Station Masters Association.] (623)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of the Indian Railway Signal and Telecommunication Staff Association.] (624)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fulfil the demands of All India Railwaymen's Federation.] (625)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of Indian Railway Workers' Federation.] (626)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise United Committee of Railwaymen.] (627)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise All India Railway Canteen Employees Federation.] (628)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise Chitranjan Locomotive Workers' Labour Union.] (629)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to recognise N.E. Railway Majdoor Union.] (630)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide better coaches in long distance trains.] (631)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant all Government restricted holidays to railway employees working on track.] (632)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to bring Loco Shed Workers under the Factory Act.] (633)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway line from Bihta to Anugrah Narayan Road *via* Bikram, Paliganj, Arwal and Kurtha.] (634)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide uniforms to Loco Mechanical Staff.] (635)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a 50 bed dormitory 10 double-bed and 20 single-bed retiring rooms in the southern part of the Patna junction.] (636)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give special pay to Transhipment employees in view of their heavy duties.] (637)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of Marine employees of North Eastern Railway.] (638)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide employment on compassionate grounds to sons and wives of transhipment employees who died during their service period.] (639)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to cover transhipment employees under Life Insurance Scheme.] (640)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give allowance to T.P.T. employees of Indian Railways.] (641)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give the amount of Provident Fund in the event of death of transhipment employees to their dependents.] (642)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to departmentalise catering at Katihar station of N.F. Railway.] (643)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to departmentalise catering at stations and in trains.] (644)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to do away with inspection coaches.] (645)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to resolve labour problems through discussions with Federations, Associations and Unions of railwaymen from time to time.] (646)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check irregularities and malpractices in the allotment of wagons.] (647)

'That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of food stuffs served in private canteen at Aligarh Railway Station.] (648)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the demands of employees of transhipment Shed, Gadhare, which have been accepted.] (649)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give special allowance to Transhipment employees in accordance with the recommendations of R.B. Lal Committee.] (650)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give rights to all trade unions to negotiate with the railway authorities.] (651)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept memoranda from unrecognised Federations, Associations and Unions.] (652)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expand railways in Tripura.] (653)

'That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expand railway services in Assam in order to remove its backwardness.] (654)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to give correct information about late running of trains at Danapur, Mokama and Jamalpur by Control rooms.] (655)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay travelling allowance and overtime allowance to railway employees in time.] (656)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post experienced staff in railway control offices.] (657)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to supply required spare parts for the repair of engines.] (658)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Baunsi to Mandar hill in Santhal Pargana district of Bihar.] (659)

"That the Demand under the Head 'Railway Board' be reduced of Rs. 100 "

[Need to accept the demands of Bihar Daily Passengers Association and to consult them from time to time.] (660)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check capitalists from using railway wagons as godowns for their goods.] (679)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in converting narrow guage line into broad guage line from Barauni to Bongaigaon on North Eastern Railway.] (680)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check pilferage of coal from trains.] (681)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give the status of running staff to the checking staff.] (682)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the employees working in track depot of Danapur Division of Eastern Railway.] (683)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide rain-coats and jersies to Khalasis of Railway Engineering Department.] (684)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to confirm the employees of Railway Construction Department.] (685)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain parity in Salary and allowances of railway employees with those working in Government undertakings.] (686)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct retiring rooms at all stations for employees of catering department.] (687)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct retiring rooms at big stations for ticket checking staff. (688)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide special coaches to Freedom Fighters undertaking Bharat Darshan Tours.] (689)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to issue two first class railway passes to Freedom Fighters for Bharat Darshan.] (690)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to allow Freedom Fighters, undertaking Bharat Darshan tours to stay in retiring rooms free of charge.] (691)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide medical treatment to Freedom Fighters undertaking Bharat Darshan tours in railway hospitals as and when required.] (692)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to immediate posting of project employees of Railway Engineering Department.] (693)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide jobs to casual workers serving for years by abolishing contract system in Engineering Department of Railways.] (694)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to stitch uniform according to the employees' measurements.] (695)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to consult local M.Ps while preparing new railway timetable.] (696)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include local legislators and M.Ps in National Regional and Divisional Railway Users' Consultative Committees.] (697)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to put an end to increasing malpractices in Railways.] (698)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run daily train from Samastipur to Patna for the facility of travellers of North Bihar.] (699)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a coach factory in the neighbourhood of Patna.] (700)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands of Passengers' Welfare Association, Patna.] (701)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a super fast train between Patna and Pathankot *via* Lucknow and Amritsar.] (702)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Bokaro-Madras Express from Patna to Madras and vice-versa *via* Bokaro.] (703)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a fast train between Patna and Bombay.] (704)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove anti-social elements living near the Karbirgarya Booking

Office in the South of Patna Junction.] (705)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open a booking office in Kakar-Bagh colony of Patna.] (706)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide quarters to employees of departmental catering cells.] (707)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure participation of Railway employees in Railway Administration.] (708)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint more competent persons on Railway Board.] (709)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide at least four promotions to Railway employees during their service.] (710)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to issue Card Passes to ex-M.Ps, for travelling in Ist Class.](711)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure compliance of the orders of the Railway Minister by General Managers and Divisional Managers after discussing with M.Ps the problems of their constituencies after every two months.] (712)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to reduce the administrative expenditure on Railway Board.] (912)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to suppress the tendency of disregarding the orders of higher authorities by some officers of the Railway Board.] (913)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to end the monopoly of book selling by Wheeler company in the Railways.] (914)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check irregularities in the appointment of dependents of the deceased railway employees on compassionate ground.] (915)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the recommendations of various Railway Accidents Reviewing Committees.] (916)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to get railway land vacated, which is under illegal possession.] (917)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to manufacture railway coaches on large scale.] (918)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to settle the claims of losses within the shortest possible time.] (919)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to form only one union in Railway on the basis of secret ballot.] (920)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to give bonus to Railway Protection Force personnel.] (921)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to change anti-labour policy of Railway Board.] (922)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the policy of equal pay for equal work.] (923)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to give financial benefit to 'Railway employees who are stagnating in their pay scales.] (924)

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to implement the recommendations of Sharma Commission regarding Railway doctors.] (925)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to run the Indian Railways as a public utility service.] (926)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to avoid transfer of railway employees from one Zone to another Zone and withdraw orders regarding compulsory retirement.] (927)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Need to appoint Hindi Officers, Translators, Typists, and Stenographers in Sufficient number in Railways to implement Official Language Act, 1963.] (928)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to check malpractices and irregularities in the appointments made by Railway Service Commissions.] (929)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct overbridges at all the railway crossings on National Highways.] (949)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct ring railway in Calcutta.] (950)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Undue delay in setting up claims Commission to look into all major and minor accidents and payment of compensation within the fixed time.] (951)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to settle claims in respect of those persons who were killed or injured in the railway accidents which occurred on the bridge over Bagmati river in Saharsa district in July, 1981.] (952)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check malpractices in the matter of appointments and

promotions in the Diesel Locomotive Works, Varanasi.] (953)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct more quarters for railway employees at Danapur.] (954)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100"

[Need to regularise the services of voluntary booking clerks on Eastern Railway.] (955)

"That the Demands under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint Gatemen for all railway level crossings.] (956)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a modern Railway Station on the land of the light railway lying unused in the South of Arrah station in Danapur Divisions.] (957)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide forms and other necessary amenities to the Railway Protection Force.] (958)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to fix the work load for the Railway employees after conducting job analysis.] (959)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure the supply of better medicines in sufficient quantity to railway hospitals.] (960)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend Bakhtiarpur-Rajgir railway line to Gaya on Eastern Railway.] (961)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line from Fatuha to Gaya *via* Islampur on Eastern Railway.] (962)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to ensure proper maintenance of steam engines.] (963)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to connect Hazaribagh in Bihar by railway.] (964)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"Need for solving all the problems of railway employees in respect of their Service conditions.] (965)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a seat in running trains for the conductor guards and T.T.Es.] (966)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide residential quarters, medical and other facilities to the railway employees posted at road side stations.] (967)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide retiring rooms and facilities for cooking food to the checking staff who have to go out of the Headquarters.] (968)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage of Patna-Hatia Express at Taregna station.] (969)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a shed at up platform at Gulzarbagh station on Eastern Railway.] (970)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Patna Saheb station in Patna City as it is the birth place of Sikh Guru Gobind Singh.] (971)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Ranchi to Giridih *via* Hazaribagh.] (972)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the casual labourers working at Buxer station on Eastern Railway.] (973)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage of Tinsukia Mail at Danapur station on Eastern Railway.] (974)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pay the salaries regularly to the employees working in Fatuha—Islampur Light Railway.] (975)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a railway line from Chitaranjan to Dumka on Eastern Railway.] (976)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a railway line from Deoghar to Rampur, *via* Dumka.] (977)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a shed upto the office of R.M.S. at the platform of Patna Junction.] (978)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a new Express train by name of "Mica Express" from Patna to Dhanbad *via* Gaya and Kodarma.] (979)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate lighting at Southern platforms of Patna junction.] (980)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert narrow gauge line from Dehri to Pipradih into broad guage line and extend it upto Jaradag.] (1016)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a broad gauge line between Dehri and Yadunathpur.] (1017)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

Need to provide employment to dependants of persons killed in railway accidents.] (1018)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100,"

[Need to ensure safety of goods in goods trains, delivery of goods at destination in time and immediate payment of compensation for goods lost in transit.] (1019)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open medical centres at railway junctions.] (1020)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make provision for doctors and necessray medicines in long distance trains.] (1021)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert manually operated gates into automatic ones.] (1022)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make special arrangements for the security of lady passengers in suburban trains.] (1023)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in the transportation of essential commodities.] (1024)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give top priority to the movement of essential commodities to flood and drought affected areas for relief.] (1025)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give priority in allotment of wagons for the movement of coal to sulphur factories.] (1026)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check entry of unauthorised passengers into reserved compartments of Kashi-Vishwanath Express.] (1027)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the management of construction works and maintenance of railway lines.] (1028)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain railway workshops properly.] (1029)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to supply adequate spare parts and tools for repair of engines.] (1030)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to link Srinagar (Jammu and Kashmir) with railway line.] (1031)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for immediate renewal of 6000 kilometres of railway track and repair of 20,000 kilometres.] (1032)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace old and worn out coaches and wagons by new ones.] (1033)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for immediate repair of wagons.] (1034)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace without delay the signal and telecommuncation systems installed at 1221 stations, the life-span of which has expired.] (1035)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to overhaul lever frames operating signals and points.] (1036)

"That the Demand under the Head 'Railway Board be reduced by Rs. 100."

[Need to reply all letters received in Hindi by the Minister and his personal staff in Hindi.] (1037)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in reservations.] (1038)

'That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to open adequate number of schools for the children of railway employees.] (1039)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the activities of anti-social elements in railways.] (1040)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to replace immediately old and worn out engines.] (1041)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to call a conference of representatives of all Federations, Associations and Unions, whether recognised or not, to consider the steps to check rail accidents.] (1107)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reconstruct bridges which have out lived their life, have become weak and are not fit for use.] (1182)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to revoke ban on recruitment in Railways.] (1183)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to add more coaches both at Bhagalpur and Patna to Vikramshila Express starting from Bhagalpur and to Magadh Express linked to it at Patna.] (1184)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to shift police station from first class waiting room at Jahanabad station on Eastern Railway.] (1185)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a separate building for police station for Railway Protection Force at Jahanabad station on Eastern Railway.] (1186)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation quota for fast trains at Jahanabad station on Eastern Railway.] (1187)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach separate coach for Jahanabad from Dhanbad and Ranchi to Hatia Express and Ganga-Damodar Express.] (1188)

"That the Demad under the Head 'Railway Board' be reduced by Rs. 100."

[Need to attach more second class coaches for Dhanbad and Ranchi from Jahanabad to Hatia Express and Ganga-Damodar Express.[(1189)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the demands "Station Vikas Sangarsh Samiti", Sadisopur (Patna).] (1190)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accord the status of a full-fledged station to Sadisopur station.] (1191)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to post a whole-time gateman at Gate No. 42B/2-T on Eastern Railway.] (1192)

"That the Demand under the Head Railway Board' be reduced by Rs. 100."

[Need to construct a loop line and to provide signalling system at Sadisopur station on Eastern Railway.] (1193)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage of 13 Up and 14 Dn trains at Sadisopur station on Eastern Railway.] (1194)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a shed at Up platform of Sadisopur station on Eastern Railway] (1195)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide additional booking windows at Sadisopur station on Eastern Railway.] (1196)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct the approach road to Sadisopur station on Eastern Railway.] (1197)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide fencing at Sadisopur station on Eastern Railway to protect the passengers from accidents] (1198)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert first class waiting room into second class waiting room at Sadisopur station on Eastern Railway.] (1199)

"That the Damand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check the practice of travelling with heavy luggage in two tier air-conditioned coaches.] (1255)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the quality of meals served in Tinsukia Mail.] (1256)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to develop railways in Tripura in order to remove backwardness of Tripura.] (1257)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to develop railways in Arunachal, Nagaland and other Eastern States.] (1258)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation quota for passengers of Jahanabad in Hatia Express running between Patna and Hatia.] (1259)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide reservation quota for Jahanabad passengers in Ganga-Damodar Express from Patna to Dhanbad.] (1260)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Supply of question papers to the candidates appearing in examinations conducted by Railway Service Commission, Bombay at Khanpur (Ahmedabad) centre in English only and asking them to answer in English only.] (1261)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for improvement and expansion of Hindi Library in Wheel and Axle factory at Lallaguda, Bangalore.] (1262)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for imparting Knowledge of preliminary Hindi to workers of Lallaguda Wheel and Axle factory, Bangalore.] (1263)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for development of Lallaguda Wheel and Axle factory at Bangalore.] (1264)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to re-start manufacture of wagons B.F.R.S. fish vans, refrigeration vans, medical vans and brake vans in Lallaguda Wheel and Axle Factory, Bangalore.] (1265)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to resolve the problems of railway factory workers relating to their service conditions.] (1266)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to upgrade the Sikandrabad Railway Girls' High School of South-Central Railway to a junior college.] (1267)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to give house building advance to railway employees.] (1268)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the condition of quarters of railway workers in Lallaguda, Bangalore and to provide drinking water there.] (1269)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve the working of railway police.] (1270)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to transfer the management of railway fallow land to railway employees.] (1271)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Vikramshila Express daily from Bhagalpur to Patna and then to Delhi after linking it with Magadh Express.] (1272)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to implement the agreement reached with the Indian Railways Signal and Telecommunication Staff Association in 1973.] (1273)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint a specialist in signal and telecommunications as member of the Railway Board.] (1274)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to start negotiations with the Indian Railway Signal Telecommunication Staff Association for reaching an agreement to remove the discontentment amongst employees working in Signal and Telecommunications.] (1275)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove the discontentment among signal and telecommunications staff as a result of non-implementation of restructuring of the organisation.] (1276)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more funds for the development of signalling and telecommunications] (1277)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to accept the Demands of Signal and Telecommunication Staff to avert their proposed strike from 25th April, 1984.] (1278)

SHRI SUSHIL BHATTACHARYA (Burdwan) : I beg to move :

"That the Demand under the Head "Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for electrification of Bandel-Salar section of Eastern Railway.] (239)

"That the Demand under the Head 'Asset-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for doubling the Bandel-Salar section of Eastern Railway.] (240)

"That the Demand under the Head "Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extension of platforms at Katwa and Salar junctions and for better sanitation arrangements.] (241)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of a fly-over near Katwa station on Eastern Railway.] (242)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of A.K. and B.K. narrow gauge lines into broad gauge.] (243)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of narrow-gauge line of B.D.R. into broad gauge.] (244)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for replacement of old and depleted steam engines by diesel engines on A.K. and B.K. lines of Eastern Railway for safe and smooth running of trains.] (245)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for replacement of old, depleted and rejected bogies being operated on A.K. and B.K. lines of Eastern Railway and also to provide adequate lighting arrangement in trains.] (246)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extending of platforms at Bolpur, Murari and Rampurhat stations on Eastern Railway.] (247)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of fly-over at Nalhati and Murari stations of Eastern Railway in place of level crossing.] (248)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for proper arrangements of fans and lighting in trains on Sahebgunj-Barharoa loop line on Eastern Railway.] (249)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to for special checking to stop smuggling of coal in passenger trains in Andal-Santhia section of Eastern Railway and to ensure comfortable journey for the passengers on Andal Santhia section.] (250)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of Kurmadanga halt between Daskalgram and Jnandas Kandra stations on A.K. line into a full fledged station.] (251)

"That the Demand under the Head 'Assets-Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need for construction of level crossing at Kurmadanga halt on A.K. line of Eastern Railway to avoid accidents.] (252)

"That the Demand under the Head 'Assets-Acquisition Construction and Replacement' be reduced by Rs. 100."

[Need for restoration and operation of the defunct water tank at Daskalgram station on A.K. line of Eastern Railway.] (253)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of a proposed halt at Jnbutia between Kirnahar and Daskalgram stations on A.K. line of Eastern Railway.] (254)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for early construction of the proposed level crossing near Kirnahar station and Kirnahar Health Centre of A.K. line on Eastern Railway.] (255)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for increasing the number of bogies in trains running on both A.K. and B.K. lines of Eastern Railway to avoid over crowding.] (256)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check and minimise railway accidents and thefts in trains.] (287)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to prevent late running of trains.] (288)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run Indian Railways more as a public utility service than on commercial utility.] (289)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced to Re. 1."

[Failure to abolish expenditure regulated by contracts on payment of subsidy and rebate to certain lines worked by Indian Railways and certain lines owned and worked by private companies and to nationalise these lines.] (290)

"That the Demand under the Head 'Miscellaneous expenditure (General)' be reduced to Re. 1."

[Failure to nationalise Ahmadpur—Katwa (N.G.) line of Eastern Railway.] (291)

"That the Demand under the Head 'Miscellaneous Expenditure (General)' be reduced to Re. 1."

[Failure to nationalise Bankura—Damodar lines of South Eastern Railway for its development.] (292)

"That the Demand under the Head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to pay bonus as deferred wage to Railway employees.] (293)

"That the Damand under the Head 'Staff Welfare and Amenities' be reduced to Re. 1."

[Failure to abolish the system of contract and casual labour in Indian Railways.] (294)

SHRI M. RAMANNA RAI (Kasaragod) : I beg to move :

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for reduction of retiring room rent to Rs. 20/- and Rs. 30/- per single room and double room respectively.] (267)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for absorbing all the catering workers at time of constituting Catering Corporation.] (268)

SHRI NIRMAL SINHA (Mathurapur): I beg to move :

"That the demand under the head 'Repairs and Maintenance of permanent way and works' be reduced by Rs. 100."

[Need for proper maintenance of office building of Uttar Radhanagar station of Sealdah-Diamond Harbour line.] (359)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of doubling the line from Baruipur to Diamond Harbour under Sealdah South Section.] (360)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of doubling the line from Baruipur to Lakshmikantapur under Sealdah South Section.] (361)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of doubling the line from Sonarpur to Canning under Sealdah South Section.] (362)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of installing modern signalling system at Kalyanpur, Dakshin Durgapur, Dhamua, Sangrampur stations of Sealdah-Diamond Harbour line under Sealdah South Section.] (363)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of installing modern signalling system at Sashan-Road Surjapur and Bahani station on Sealdah-Lakshmikantapur line under Sealdah South Section.] (364)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Necessity of installing modern signalling systems at the Kalikapur and Piyali stations on Sealdah-Canning line of Sealdah South section.] (365)

"That the demand under the head 'Assets-Acquisition, Construction and 'Replacement' be reduced by Rs. 100."

[Need to provide tracks and to make other arrangements for crossing of trains at Kalyanpur, Dhamua, Sangrampur and Netra stations on Sealdah-Diamond Harbour line of Sealdah South Section.] (366)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide tracks and to make other arrangements for crossing of trains at Sashan Road Dhapdhapi, Surajpur and Baharu stations on Sealdah Lakshmikantapur line in Sealdah South Section.] (367)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide tracks and to make other arrangements need for crossing trains a Kalikapur and Piyali stations on Sealdah-Canning line in Sealdah South section.] (368)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a railway gate on the road connecting Kalpi Road with Diamond Harbour Road near Hotor and Dhamua stations on Sealdah-Diamond Harbour line.] (369)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a railway gate on the Mandirbazari-Chak da Road near Sangrampur station on Sealdah-Diamond Harbour line.] (370)

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to develop railway system in North Bengal.] (768)

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

[Need to introduce a fast train from Haldibari to Sealdah and *vice-versa*.] (774)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage of Tinsukia Mail at Jalpaiguri Road station.] (775)

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

[Need to check the late running of Darjeeling Mail.] (776)

"That the demand under the head Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of the metre gauge line from new Jalpaiguri to Alipur Duar junction *via* Mal into broad gauge.] (777)

"That the demand under the head 'Assets-Acquisition, Construction and 'Replaoement' be reduced by Rs. 100."

[Need to connect Alipur Duar junction with New Alipur by broad gauge line.] (778)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for an over bridge at Jalpaiguri station.] (779)

SHRI R.P. Das (Krishnagar) : I beg to move :

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failui electrify the Ranaghat-Gede section of Scaldah Division on Eastern Railway despite a resolution of the West Bengal Assembly requesting the same.] (391)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to provide diesel engines, as an interim measure, to the Ranaghat-Gede section of Eastern Railway, Scaldah Division pending electrification.] (392)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

Failure to provide a second and shorter route connecting Calcutta to North Bengal *via* Nasipur and Azimganj by constructing a bridge between the two at or near the site of the pontoon bridge used for freight movement during pre-Independence period work.] (393)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to double the Ranaghat-Krishnagar-surburban line as a first phase of doubling the Ranaghat-Lalgola line Sealdah Division on Eastern Railway.] (394)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to double the short one K.M. span from Ranaghat to Churni Bridge with a signal operating at the Ranaghat and of the Bridge as a short term, measure to ease the bottle-neck on Ranaghat-Shantipur and Ranaghat-Krishnagar lines in Sealdah Division on Eastern Railway.] (397)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce simultaneous reception system at the block stations on Ranaghat-Lalgola line to improve performance and alleviate sufferings of passengers.] (398)

SHRI RAM VILAS PASWAN (Hajipur) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a zonal railway office at Patna.] (568)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Dereservation of a large number of posts reserved for Scheduled Castes and Scheduled Tribes.] (569)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to construct a railway bridge on river Ganga at Patna.] (570)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run ring railway in Delhi properly.] (571)

SHRI BASUDEB ACHARYA (Bankura) : I beg to move :

"That the Demand under the Head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need to departmentalise the sale of newspapers and periodicals in Rajdhani Express and absorb the private book sellers in Railways.] (661)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to take measure for the protection of railway lines seriously threatened by erosion of Ganga in a village in Murshidabad in West Bengal.] (662)

"That the Demand under the Head 'Operating Expenses—Rolling Stock and Equipment' be reduced by Rs. 100."

[Need for manufacturing more coaches.] (663)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to introduce a shuttle train on Delhi-Shamli route and an Express train on Delhi-Shamli-Saharanpur route.] (664)

"That the Demand under the Head "Operating Expenses—Traffic' be reduced by Rs. 100."

[Need for additional train service between Bareilly and Mathura junction.] (665)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced by Rs. 100.

[Need to take the casual workers working in Metro Rail Project at Calcutta into permanent cadre.] (678)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb the coal and ash handling workers reduced surplus due to the elimination of steam locomotives.] (750)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to abolish contract system in catering services in Railways.] (751)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a passenger train between Midnapur Adra on SE Railway between 11 A.M. and 3 P.M.] (752)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to absorb all the casual workers engaged in Calcutta Metro Railway Project.] (753)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to electrify Adra-Kharagpur section of SE Railway.] (754)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to renew the eighteen thousand kilometres of worn out railway track.] (755)

"That the Demand under the Head 'Operating Expenses—Rolling Stock and Equipment' be reduced by Rs. 100."

[Need to augment coaches in trains.] (756)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to introduce a local train from Adra to Dhanbad *via* Sudamdih and Pathardih.] (757)

"That the Demand under the Head 'Operating Expenses—Traffic' be reduced by Rs. 100."

[Need to run a local train from Purulia to Adra.] (758)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced by Rs. 100."

[Need to regularise the casual workers in Indian Railways.] (759)

"That the Demand under the Head 'Staff Welfare and Amenities' be reduced by Rs. 100."

[Need to open a primary school in South Settlement of the Adra Railway Colony.] (760)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to convert Purulia-Kotshila narrow gaugeline into broad gauge line.] [761)

"That the Demand under the Head 'Assets-Acquisition, Construction, and Replacement' be reduced by Rs. 100."

[Need to raise the level of platform of Sirjam station on South Eastern Railway.] (762)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to treat the employees of non-statutory canteens as railway employees.] (763)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a new railway line from Bankura to Mezia on South Eastern Railway.] (764)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a Sub-way near Adra railway station on South Eastern Railway.] (765)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to raise the level of platform of Sauka station on SE Railway.] (766)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide an enquiry office at Adra junction.] (767)

DR. VASANT KUMAR PANDIT (Rajgarh) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppages at Sarangpur and Ruthiai stations for Sabarmati Express on Guna-Maksi line on the analogy of stoppages given at Ashok Nagar and Mugavali.] (780)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to upgrade Sarangpur, Biaora and Ruthiai stations in Rajgarh and Guna district and the need to provide additional platforms, sheds, water, waiting rooms and other amenities there.] (781)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make Aavan a flag-station because of its pilgrimage importance and weekly *mela*.] (782)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage, for 21/22 Southern Express at Gunj-Basoda station for passengers coming by road from Sironi and Lateri Tehsils.] (783)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to remove water shortage at Biaora station which is a 'Watering Station' by building stop-Dam on river Nevaj touching the station.] (784)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide godowns, sheds and waiting rooms at Ruthaiai Junction.] (785)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for doubling the Guna-Maksi line for facilitating fast goods and special trains.] (786)

प्रो० अजित कुमार मेहता (समस्तीपुर) : मैं प्रस्ताव करता हूं :—

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[बरौनी में गंगा पुल (राजेन्द्र सेतु) पर 45 कि० मी० की एक टुकड़े के लिए अतिरिक्त किराये के रूप में वसूल किये जा रहे यात्री कर को समाप्त करने की आवश्यकता।] (1001)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[दलसिंह सराय, उजयपुर, नाजिरगंज तथा सथाजगत स्टेशनों को सोनपुर डिवीजन से समस्तीपुर डिवीजन में फिर से अन्तरित करने की आवश्यकता।] (1002)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[पूर्वोत्तर रेलवे के दलसिंह रेलवे स्टेशन के प्लेटफार्म पर पुल को हटाकर किसी केन्द्रीय स्थान पर लगाने की आवश्यकता ताकि यात्री सुविधापूर्वक आ जा सकें और घटनाएं भी न हों।] (1003)

"कि रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[पूर्वोत्तर रेलवे पर दलसिंह सराय स्टेशन पर बिजली की सप्लाई के लिए एक डीजल जेनरेटर लगाने की आवश्यकता] (1004)

"कि 'रेलवे बोर्ड' शीर्षक के अन्तर्गत मांग में 100 रुपये कम किये जायें।"

[दानापुर समस्तीपुर एक्सप्रेस को दोबारा एक फास्ट पैसेंजर बनाने के साथ-साथ उन्हीं स्टेशनों पर रोकने तथा तदनुसार किराये को कम करने की आवश्यकता।] (1005)

SHRI A.K. ROY (Dhanbad) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend the newly introduced Gomoh-Gaya passenger train up to Asansol.] (1079)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a halt station between Ambona and Kalubathan.] (1080)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the reservation quota for Dhanbad in AC Chair car and AC two-tier in Rajdhani Express and Ist class and IInd Class sleeper in Bombay Mail, Kalka Mail and AC Express.] (1081)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the coal and ash handling workers at Pathardiah and Katras in Dhanbad, Eastern Railway.] (1082)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to reduce the arbitrary workload of gangmen laying concrete sleepers with PORS machine.] (1083)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to prepare a comprehensive panel list of retrenched casual gangmen in Danapur Division of Eastern Railway.] (1084)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a passenger train from Dhanbad to Sindri.] (1085)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend Dhanbad-Pathardih passenger upto Bhojudih.] (1086)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend foot over-bridge on Dhanbad station upto Purana Bazar.] (1087)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100 ."

[Need for construction of an approach road to platform of Pradhan Khunta station (Eastern Railway).] (1088)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct an over-bridge at Tetulmari station of Eastern Railway.] (1089)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the number and speed of Dhanbad-Pathardih and Dhanbad-Bokaro Steel Shuttle.] (1090)

SHRI SUDHIR GIRI (Contai) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide adequate number of wagons and rakes for carrying

essential materials for industries.] (1118)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to prevent rail accidents and ensure safety and Security of passengers.] (1119)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to introduce a fast train between New Jalpaiguri and New Delhi.] (1120)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to remove the bottleneck near Siliguri Station caused by railway gate.] (1121)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to ensure timely running of Darjeeling Mail.] (1122)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to relinquish railway land at Kurseong for the construction of Motor Stand there.] (1123)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to departmentalise catering in all the trains and stations.] (1124)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to speed up construction and completion of Metro-Railway Project at Calcutta.] (1125)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide drinking water and shed at city booking office, Siliguri.] (1126)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to readjust the timings of Kanchenjunga Express running between New Jalpaiguri and Howrah and *vice versa*.] (1127)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the reservation quota for the tourists and seasoners, especially in travelling by Darjeeling Mail, Kamrup Express, Kanchenjunga Express and Tinsukhia Mail.] (1128)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate number of wagons and rakes for carrying coal and other inputs for tea industry in North Bengal.] (1129)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a rail link between Balurghat and Islampur in the district of West Dinajpur.] (1130)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert the existing metre gauge line into broad gauge line between New Bongaigaon and Barauni *via* Siliguri.] (1131)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a regular train between Eklakhi (Malda) to Dalkholha *via* Itehar and Raiganj.] (1132)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce local trains between Thakurgunj and New Jalpaiguri and *vice versa*.] (1133)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to restore goods trains between New Jalpaiguri and Darjeeling on narrow gauge line.] (1134)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more Counters, Booking Clerks, at the centralised city booking office Siliguri.] (1135)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to produce new locomotives and coaches for the narrow gauge trains between New Jalpaiguri and Darjeeling *via* Siliguri.] (1136)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise the Tindharia Workshop in the district of Darjeeling under NF Railway.] (1137)

SHRIMATI SUSEELA GOPALAN (Alleppey) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to pay bonus as deferred wage to railway employees.] (1138)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give adequade protection to passengers from dacoits and thieves, especially in H Jayanti Janata Express and Kerala Express.] (1139)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to proivde residential accommodation or house rent allowance to all railway employees.] (1140)

"That the Demand under the Head 'Railway Board' be reduced to Re 1."

[Failure to recruit Scheduled Caste and Scheduled Tribe candidates in the Railway services as per their reserved quota.] (1141)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement the agreement reached with All India Loco Running Staff Association.] (1142)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to withdraw cases against the Loco Running Staff for taking part in 1981 agitation and to reinstate them for creating cordial atmosphere in Railways.] (1143)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to give employment to the dependants of the railway employees, especially of casual and temporary workers who die after twenty or thirty years of service.] (1144)

That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to replace out-moded and dilapidated coaches in the trains in Kerala region, especially on Malabar side.] (1145)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to ensure employees' participation at all levels in Railway management for the effective working of the Railways.] (1146)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to implement a uniform policy of transfers and postings in Railways.] (1147)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abolish the Railway Board.] (1148)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to abolish private catering and to introduce departmental catering in the Railways.] (1149)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to regularise the construction workers and catering staff who are working in Railways for more than one year.] (1150)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide uniforms and stitching charges to Station Masters instead of the ill fitting uniforms.] (1151)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1."

[Failure to provide funds for the construction of Guruvayur-Kuttippuram railway line.] (1152)

"That the Demand under the Head 'Railway Board' be reduced to Re. 1 "

[Failure to provide funds for the construction of Coastal Railway from Mangalore to Bombay.] (1153)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to provide sufficient funds for the completion of Ernakulam-Alleppey railway line.] (1154)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to provide sufficient funds for the construction of Alleppey-Kayankulam line.] (1155)

"That the Demand under the Head 'Repairs and Maintenance of Permanent Way and Works' be reduced by Rs. 100."

[Need to provide adequate funds for the repair, maintenance and construction of railway stations in the Malabar region of Kerala.] (1156)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct railway bridges at Kasaragod railway station, overbridge at Francis Road, Calicut and at Kuttipuram stations.] (1281)

SHRI SATYAGOPAL MISRA (Tamluk) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for construction of footpaths on both the sides of the railway bridge at Khiral station (Kharagpur Section)] (1157)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for repair of road from Panskura station to Midnapore Highway within the railway jurisdiction.] (1158)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to renovate platform at Mecheda station on Howrah-Kharagpur Section.] (1159)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for doubling Panskura-Haldia railway line.] (1160)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to pen more booking counters at Mecheda station.] (1161)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a Rickshaw and bicycle stand at Mecheda station.] (1162)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of Up and Down Ahemedabad Express at Mecheda station (Kharagpur Division.] (1163)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of Up and Down Hatia Fast Passenger at Bagnan Station (Kharagpur section)] (1164)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for stoppage of Up and Down Bombay Mail at Mecheda station (Kharagpur section).] (1165)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for the stoppage of more passenger trains at Narayanpakuria Murail Station.] (1167)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more facilities to vendors in the Suburban trains.] (1167)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to streamline booking of betel baskets at Srirampur Sheoraphuli, Howrah, Sealdah, Uluberia, Bagnan; Mecheda, Panskura and Kharagpur stations.] (1168)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway station at Rajgoda (Haldia Section) without delay.] (1169)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway station at Sutahata (Basulia) on Haldia section without delay.] (1170)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a railway station at Durgachak Town (Haldia section) without delay.] (1171)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

"Need to provide halt at Bhubaneswarpur (near Tamluk Maniktala) in the Panskura-Haldia Section.] (1172)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide halt at Mahisadal Bazar (near the bridge over Hijli Tidal Canal) in the Panskura-Haldia Section.] (1173)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for completion of the construction works of the new station building at Mecheda.] (1174)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to Provide more facilities in the 1st class and in the EMU Coaches.] (1175)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway line from Tamluk to Digha without delay.] (1176)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for electrification of the railway lines from Kharagpur to Midnapore.] (1177)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for renaming the Sutahata station (Haldia section) as Basulia Station.] (1178)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to renovate the platforms at Midnapore, Jhargram, Khirai, Balichak and Narayan Pakuria-Murali stations.] (1179)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for introducing another pair of trains from Haldia to Howrah and back.] (1180)

SHRI CHANDRADEO PRASAD VERMA (Arrah) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced to Rs. 100."

[Need to construct a railway bridge over Ganga at Patna.] (1206)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to double the Patna-Gaya line on Eastern Railway.] (1207)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line between Rajgir and Gaya.] (1208)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Delay in initiating legislation to take over the Fatuha-Islampur light railway. (Bihar)] (1209)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line between Arrah and Chhapra on Eastern Railway.] (1210)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide new coaches in local trains in Danapur Division.] (1211)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a rest house comprising of 50 beds—25 rooms of two beds each and 35 rooms of one bed each in the Southern part of Patna Junction.) (1212)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to check malpractices in Indian Railways.] (1213)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to set up a new railway zone with headquarters at Patna.] (1214)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to maintain cleanliness in trains.] (1215)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to grant special concession to students in railway fares] (1216)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to run a daily super fast train from Patna to Howrah.] (1217)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide free medical treatment to railway pensioners.] (1218)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to make railway employees eligible for pension after rendering service for ten years.] (1219)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to develop a big park near Patna Junction.] (1220)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a big railway hospital at Patna.] (1221)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a super fast train from Patna to Trivandrum *via* Madras.] (1222).

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check late running of trains.] (1223)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check robberies in trains.] (1224)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to augment the strength of RPF to check robberies.] (1225)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve catering and remove unhygenic conditions in railways.] (1226)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to improve catering in Magadh Express running between Patna and New Delhi.] (1227)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a line in addition to the existing in Northern India in view of increase in the number of trains.] (1228)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a doctor in every train with essential medicines.] (1229)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to impart adequate training to railway employees.] (1230)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct more quarters for railway employees in Danapur on Eastern Railway.] (1231)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to check chain Pulling.] (1232)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to regularise the services of bearers who have put in ten years of service in Eastern Railway.] (1233)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to lay a new railway line from Bihta station to Anugrah Narayan Road station *via* Sikram, Paliganj and Akhal.] (1234)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for conversion of Arrah-Sasaram light Railway line on Eastern Railway into broad-gauge line.] (1282)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the services of Voluntary Assistant Booking Clerks of Eastern Railway.] (1283)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide fans, electricity and sanitary facilities in passengers trains in Danapur and Mughalsarai Divisions.] (1284)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to raise the platforms at Neora and Kulharia stations on Eastern Railway.] (1285)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to construct over-bridges at Arrah and Bihta railway stations on Eastern Railway] (1286)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a modern railway station on the vacant land in the south of Arrah station on Eastern Railway.] (1287)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to discontinue payment of about 10 lakhs of rupees every year to the owners of Fatuha-Islampur Light Railway in Bihar.] (1288)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to appoint a gateman at every level crossing.] (1289)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway-bridge on the Sone river at Koelwar in Danapur Division of Eastern Railway.] (1290)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to declare a Patna-Buxar, Patna-Mojama and Patna-Jahanabad areas as suburban areas.] (1291)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide departmental catering in all long-distance trains.] (1292)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide a stoppage for Toofan Express at Koelwar Station in Danapur Division of Eastern Railway.] (1293)

"That the Demand under the Head Railway Board' be reduced by Rs. 100."

[Need to remove garbage from Patna, Danapur and Arrah railway stations and keep them clean.] (1294)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of an over-bridge near Rajinder Nagar at Patna on Eastern Railway.] (1295)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Arrah and Bihta stations in Danapur Divisions of Eastern Railway.] (1296)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage for 39 Up and 40 Dn Janata Express at Neora Station in Danapur Division of Eastern Railway.] (1297)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to electrify the Sitapur-Patna and Mughalsarai railway line.] (1298)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to recruit Scheduled Caste and Scheduled Tribe and other backward classes candidates in railway service as per quota fixed for them.] (1299)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to give employment to dependents of the deceased railway employees who expired after putting in more than 10 years of service.] (1300)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to replace old and worn-out railway coaches by new ones.] (1301)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to abolish the Railway Board.] (1302)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Failure to put an end to private catering and introducing departmental catering arrangements in Railways.] (1303)

SHRI AJIT KUMAR SAHA (Vishnupur) : I beg to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to raise the platforms of railway stations from Kharagpur to Purulia.] (1237)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a passenger train in day time between Adra and Kharagpur.] (1238)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to extend suburban facilities from Bankura to Kharagpur.] (1239)

"That the Damand under the Head 'Railway Board' be reduced by Rs. 100."

[Need for proper maintenance of properties of Bankura Damodar railways.] (1240)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide 1st class coaches in Gomoh-Burdwan passenger train.] (1241)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the frequency of Rajdhani Express and to provide a stoppage at Asansol.] (1242)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to provide more coaches in Purulia-Howrah Express.] (1243)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to convert Purulia-Howrah Express into Fast passenger.] (1244)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to route Neelanchal Express *via* Adra at least three days a week.] (1245)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to nationalise Bankura Damodar Railway.] (1246)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to include MPs and MLAs in Railway Time Table Committees.] (1247)

"That the Demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to construct a new rail line from Mejhia to Bankura.] (1248)

SHRIMATI SUSEELA GOPALAN (Alleppey) : Mr. Chairman, Sir, the railway budget was separated from the General Budget in 1924. The Railway Convention Committee was set up to advise the Government on how much amount has to be taken from the Railway Budget to meet the dividend liability. That was because the railways were set up under assured dividend system. When the other public sector undertakings are under the General Budget why the Railways alone are having a separate budget ?

At present, here the Railway Convention Committee itself can only divide the amount which is to be allotted and no more powers are given to them. At present, even the Public Accounts Committee cannot go into the various aspects of the working of the Railways. All the other public undertakings come under the P.A.C. Either Convention Committee should be given more powers or there should be another P.A.C. or some such thing which can go into the working of the railways. For the last so many years, when we go into details, we will find how actually the railways were mismanaged. During the present plan period, the entire amount has to be spent for the actual rehabilitation of railways. For that, actually, a proper amount was not set apart in the Third, Fourth and Fifth Five Year Plans. More dividends were paid to the General Budget than what was actually allowable. That is why we see almost the entire amount of this Plan has to be spent for the rehabilitation of railways this year. Then what is left for the development ? This is a very pertinent question to ask. Taking the backlog of arrears, the interests during the Sixth Plan period will come to Rs. 300 crores and then there is liability meant for the social liabilities the amount of which comes to Rs. 250 crores. They have to give concession in order to attract high rated traffic and put burdens on consumers. That makes Rs. 250 crores which we will have to bear. Then there is interest amount of Rs. 50-60 crores per year. Railways being utility service, government should spend and not the railways. Railways should be allowed to work independently. So, altogether when the arrears are there plus the interest charges, naturally the railways will remain in the red. So, re-evaluation of the whole policy should be there and steps be taken for the proper functioning of the railways. I would suggest that either the Railway Convention Committee be given more powers apart from just dividing the amount or a Committee like PAC should be brought into the picture.

Mr. Chairman, Sir, even the amount which has been allocated for developmental works, has not been properly utilised taking into consideration the needs of the backward areas. I give the

example of Kerala. Kerala is industrially very backward. After Independence how many kilometer of railway lines did we get ? It is less than 200 km of railway line. At present we have total 916 km of railway line. The all-India average per lakh of people is 10 km whereas for Kerala it comes to only 4 km. Members from both sides have complained that interests of the backward areas have not been taken into consideration when the developmental programmes are drawn up.

Mr. Chairman, what is the fate of Ernakulam-Alleppey line which was taken up five-six years ago ? The total outlay on this project was Rs. 14.90 crores. So far only Rs. 10.58 crores have been spent. This year Rs. 3 crores have been set-apart in the budget. So, still a sum of Rs. 1.32 crores remain to be allotted. Taking into consideration the price escalations the total amount needed would be more than what has been calculated. In 1982 when I asked a question as to when this line will be completed I was told it would be in 1985 provided there is availability of funds. So, it amounts to this that even in 1985 it will not get completed and it may go upto 1987 or 1988.

Last year when I raised this matter in the Consultative Committee meeting, the Minister told me that contracts have not been cancelled whereas when I inquired from the contractors I was told that the contracts had been cancelled on account of paucity of funds. Let me tell you the present position of this project. I do not know, when the elections come you may say something. During the Kerala election some announcement was made. Mr. P.C. Sethi was the then Railway Minister and he said that Rs. 3 crores is set apart for the construction of the Alleppey-Ernakulam Railway line. But what happened afterwards ? Only Rs. 50 lakhs you have spent for that so far. How can it be completed in this situation ? Rs. 10 1/2 crore more is required for the completion of that line. And if that is not completed, how can there be proper development ? This Ernakulam to Quilon line can be connected to Quilon only if you complete this Alleppey-Kayamkulam line. Otherwise it will stop at Alleppey and there will not be any through line to Trivandrum. But even this line will take a lot of time to be completed. I don't want to go into details.

Sir, promises were made about the Kuttipuram-Guruvayoor Railway line. Lakhs of pilgrims go to that famous temple. That was a promise made by your predecessor. But till now, nothing has been done.

Sir, Kerala is the only State in the country which has not got a Coach Factory in the Southern region. Now it is said that this question is being examined by a Committee. But there is no coach factory in our State. This is one of the important points. So many other things are there which have to be looked into. The Malabar region is always neglected. Very little amount is being set apart for the reconstruction of railway stations in that region.

I congratulate the Railway Minister for starting the Bongaigaon-Kanyakumari and also Ahmedabad-Trivandrum line but no bogies are attached to serve the Malabar region in these trains. The complaint of the Malabar people is that this region is always neglected. That we see in the Railway Budget itself. This Alleppey region is backward. How can we develop that region without proper railway communication facilities ? The coir industry is in crisis. If other industries have to be developed in that area, railway lines have to be built. But that is not being done.

From Bombay to Kerala we were demanding West Coast line. But that has not been given. Kerala is always neglected. Even this Alleppey-Ernakulam line came into existence because another regime was there; Mr. Dandavate was the Railway Minister and the credit goes to him. If this government has any

concept for backward regions the construction of this line would not have been dragging on like this for a long time.

I am happy that the Minister has congratulated the workers for the success of the Railways. Actually the success of the Railways is due to the hard work done by the employees. But what is the attitude of the Railway towards its employees ? For the loco running staff you promised something after the strike; but you have not implemented it. Even now their cases are not withdrawn; people have been sent out and they are suffering. This is your attitude. There are very many genuine grievances of workers. They went on strike for reducing their working hours. Why don't you reduce their working hours. Even after so many years after independence they have to do 16 to 18 hours of duty a day. When there was no way out, they went on strike. But no conciliatory attitude is being taken by you. With regard to the station masters also, that is your attitude. Misfit uniforms are being given to these people. Once you have stated that you will give Terrycot uniform to the Station Masters. But why should you give misfit uniforms to them ? You should give cloth and stitching charges to them. Once your predecessor had stated that if the uniforms supplied to them are not to their satisfaction, then the Railway Administration would review the case and give them the cloth and the stitching charges. But now actually the present Railway Administration is taking a firm stand. The entire Station Masters are united and they say that the uniforms are misfit and they would not like to wear them.

Then, Sir, there are some isolated places where the Railway Stations are located. There are so many officers working in those isolated Railway Stations. But the bazar pass facility which was given to them have been withdrawn. This is not a very healthy attitude towards the workers. Moreover, in those isolated places if the Railway doctors are not immediately available and if the Railway officers go to some other private doctors for immediate treatment, the expenditure on the medical treatment is not reimbursed to them. You have to consider such things very magnanimously so that the railway workers may be in a position to work hard which would ultimately help to a great extent in the working of the railway system.

Now, Sir, what about the casual workers and the catering workers ? There are about 2.12 lakh casual labourers in the Railways. There are about 15 lakh permanent workers in the railways. But the fate of these casual labourers is not decided. Their working condition and their living condition are miserable. I have received hundreds of letters from these people. Many of them have been working in the railways for the last 20 or 25 years. But they are not getting any benefit. Even their dependents are not given any job when they die while working in the railways.

Sir, what is the state of affair of the railway catering staff ? Now, you are going to have a separate Corporation for the railway catering business. That is good. But what are you going to do for these in the catering service at present especially when they have put in a long years of service in the railways. Will you take that also into consideration while establishing a Corporation for this purpose ? What is your assurance to them in this regard ? Now, half of these caterers are working on commission basis. Again here also there is an injustice shown to them. In one area, they get a commission of 10 paise, in another area 15 paise and in some other area 20 paise. Why don't you have a uniform commission rate ? How will they work for this meagre amount ? I would request you to give them 20% commission till you take a decision for making them permanent. Once I had put a question in this House and the Labour Minister at that time had replied that

after 220 days of work, everybody will have to be made permanent. At that time, I had asked the Minister whether he would take action in the case of these railway workers. Believing the Minister, several letters are coming. But they have been saying that this is the policy of the Government because they are casual workers.

Sir, in regard to the K.K. Express Train, last year a point was raised regarding the allotment of more berths to the caterers and you were good enough to allot them 12 berths. But have you taken into account the number of workers in the K.K. Express ? The allotment of 12 berths is not at all sufficient. If you, yourself go and see the working condition of the caterers, I am sure you will find the miserable plight and will take speedy action in this regard. They do not have space to rest and they do not have space even to lie on the floor of the compartments. They can't take rest after the day's hard work, after serving thousands of passengers. Is it the way of treating the workers in a country where you always claim that socialism is your goal. This is the hard realities which you may not believe.

Now, there was a proposal to change the designation of the catering managers to Supervisors. I have got a reply saying that this was the proposal in the Third Pay Commission's Recommendations. I have verified this fact and I have found that there was nothing of that sort of recommendation. You are misinformed by the officers. These things will have to be changed. Unless these workers are prepared to work, you cannot achieve your objectives. The Integral Coach Factory has exceeded the target ? The workers have worked very hard, but have you rewarded them suitably ? You are paying more to a private Company. Unfortunately, the railways are not treated properly. Can these workers not at least be treated at par with other public sector workers ? If they work hard, you will earn more.

We are told that the railways have achieved a great success in the matter of freight movement. Is it correct ? At the time of independence, whereas the Indian railways had a freight traffic of 90 million tonnes, China had 100 million tonnes. What is the present position ? In 1978, while China had reached the target of more 1000 million tonnes, we are nowhere near that. Only a satisfied worker feels that his future is in the organisation and he will work for you, but you are having a step-motherly treatment towards the workers. I want to warn the hon. Minister that if he continues to have this attitude, things will not improve.....(*Interruptions*). As I said, the attitude towards the workers is very important. The workers in the K.K. Express had been demanding proper berth facilities for a long time, but you did not listen to them. When as a matter of protest, they did not come for their work for a day, they were dismissed. They have not been taken back as yet. They had been complaining to you for months together, and finally to attract your attention, they stayedaway from their work, and they were thrown out. Is it not possible to take them back to show that you are very much generous to the workers ? They were led to a situation where they were forced to resort to this. Because of dire necessity they did it. I would, therefore, plead with you to make necessary changes in your attitude towards the employees.

You now feel that everything is peaceful, but I warn you it will burst out one day and that will be disastrous for the country as a whole. I hope you will consider these things patiently and take suitable action.

Lastly, Malayalees who are staying away from Kerala in many places have been demanding separate bogies for going to Kerala. You might have received a petition from Hyderabad; they want a train to Kerala. They have also requested that the Bangalore City Express should be extended up to Trivandrum. That train is once a week. That will be very

beneficial. The Ludhiana people will also benefit if two bogies are attached to the Jammu-Tawi Express. They can come to Delhi and if some provision is made to get a reservation for them from here, they can go to Kerala. You have provided certain facilities on the Ahmedabad Train and the Assam Train. That is very good. I hope, the hon. Minister will consider these requests sympathetically and introduce these facilities in those trains. You have to accommodate them ; and some relief can be given to the people who are staying in these areas.

MR. CHAIRMAN : Some Congress I members have given their names to speak, but, unfortunately, they are not here. They are Shri Satyanarayan Rao, Shri Hiralal Parmar and Shri Kamal Nath Jha.

Shri Arunachalam.

*SHRI M. ARUNACHALAM (Tenkasi) : Mr. Chairman, Sir, on the Demands of the Railway Ministry for 1984-85, I wish to say a few words.

In 1981-82 Karur-Dindigul-Madurai-Tuticorin BG project was started. This is one of the major new works undertaken by the Southern Railways. From Karur to Dindigul it is a new line, from Dindigul to Madurai there is going to be parallel line, from Madurai to Maniachi it is a new BG line after removing the existing MG line and from Maniachi to Tuticorin and from Maniachi to Tirunelveli there will be parallel lines. The proposition to have a new BG line from Madurai to Maniachi after removing the existing MG line is beset with many problems. The passengers from Kollam, Kanyakumari, Tirunelveli Ramanathapuram districts going to Madras will have to undergo untold miseries. They have to change the train at Maniachi and again at Madurai before they reach Madras. I need not narrate the problems involved in changing the trains. The Southern Railways will not face any problem by having a parallel line between Madurai and Maniachi, along with the present MG line. This will rescue the passengers from southern districts to Madras from the rigours of rail travel. I appeal to the hon. Minister that he should order the laying of parallel line between Madurai and Maniachi.

The Kanyakumari-Nagercoil-Tirunelveli BG section is in Trivandrum Division. The railway employees of Madurai resorted to strike demanding the inclusion of this section in Madurai Division. Then the Railway Minister, Hon. Kamalapathi Tripathi and the Minister of State, Shri Jaffer Sharief, assured the workers that this section would be included in Madurai Division if they withdrew the strike. They withdrew the strike. Along with that the Railway Board has also withdrawn the assurance of the Ministers. This section continues to be with Trivandrum Division. The Railway workers of Madurai Division are greatly agitated over this inordinate delay. Before the situation worsens, I request the hon. Minister of Railways to include Kanyakumari-Nagercoil-Tirunelveli BG section in Madurai Division. The argument that a BG section cannot be included in MG predominant Division holds no water because in Gujarat there are many BG sections incorporated in MG Divisions. I am sure that the Railway Minister will look into this and do the needful.

At a distance of 5 kms. from Tenkasi railhead, we have Courtallam, where there is a beautiful waterfall. This place is called Poor Man's Ooty. Many common people throng this place, as the affluent sections go to Ooty in South and Simla in the North. If Tenkasi is connected with Courtallam by a railway line, the distance of which will be just 5 kms. then it will be a boon for lakhs and lakhs of common people wanting to visit Courtallam. This will be a very profitable line, unlike the 136 uneconomic lines being run by the Railways for the benefit of poor people.

*The original speech was delivered in Tamil.

Sir, my Tenkasi parliamentary constituency which is a chronically backward area without any industries. Along with the Madurai-Tirunelveli BG project, I suggest that Virundunagar-Sivakasi, Tenkasi-Sengottai-Quilon MG line should be taken up for a survey for the purpose of converting into a BG track. This will open the backward area for development.

In my Constituency, Sankarankoil, Kadayanalloor, Tenkasi, Senkottai, Ambasamudram Stations look like archaeological monuments. They were constructed during the British regime and they are all in a state of disrepair. There is no roof in some stations. The station buildings should be renovated and roof should be put in these stations.

There is a place called Vadamalapuram which was a halt station some years ago for the train between Madurai and Senkottai. There is no other transport facilities for the people living around this place. Many times the people have requested that the train should be halted in nights also at Vadamalapuram. On economic grounds the Southern Railways have stopped the train-halt here. Revenue should not be the consideration. In order to ensure that the people are not put to avoidable difficulties, the Railway Minister should order halting of Madurai-Senkottai train in the nights at Vadamalapuram.

Tuticorin is a major port. The State Government has bifurcated Tirunelveli District and declared Tuticorin as Chidambaram district. In and out Tuticorin huge industrial complex has come about. Presently there is one Express train from Madras to Tuticorin. I demand that one more Express Train should be run between Madras and Tuticorin.

There is a road on the east coast from Madras to Kanyakumari. The Railway Minister should order a survey in this area for a railway line from Madras to Kanyakumari on the sea coast. This will be a profit-earning route, because it will go along 700 kms. of sea coast. It will open up thousands of fishermen's villages along this coastline. This will also serve defence needs in times of crisis because direct transportation of men and material from south to north and from north to south is easy.

While air-conditioned coaches are run on almost all the MG trains, there is no air-conditioned coach in 105, 106, 137 and 138 which are long distance trains from Madras to Quilon. I demand the inclusion of air-conditioned coaches in 137 and 138 and 105 and 106 trains between Madras and Quilon. The Trains No. 105 and 106 get six coaches at Tirunelveli in the name of Link Express. This has not solved the problems of Tenkasi and adjoining areas. I suggest that there is no need for this Link Express. You can have a direct Express train to Tirunelveli in its place. Before I conclude, I would reiterate that Tenkasi station should be remodelled. Tenkasi is known as southern Varanasi with a very famous Siva temple here. According to puranas, those who visit this Siva temple need not go to Varanasi. It is also popular belief that the well here gets water from Ganga directly. Nearby Courtallam is a popular tourist centre. Hence there is need for a retiring room in Tenkasi to serve the needs of passengers and pilgrims.

Madurai is the next biggest city in Tamil Nadu. Madurai junction is worked to the maximum. There is also heavy rush. I suggest that a marshalling yard should be constructed in the nearby Vilangudi so that the pressure on Madurai junction can be eased. With these words I conclude my speech. The train No. 137 and 138 between Madras and Quilon should be named after the great freedom fighter, Shri Vandinatha Iyer who bailed from Shenkottah. He shot dead the English Collector and later shot himself dead in his 30s. His name should be cherished by posterity.

श्री राम सिंह शाक्य (इटावा) : सभापति महोदय, माननीय रेल मंत्री जी ने जो बजट पेश किया है, उसमें गरीबों के लिए कोई राहत की बात नहीं कही है। मैं, एक-एक करके आपके सामने रखना चाहूंगा।

14-59 hrs.

[SHRI R.S. SPARROW *in the Chair*]

यह बात सभी को मालूम है कि जब कोई सांसद, विधायक या अधिकारी किसी गाड़ी में बैठने के लिए जाता है तो उसके साथ जाने वाले अधिकतर लोग प्लेटफार्म टिकट नहीं खरीदते। जब उनके स्वागत में कोई रिसिव करने जाता है तो तब भी यही होता है।

किसानों और उन गरीबों पर जो अपनी बहू-बेटियों को गाड़ी में बैठाने के लिए जाते हैं लेकिन उनके पास पैसा नहीं होता, उन पर यह भार पड़ता है। पैसा न होने के कारण वह रिक्शा या तांगे में भी नहीं बैठता और पैदल चलकर ही स्टेशन तक आता है। उन स्टेशनों पर जो छोटे-छोटे स्टेशन हैं, वहां कुलियों की व्यवस्था भी नहीं की जाती है, वे भी अवेलेबल नहीं होते हैं। यहां बेचारे गांव के लोग जो अपने मेहमानों को बिठाने के लिए आते हैं उनको एक रुपये का प्लेटफार्म खरीदना पड़ेगा और यह पूरा भार उन पर ही पड़ने वाला है। आपको सुनकर आश्चर्य होगा कि ये जो अपने सगे सम्बन्धियों को गाड़ी पर बिठाने आते हैं तो रुपया उधार लेकर, किराए के लिए रुपया उधार लेकर आते हैं।

15 hrs.

जो पैसेंजर गाड़ियां किसी स्टेशन से छूटती हैं उनके लिए यह व्यवस्था होनी चाहिए कि वे समय पर छूटें। एक्सप्रेस गाड़ियां, माल गाड़ियों को पहले गुजारा जाता है और इनको रोक दिया जाता है। इसलिए इनको रोक दिया जाता है कि उनमें केवल गांव वाले किसान लोग, गरीब लोग सफर करते हैं। इसका नतीजा यह होता है कि दूसरे या तीसरे स्टेशन पर जाकर उनको उतरना होता है तब रात हो जाती है और वहां स्टेशन से उनको गांव जाना होता है तो कोई पुलिस की व्यवस्था नहीं होती है। स्टेशन पर रुक जाते हैं तो वहां नहीं होती है और पैदल जाते हैं तो रास्ते में नहीं होती है। वे स्टेशन पर रुक जाएं तो वहां उनको लूट लिया जाता है और पैदल रात्रि में गांव जाएं तो रास्ते में लूट लिया जाता है। अगर एक्सप्रेस गाड़ियों को थोड़ी देर के लिए इन स्टेशनों पर रोक भी दिया जाए और इनको निकलने दिया जाए तो कोई हर्ज की बात नहीं होगी। एक्सप्रेस गाड़ियां थोड़ी देर से भी पहुंचे तो कोई हर्ज की बात नहीं है। जानबूझकर इन सवारी गाड़ियों को जो रोक दिया जाता है इससे गांव वालों को बड़ी परेशानी होती है। वे कहां जाएं। स्टेशन पर रुक नही सकते हैं, गांव जा नहीं सकते हैं, आखिर जाएं तो कहां जाएं। सरकार कौन सी व्यवस्था कर रही है ताकि वे अपनी इज्जत और माल असबाब को बचा सकें।

इन पैसेंजर गाड़ियों में मैंने देखा है कि तीन चार डिब्बे ही लगे होते हैं। सवारियों की संख्या बहुत ज्यादा होती है। बैठने के लिए तो क्या तिल रखने के लिए जगह नहीं होती है। इसलिए लोग दो सवारी डिब्बों के बीच में खड़े होकर या बैठकर जाते हैं। जो लोग साथ में सामान ले जाते हैं या मातायें बच्चों की ले जाती हैं वे खिड़की से सामान और बच्चों को अन्दर फेंकती हैं और उतरने तक अपने सामान या बच्चों को देख या उनसे मिल नहीं पाती है। इतनी भीड़भाड़ इन

डिब्बों में रहती है कि पेशाब टट्टी कोई जा नहीं सकता है। अगर आप किसानों के लिए, गांवों के लिए कोई सुविधा देना चाहते हैं तो एक तो आप इन सवारी गाड़ियों को समय पर चलाएं और दूसरे इनके डिब्बों की संख्या को बढ़ाएं ताकि भीड़ अधिक न हो सके।

इसी तरह से अब मैं सरकार की कार्य-क्षमता के बारे में कुछ कहना चाहूंगा। मैंने एक पत्र उत्तर रेलवे पर स्थित अछल्दा-साम्हो के बीच में यात्री सुविधा के आधार पर घसारा में हाल्ट स्टेशन बनाने के लिये 30 जुलाई, 1981 को एक पत्र लिखा था जिसका रेल मंत्री जी ने 30 जनवरी, 1982 को इस प्रकार उत्तर दिया था :

"कृपया मेरे पूर्ववर्ती रेल मंत्री, श्री केदार पांडेय के नाम अपना 30 जुलाई, 1981 का पत्र देखें जिसमें आपने अछल्दा और साम्हो स्टेशनों के बीच घसारा में एक हाल्ट स्टेशन खोलने के सम्बन्ध में लिखा है।

मामले की जांच करायी गई है और पता चला है कि उत्तर रेलवे प्रशासन द्वारा अछल्दा और साम्हों स्टेशन के बीच एक हाल्ट स्टेशन खोलने के बारे में पहले ही निश्चय किया जा चुका है और इस प्रस्ताव को 1983-84 के लिए निर्माण-कार्यक्रम में शामिल करने की दिशा में आगे की कार्यवाही की जा रही है।"

लेकिन इसके बाद भी इस स्टेशन को खोलने के बारे में कोई कार्यवाही नहीं की गई।

इसके बाद 5-5-83 को मेरे एक अतारां-कित प्रश्न के उत्तर में मंत्री जी ने जवाब दिया है :

"यात्री सुविधा के आधार पर साम्हों और अछल्दा के बीच एक हाल्ट स्टेशन खोलने की स्वीकृति दी गई थी। लेकिन, धनराशि की अनुपलब्धता के कारण अभी तक इस स्टेशन को नहीं खोला जा सका। निधियों का पनर्विनियोग करके, इस काम को बिना पारी के, 1983-84 के निर्माण कार्यक्रम में शामिल करने के संदर्भ में कार्य वाही की जा रही है।"

इसके बाद भी घसारा स्टेशन को अभी तक नहीं खोला गया है। इसी तरह से किसानों की सुविधा के बारे में बताना चाहूंगा। आगरा से शिकोहाबाद एक पैसेंजर गाड़ी जाती है जिसको शिकोहाबाद पर लगभग 9 बजे रोक दिया जाता है। लेकिन अगर इस गाड़ी को बढ़ाकर के इटावा पर रोका जाय, क्योंकि इटावा स्टेशन से शाम की पैसेंजर गाड़ी के बाद जो 6, 7 बजे जाती है, उसके बाद दूसरे दिन सुबह 10 बजे तक कोई भी पैसेंसर गाड़ी नहीं है जिससे कि इटावा से पैसेंजर आगरे को आ सकें। अगर इस शिको-हाबाद पर रुकने वाली शटल को आगरा से इटावा तक बढ़ा दिया जाय और इटावा से सुबह शिकोहाबाद होते हुए आगरा को लाया जाय तो इटावा से जो सवारियां 10 बजे के बाद आती हैं सुबह आकर के आगरा से वापस जा सकती हैं।

इसी तरह से और व्यवस्थाओं के बारे में बताना चाहूंगा। आये दिन मैंने देखा है कि जो यात्री गाड़ी में सफर करते हैं जिन पर प्रथम श्रेणी का टिकट होता है लेकिन दिन के समय श्रेणी का डिब्बा पुलिस के लोगों से भरा होता है और रात में भी एक, दो लोग इन डिब्बों को बन्द कर लेते हैं और उसके बाद प्रथम श्रेणी के यात्री गैलरी में या सेकेन्ड क्लास में सफर करते हैं।

इसी तरह से अधिकतर प्रथम श्रेणी के जो प्रतीक्षालय हैं उनमें भी पुलिस के लोग ही

ही सोते हैं और जब कभी कोई यात्री इनमें जाता है उनके बैठने के लिए भी कोई सुविधा नहीं है। मंत्री जी इस तरह की कोई व्यवस्था करें जिससे प्रथम श्रेणी के प्रतीक्षालय में सफर करने वाले यात्रियों को किसी प्रकार की परेशानी न हो।

मैं अपने इटावा जिले की कुछ समस्याओं के बारे में बताना चाहूंगा। इस जिले से होकर उत्तर भारत को बरेली से ग्वालियर तक जोड़ा जाता है, लेकिन जिले में कोई ओवर-ब्रिज नहीं है जब कि अधिकतर तमाम स्थानों पर ओवर-ब्रिज हैं। इस असुविधा के कारण लोग घंटों खड़े रहते हैं। उनको सुविधा देने के लिए इटावा पर कोई ओवर-ब्रिज शीघ्र ही बनाया जाये जिससे इटावा जिले, जो दस्यु प्रभावित है, में बाहर से जाने वालों और बीहड़ में जाने वालों को कोई रुकावट न हो।

इसी प्रकार इटावा में जो गाड़ियां प्लेटफार्म नं 1 पर आती थीं, उनको अब प्लेटफार्म नं० 2 पर लाना शुरू कर दिया गया है जिससे लोगों को असुविधा होती है क्योंकि प्लेटफार्म नं० 1 पर प्रतीक्षालय व अन्य सभी सुविधाएं हैं। यात्रियों को बार बार प्लेटफार्म नं० 2 पर जाना पड़ता है। मेरा निवेदन है कि जो गाड़ियां प्लेटफार्म नं० 2 पर रुकती हैं, उनको प्लेटफार्म नं० 1 पर रोका जाये जिससे यात्री प्रतीक्षालय, भोजन एवं अन्य उपलब्ध सुविधाओं का लाभ आसानी से उठा सकें।

इटावा उतरी भारत को ग्वालियर से होते हुए सीधे दक्षिण भारत से जोड़ता है। यहां एक लाइन स्वीकृत की गई है इटावा से गुना तक। अगर इस लाइन को बना दिया जाये तो निश्चय ही पूरा उत्तर भारत सीधे दक्षिण से जुड़ जायेगा, लेकिन स्वीकृत होने के बाद भी अभी तक इस पर कोई कार्यवाही नहीं की गई है। मैं चाहूंगा कि मंत्रीजी इस पर शीघ्र ही कार्यवाही करें।

शाहजहांपुर से बदायूं होकर चन्दौसी को जाने वाली बड़ी लाइन भी बनाई जाये और बरेली से इलाहाबाद आने-जाने वाली एक एक्सप्रेस गाड़ी चलाई जाये जिससे इलाहाबाद कोर्ट में जाने वाले लोगों को सुविधा मिल सके।

मैं मंत्री जी से यह भी कहना चाहूंगा कि प्लेटफार्म टिकट जो एक रुपये का किया गया है, इससे केवल गरीबों पर ही वजन पड़ा है। अगर पूरे साल का हिसाब लगायें तो निश्चय ही यह आमदनी पिछले साल से कम होगी क्योंकि जो लोग प्लेटफार्म टिकट खरीदते हैं, वह कम खरीदेंगे। इससे ईमानदारी घटेगी और लोगों में बेईमानी की आदत पड़ेगी। इसलिये लोगों में ईमानदारी की भावना जागृत हो, इसके लिए मैं मंत्री महोदय से पुनः कहूंगा कि प्लेटफार्म टिकट की दर 50 पैसे ही रखी जाये।

SHRI S.A. DORAI SEBASTIAN (Karur) : Hon. Chairman, Sir, I would like to point out certain problems connected with the Southern Railway, particularly of Tamil Nadu.

Sir, to modernise Ponmalai Railway Workshop, an amount of Rs. 25.10 crores was envisaged and for this project only a token amount of Rs. 2 lakhs has been provided in this Budget. This is a gross discrimination to Tamil Nadu. Sir, the hon. Minister should allot at least Rs. 2 crores for this project.

In Erode-Tirichirapalli broad gauge section, the construction of a new bridge across Amravathy River at KM 65/8-12 in replacement of existing bridge at a total cost of Rs. 2.24 crores was estimated. At the end of 1983-84

Rs. 1.36 crores has been spent and this year Rs. 82 lakhs were allotted leaving a balance of Rs. 16 lakhs. This work should be completed this year itself keeping in view of heavy traffic conditions.

At the Golden Rock workshops—for the facilities for reclamation of diesel loco cylinder blocks, an amount of Rs. 5.27 crores was envisaged. So far Rs. 3.01 crores have been spent. This year an amount of Rs. 1 crore has been allotted. Greater importance should be given for this work and the project should be finished this year itself.

A total cost of Rs. 117.21 crores was stipulated for the proposed accommodation for advanced computer system at Madras. A provision of Rs. 10.1 crore has been made leaving a balance of Rs. 107.20 crores. In view of the metro-development, this should be done on priority basis. Many Hon. Members during the Railway Budget debate have also demanded that priority should be given to the Madras rapid transit system and have asked for early installation of the computer facility for easy movement of traffic. For this project a total amount of Rs. 53.46 crores was to be invested. Last year the Hon. Minister allotted only Rs. 95 lakhs and this year only Rs. 75 lakhs have been provided. This is very much a discriminatory allocation if you compare this to the projects for which priorities have already been given elsewhere. Therefore, I would request the Hon. Minister to kindly see that this project is also given its due importance and it should be completed in any case before 1988.

I would also request the hon. Minister that one First Class passenger waiting room should be constructed at Manaparai and Kulithalai and the existing First Class waiting room at Karur should be provided with further amenities.

Regarding the train service facilities, I would invite the attention of the Hon. Minister to the fact that when we are writing to the authorities for the provision of stoppage of some trains at some places, they do not concede to our requests at all. Our request is that the following trains should be considered for stoppages :

Train No. 65/66 Tiruchi-Cochin Express and Train No. 31/32 Tiruchi-Bangalore Express should be stopped at Lalapet and Sithalavai.

Train No. 105/106 Madras-Quilon Mail should be stopped at Manapparai as it used to be previously. Many passengers coming from Madras were very much benefiting because of this stoppage. Recently this stoppage has been eliminated. The authorities say this stoppage has been eliminated because the expected level of the passenger traffic is not using this stoppage. At least for a Member of Parliament something should be done. I have got no other train to come from Madras to my native place except this one. So many trains are passing through this place, but none stops. Therefore, I request this Quilon-Mail should be stopped here at least for my convenience and for the convenience of other public.

A First Class and a Second Class bogie should be provided to Karur people travelling to Madras and from Madras in Train No. 65/66 for which train I have mentioned that some stoppages should be introduced. So, kindly see that one First Class and one Second Class bogie are attached to Train Nos. 65/66 at Karur for the convenience of the public.

At present the Railway Board is functioning at Delhi as its headquarters. Many files dealing with policy matters have not yet been cleared for many years owing to the enormous work at its disposal. So, I suggest that every regional railway should have a separate Railway Board for speedy implementation of projects and from the administrative point of view. I am stressing this point for your consideration and kindly see that every regional railway should be provided a separate Railway Board.

Regarding the food supplied in trains, I would like to draw your attention to the fact that the quality of food along with its quantity is deteriorating. The quality of breakfast is sub-standard and is not of good quality for the price charged. It is prepared very early and loaded in trains. By the time it is served, it becomes chill. The contents of the lunch plate get mixed. The curd cups contain only half the quantity. In some plates some items are missing. Since lunch also is loaded from base kitchens well in advance, the passengers never get it hot. For the rates charged for lunch quality is very poor. If the contract is given to a private contractor, at least out of fear he may give better food and quality food.

At night only food packets are served. These packets contain either tamarind rice or vegetable rice and curd rice. They are full of stones. For side dish they provide potato chips. There are no pickles. But the quality of whatever is served is very low. So I suggest that the rice supplied and other items supplied should be of good quality and they should also be tasty. Besides, the bearers are also not courteous. Sometimes they are rude. So we want courteous service from the suppliers.

In conclusion, I would say that some more facilities for Members of Parliament should be provided for travelling. Now, when the Members of Parliament are travelling by air, their companions are to travel only by trains. Therefore, companions should be permitted to travel on Trains in Members' absence.

My second point is that the family of a Member of Parliament consisting of his spouse is already getting the pass. There is no problem. But at least once in a year he should be allowed to take his children also to some places.

SHRI SANTOSH MOHAN DEV (Silchar) : How many children ?

SHRI S.A. DORAI SEBASTIAN : At least two or three. Suppose you are an elderly man, naturally some of your sons and daughters might have already been married. So provision for passes for two or three children is enough. Kindly see that at least once in a year a Member of Parliament should be given passes to go around with his family.

With these words, I thank you very much.

SHRI F.H. MOHSIN (Dharwad South) : While supporting the Demands presented by the Railway Minister, I have to make some observations.

The Railways have been expanded. Many trains have been started. But I am sorry to say that the basic amenities provided to the passengers are not satisfactory. I have always been saying when the passengers travel in the trains, the basic necessity of drinking water in the trains should be provided especially in the summer season which is coming.

Prof. Madhu Dandavate was the Railway Minister. He ordered some earthen pots to be kept in every bogie. But before he went out from the Ministry, the pots also disappeared.

PROF. MADHU DANDAVATE (Rajapur) : For your information pots were broken at the same time.

SHRI F.H. MOHSIN : By the time they reached the next station, pots were broken. It did not serve much purpose. Railways had to spend crores of rupees to purchase earthen pots and to employ watermen.

Any way, some arrangement should be made for the passengers so that they can get good pure drinking water in all the compartments. Of course, in air conditioned coaches there is arrangement. But it is not there in other compartments. In Second Class compartments the

condition is worst. In the records of the Railways, it may be written that railways have provided facilities, but in reality you will find at many stations even drinking water is not available. At a junction like Miraj where so many trains halt, I found no drinking water. There was no water in the lavatory. They say, it is not available. It has to be brought from somewhere. I have made a note in the complaint book. So, such is the situation at junctions. At small stations, you may not do anything. But at least drinking water should be made available to the passengers.

What about hygenic condition ? It is appalling. The sweepers do not come. They do not clean the bogies. The caterers bring food and they keep that near the lavatories. There is no other place. Except in some compartments of the First Class, in Second Class the condition is appalling. They keep food and drinking water near the lavatories. How can we take such food ? These are the basic necessities of passengers which have been neglected. I am not worried about A.C.C. trains and Rajdhani Express. You have to provide basic necessity—cleanliness, good food in all passenger coaches. The standard of food is appalling, catering is worst. There are some departmental canteens. Some are run by the contractors. But both are bad.

Over-crowding is there. Many trains have been started. But it is not commensurate with the increase in population and increase in passenger traffic. Now trade and commerce has developed. People are travelling from place to place. In the olden days, travelling was little because people had not much to do in another town. With the development in trade and commerce, there is increase in passenger traffic but the number of trains being run are not commensurate with the population. Hence we find people travelling on the tops of the trains, endangering their lives. Of course, when the guard sees, they are asked to come down. But what should they do ? Many a time goods trains are not run properly or on time. They do not reach on time because they have to give preference to passenger trains. Why not plan for the future ? Have a different track for the running of the goods train. Goods train should have separate tracks. There should be separate staff also. The Station Superintendent has to run to the goods shed also and to look to the passenger amenities which is not possible. You should have a different staff altogether. You can have different stations, if you want, at different places so that the goods train can also run efficiently. Now, people prefer to send their goods by trucks or lorries rather than by trains because they do not reach in time. There is so much of pilferage in the goods train, sometimes in collusion with the railway servants. That is why, the people want to send their goods by lorries. That has to be remedied.

Now, Sir, I come to Karnataka State proper. It is unfortunate that though Karnataka had as many as four Railway Ministers, nothing appreciable was done. Mr. Dasappa, Mr. Poonacha and Mr. Hanumanthayya, Mr. T.A.Pai were all there. Now, Mr. Jaffer Sharief is the Minister of State for Railways. But nothing much has been done to Karnataka. I am not a sectarian in that aspect. But we have to see that all the regions are equally developed. It is not that a part of the country has been developed and and other part has been neglected. You have to pay attention to all the parts. What has happened in Karnataka ? The broad-gauge line from Pune to Bangalore is still pending. Long back the estimates were prepared. But conversion was made only up to Miraj—the border of Maharashtra. It was never continued. Pune-Miraj conversion was done at the time of Shri S.K. Patil. Broad-gauge line is also there between Bellary and Hospet but it is there only for running the goods train to take away the manganese ore and iron ore from Hospet area to Madras. It could have been taken to Karwar harbour or Belikera. That was

now the railway line was put up to Hospet. Hubli is not far away from Hospet. So, it could have been put up to Hubli, but they never thought it fit to take the broad gauge railway line up to Hubli. Because of all these tnings, the people of Karnataka feel that there is nobody in the Centre to take care of their interest, in the matter of railway development in the State of Karnataka.

I request the Minister to complete the conversion of broad-gauge line from Miraj to Bangalore. The Hospet-Goa line has also to be converted into broad-gauge line. I do not know how many years they will take to complete these lines. There has been demand for so many decades that a new railway line from Hubli to Karwar should be laid. You always say that there is shortage of funds. Scarcity of funds will come only when a demand is made from Karnataka. Then, coastal railway line from Bombay to Mangalore is also at a standstill. That has also been neglected and it was stopped somewhere near Bombay.

Sir, all this could be done, as the Karnataka people feel, only with the creation of a new zone for that area. I have asked about the creation of a new zone. But I have got a reply that the Railway Convention Committee has made some recommendations and they are examining those recommendations. How many years will it take, God knows! When there could be a separate zone in Secunderabad, why don't you have a zone in Bangalore or Hubli because the rail mileage is justified to have a zone there. Our Karnataka people strongly feel that all these things may be developed only when a new zone is created.

Then, Sir, regarding the Railway Service Commission, Karnataka people are again neglected even in the matter of recruitment. Formerly in the Southern Railway Service Commission, Hubli division was also included. The Tamilians who were dominating in the Commission took only Tamilians. Now, Sir, the Hubli workshop consists of many Tamilians. 90% of them are non-Karnataka people and only 10% staff are those people who are from Karnataka.

There is the Railway Service Commission at Secundrabad. Of course, once Mr. Hanumanthappa was made the Chairman of Railway Service Commission at Bangalore. But after Mr. Hanumanthappa became a member of the Rajya Sabha, he had to resign. But later on nobody has been appointed. They are now thinking of appointing an officer as the Chairman. I do not know why. Let them have a uniform system. If they want to appoint officers as the Chairman and the members of the Commission, I have no objection. But why only for Karnataka region the officers are being sent there. I do not understand that. There should be a Railway Service Commission at least for the Karnataka people so that they do not have any grievance in regard to recruitment. They have been neglected. That should be done early.

Then, I come to Hubli-Harihar Section. That is actually in my constituency. It starts from Hubli but it is not included in the Hubli Division. If anything has got to be done, one has to go 250 miles away to the Mysore Division. I do not know why it is like that. It should be included in the Hubli Division only. To this also, I got a reply that it will be considered after the Railway Convention Committee recommendations are perused. I do not know how many years it takes. It starts right from Hubli but it is not included in the Hubli Division. The Dharwar South people have to go to Mysore, 250 miles away. This creates a problem for the people there. So, it should be included in the Hubli Division and it should be done early.

There is the Jhelum Express coming from Jammu Tawi to Poona. Prof. Madhu Dandavate, when he was the Railway Minister during the Janata rule, had promised it to be extended to Kolhapur.

Even the time-table was printed and given to us. I do not know why, even four years after his exit, that has not come into effect. The time-table is also now changed. Jhelum should be extended to Kolhapur. The Jhelum Express which halts at Poona could be extended upto Kolhapur so that passengers may not have to change from one train to another.

The Koyna Express runs between Bombay and Miraj. It has got First Class. But there are only Chairs. The compartments are so badly maintained that it is very difficult to travel in those compartments. The charges are of First Class. It is not air-conditioned. Whereas air-conditioned Chairs cost less, these passengers have to pay First Class fare and travel in those compartments which are very badly maintained. God save the First Class passengers. I am not saying about Karnataka. Once I travelled from Aligarh to Delhi by a passenger train. The First Class compartment was worse than the Second Class Compartment. It was impossible ever to sit in these compartments. They are so badly maintained. I think, these compartments should have been scrapped. But yet they are being put to use. I do not know why.

These are certain things which need urgent attention of the hon. Railway Minister.

As regards the Workshop at Hubli, there is a fear that the work load is going less and less and that the work is being diverted either to Tirupati Workshop or Lalguda Workshop. The fear is that time may come when the Hubli Workshop may be closed. It is a very old Workshop. We have got skilled labourers there. It could be expanded. But yet nothing has been done to expand the Hubli Workshop. Even carriages could be constructed there ; even locomotives could be constructed there. Hubli is the second largest town in Karnataka. It could be made good use of. I think, the hon. Railway Minister has never visited that place. Let him visit that place once and see it for himself as to how it could be expanded.

With these words, I support the Railway Demands.

श्री रीतलाल प्रसाद वर्मा (कोडरमा) : सभापति जी, रेल बजट के संदर्भ में मैं मंत्री जी को यह याद दिलाना चाहूंगा कि रेल भारत के नागरिकों के लिए एक महत्वपूर्ण यातायात का साधन है और इस की सुविधा दूर गांवों तक पहुंचाने के लिए जो अभी तक कार्यवाही की गई है, वह नाकाफी है ।

जन सुविधाओं के दृष्टिकोण से प्रति वर्ष रेलवे के विस्तार और प्रसार के लिए बजट में बढ़ोतरी होती है, किराये भाड़े में बढ़ोतरी होती है और माल के भाड़े में भी बढ़ोतरी होती है और 1980 से देखा गया है कि अभी तक जो प्रति वर्ष बजट में वृद्धि की गई है और यात्रियों के ऊपर असह्य भार बराबर दिया गया है लेकिन सुविधाओं के दृष्टिकोण से अगर समीक्षा की जाए, तो यात्रियों को अनेक प्रकार की कठिनाइयों के सिवा और कुछ नहीं मिला है । अंग्रेजों के शासन काल में जितनी रेलवे लाइनें बनाई गई हैं, उस संदर्भ में अगर देखा जाए, तो 38 वर्ष गुजरने के बाद भी आप जनता को रेल की सुविधा अभी तक आप प्रदान नहीं कर पाए हैं । हर राज्य को कितनी सुविधा मिलनी चाहिए और हर राज्य के नागरिकों को यातायात की कितनी सहायता प्रदान करनी चाहिए और किस तरह से संतुलित विकास के लिए और बेलेंस्ड रेलवे यातायात को बढ़ाने के लिए एक सुनियोजित प्लान होना चाहिए, वह आज तक नहीं हो पाया । जो जितना अधिक प्रभाव डाल पाता है, उसी के अनुसार रेलवे का निर्माण कार्य होता है । 1980 से हम लोगों ने लगातार नई रेलवे लाइनों की अपेक्षा अपने यहां की थी और उस संदर्भ में हम लोगों ने बजट में

जो माल भाड़े और यात्री भाड़े में वृद्धि की गई थी, उससे भी सहमति प्रकट की थी लेकिन देखा जाए तो पिछले वर्ष 4 अरब 90 करोड़ रुपये की बढ़ोत्तरी रेलवे बजट में की गई थी कि लेकिन उससे कितनी आमदनी रेलवे की हुई और कितना निर्माण कार्य किया गया, यह कोई खास कहीं दिखाई नहीं पड़ता है। कागजों के बंडलों में ही खाली सिद्धान्त रह जाता है और कार्य रूप में उसका ट्रांस्लेशन नहीं हो पाता है। जो स्कीमें बनाई जाती हैं, वे सारी पेपर वर्क में समाप्त हो जाती हैं। मैं बिहार से आता हूं और अगर आप बिहार की स्थिति को देखें, जो 38 वर्षों की आजादी के दौरान नगण्य रेलवे निर्माण का कार्य हुआ है। हमारे यहां जो पिछड़े हुए क्षेत्र हैं, हजारी बाग, गिरिडीह, संथाल परगना और रांची में कोयले के विशाल भंडार हैं और वहां पर अनेक खनिज पदार्थ जैसे अभ्रक, बेरल पत्थर और दूसरे खनिज पदार्थ काफी मात्रा में हैं लेकिन वहां पर यातायात के साधन बहुत कम हैं। मेरी मांग है कि गिरिडीह, कोडरमन, जमुआ और हजारी बाग टाऊन, जोकि कमिश्नर का हेडक्वार्टर है, उसको रेल लाइन से मिलाते हुए रांची तक जोड़ा जाए। 262 किलोमीटर की यह रेल लाइन है। इसका सर्वेक्षण चल रहा है लेकिन इसमें तेजी से काम नहीं हो रहा है। पहले 9 लाख रुपये मंजूर हुआ था और अब 14 लाख रुपये का प्रावधान किया गया है। इस तरह से तो वह कार्य अनन्त काल तक चलता रहेगा। इस धीमी गति से जो यह कार्य चल रहा है, उसको देख कर सर्वत्र जनता में बहुत ही दुःख प्रकट किया जा रहा है।

मैं आपको बताना चाहता हूं कि हजारी बाग, जहां हमारी प्रधान मंत्री जी गई थीं, उन्होंने जन सभा को संबोधित करते हुए कहा था कि हजारी बाग, जो कमिश्नर का हेड-क्वार्टर है, उसको रेलवे लाइन से लिंक किया जाएगा। लेकिन वह भी सपना ही रह गया।

फिर भूतपूर्व रेल मंत्री, माननीय केदार पांडे जी ने भी जाकर के जनता के बीच में भाषण दिया था और कहा था कि छठी पंचवर्षीय योजना में इसे शामिल किया जा रहा है लेकिन छठी पंचवर्षीय योजना में भी केवल कल्पना मात्र रह गई। मंत्री जी ने, पार्लियामेंट में इस सदन में इस तरह के विचार प्रकट किये हैं लेकिन वे विचार केवल भाषण बनकर रह गये। पार्लियामेंट में भी केवल भाषण ही चल रहा है उसे ट्रांसलेट करने की आवश्यकता नहीं समझी जा रही है।

यह बहुत ही महत्वपूर्ण लाईन है। यह क्षेत्र हरिजनों, आदिवासियों और अन्य कमजोर वर्गों से भरा हुआ है जिन्हें भारी कठिनाई के साथ जीवन की सुविधाएं प्राप्त हो पाती हैं। यह किस तरह की हमारी समाजवादी सरकार है, यह किस तरह से सर्वजन हित के लिए विचार करती है ? जिस तरह से बीस सूत्री कार्यक्रम के अन्तर्गत घोषणाएं की जा रही हैं। उस दृष्टि से भी यह लाईन सर्वप्रथम बननी चाहिए। हर दृष्टिकोण से यह लाईन बहुत उपयुक्त है और यह लाईन 272 किलोमीटर मात्र की है। इस क्षेत्र में बहुत से छोटे-बड़े उद्योग, कोल प्रोजेक्ट हैं, सीमेंट प्रोजेक्ट हैं, माइंस हैं। इन सब दृष्टियों से इस लाईन की उपयोगिता और अनिवार्यता बहुत है। यह बिल्कुल जनहित में है। लेकिन इसे अभी तक नजरअन्दाज किया जाता रहा है। हमने मंत्री जी का, जनता की अपेक्षाओं के अनुसार इसके लिए बार-बार ध्यान आकर्षित किया है।

मंत्री जी हर बार रेल बजट में भाड़े की बढ़ोतरी करते हैं। इस बार भी उन्होंने 114 करोड़ रुपए की बढ़ोतरी की है। पिछले वर्ष चार अरब रुपये के यात्री भाड़े और माल

भाड़े बढ़ाये थे। पर यह राशि कहां जाती है ? सात करोड़ से अधिक जनता यहां पर बसती है। उसको भी इसमें से हिस्सा मिलना चाहिए। यह डेमोक्रेसी है जिसमें हर व्यक्ति को मिलता है। देश के प्रत्येक व्यक्ति को सुविधाएं मिलनी चाहिएं। यह न हो कि जिधर के मंत्री जी हों या कोई प्रभावशाली व्यक्ति हो, उधर ही पक्षपातपूर्ण ढंग से रेल लाईन बनाई जाए। इस में मैं मंत्री जी से आग्रह करूंगा कि जनता की अपेक्षाओं को ध्यान में रखते हुए इस लाईन को प्राथमिकता दें और सातवीं पंचवर्षीय योजना में इसे निश्चित रूप से शामिल कर जन-भावनाओं का आदर करें ताकि प्रजातंत्र में प्रजातांत्रिक मूल्य जनता को महसूस हो सकें और वह यह समझे कि किसी के साथ कोई भेदभाव की कार्यवाही नहीं की जा रही है।

इसके साथ मैं यह भी ध्यान दिलाना चाहूंगा कि धनबाद डिविजन में होट वेदर स्टाफ जो कि वाटरमेन हैं और जंगल कटिंग स्टाफ में लगभग 200 लोग पिछले 15 वर्षों से अपना काम करते आ रहे हैं। लेकिन उन्हें अभी तक रेगुलराइज नहीं किया जा रहा है। यह उनके साथ बहुत बड़ा अन्याय है। रेगुलराइज्ड कर्मचारियों के लिए जो रूल्स हैं उनके तहत मिलने वाली सुविधाओं से ये कर्मचारी वंचित रखे जा रहे हैं। अगर सरकार भी अपने कर्मचारियों के साथ ऐसा करेगी तो प्राइवेट कम्पनियां क्या करेंगी। इन दो सौ कर्मचारियों के साथ यह सरकार का बहुत बड़ा अन्याय है। इसको दूर किया जाना चाहिए और इन्हें स्थायी किया जाना चाहिए।

इसी तरह से पूर्वोत्तर रेलवे में 146 सब्स्टीच्यूट कोच अटेन्डेन्ट हैं जो 15 वर्षों से सर्विस कर रहे हैं। लेकिन इनके स्थायीकरण की भी कोई आशा दिखाई नहीं दे रही है। इस प्रकार से रेलवे में कितने ही मजदूर 15-20 वर्षों की सर्विस के बाद रिटायर हो जाते हैं लेकिन उन्हें सर्विस की कोई भी सुविधा नहीं मिल पाती। हमारी जनप्रिय सरकार है इसलिए इसके नीचे ऐसा हो, तो यह बहुत ही कलंक का विषय है। हम इसके बारे में सरकार का ध्यान आकर्षित करने का कई बार प्रयास करते हैं तो भी इसको नजर-अन्दाज कर दिया जाता है।

अधिकारियों को लिखकर शिकायत की जाती है लेकिन कोई जांच नहीं की जाती। धनबाद के पास गझंडी स्टेशन गया और कोडरमा स्टेशन के बीच में ऐसी जगह पर है जहां से लाखों रुपए का सामान चोरी हो रहा है। वहां पर 4-5 कर्मचारी और एक दो ऐसे अफसर हैं जो वर्षों से वहां पर हैं। वहीं पर उनकी प्रमोशन हुई है। वहां से उनका ट्रांसफर नहीं किया जाता है। शिकायत की जाती है पर उस पर भी कोई कार्यवाही नहीं की जाती। हम लोगों के लिखने से कोई फायदा नहीं होता। वहां पर लोको शेड है। वहां पर कई अधिकारी हैं जो इंस्पेक्टर से प्रमोशन होते होते इंजीनियर बन गए हैं लेकिन वहीं पर हैं। 15 वर्षों से वहीं हैं। लाखों रुपए का सामान चोरी होने की शिकायतें आई हैं लेकिन कोई कार्यवाही नहीं होती।

कुछ समस्याएं अपने क्षेत्र की बताना चाहता हूं। कोडरमा स्टेशन पर 81 अप, 82 डाउन का स्टापेज है लेकिन कोटा कोई नहीं है। वहां पर तीन एम०पी० का क्षेत्र पड़ता है और कई विधायकों को भी दिल्ली जाना होता है। इसीलिए कोडरमा में 81 अप 82 डाउन में 4 ए० सी० स्लीपर और 4 फर्स्ट क्लास का कोटा दिया जाए और दो बर्थ फस्टक्लास की दी जानी चाहिएं। कोडरमा में वर्ड फेम माइका की मंडी है और विदेश से भी अभ्रक के बड़े-बड़े व्यापारी वहां आते हैं। इसलिए

यह व्यवस्था वहां पर होनी चाहिए। इसके साथ ही एक 6 कमरों के रैस्ट हाउस की व्यवस्था भी स्टेशन पर होनी चाहिए या रिटायरिंग रूम के रूप में 6 कमरों की व्यवस्था होनी चाहिए। इससे लोगों के ठहरने में सुविधा होगी।

इसी प्रकार धनबाद एक खनिज क्षेत्र है। इसलिए धनबाद से दिल्ली के लिए डायरेक्ट ट्रेन "खनिज एक्सप्रेस" के नाम से चलाई जानी चाहिए। इसी प्रकार बोकारो स्टील सिटी है इसलिए वहां से दिल्ली एक स्टील एक्सप्रेस चलाई जानी चाहिए। वहां पर लाखों श्रमिक काम करते हैं। इससे उनको आने जाने में सुविधा होगी।

एक बात की ओर और ध्यान दिलाना चाहता हूं कि जिस तरह से रेलवे की गाड़ियां चल रही हैं और जिस तरह का रेलवे का ढांचा है, प्रशासनिक अस्तव्यवस्तता है उसके दृष्टिकोण से ईस्टर्न रेलवे का जोनल हैड क्वार्टर बिहार में होना चाहिए। यह धनबाद में हो, या गया में हो या गझंडी जिसका मैंने जिक्र किया वहां हो। वहां पर मीलों तक वीरान जमीन उपलब्ध हो सकती है। धनबाद, मुगलसराय, मुजफ्फर पुर और दानापुर डिवीजन का हैडक्वार्टर होना चाहिए। इससे रेलवे प्रशासन चुस्त होगा, व्यवस्था ठीक होगी।

इसी प्रकार जी० आर० पी० के कार्य को तरफ आपका ध्यान दिलाना चाहता हूं। जी० आर० पी० ने रेलवे के पेरलर अपना प्राइवेट बिजनेस कर रखा है। उदाहरण के तौर पर मधुपुर जंकशन पर 4 लायसेंस होल्डर कांट्रेक्टर्स हैं और उनके अलावा 150 वेन्डर्स हैं। जो अनऑथराइज रूप से वहां पर हैं। वे, 7 हजार रुपए प्रति माह उन लोगों से टैक्स वसूल करते हैं। कई बार उन लोगों ने रेल मंत्री, चेयरमैन रेलवे बोर्ड और जी० एम० कलकत्ता के पास लिखा, मगर सब बेकार हो गया। इस प्रकार से जी० आर० पी० के लोग रेलवे सम्पति की सुरक्षा करने की बजाय अपना बिजनेस चला रहे हैं। इस तरह डेढ़ सौ अन-आथोराइज्ड वेन्डर्स वहां काम कर रहे हैं। इसलिए, जांच-पड़ताल करके भ्रष्टाचारियों को निकालना चाहिए। गिरिडीह से पटना जाने के लिए कोई खास व्यवस्था नहीं है। पाटलिपुत्र एक्सप्रेस धनबाद से पटना जाती है और गिरिडीह से मधुपुर के लिए सवारी गाड़ी है। लेकिन उसमें तालमेल नहीं है। गिरिडीह से मधुपुर तीस किलोमीटर है। रेलवे टाइम-टेबल में भी गड़गड़ी नहीं हो सकती अगर सवारी गाड़ी को जो पटना से पाटलिपुत्र एक्सप्रेस आती है उसमें मधुपुर से गिरिडीह जाने के लिए एक वोगी जोड़ दी जाए। इससे गिरिडीह से आने-जाने वाले यात्रियों को सुविधा मिल सकती है। इन शब्दों के साथ मैं समाप्त करता हूं।

16 hrs.

श्री मूलचन्द डागा (पाली) : सभापति जी, सदन में इधर और उधर बैठने वाले लोगों ने वर्तमान मंत्री जी की प्रशंसा मन से की है। इसीलिए मैं चाहता हूं कि आपका ध्यान उन महत्वपूर्ण बातों की ओर दिलाऊं जो बहुत जरूरी हैं। मैं, 1971 से इस सदन में आया हूं। तबसे ही मैंने श्री टी० ए० पाइ, श्री कमलापति त्रिपाठी, श्री केदार पाण्डेय जी से "पूछा कि यह जो 1892 का रेलवे एक्ट है, इसको कब बदला जायेगा? मुझे यही कहा गया, कि इसमें संशोधन करके नया एक्ट रखा जायेगा। उस एक्ट के कारण आज क्या हालत हो रही है, उस पर विचार करने का कष्ट करें। पाइ साहब आए तो उन्होंने मैंगलोर में गाड़ी चलवा दी, कमलापति जी आए तो उन्होंने वाराणसी में गाड़ी चलवा दी और मिश्रा साहब ने समस्तीपुर में गाड़ी चलवायी।

मेरे राजस्थान में अगर कोई गाड़ी चलवाई है तो वर्तमान रेल मंत्री जी ने चलवाई है। मैं रेलवे की तरफ से दस साल तक वकील रहा हूं। मैं यह मानता हूं कि रेलवे के अन्दर जो क्लेम्स का पेमेन्ट किया वह 21.30 करोड़ का हुआ है। हर वक्त वकीलों की फीस और क्लेम्स बढ़ते चले जाते हैं। आप इस बात को सोचें किसी आर० पी० सी० की धारा 79 और रेलवे एक्ट के अन्तर्गत जो कानून बने हुए हैं उनके अन्तर्गत आप किसी तरह से क्लेम्ज को सैटल कर सकते हैं। अस्सी परसेंट केसिस में रेलवे पर आज डिग्री हो जाती है और टैक्नीकल ग्राउंड्ज पर कैसिस खारिज हो जाते हैं। रेलों ने 1960 में तीन करोड़ का कम्पैंसेशन दिया था और आज यह बाईस करोड़ के करीब हो गया है।

16.01 hrs.

[SHRI N.K. SHEJWALKAR *in the chair*]

आप देखें कि स्टोलन प्रापर्टी की वेल्यू कितनी थी, पिलफ़ैंज कितने का हुआ। 164.84 करोड़ का हुआ। ये जो चौरियां करते हैं, ये राष्ट्र की सम्पत्ति को कुछ समझते ही नहीं हैं। आप देखें कि कितने केसिस रजिस्टर हुए? 82434 हुए। इस जुर्म में आपने 24580 लोगों को पकड़ा। कितने केसिस खुल गए यह बताते ही नहीं। जो माल बुक होता है उसके आंकड़े आप देखें कि 685.24 लाख का माल चोरी हुआ जिसमें से केवल 87.13 लाख का रिकवर हो सका। इन चोरियों को रोकने के लिए आपने रेलवे प्रोटक्शन फोर्स रखी हुई है, जी० आर० पी० रखी हुई है। उनको आप तनख्वाहें देते हैं। फिर ये चोरियां क्यों होती हैं। इनकी तादाद बढ़ती क्यों जा रही है हर साल।

दिल्ली में आपने रिंग रेलवे चलाई। करोड़ों का आपको घाटा उसमें हो रहा है। आपने पेज 119 पर लिखा है :

"With extensive development of road transport, some of these branch lines have lost their original economic and social justification."

आप कहते हैं कि उन ब्रांच लाइनों को चलाने की जरूरत नहीं है जिनका सोशल आबजैक्टिव नहीं रह गया है और अनइकोनोमिक आबजैक्टिव है। दोनों परपज जहां अचीव नहीं होते हैं वहां आपको 46.49 करोड़ का लास हो रहा है। जिनको आप समझते हैं कि ये अनइकोनोमिक हैं या उनका सोशल आबजैक्टिव नहीं रह गया है मेहरबानी करके उनकी आप जांच करवाइये। जो ट्रेंज चलाना जरूरी नहीं है उन पर गम्भीरता से विचार होना चाहिए। यह जो सबर्बनट्रेन्स चलती हैं उस पर होने वाले करोड़ों के नुकसान को कौन बर्दाश्त करेगा? दिल्ली रिंग रेलवे में काफी घाटा हो रहा है जिसका कारण अधिकतर लोगों का बिना टिकट चलना है। राजस्थान वाले तो टिकट लेकर चलते हैं, लेकिन यू० पी० और बिहार के लोग अधिकतर बिना टिकट चलते हैं। बिना टिकट चलने वालों के खिलाफ भी आप सख्त कार्यवाही करें। इसी तरह से अनइकोनामिक लाइन्स और जिन लाइनों का सोशल ओबजेक्टिव नहीं रह गया है।

SHRI RAM PYARE PANIKA (Robertsganj) : I agree this is prevalent in Bihar, not in U. P., especially in my constituency because it is inhabited by tribals, Harijans and workers.

PROF N.G. RANGA (Guntur) : Do you want railway lines to be closed down? They cannot be closed down.

SHRI MOOLCHAND DAGA : There is no social justification. There is no economic justification. People like to travel by bus. You may or may not agree. But this is the situation. This is the report of the Railway Board.

रेल मंत्री जी ने तो शादी नहीं की इसीलिए उन्हें शायद उस कठिनाई का अनुभव न हो, लेकिन जो शादी शुदा हैं उनके बच्चे या नई विवाहिता लड़की को जब लोग स्टेशन पर पहुँचाने जाते हैं तो उसके लिए अब उनको 1 रु० का प्लेटफार्म लेना पड़ेगा जो मेरी राय में बहुत अधिक है। रेल मंत्री जी प्लेटफार्म टिकट का दाम 30 पैसे ही रखें। आपके रेल मंत्री होते हुए इतना महंगा प्लेटफार्म टिकट नहीं होना चाहिये।

आपको अपना ऐडमिनिस्ट्रेटिव खर्चा भी कम करना चाहिये। पहले साल जो 1,450 करोड़ के करीब खर्चा था वह अब बढ़ कर 1700 करोड़ के लगभग हो गया है। इस प्रकार कम्पेनसेशन क्लेम, चोरियां और जिन लाइनों को सोशल और इकोनामिक ओबजेक्टिव नहीं रह गया है उनको कम कीजिए।

अब मैं अपने क्षेत्र के बारे में कहना चाहता हूं। आपने हमें गाड़ी दी इसके लिये आपका धन्यवाद। मेरा निवेदन है कि अजमेर से बियावर जो शटल चलती है···

THE MINISTER OF RAILWAYS SHRI A.B.A. GHANI KHAN CHOUDHURY) : I think I should cancel your train first !

श्री मूल चन्द डागा : वह रात भर रहती है उसको मारवाड़ जंक्शन तक और आगे बढ़ा देना चाहिए।

इसी तरह से एक सर्वे हो चुका है बर से बिलाड़ा लाइन का। इसको भी जल्दी बनाना चाहिए।

अहमदाबाद से दिल्ली तक अभी ब्रोडगेज नहीं बनी है। मैं जानना चाहता हूं कि यह कब बनेगी ? इसको जल्दी पूरा किया जाय, यह हमारी बहुत पुरानी मांग है।

इसी तरह के आपकी ओपरेशन कोस्ट बहुत बढ़ गई है। इसको घटाया जा सकता है।

रेलवे की जमीनों पर एन्क्रोचमेंट बहुत ज्यादा हैं, उनको भी कम किया जाये, यह मेरा सुझाव है।

SHRI N. SELVARAJU (Tiruchirapalli) : Mr. Chairman, Sir, on behalf of the D.M.K., I rise to say a few words on the Railway Ministry Demands.

The allocation for the on-going project of Karur-Dindigul BG line is just Rs. 4 crores. By the end of 1984-85 the Railways would have spent just Rs. 10.12 crores on this project which has an outlay of Rs. 44 crores. This outlay was given in 1981-82. In four years, the Railways would spend one-fourth of the outlay. At this rate, this project will take 12 more years to complete. By that time, the cost of the project would be beyond Rs. 100 crores. I wonder whether the Railway finances would permit Rs. 100 crores to be spent on the project. This line has been the dream of Tamil Nadu people for many decades. This line will open up the chronically backward areas of the State.

When the Finance Ministry floats public loans they are subscribed overnight. Since the Railway finance is separate from General Revenues, the Railways must be allowed to float market loans so that there will be funds for the early completion of on-going projects.

Before I go to other Demands, I would first refer to some important items of work to be taken up by the Southern Railways. Now, there is electric traction

between Madras and Villupuram. The electric traction should be extended from Villupuram to Tiruchirapalli. Like the Pink City Express, there must be a Super Fast Train from Tiruchi to Madras which should leave Tiruchirapalli early morning and return to the same town in the same evening. Sir, the workshop at Ponmalai needs modernisation immediately. This Workshop at Ponmalai was built by the British people and this Workshop is one of the oldest workshops available in Southern Railways. There are more than 7000 employees working in this Workshop. This workshop has not been taken up for modernisation and improvement for the past 50 years I would request the hon. Minister to kindly consider taking up this workshop for modernisation immediately. Another point is that you have withdrawn the work relating to coach repair from this Workshop. I request that the coach repairing work should be allowed to continue in this workship. As I have already mentioned, there are 7000 workers in this workshop and most of the workers have been provided with the good old quarters. The quarters are having very small apartments and the roof is leaky. For years together they have not been repaired. A lot of development has taken place in this country in the matter of dwelling accommodation. But these railway servants are still living in a pitiable condition. I would request the hon. Minister to kindly consider construction of new quarters for these workers with some facilities.

Sir, there is need for having two overbridges at Thennore and Bheemanagar respectively in Tiruchi lines. I have raised the matter under 377 also in this House. But I have got a reply from the Ministry that it must be initiated by the State Government. When I enquired from the State Government, I was told that they had already initiated the matter. I would therefore request the hon. Minister to kindly accord sanction immediately. Similarly, the Tiruvanaikkaval overbridge should be widened.

In my constituency near Valadi station, the people of Valavanoor and Thandankarai have been demanding a level crossing for the past twenty years. I had also demanded this in this august House in 1981, but so far no action has been taken to have a level crossing at Valadi. There is a link road connecting these two villages with Chidambaram-Tiruchirapalli highway, but because of the absence of this level crossing, they are not able to utilise the link road. Therefore, this must be provided to fulfil the demands of the Valavanoor and Thandankarai people.

Ariyaloor is a big station with no roof. Once our hon. Minister, Shri H.K.L. Bhagat, experienced a lot of hardship when he boarded the train at Ariyaloor. I, therefore, request the hon. Minister to instruct the authorities concerned to provide a roof at Ariyaloor.

Perambalur is a backward area. Recently, the Tamil Nadu Government announced the bifurcation of Tiruchirapalli with headquarters at Perambalur. I request the hon. Minister to construct one line from Nagapattinam to Salem via Perambalur and Ariyaloor. These are the two imperative needs of my area, which must be met.

In 1983-84, only forty unmanned gates were converted into manned gates. According to the railways, there are 1600 unmanned gates; these are accident-prone gates. The rate at which the work is being done, it may take another forty to sixty years to complete the work. I request the hon. Minister to take speedy action to convert all the unmanned gates into manned gates.

The railways have 2.2 lakhs of casual workers. If the railways put one man each in all the unmanned gates, the number of casual labour will go up only by 4000. At least there will be a semblance of safety. I want the Minister of Railways to look into this and do the needful.

I am thankful to the Railway Minister that he has abolished the transhipment charges. This will go a long way to avert the transhipment delays. Simultaneously, the wagon shortage should also be eliminated. The wagon shortage is the seed-bed of corruption in the railways. The Railway Ministry has curtailed the order for wagons. The wagon building industry has represented to the railways for restoring the orders for wagons. This must be done.

The railway passengers are given the water from the overhead tanks of the coaches. The tanks are not cleaned periodically. If you serve the water from these overhead tanks, the passengers are likely to suffer from many contagious diseases. I have seen the catering boys filling up water from the toilets in the coaches. This must be stopped forthwith and proper arrangements should be made to supply pure drinking water to the passengers. My esteemed colleagues has already represented about the supply of hygienic food in the trains. The food presently being supplied is not hygienic. The curd is being supplied in paper packets, which contain a lot of dust etc. I would request the hon. Minister to take necessary steps to supply, if not, hot food, at least hygienic food to the passengers.

Then, after the introduction of reservation against cancellation system, the three-tier sleeper coaches have become like unreserved coaches. All the RAC ticket holders enter 3-tier sleeper coaches and occupy seats. Those who hold reservation tickets are not getting accommodation. This system also breeds corruption. I suggest that system must be stopped immediately. The workshop at Pothanur must be improved. Fund must be provided to import more equipment. One direct train from Tiruchi to Coimbatore must be started with immediate effect as there is no direct train between Tiruchi and Coimbatore.

My party leader, Shri C.T. Dhandapani, has given a representation regarding timings adjustment to the GM, Southern Railway. So far no action has been taken in that matter, not only no action has been taken, even the officer is not having the courtesy to call on our leader to discuss about the matter how best that could be improved. In Trichi, there is a high way where one manned gate is there near Lalapettai. That must be converted into an automatic gate. With these words, I conclude my speech.

SHRI KAMALUDDIN AHMED (Warangal) : I support the demands. It is universally known that there has been a tremendous growth in the demands of this Ministry; whether it is passengers traffic or goods movement. During the last decade, I think the demand has been tremendous; and particularly during the last two or three years, as a frequent user of the railways, I could see that the passengers traffic all over the country, particularly in my sector has been tremendous. The way the railways have able to meet this demand both qualitatively and quantitatively shows that we must pay compliments to the Railway Minister and the Railway Board.

We had a railway called Nizam Straight Railway, one of the poineer railways in this country. At that time, it was a private company. But after independence, this railway was merged with the Indian Railway. Under that railway, incidentally, we had two junctions which are now in my constituency. They are Kazipet and Dornakal. They are very old junctions. But the development of these two junctions has not been so significant over the period of years.

PROF. N.G. RANGA : The waiting room at Kazipet is horrible.

SHRI XAVIER ARAKAL (Ernakulam) : Everywhere in the South, it is so.

SHRI KAMALUDDIN AHMED : So I want to request the Minister through you, that these two junctions require to be improved. He should pay some attentionand improve the facilities there.

There has been a demand for a coach factory unit at Kazipet. It is a very old demand and we have been telling the people that the Railway Minister is going to consider this demand and that it would be accepted in the near future. There must be some considerations weighing with the Ministry and I would only repeat our earlier request to consider this and in view of the infra-structural facilities available there I think it would be appropriate if the Railways could start a unit there, and thereby they would be able to meet the demand of the local people.

One more important point I would like to make, that is about connecting Dornakal and Ramagundam. If these two points are connected it is going to result in a great saving, in the sense that on this very busy sector we will be able to save at least 50 km. And this railway line will pass through the coal belt and as everybody knows the entire growth of industry is dependant on the fast movement of coal in this sector. This would also save the time on the Madras-Delhi route, which is a very very busy sector. Not only will it save the distance, but it will also save the time, about one or one and a half hours time.

One more suggestion I would like to make, that our Railways have been able to provide very good service on the two Rajdhani Expresses, Delhi-Bombay and Delhi-Calcutta. I had had occasion to enjoy the hospitality of the Railways on both these trains. I would request the Minister to extend the same service to all the fast and super-fast trains which are connecting the State capitals, like the Karnataka Express, Tamil Nadu Express, and the Andhra Pradesh Express. If the same type of service is available in those trains also, people will be very happy.

Another suggestion I would like to make, and that is about the engineering services in the Railways. Everybody knows that it is a very specialised service, whether it is civil engineering; or mechanical engineering. Both these epartments of engineering are of a very special nature. It would be worthwhile if the Ministry considers starting their own polytechnic or industrial training institutes. Engineers who come out of the present institutions rae again required to undergo specialised training suitable for Railways. But if the Railways start their own polytechnics and training institutes, it will be very advantageous, not only to the trainees themselves, but also to the Railways. The Railways will be able to get better service from their personnel department.

Of course, along with all these, there has to be some re-thinking about the haltage of trains on different Railways. I do admit that there has been a lot of improvement in the frequency of the trains, and the track occupation has also been important, but still I think that there are certain demands for halting fast trains, particularly at some important places. I request the hon. Minister to reconsider those demands for providing halts and it will be of great advantage to the passengers and the local people.

I hope the hon. Minister will give due consideration to my suggestions and we will be able to get still better service.

श्री रामावतार शास्त्री (पटना) : सभापति जी, रेल मंत्री ने सन् 1984-85 के लिए सैंतीस अरब, चौवालिस करोड़, एकानबे लाख रुपये का बजट पेश किया है। जिसमें जनता पर चोट करने के बावजूद 70 करोड़ रुपए का घाटा दिखलाया गया है।

रेल और सामान्य बजटों को जब चुनावी बजट के नाम से संबोधित किया जाता है, तो शासक दल के लोग इसका मखौल उड़ाते हैं। परन्तु, वास्तविकता यही है कि दोनों बजटों को लोकसभा के आगामी चुनावों को ध्यान में रखकर ही तैयार किया गया है, ताकि देश की भोलीभाली जनता की आंखों में धूल झोंक कर उनके वोट हासिल किए जा सकें और शासक दल के लोग पुनः गद्दी पर कुण्डली मार कर बैठ जायें।

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फिर भी, रेल मंत्री अपनी सरकार की जन-विरोधी नीति के चलते चुनाव साल में भी आम लोगों पर चोट करने से बाज नहीं आए। धन्नासेठों की मदद करना और गरीबों को और गरीब बनाना कांग्रेस सरकार की फितरत बन गई है। यही कारण है कि रेल मंत्री ने दस रुपए से अधिक मूल्य के दूसरे दर्जे के डाक-एक्सप्रेस गाड़ी के यात्रियों पर प्रति यात्री दो रुपए का अधिभार बढ़ा दिया, सीजन टिकटों के दूसरे दर्जे के यात्री पर एक रुपया अधिभार बढ़ाया, प्लेटफार्म टिकटों का दर बढ़ाकर 50 पैसे से एक रुपया कर दिया और कम से कम टिकट का दर एक रुपया कर दिया यानी 80 पैसे या इससे कम के टिकट नहीं मिलेंगे, भले ही दूरी दो-चार किलोमीटर ही क्यों न हो ?

दूसरी ओर धनी वर्ग द्वारा उपयोग में लायी जाने वाली वस्तुओं के पार्सल रेट में 25 प्रतिशत की छूट दी गई है, लेकिन आम जनता द्वारा उपयोग में लाई जाने वाली सामग्री टूथ पेस्ट, नोटबुक, ब्लेड, मिल्क फूड, साबुन पेंसिल आदि के पार्सल रेट में केवल दस प्रतिशत की छूट दी गई है। इस प्रकार अधिभार के नाम पर सरकार गरीबों से 1984-85 साल में 104.22 करोड़ रुपए वसूलने का विचार रखती है। इस प्रकार आम जनता पर चोट करने के बावजूद सरकार का 70 करोड़ रु० का घाटा रह ही जाता है। अतः रेल मंत्री से मेरा अनुरोध होगा कि दूसरे दर्जे के यात्रियों पर बढ़ाए गए अधिभार को समाप्त कर दें। प्लेटफार्म टिकट में किसी प्रकार की वृद्धि न करें और एक रुपया के नाम पर भी किराए में वृद्धि की बात को छोड़ दें क्योंकि जनता इन वृद्धियों के सख्त खिलाफ है। हाँ, धन्नासेठों से और अधिक धनराशि एकत्र करने की बात सोची जानी चाहिए।

आम रेल यात्रियों पर आर्थिक बोझ में वृद्धि करने के बावजूद रेलों के विकास की गति बहुत धीमी है। इस वर्ष के बजट में तो विकास की और भी कम बात की गई है। बिहार तथा इसकी तरह के अन्य पिछड़े क्षेत्रों के विकास की बातों को आखों से पूर्णतः ओझल कर दिया गया है। बजट में बिहार की किसी भी नई योजना का उल्लेख नहीं है, जब कि दर्जनों योजनाएं ऐसी हैं, जिनका कि कार्यान्वयन होना आवश्यक है। उत्तर बिहार की स्थिति तो और भी खराब है। दरभंगा-मधुबनी क्षेत्र में बड़ी लाइन के सवाल को लेकर जोरदार आंदोलन भी हो चुके हैं। लोगों को जेल तक जाना को पड़ा है। फिर भी सरकार बहरी बनकर बैठी है।

पटना में गंगा-नदी पर सदाकत आश्रम के निकट रेल पुल के निर्माण की बात गत नौ वर्षों से खटाई में फूल रही है। अभी तक उसके अध्ययन का कार्य भी पूरा नहीं हो सका है। इस दिशा में 37 प्रतिशत काम ही हो सका है। श्रीरामपुर से मुगलसराय तक पूर्व रेलवे के विद्युतीकरण का उल्लेख भी नहीं है। पटना-गया लाइन को दोहरी लाइन बनाने, दैनिक यात्रियों की कठिनाइयों को दूर करने के लिए उप-नगरीय रेल व्यवस्था चालू करने, आरा-सहसराम रेल लाइन को बड़ी लाइन में परिवर्तित करने, फतुहा-इस्लामपुर लाइट रेलवे को सरकार के अधीन लेकर बड़ी लाइन में बदलने, उसके कर्मचारियों को भारतीय रेलवे में समाहित करने, पूर्व रेलवे के क्यूल से चलने वाली लूप लाइन को दोहरी लाइन करने जैसी आवश्यक बातों की चर्चा भी रेल बजट में नहीं की गई है। फलतः बिहारवासियों में घोर असंतोष है।

इसी तरह से अधिकांश राज्यों के विकास कार्यों की उपेक्षा की गई है। कहने के लिए

रेल सबसे बड़ा राजकीय संस्थान है। इसमें 17 लाख रेल मजदूर काम करते हैं। फिर भी, इसे उद्योग घोषित करने के लिए सरकार तैयार नहीं हैं। रेलवे की हालत सबसे बुरी है, जिसका फल रेल यात्रियों को भुगतान पड़ता है। अक्सर रेल दुर्घटनायें होती रहती हैं। देश भर में 61,000 किलोमीटर रेल लाइन है। इसमें 6,000 किलोमीटर लाइन काम के योग्य नहीं रह गई है और 20 हजार किलीमीटर लाइन को अविलंब बदलने की आवश्यकता है।

रेलवे के पास यात्री डिब्बों की संख्या 30 हजार है जिनमें से 7500 यानी 20 प्रतिशत डिब्बों को फौरन बदलने की जरूरत है माल ढोने वाले वेगनों की संख्या 4, 20,000 है, जिनमें से 65,000 यानी 25 प्रतिशत वेगनों को फौरन हटाकर नए वेगन चलाने की आवश्यकता है। 1221 स्टेशनों पर स्थापित एस० एंडटी गियर्स आयु समाप्त कर चुके हैं, जिन्हें बदलने की आवश्यकता है। पिछले दस वर्षों में खराब, अनुपयोगी पुलों की संख्या 1247 से बढ़कर 3553 हो गई है। इस गंभीर स्थिति में अगर रोजाना दुर्घटना नहीं होती है, तो इसके लिए हमें रेल मजदूरों के परिश्रम और बुद्धि के लिए धन्यवाद देना चाहिए।

रेलवे की इस दयनीय स्थिति के बावजूद रेल मजदूर बहादुरी और निर्भीकता के साथ पूरे देश की सेवा कर रहे हैं। परन्तु, दुःख है कि सरकार उनकी न्यायोचित मांगों को भी मानने के लिए तैयार नहीं है, जिन्हें मान्यता प्राप्त और गैर मान्यता प्राप्त फेडरेशनों, एसोसिएशनों एवं यूनियनों ने बार-बार सरकार को प्रेषित किया है और विभिन्न तरीकों से आन्दोलन भी चला रहे हैं। सबों की मांग है कि सरकारी कारखानों एवं रेल के मजदूरों के वेतनमानों एवं अन्य सुविधाओं में समानता होनी चाहिए। मंहगाई भत्ते की चार किश्तों के बकाए का···भुगतान नकद होना चाहिये, मंहगाई भत्ते के फार्मूले में संशोधन होना चाहिये, उनके आन्दोलनों को दबाने के लिये काले कानूनों का हस्तेमाल नहीं होना चाहिये, दण्डित मजदूरों को रेलो में पुनः वापस लेना चाहिये, रनिंग स्टाफ एसोसियेशन, इण्डियन रेलवे सिगनल एण्ड टेलीकम्यूनिकेशन एसोसिशयेन के साथ 1973 में हुए समझौते को लागू करना चाहिये ताकि उन्हें आन्दोलनों या प्रत्यक्ष कार्यवाही के लिये मजबूर नहीं होना पड़े।

इंडियन रेलवे वर्कर्स फेडरेशन, आल इंडिया रेलवे एम्पलाइज कनफेडरेशन, आल इंडिया रेलवे लोको रनिंग स्टाफ एसोसियेशन, इंडियन सिगनल एण्ड टेलीकम्यूनिकेशन स्टाफ एसोसियेशन, इंडियन रेलवे टिकट चैकिंग स्टाफ एसोसियेशन, आल इण्डिया स्टेशन मास्टर्स एसोसियेशन तथा अन्य एसोसियेशनों एवं यूनियनों के साथ द्वि पक्षीय वार्ता करके उनकी समस्याओं का समाधान निकालने की आवश्यकता है। परन्तु दुख की बात है कि सरकार केवल दो मान्यता प्राप्त फेडरेशनों के साथ ही कोई समझौता वार्ता चलाती है, अन्यों की अनदेखी करने की नीति पर चल रही है। इस नीति से कदापि रेलवे में औद्योगिक शान्ति कायम नहीं रह सकती। यह सभी जानते हैं कि जिस प्रकार अल्पमत वोट के सहारे कांग्रेस केन्द्र तथा कई राज्यों में शासन चला रही है, ठीक उसी प्रकार से दोनों मान्यता प्राप्त फेडरेशनें भी अल्पमत रेल मजदूरों के प्रतिनिधित्व के आधार पर अपना उल्लू सीधा कर रहे हैं। अगर सरकार सचमुच में 17 लाख रेल मजदूरों की एकता एवं संगठन में विश्वास रखती है तो वह गुप्त मतदान के द्वारा रेल मजदूरों का एक संगठन बनाने में पेशकदमी क्यों नहीं लेती ? लेकिन नहीं, सरकार मजदूरों की लड़ाकू एकता को तोड़ने के लिए हरचंद कोशिश करती है, परन्तु ऐस मजदूर एवं संगठन राष्ट्रीय अभियान समिति का गठन कर रेलों के अन्दर अपना चरणबद्ध आन्दोलन चला रहे हैं। अतः रेल मंत्री से मेरा अनुरोध होगा कि वह बदली हुई स्थिति में अपनी मजदूर विरोधी नीति में भी परिवर्तन करें ताकि मजदूर देश और आम जनता के विकास-कार्यों में पूरी शक्ति के साथ योगदान कर सकें।

मैंने रेलों में सुधार के सम्बन्ध में अपने 381 कटौती के प्रस्ताव पेश किये हैं जिन पर सरकार को गम्भीरता के साथ विचार कर आवश्यक कार्यवाही करनी चाहिए।

स्वतन्त्रता सेनानियों को भारत सरकार ने जीवन में एक बार पत्नियों या सहयात्रियों के साथ प्रथम श्रेणी के दो पास देने का जो निर्णय लिया है मैं उसका स्वागत कर चुका हूं। यहां केवल इतना ही कहना चाहता हूं कि उनकी बुढ़ापे की स्थिति को देखते हुए रेलवे विश्रामालयों में ठहरने की सुविधा दी जानी चाहिए और उनकी यात्रा के सम्बन्ध में पूरा विवरण समाचार पत्रों में प्रकाशित कर देना चाहिए।

रेल मंत्री से मेरा यह अनुरोध होगा कि उन्हें भूतपूर्व सांसदों को एक-एक प्रथम श्रेणी के रेल पास जारी करना चाहिए ताकि उन्हें अपनी सार्वजनिक सेवा में सुविधा हो सके। आमतौर से मानक और चेक पास जारी करने की नीति समाप्त की जानी चाहिए।

अन्त में मेरा रेल मंत्री जी से अनुरोध है कि वह रेलवे के टिकट चैकिंग स्टाफ को अविलम्ब रनिंग स्टाफ घोषित करें।

SHRI B.K. NAIR (Quilon) : Sir, at the very outset, I would like to congratulate the Railway Minister for starting some very important trains from the south. So far as Kerala is concerned, Trivandrum-Bombay and Trivandrum-Ahmedabad are the two express trains which have been started. Of course, he has introduced so many new trains all over the country. So, I would like to congratulate him for his earnestness and seriousness in this matter.

Several members have spoken in this House and the plea or refrain of almost everybody was more trains and, more than that, more lines. At the same time, the plea on the side of the Government has been paucity or shortage of funds. In a situation like this, when funds are not adequate to meet the requirements, what is to be done ? I suggest that whatever funds are available should be expended only on new lines and it should be apportioned according to the population.

On the basis of population, we are entitled to have about 850 km of railway line for every one crore of population. That is how the average works out. For deciding whether a new area deserves a railway line or not, this principle of average should apply ; since we are trying to build up an integrated society, a society where imbalances no longer remain, where the regional imbalances are removed. It you look at the problem in this manner, Rs. 90 crores or whatever little amount he has got in his hands, or the funds which may be made available to him later on, should be expended in such a way that where the existing lines are below the average they should get priority. It should not be on the basis that those areas which have more railway lines should be given more and a lesser amount would be given to those areas which are already poor. At least that appears to be the principle so far adopted, that the backward areas are neglected more and more and forward areas, specially cities like Bombay, Calcutta and Delhi are given more and more. May be, they are in a position to extract more political and administrative pressure and the Government is amenable to such type of pressure. I say that since we are building up a welfare society, an egalitarian society, the limited resources should be rationed, because rationing is the only way to get out of a situation of shortage. So, the available resources should be rationed in such a way that the backward areas are brought up to the level of the other areas. That should be the kind of working decision which is followed for taking up new railway lines.

I come from Kerala, which is the farthest State from New Delhi, not only geographically but in other respects also. We feel we are distant cousins, forgotten cousins, of the Central Government, who are not cared for. Of course, the present Railway Minister has

got over the phobia or prejudice about far away States. Still, we have a feeling that we are forgotten cousins, far away members of the family, never cared for. It is a fact that, on the basis of population, we are entitled to 2,400 km of railway lines. As against that, what we have got is just a meagre 900 km. Who is to be blamed for that ? I am not blaming anybody. The only reason is that we do not have any pull with the Centre. Not only the railways, even the other Ministries of the Central Government do not care for us. When we ask for more railway lines, the question asked is : where is the industry ? But how can industries be established when there are no railway lines ? Now, it is like which comes first—chicken or egg ? Therefore, apart from the fact that there is a great need for setting up industries here, I would say that Railway transport, the basic amenity for the people, the Government must provide irrespective of the fact whether it is remunerative or not. But I must add here that we are providing the maximum revenue to the railways because the people from our State pay the maximum amount of fare since they have to travel the longest distance for coming over to Delhi. Besides we are the people who have the minimum of ticketless travelling. Therefore, we are entitled to special attention. If we are backward it is for the Railways to bring us up by providing the necessary infrastructure of the railway network. I may also add here that the density of population of our State is the maximum in the country—more than 700 persons per kilometre. Apart from that we have the maximum percentage of unemployment. And you should not forget this fact that most of our unemployed persons come to Delhi for employment. I think the time has come when we should expect this facility as a matter of right and you should provide this as a matter of justice to us. There is no question of charity or begging for this. I hope you will accede to our claim and try to do something about it, because you have a greater sense of justice.

There is another reason for it. For our transport we depend on the bus transport. During the last five years the Kerala Bus Transport Corporation has incurred a loss of not less than Rs. 52 crores in spite of the fact that they are having the largest fleet of buses operating and also in spite of the fact that the basic railway transport amenities are lacking there. Therefore, keeping in view the claims of justice, I hope the Hon. Railway Minister will allot sufficient funds to meet the minimum railway requirements of the Kerala State.

Sir, we have a long pending grievance about the Alleppey-Ernakulam Railway line. Of all the places in Kerala, Alleppey is most backward today. In fact, at one time it was capital of Travancore—Cochin State. But now it is going down in importance. There is no industry there. Only heavy population and heavier unemployment is there. So, a project for building a railway line connecting Ernakulam and Alleppey was taken up in 1977, but the progress on it has been very slow. The current Budget has provided for it only Rs. 3 crores of investment. I would urge the Hon. Minister to allot sufficient funds for it so that the progress on this new line is expedited. In 1980, when Shri Kamalapati Tripathi was the Minister of Railways, he sent me a letter saying that the work on the construction of the Ernakulam-Alleppey Railway line is already in progress and a sum of Rs. 1/- crore has been provided for the project in the Budget. The project is expected to be completed in 1983. Now, it is long past. This letter was sent to me on 20th September, 1980. I think with the rate at which the allocations are being made for it—Rs. 2 crores ; Rs. 3 crores, Rs. 4 crores or Rs. 5 crores—it will take decades for the completion of this line.

Another important centre in South is Quilon North East of Ernakulam. Ernakulam-Quilon line has been taken up. Just now only one part of it is being taken up for early construction and the other is on paper only. So, I think the entire line has to be taken up for immediate completion without any further delay. Sir, that is a very important centre. The entire labour movement and the Communist movement in Kerala started in Alleppey, because it is a backward area. It is the centre of the whole Communist move-

ment in Kerala. The Communist Party which believes in people being kept backward and then exploit them, they can feed the people with the propaganda and build up their party because this is a backward area.

I think at least from that point of view it deserves your consideration, I mean, the Alleppey line. Further, it is part of the coastal line. The density of the population of Alleppey district is even higher than the high average of the rest of Kerala. It is only 700 per square kilometre in Kerala, but in Alleppey it is much more. This is the most densely populated area. So many industries have already been started there. But they would not come up because the basic requirement of railway is not there. Because of the backwardness of the area you don't extend the railway line there and so it becomes more and more backward. That is the situation and so, I would plead with the Minister that he should give up the old outlook of giving more to the people who have already got more, but to see the sense of justice. And I am sure that with his sense of justice he would be able to meet the requirements of Kerala.

I have made a small request that in the absence of railway line for Alleppey at least there should be a railway booking office so that the people will not travel more than 50-60 kilometres to get the tickets booked. That is the minimum demand that he can meet.

I was talking about even distribution of facilities. About the production units and workshops, look at our Southern States. In Karnataka they have got their own share, in Tamil Nadu they have got their own share, in Andhra they have got their own share. But what about Kerala ? Just nothing. They are far away not only geographically, but they are at a distance from the Centre from every angle. The Centre generally ignores Kerala. Our voice is not being heard. So, let them at least help us to get over this feeling of being neglected, being forgotten and being ignored.

Sir, except for the drought last year, all the time Kerala is having surplus electricity and they are selling electricity to Tamil Nadu and Karnataka at a cheap rate. About increasing the electrification, I think the time is ripe for extending electrification of the railways to Kerala. Why should they stop it with only cities like Bombay, Madras and others in the matter of electrification ? In fact, they are getting polluted. We do not have a big city, we live in the villages. There is no big city in Kerala. So, providing more and more facilities to cities not only creates a sort of imbalance and unhealthy situation in the country, but it gives rise to violence, smuggling and all such things in the cities. So, let us stop pampering the cities, let us take the country as one and spread the average facilities throught the country.

I have got two or three points only to make. The rate of platform ticket should be reduced from one rupee. In this connection, I beg to differ with the justification given by the Railway Minister. His argument is that there is shortage of small coins. Who is to blame for that ? What is the shopkeeper doing, and what are the cash clerks at the counters doing ? They take one rupee and do not give back the change even if they have it. So, should the Railway Minister get on with this argument ? There is no justification. In fact, who is supplying the change ? It is the Central Government that supplies the change. Why do you penalise people for that ?

There is no justification whatsoever. Passengers who have to cover long distance, when they go, take for instance to Madras, Trivandrum, the members of their family including children go to New Delhi station to see them off. If you charge Rs. 1/- per head, it is to penalise the long distance passengers. People from Madras or who have come to Delhi from far off would also like to accompany other members of family to see off a family Member going to Madras because they would like to see more of Delhi. It is a flimsy argument to say that the charges of platform ticket have been increased from 50 paise to Re. 1/- because 50 paise coin is not available. One rupee

note is also not available these days. Will the Railway Minister argue for raising it to Rs. 2/- next year ? I am very much concerned with the long distance people.

Many hon. friends have spoken about the kitchen facilities in the trains. Kitchen car must be there in the long distance trains because many a time these trains are late. On the way the food has to be served. Moreover, if the train is late, the necessity of service of food is there. Otherwise, the passengers have to go without food. If Rajdhani and Jayanti Janta can have this facility why not the new long distance trains or other long distance trains have this facility. I have to request the hon. Minister to attach kitchen car with Kerala Express and other long distance trains.

It is good that the hon. Minister has decasualised 20,000 employees. I am thankful to him. I am happy that to narrow the gap between the facilities available to casual labour on the open line and in projects, the casual labour have been allowed nine paid holidays instead of only the three national holidays until recently and they have been given a consolidated pay. And further liberalisation is also in view. I would request the hon. Minister to narrow down the difference between the casual labour and the permanent labour as much as possible.

There is no proper staff at Ernakulam Railway Station. There are no checkers. Many important trains come and go from the Station. There is not enough of staff to check the tickets. I would request the Minister to look into this issue and provide adequate staff and facilities at Ernakulam Railway Station.

With these words, I once again congratulate the Railway Minister for whatever he has done. I hope he will take care of the suggestions given by me. He will see to it that Kerala is given whatever is due to it as a matter of right.

17 hrs.

श्री अशफाक हुसैन (महाराजगंज) : सभापति महोदय, छठी पंचवर्षीय योजना के आखिरी वर्ष का यह चौथे रेल मंत्री के द्वारा प्रस्तुत किया गया पांचवा बजट है। इस बजट से हम लोग आशा करते थे कि जो योजनाएं चौथी और पांचवीं पंचवर्षीय योजना से चली आ रही हैं, और जो छठी पंचवर्षीय योजना की हाथ में हैं, वह पूरी हो जायेंगी। लेकिन ऐसा कोई संकेत नहीं मिल रहा है। मैं इस सम्बन्ध में इशारा करना चाहता हूं उस योजना का जिसका शिलान्यास आज से दस बरस पहले वर्तमान प्रधान मंत्री श्रीमती इन्दिरा गांधी के हाथों हुआ था और इस बीच कई और प्रधान मंत्री भी हो गए हैं। वह है छितानी बगहा-पुल का शिलान्यास। जब उसका शिलान्यास किया गया था उस समय पिछड़े क्षेत्रों की ज्यादा चर्चा हो रही थी और उनके लिए काम हो रहे थे। उसके बाद सरकारें बदलीं, रेल मंत्री बदले। पिछले पांच साल में चार रेल मंत्री बदले हैं और एक रेल मंत्री उस क्षेत्र का भी हुआ है लेकिन यह शिलान्यास अपनी जगह पर रुका रह गया। कहा यह जाता है कि शायद उस शिलान्यास का पत्थर भी वहां से हटा दिया गया है। इसकी ओर मैं रेल मंत्री महोदय का विशेष ध्यान दिलाना चाहता हूं। इसके साथ-साथ उनकी जो कठिनाई है उसकी तरफ भी मैं आता हूं। कोई भी काम होता है तो धनाभाव का बहाना कर दिया जाता है और काम हो नहीं पाता है। रेल मंत्री अलग से रेलवे का बजट पेश करते हैं और बार-बार धनाभाव की चर्चा करते हैं और इस कारण से जो पुरानी या नई योजनायें हैं, काम हैं, वे पूरे नहीं होते हैं। मैं सुझाव देना चाहता हूं कि रेल मंत्री अलग से इन कंस्ट्रक्शन वर्क्स के लिए लोंज फ्लोट करें, एल०आई०सी० से तथा दूसरी फाइनेंशियल इंस्टीट्यूशंज से जरूरत पड़े तो लोंज के लिए कहा जाना चाहिये। मैं उस प्रस्ताव का भी समर्थन करता हूं कि रेल मंत्री को योजना कमीशन का सदस्य होना चाहिये।

कुछ योजनाएं, जिनकी हो सकता है कि अन्य माननीय सदस्यों ने चर्चा की हो लेकिन मैं उनको दूसरे ढंग पेश करना जरूरी समझता हूं। हमारे

यहां एन०ई० नार्थ ईस्टर्न रेलवे है। चूंकि एन०ई० से मैं शुरू करता हूं इसलिए मेरे दिमाग में एक भ्रान्ति हो जाती है, पता नहीं मंत्री जी और रेलवे बोर्ड के दिमाग में भ्रान्ति है या नहीं। अंग्रेजी में उसे नार्थ ईस्टर्न रेलवे कहते हैं। लेकिन जब उसका हिन्दी अनुवाद होता है तो वह पूर्वोत्तर रेलवे हो जाती है लेकिन विकास न पूरब का होता है और न उत्तर का होता है। यह चीज मेरी समझ में नहीं आती है कि आखिर कारण क्या है कि ट्रांस्लेशन करने पर इसको पूरब और उत्तर कर दिया गया है और पूरब और उत्तर का फर्क हो जाता है। इस पर भी ध्यान दिया जाना चाहिये।

जब पूर्वोत्तर रेलवे की चर्चा होती है तो गोरखपुर में कोच फैक्ट्री का जिक्र जरूरी हो जाता है। वहां के लोगों को बड़ी आशा थी, उनकी आशा बंधी थी कि वहां पर कोच फैक्ट्री बनेगी। मंत्री महोदय ने मेरे सवाल के जवाब में इससे पहले कहा था कि गोरखपुर में कोच फैक्ट्री के लिए सर्वे हुआ है। लेकिन उस सर्वे के बाद कोई कदम आगे नहीं बढ़ा है।

SHRI A.B.A. GHANI KHAN CHOUDHURY : I have never said that the survey has been made for Gorakhpur. I have only said that the project report is under making.

SHRI ASHFAQ HUSAIN : I am talking about the other Ministers when you were not there.

SHRI RATANSINH RAJDA (Bombay South) : He is a very prompt Minister, Sir.

श्री अशफाक हुसैन : मैं चाहता हूं कि गोरखपुर में कोच फैक्ट्री बने क्योंकि गोरखपुर में छोटी लाइन भी है और वह पिछड़ा हुआ क्षेत्र भी है। और गोरखपुर पूर्व भी है और उत्तर भी है।

इसी के साथ-साथ भटनी-बनारस लाइन की चर्चा करना चाहता हूं। बनारस ऐसा मुकाम रहा है जो तीर्थ स्थान होने के नाते बहुत अहमियत का स्थान है और उससे बड़ा ताल्लुक गोरखपुर और नेपाल का रहा है। नेपाल के लोगों को आने जाने में बड़ी कठिनाई होती है और दूसरे लोगों को भी होती है। इसलिए भटनी-बनारस रेलवे लाइन, जिस पर काम हो रहा है, मेरी जानकारी में बड़ी तेजी से काम हुए हैं, लेकिन धनाभाव की बात वहां भी आ गई है और अब 8, 9 करोड़ रेल के नाते क्योंकि रेल से अलाटमेंट के लिए पैसा नहीं दे रहे हैं, इसलिये उसमें देरी होगी।

इसी प्रकार गोरखपुर-नौतनवा लाइन का जिक्र करूंगा। यह छोटी लाइन है और कई सुझाव इसके बारे में आये हैं आपके पास कि मीटरगेज को परिवर्तित करके इस लाइन को ब्राड गेज किया जाय। नेपाल का गेट वे एक तरह से नौतनवा के पास सनौरी हो गया है। और जब से चीन की मेहरवानी से सड़क बन गई है नेपाल में तब से इसका महत्व और बढ़गया है। इसलिए भारत और नेपाल की दोस्ती की दृष्टि से इस लाइन पर काम करना चाहिये। एन०ई० रेलवे ने इस तरह का प्रस्ताव रेल मंत्रालय को भेजा था। लेकिन रेल मंत्रालय ने इसलिये अस्वीकार कर दिया कि आपके पास धन नहीं है।

आपके जमाने में ट्रेनें चलाई गई उसके लिए बधाई देता हूं और आपके साथ-साथ एन०ई० रेलवे के डायनामिक जनरल मैनेजर को भी बधाई दूंगा। मैं बहुत नहीं कहूंगा क्योंकि हो सकता है कि उनको अगर बधाई ज्यादा मिल जाय तो आप पूर्व रेलवे में उनको ले जायें या प्रोमोट करके रेलवे बोर्ड में बुला लें। उनका नाम डी० हरीराम है।

आपने जयन्ती जनता ट्रेन चलायी और गोरखपुर होकर आती है। लेकिन वह केवल 4 दिन चलती है और इसके बदले में जो हमारी 7 दिन की सर्विस थी, गोमती एक्सप्रेस में बोगी लगती थी उसको विदड्रा कर लिया। इससे हमारा नुकसान हो रहा है।

SHRI A.B.A. GHANI KHAN CHOUDHURY : All this we are considering as to

how we can increase the frequency.

श्री अशफाक हुसैन : तो मैं मांग करूंगा कि आप उसको कम से कम 6 दिन चलाने की कोशिश करेंगे ।

SHRI RAVINDRA VARMA (Bombay North) : You will do nothing for the Bombay suburban trains. There, your efficiency disappears.

SHRI A.B.A. GHANI KHAN CHOUDHURY : You may say whatever you like.

श्री अशफाक हुसैन : अब मैं ब्रांच लाइन की गाड़ियों के बारे में कहूंगा जिनमें बहुत गरीब पैसेंजर्स चलते हैं और गरीब क्षेत्र से गुजरती हैं। उनमें से मैं गोरखपुर-नौतनवा और गोरखपुर-छितौनी लाइन के बारे में ध्यान दिलाऊंगा। अभी तो यह छोटी लाइन है, आपने 3, 4 गाड़ियां चलायीं। लेकिन जरूरत इस बात की है कि इस ब्रांच लाइन पर कम से कम डीजल इन्जन लगायें ताकि बोगी भी ज्यादा लग सकें और यात्री भी कम समय में अपने गांव में जा सकें।

इसी तरह से कुलियों के बारे में लोगों ने कहा है कि उनको वर्दी देनी चाहिये। मैं थोड़ा सा आगे जाना चाहता हूं और यह कहना चाहता हूं कि हिन्दुस्तान में जाड़ा और गर्मी दोनों पड़ते हैं, खासकर उत्तर भारत में जाड़ा ज्यादा पड़ता है। इसलिये कम से कम वर्दी के साथ स्वेटर की व्यवस्था भी करनी चाहिये। और जब वर्दी का जिक्र करते हैं तो केटरिंग ऐम्प्लाईज का भी जिक्र करूंगा। और जगह पर तो छोड़ दीजिये। हम यही देखते हैं कि संसद में टी-बोर्ड के जो एम्पलाईज हैं, वह तो गर्म वर्दी पहनते हैं, लेकिन रेलवे का कैटरिंग एम्पलाई ठंडी वर्दी पहनकर जाड़ा, गर्मी और बरसात सभी मौसम में हमारी सेवा करता रहता है। इसलिए रेलवे में जो छोटे एम्पलाईज सेवा करते हैं, उनके लिए भी वर्दी और गर्म वर्दी की व्यवस्था आपकी तरफ से होनी चाहिये।

रेलवे के हस्पतालों के सम्बन्ध में मैं थोड़ी सी चर्चा करना चाहता हूं। ज्यादा तो नहीं, लेकिन मैं यह चाहता हूं कि होम्योपैथी, या यूनानी या आयुर्वेदिक दवाओं की व्यवस्था भी रेल के संस्थानों में होनी चाहिये। मेरी जानकारी में आपके बजट में इसके लिए कोई व्यवस्था नहीं है। मैं दरख्वास्त करूंगा कि जगह-जगह मुख्यालयों में होम्योपैथी, यूनानी और आयुर्वेदिक दवाओं के प्रैक्टीशनर्स को लगाया जाये।

कैजुअल लेबर की समस्या यह है कि कैजुअल लेबर के नाम पर परमानेंट कैजुअल लेबर होकर रह गई है। इसलिए परमानेन्ट कैजुअल लेबर को और सुविधाएं मिलनी चाहियें और उनको परमानेन्ट बनाना चाहिये, न कि कैजुअल।

इसी तरह से हमारे क्षेत्र के प्लेटफार्मों की समस्या है। गाड़ी तो आपने चला दी, लाइन में परिवर्तन कर दिया, लेकिन प्लेटफार्म उसी तरह नीचे हैं जिससे बड़ी कठिनाई होती है, कई यात्रियों की टांग कट गई हैं, बूढ़ों और आम लोगों को गाड़ी में चढ़ने और उतरने में बड़ी कठिनाई होती है। उन प्लेटफार्मों को ऊंचा करने के लिये धन की व्यवस्था आपकी तरफ से जरूर होनी चाहिये।

केटरिंग के बारे में बहुत चर्चा हुई। मैं आपसे इसलिये दरख्वास्त करूंगा कि आप साहसी रेल मंत्री हैं। मैं ब्यौरी में नहीं पड़ना चाहता लेकिन मैं बेसिक इण्डस्ट्री के नेशनलाइजेशन का पक्षधर हूं। मेरा कहना यह है कि केटरिंग के नेशनलाइजेशन को खत्म करना चाहिये, इस पर आप विचार करें कि केटरिंग व्यवस्था को फिर से डी-नेशनलाइज किया जाये।

श्री रामावतार शास्त्री : आप गंभीर बात कह रहे हैं।

श्री अशफाक हुसैन : बात गम्भीर है, लेकिन नेशनलाइजेशन बेसिक इण्डस्ट्रीज का होना चाहिये, नेशनलाइजेशन के मामले में छोटी-छोटी चीजों में अपने आपको नहीं फंसाना चाहिये। इस

तरह से केटरिंग के मामले में आपका नियंत्रण रहेगा, केटरिंग स्टाफ चैकिंग के लिए रहेगा और पब्लिक के लोगों की भी इसमें चैकिंग होती रहेगी और इससे उनमें डर की भावना रहेगी। आज कल जो केटरिंग सरकारी व्यवस्था पर चल रहा है उसमें खाना अच्छा नहीं मिल रहा है। जयन्ती जनता में जिस तरह का खाना मिलना चाहिये, वह नहीं है, वर्स्ट है, समय पर खाना नहीं मिलता है और ठंडा मिल रहा है। प्राइवेट की लगाम पकड़ने के लिए आप मौजू हैं।

उसूली बात यह है कि रेल मंत्रालय की तरफ से डिवीजनल, जोनल और नेशनल यूजर्स कमेटी बनी हुई हैं। अभी मेरे सवाल के जवाब में मंत्री महोदय ने बताया कि उन कमेटियों में हर जगह पार्लियामेंट की तरफ से दो-दो एम०पीज० उन कमेटियों में रिप्रेजेन्ट करते हैं। मैं कोई डिस-रेस्पैक्ट किसी अफसर के खिलाफ नहीं कर रहा हूं, लेकिन मुझे इस बात का बड़ा दुःख है कि पार्लियामेंट के मेम्बर उन कमेटियों में जाते हैं और उन कमेटियों को रेलवे के अधिकारी प्रीजाइड करते हैं। मैं आपसे कहूंगा कि आप इस पर गौर करें कि ऐसी कमेटियों में अधिकारियों की जगह पब्लिक के रिप्रेजेन्टेटिव्ज को प्रीजाइड करने के लिए कहा जाये। मैं किसी पब्लिक रिप्रेजेन्टेटिव को परमानेन्ट चेयरमैन बनाने की बात नहीं करता लेकिन रोटेशन से उन्हें प्रीजाइड करने के लिये कहा जाये ताकि जो पब्लिक रिप्रेजेन्टेटिव्ज हैं, उनका सम्मान अपनी जगह पर कायम रहे।

इस बात के साथ मैं अपनी बात खत्म करता हूं।

श्री इशाक हुसैन (महाराजगंज): सभापति महोदय, पिछले पंच वर्षीय योजना के आखिरी वर्ष का बजट, जो हमारे रेल मंत्री के दफ्तर पर सन्तत किया गया पांचवां बजट है। इस बजट से हम लोग आशा करते थे कि जो योजनाएं चौथी और पांचवीं पंच वर्षीय योजना से चली आ रही हैं और जो छठी पंच वर्षीय योजना के साथ में पूरी हो जानी चाहिए थीं, वे पूरी हो जायेंगी।

लेकिन ऐसा कोई संकेत नहीं मिल रहा है। मैं इस सम्बन्ध में इशारा करना चाहता हूं। इस योजना के तहत शालीमार से आज से दस बरस पहले दरभंगा के तत्कालीन रेल मंत्री श्री ललित नारायण मिश्र के हाथों हुआ था और इस पंच वर्षीय योजना में दरभंगा के रेल मंत्री भी हो गये हैं। यह है छोटी गंडक पुल का शिलान्यास। जब इस का शिलान्यास किया गया था तो इसके पिछड़े शेत्रों की जरूरत पर चर्चा हो रही थी और उन के लिये काम हो रहे थे। इस के बाद सरकारें बदलीं रेल मंत्री बदले। पिछले पांच साल में चार रेल मंत्री बदले हैं और एक रेल मंत्री इस क्षेत्र का भी हुआ है लेकिन यह शिलान्यास अपनी जगह पर रुका रह गया। कहा जाता है कि शायद इस शिलान्यास का पत्थर भी वहां से हटा दिया गया है। इस की ओर मैं रेल मंत्री महोदय का ध्यान दिलाना चाहता हूं। इस के साथ साथ उन की जो घोषणाएं हैं उस की तरफ भी मैं आता हूं। कोई भी काम होता है तो दफ्तर का बाबू उसे लटका दिया जाता है और काम हो नहीं पाता है। रेल मंत्री अलग से रेलवे का बजट पेश करते हैं और बार बार दफ्तर बाबू की चर्चा करते हैं और इस कारण से जो पुरानी या नई योजनाएं हैं उन का काम वह पूरा नहीं होते हैं। मैं समझाना चाहता हूं कि रेल मंत्री अलग से इन कंस्ट्रक्शन वर्क्स के लिये जोन्स क्लोज करें। आई सी एस से तथा दूसरी फाइनेंशियल इंस्टीट्यूशन्स से जरूरत पड़े तो लोन्स के लिये कहा जाना चाहिये। मैं इस प्रस्ताव का भी समर्थन करता हूं कि रेल मंत्री को योजना कमीशन का सदस्य होना चाहिये।

कुछ योजनाएं जिन की हो सकता है कि इतने सालों से चर्चा हो रही हो लेकिन मैं उन को दूसरे ढंग से पेश करना जरूरी समझता हूं। हमारे यहां ब्रॉड गेज है। नारथ ईस्टर्न रेलवे है। चूंकि ब्रॉड गेज है इस लिये मैं शुरू करता हूं इस लिये मेरे दिमाग में एक भ्रान्ति हो जाती है। पता नहीं मंत्री जी और रेलवे बोर्ड के दिमाग में भ्रान्ति है या नहीं। अंग्रेजी में इसे नारथ ईस्टर्न रेलवे कहते हैं। लेकिन जब भी कहीं का नाम होता है तो वह पूरब और

ریلوے سے ہو جاتی ہے۔ لیکن وہ کاس نہ پورب کا ہوتا ہے اور نہ اتر کا ہوتا ہے۔ یہ چیز میری سمجھ میں نہیں آتی ہے کہ آخر کارن کیا ہے کہ ٹرانسلیشن کرنے پر اس کو پورب اور اتر کر دیا گیا ہے اور پورب اور اتر کا فرق ہو جاتا ہے۔ اس پر بھی دھیان دیا جانا چاہئے۔

جب پورد و اتر ریلوے کی چرچا ہوتی ہے تو گورکھپور میں کوچ فیکٹری کا ذکر ضرور ہی ہو جاتا ہے۔ وہاں کے لوگوں کو بڑی آشا تھی۔ ان کی آشا بندھی تھی کہ وہاں پر کوچ فیکٹری بنے گی۔ منتری مہودے نے میرے سوال کے جواب میں اس سے پہلے کہا تھا کہ گورکھپور میں کوچ فیکٹری کے لیے سروے ہوا ہے۔ لیکن اس سروے کے بعد کوئی قدم آگے نہیں بڑھایا ہے۔

SHRI A.B.A. GHANI KHAN CHOUDHURY : I have never said that the survey has been made for Gorakhpur. I have only said that the project report is under making.

SHRI ASHFAQ HUSAIN : I am talking about the other Ministers when you were not there.

SHRI RATANSINH RAJDA (Bombay South) : He is a very prompt Minister, Sir.

شری اشفاق حسین: میں چاہتا ہوں کہ گورکھپور میں کوچ فیکٹری بنے کیونکہ گورکھپور میں چھوٹی لائن بھی اور بڑی لائن بھی ہے اور وہ پچھڑا ہوا ایریا بھی ہے، اور گورکھپور پورب بھی اتر بھی ہے۔

اس کے ساتھ ساتھ بھٹنی بنارس لائن کی چرچا کرنا چاہتا ہوں۔ بنارس ایسا مقام ہے جو تیرتھ استھان ہونے کے ناطے بہت اہمیت کا استھان ہے۔ اور اس سے بڑا تعلق گورکھپور اور نیپال کا رہا ہے۔ نیپال کے لوگوں کو آنے جانے میں بڑی کٹھنائی ہوتی ہے اور دوسرے لوگوں کو بھی ہوتی ہے اس لیے بھٹنی بنارس ریلوے لائن جس کا کام ہو رہا ہے میری جانکاری میں بڑی تیزی سے کام ہوئے ہیں لیکن دھناجائے کی بات وہاں بھی آگئی ہے اور اب ۸ کروڑ ریل کے ناطے کیونکہ ریل سے الاٹمینٹ کے لیے پیسہ نہیں دے رہے ہیں۔ اس لیے اس میں دیری ہو گی۔

اس پر کارگر کھپور نوتنوا لائن کا ذکر کرونگا۔ یہ چھوٹی لائن ہے اور کئی سمجھاؤ اس کے بارے میں آئے ہیں آپ کے پاس کہ میٹر گیج کو پریورتت کر کے اس لائن کو بورڈ گیج کیا جائے۔ نیپال کا گیٹ وے ایک طرح سے نوتنوا کے پاس سنوری ہو گیا ہے۔ اور جب سے چین کی مہربانی سے سڑک بن گئی ہے نیپال میں تب سے اس کا مہتو اور بڑھ گیا ہے۔ اس لیے بھارت اور نیپال کی دوستی کی درشٹی سے اس لائن پر کام کرنا چاہئے۔ این۔ ای۔ ریلوے نے اس طرح کا پروستاؤ ریل منترالے کو بھیجا تھا لیکن ریل منترالے نے اس لیے اسویکار کر دیا کہ آپ کے پاس دھن نہیں ہے۔

آپ کے زمانے میں ٹرینیں چلائی گئیں اس کے لیے بدھائی دیتا ہوں۔ اور آپ کے ساتھ ساتھ این۔ ای ریلوے کے ڈائنامک جنرل منیجر کو بھی بدھائی دونگا۔ میں بہت نہیں کہوں گا کیونکہ ہو سکتا ہے کہ ان کو اگر بدھائی زیادہ مل جائے تو آپ پورد ریلوے میں ان کو لے جائیں یا پھر دوٹ کر کے ریلوے بورڈ میں بلا لیں۔ ان کا نام ڈی۔ ہری رام ہے۔

آپ نے جتنی جتنا جنتا ٹرین چلائی اور گورکھپور ہو کر آئی ہے۔ لیکن یہ کیول ۴ دن چلتی ہے۔ اور اس کے بدلے میں جو ہماری ۷ دن کی سروس تھی۔ گومتی ایکسپریس میں بوگی لگتی تھی ان اس کو وڈرا کر لیا اس سے ہمارا نقصان ہو رہا ہے۔

SHRI A.B.A. GHANI KHAN CHOUDHURY : All this we are considering as to how we can increase the frequency.

شری اشفاق حسین: میں تو مانگ کروں گا کہ آپ اس کو کم سے کم ۷ دن چلانے کی کوشش کریں گے۔

SHRI RAVINDRA VARMA : You will do nothing for the Bombay suburban trains. There, your efficiency disappears.

SHRI A.B.A. GHANI KHAN CHOUDHURY : You may say whatever you like:

پر مائنٹ کیٹرو کل لیبر ہو کر رہ گئی ہے۔ اس لیے پرمانینٹ کیٹرو کل لیبر کو اور سود دھائین ملنی چاہئیں اور ان کو پرمانینٹ بنانا چاہیے۔ نہ کہ کیٹرو کل

اسی طرح سے ہمارے سیٹر کے پلیٹفارمون کی سمسا ہے۔ گاڑی تو آپ نے چلا دی لائن میں پریورتن کر دیا لیکن پلیٹ فارم اس طرح نیچے ہیں جس سے بڑی کٹھنائی ہوتی ہے۔ کئی یاتریوں کی ٹانگ کٹ گئی ہیں بوڑھوں اور عام لوگوں کو گاڑی میں چڑھنے اور اتارنے میں بڑی کٹھنائی ہوتی ہے۔ ان پلیٹ فارمون کو اونچا کرنے کیلیے دھن کی ویوستھا آپ کی طرف سے ضرور ہونی چاہیے۔

کیٹرنگ کے بارے میں بہت چرچا ہوئی۔ میں آپ سے اس لیے درخواست کروں گا کہ آپ ساہسی ریل منتری ہیں۔ میں تھیوری میں نہیں پڑنا چاہتا لیکن میں بیسک انڈسٹری کے نیشنلائزیشن کا یکشدھر ہوں۔ میرا کہنا یہ ہے کہ کیٹرنگ کے نیشنلائزیشن کو ختم کرنا چاہیے۔ اس پر آپ وچار کریں کہ کیٹرنگ ویوستھا کو پھر سے نجی نیشنلائز کیا جائے۔

شری رام اوتار شاستری: آپ گھمبیر بات کہہ رہے ہیں۔

شری اشفاق حسین: بات گھمبیر ہے لیکن نیشنلائزیشن بیسک انڈسٹریز کا ہونا چاہیے۔ نیشنلائزیشن کے معاملے میں چھوٹی چھوٹی چیزوں میں اپنے آپ کو نہیں پھنسانا چاہیے۔ اس طرح سے کیٹرنگ کے معاملے میں آپ کا نیتون رہے گا۔ کیٹرنگ اسٹاف چیکنگ کے لیے رہے گا اور پبلک کے لوگوں کی بھی اس میں چیکنگ ہوتی رہے گی اور اس سے ان میں ڈر کی بھاونا رہے گی۔ آج کل جو کیٹرنگ سرکاری ویوستھا پر چل رہا ہے اس میں کھانا اچھا نہیں مل رہا ہے جس طرح کا کھانا ملنا چاہئے وہ نہیں ہے۔ [illegible] ہے پر کھانا نہیں ملتا ہے اور ٹھنڈا مل رہا ہے چیکنگ کی نگام پکڑنے کے لیے آپ موزوں ہیں۔

اصولی بات یہ ہے کہ ریل منتراے کی طرف سے ڈیپوٹیشن زونل اور نیشنل یونرس کھلی بنی ہوئی ہیں۔ ابھی میرے سوال کے جواب میں منتری مہودے بتا رہے تھے کہ ان کو ریل منتراے کی طرف سے ڈیپوٹیشن پر بھیجا گیا ہے۔ میں پوچھتا ہوں کہ کیا ان کو ریل منتراے کی طرف سے ٹریننگ دی گئی ہے۔ اس لیے ان کو ڈیپوٹیشن پر بھیجا گیا ہے۔

کر ان کمیٹیوں میں ہر جگہ پارلیمنٹ کی [illegible] ہیں ان کمیٹیوں میں ریزرویشن کوٹہ ہوتا ہے ہیں کوئی ڈس ریسپیکٹ کسی افسر کے خلاف نہیں کر رہا ہوں۔ لیکن مجھے اس بات کا بڑا دکھ ہے کہ پارلیمنٹ کے ممبران کمیٹیوں میں جاتے ہیں اور ان کمیٹیوں کو ریلوے کے ایڈمنسٹریٹر ریزرویشن کرتے ہیں۔ میں آپ سے کہوں گا کہ آپ اس پر غور کریں کہ ایسی کمیٹیوں میں ایڈمنسٹریٹروں کی جگہ پبلک لے پریزنٹیٹیوز کو پریزنٹ کرنے کے لیے کہا جائے۔ میں کسی پبلک ریپریزنٹیٹو کو پریمانینٹ چیئرمین بنانے کی بات نہیں کرتا لیکن ریڈیشن سے انھیں پریزائڈ کرنے کے لیے کہا جائے تاکہ جو پبلک ریپریزنٹیٹیوز ہیں ان کا سمان اپنی جگہ پر قائم رہے رہے۔

اس بات کے ساتھ میں اپنی بات ختم کرتا ہوں۔

17 15 hrs.

\MR. DEPUTY-SPEAKER *in the Chair*]

PROF. N.G RANGA (Guntur) : Mr. Deputy-Speaker, Sir, I am sorry I cannot agree with my friend, Mr. Ramavatar Shastri, where he has said that the Railways are serving the rich people more and better than the poor people. This statement is absolutely not correct. He has said that the fares have been going up. If you take into consideration the inflation that has been going on in the last 20 or 30 years, you will find that the fares have not been going up correspondingly. If you look into even catering also, the charges that we are making from the passangers either by way of fares or by catering charges are about the lowest, not only here but compared to the rest of the world. Even in our own country you cannot get the food, that Railways supply, outside the railway station for the price that the Railways are charging. I do not think the Railways are exploiting the poor people at all.

Secondly, the Railways have rendered a tremendous lot of service to our people, especially the middle class and, of course, all other people, by starting the Super Fast Expresses and running them efficiently and safely on the whole.

I have only one small criticism to make in this connection and that is, the proposal to raise the platform ticket fee from 50 paise to one rupee is a very unwise thing to do, and the demand of the House, from all sides of the House, against it is a thing which is a very serious matter and which the hon. Minister as well as the Cabinet should take a serious notice of. I sincerely hope that, by the time the hon. Minister begins to make his final statement either today or tomorrow or even after the consideration of the Supplementary Demands, Government would find it possible to go back again to the earlier fee.

Having said that, I have got to sound a note of warning in regard to the new trend of discussion that has been started in this House from the time that my friend, Prof. Madhu Dandavate, had taken charge of the Railways. He initiated the idea that the Railways should not be asked to make any contribution to the General Revenues on account of the thousand and odd crores of rupees that have been invested and more and more of it also which is being invested on the Railways. I do not agree with him. At the same time he wants the General Revenues to make contribution to the Railways because Railways are serving some social purposes. True, we have been having it throughout the 120 or 130 years ever since the Railways have been started in our country. They have been expected to serve social purpose as well as commercial purpose and they have been doing it. I do not understand why, in spite of all this, the Railways should be exonerated from the responsibility of having to pay even a minimum dividend on the huge, colossal amount of capital that has been invested and that is being invested also. I hope, the Railway Convention Committee would take due note of this demand that we are making on behalf of the public that the Railways have a responsibility to make contribution to the General Revenues not as general revenues but as an interest, whatever it may be. Now Government is paying 10 or 15 per cent on

borrowings. It need not pay as much as that but at least half as much as that or one-third as much as that, but there should be contribution from the Railways.

Another thing which my hon. friend, Prof. Madhu Dandavate started and which has been taken advantage of by successive Railway Ministers from our side is to place all the blame on the Planning Commission and then somehow suddenly from all sides, all our members jump into the fray and they exonerate the Railways. They forget the primary responsibility of the Railways to make the best possible use of the moneys that have been placed at their disposal, the assets that have been placed at their disposal and go on blaming the Planning Commission. Planning Commission means the Central Government, the whole of the Parliament. How else does the Planning Commission function ? I cannot understand. If the Railways want more money, they should be able to make out a good enough case and get it from the Finance Minister and from the Government. If they are not able to make a good enough case and at the same time, they say that the Planning Commission is not allotting this money and that money – if it had been any other government, an imperial government or an irresponsible government—I would have said that it is the height of irresponsibility. It is the duty of the Railway Minister and the Government as a whole to go into the whole finances of the Railways and find out how much money has to be placed at their disposal and within that money what results have to be achieved...

SHRI SATYASADHAN CHAKRABORTY (Calcutta South) : So you say that the Railway Minister is irresponsible. Is it not ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : Railway Minister as well as the rest of the Government and not the Planning Commission. He does not know how the whole system functions.

PROF. N.G. RANGA : My hon. friend is a very eloquent Minister. I congratulate him on his eloquence. He is a Bengali and all Bengalis are eloquent. He has taken advantage of the argument raised by Mr. Dandavate and he has been placing at all the blame on the Planning Commission and the Central Government as if the Railways have no responsibility at all. He says : 'You go on asking for so many railway lines, more waiting rooms, trains and so on. I am ready to satisfy all your demands. But what can I do ? There is the Planning Commission. You go and ask the Planning Commission from every side.' That is not the way to deal with this matter. That is all I can say.

Are the Railways utilising the funds that are being placed at their disposal ? Are they utilising their assets to the best possible advantage ? I am not very sure. It is high time, I think, that a high power commission or committee should go into this matter. As we go by the railway from one part of the country to the other, we find in many places damaged wagons thrown by the side of the railway line, they are lying there and they have not been picked up. So much of railway material in this manner has to be found anywhere and everywhere—rotting and that is not being picked up. Then Moghulsarai—you know it is a den of black-marketeers, thugs and thieves. Nandaji when he was in charge of the Railway wanted to have a special squad to control that but they have not been able to do it. Is there only one Moghulsarai ? There are easily 12 Moghulsarais in the whole of India, if not more.

Now, some control has to be instituted over what is being done. In fact, often our friends have said again and again, so many of us. You make a promise that you are going to have a survey. Then you start the survey. After that you lay the foundation-stone and by the time the thing is completed it is one decade or two decades and meanwhile prices are going up. Naturally, the costs go up. The contractors and various other people make so much of money. What is the performance of the Railways ? In fact about the time factor and the use they are making of the funds that we place at their disposal, some study has got to be made by the Railway Minister so that

economies are achieved in this direction. I am sure you will be able to achieve not less than Rs. 20 and 30 crores every year if only you were to see that between your surveys and your achievements you minimise the time factor that you are now consuming and the amount of waste that is now taking place.

Next thing is efficiency. Now take the passenger trains ; a number of them—have been neglected because of their fancy for these Super Expresses. At the same time, they are in a hopeless condition, they go on shrieking. Even people above 40 years of age get sick by the travel they make in these trains over the whole night. The shutters do not work. Levatories are in a hopeless condition. Seats are not satisfactory and the speed, of course, is hopeless. Punctuality —you need not bother about if at all. This is the condition. So, special attention should be paid to improving the condition of these passenger trains. Now it is there that certainly from the poor people's point of view there is a serious grievance. Ordinary folk want to go from one place to another in their own State, from one district to another. They are poor people. They pay only Janata fares. They are made to suffer in this manner. Therefore, the sooner greater attention is paid to improvement of these passenger trains, the better it would be for the Railways.

Then I agree with the suggestion made by my hon. friend from Andhra that railways should develop their engineering training institutes. They have been attending to social needs of their workers. I do not grudge it. They have been attending to their railway workers almost in the same manner as the welfare-oriented socialist countries have been doing. The working expenses—the proportion and ratio is going up year after year. At one time when the British were here, we used to complain about it. They used to say that they were trying their best to keep them down. Then at that time the workers were not being treated so satisfactorily. Now we are treating our workers very satisfactorily, even to the extent of providing medical services even in these places where at one time there were no hospital services at all and where to-day there are plenty of hospital services and yet we are providing them special hospital services and so on. I do not grudge all this. But there is the question of welfare aspect. So far as passengers are concerned, what is it you are doing ? So many of our members complain about the lack of water supply and the water tanks not being properly cleaned from time to time and in regard to the food also about the nutritive side and health side of it. In this direction not enough is being done and so much more has to be done. Some more special attention has got to be given to these matters.

Now I come to railway development. Two or three years ago, I think the hon. Minister took a decision—then I think Mr. Pande was the Minister—that in view of various considerations of cost, efficiency and economy they would no longer try to pursue the earlier policy of shifting metre gauge to broad gauge and if they were to have any new railways at all, it would be only broad gauge. Well and good. Then is there no need for more and more new railways ? My hon. friend has agreed with us and indeed for the last 3 years that has been the direction and orientation also from the Prime Minister right down to the Railway Minister that there should be railway development in the North-Eastern frontier. There are 6 to 7 States we have there. Each one of these States will have to be connected with railways somehow or other up to at least 50 miles proximity. Have we been able to make sufficient progress in regard to the railways, construction of which has been initiated by my hon. friend, the Railway Minister and his predecessor ?

Are we placing sufficient funds at their disposal ? This has got to be studied. According to me first priority should be given for the development of those rail-lines. It is said that if we build all those then we will starve the rest of India. Further, they are in the strategic area. There is greater risk of losing it if any calamity overtakes us. But I say we must work against those calamities and ensure that those areas become secure and in order to satisfy the

people there develop their economy and assure them that they are being treated as specially precious children of Mother India because they are so far away from the capital of India.

I congratulate the government for the new orientation that they have shown in this direction. But that is not enough. I want them to fight against time.

MR. DEPUTY-SPEAKER : Please conclude.

PROF. N.G. RANGA : So far as Andhra is concerned we have been asking for Bibinagar to Nadikudi line *via* Guntur rail line to be developed and completed. My hon. friend informed me that from Bibinagar to Nalgonda the line was creeping over a period of 10 to 15 years. Now all that my hon. friend was prepared to offer was that they are trying to build two bridges so that they are able to complete this line. I say why be so slow. Then between Nadikudi-Guntur the railway line has to be turned from metre gauge to broad gauge. So also, from Guntur to Guntakul it has to be turned from metre gauge to broad gauge. It will help passenger both from Karnataka and Andhra. The metre gauge line between Katpadi and Tirupati has to be turned into broad gauge. If you delay on this then, you will be losing more and more money. Therefore, as a matter of economy you should convert these from metre gauge into broad gauge.

Then there is a small railway line where a circular train between Guntur-Tenali-Repalle and Vijayawada could be introduced twice a day. During the day there used to be one but it has been dropped and people are suffering. You should run a special train between Nellore and Vijayawada to connect Golconda Krishna Express. A train has to be run so that people are able to catch either of these trains to Hyderabad.

Mr. Deputy-Speaker, Sir, Members of Parliament are being demoralised into petitioners by the railway administration. We make suggestions and they simply say that it cannot be done. Even when a suggestion is made by the programmes committee it is also dismissed. Nothing is being done. From the Centre nothing is being done. They say, it must be done at Zonal H.Q. But Zonal H.Q. do not bother about it. The Railway Board is supposed to have control over Zonal H.Q. Zonal H.Q. is supposed to have control over Divisional Superintendents. Divisional Superintendents are all in all. They do not want any change at all to be made in regard to trains and timings and time-tables. Now something has to be done in order to see that locally placed officers act in such a manner as to develop the railway connections and time tables and give the best possible satisfaction to the passengers locally. But that is not being done at present people want to go from here to Hyderabad. Andhra Pradesh Express runs for 4 days in the week. Even during these 4 days there is no connection between Kazipet which is on the way, and Vishakapatnam or Waltair. A suggestion has been made by Mr. Naidu to the hon. Minister—and I supported it also—that a connecting train should be run—just as in the earlier days, as you would remember, we used to have K.K. Express, which used to be split up into two at Jalarpet. Similarly the train that goes, the Andhra Express, should go right up to Kazipet ; from there 2 or 3 bogies which are attached here in Delhi can be detached and 3 or 4 barriages which may be needed locally can be all fitted into another train and that can be made to run right up to Vizag. Why not give thought to it and thereby give satisfaction to our Andhra friends in Northern Sircars ?

I am glad that one or two lines have already been developed in Orissa, in Sambalpur and so on. A small improvement has been made between Bhadrachalam Road and Manuguru. It is a good thing. A suggestion has been made that between Dornakal and Ramagundam you can make a short-cut and save quite a lot of expenditure and also it will give great satisfaction to the people.

Regarding Platform ticket I have stated already. For God's sake, take that decision and give us satisfaction.

Lastly Sir, there is a place called Dharmavaram...

MR. DEPUTY-SPEAKER : Prof. Ranga, have you written to the Minister at least once regarding all these suggestions which you are making ? Have you written to the Minister ?

PROF. N.G. RANGA : Some of them I have done already.

Sir, I am glad you have reminded me of one other thing. What is the use of our making all these suggestions ? According to the practice followed by Mr. S.K. Patil, he used to say, each one of your suggestions will be examined and the Railway Board will send you a reply. That is not a satisfactory thing. No one knows what reply is given to so and so.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : I never said that. I can challenge this. I never said that the Railway Board will send you a reply. I may have said I will look into it or something like that. But I have never said that the Railway Board will look into this. Because, I have great respect for the people's representatives. I will never say this.

PROF. N.G. RANGA : Anyway, it is the Railway Board. He is functioning as Post Office between Railway Board and ourselves. Various suggestions are made here. The Railway Board people are there in the official box. I do not know whether they are taking any notes at all. I would like them to study the proceedings of the House very carefully. Just as we used to have it in the committees where they used to say, such and such member has made such and such suggestion, these are actions to be taken or proposed to be taken or have been taken or cannot be taken for such and such reasons, likewise here also they should do the same thing. They should make out a whole catalogue of it ; they should circulate it among the Members of Parliament... at least within six months, after the Railway budget is passed ; by the time we come back for the next Budget session, we would know what are the things, where the Railway Board has not given satisfation and if so, why the Railway Minister should not be taken to task. That is my idea. If he is only willing to follow the suggestion, I would be very happy. I am not opposed to the suggestion of having a separate Railway Budget. There again, I cannot agree entirely with my distinguished hon. friend, Mr. Brahmananda Reddy.

MR. DEPUTY-SPEAKER : He wanted a separate Railway Budget. He said that it should not be included in the General Budget.

SHRI K. BRAHMANANDA REDDY (Narasaraopet) : It does not mean that because of the criticism, the praises for the railways functioning will not be there. That will be there.

PROF. N.G. RANGA : The Posts and Telegraph Department also touch so many points and the life of our people. Therefore, the Posts and Telegraphs and the Railways may be put together and they may be treated as one Budget and that budget should be discussed in detail. In spite of it, railways are found to be unresponsive. I don't say irresponsible and unsatisfactory. If they are separated from the General Budget, if you have that kind of opportunity of discussing these two budgets separately, we will be at a great advantage because unlike all other Ministries and the Departments of the Government, Railways touch the whole country and the people at the largest number of points and the Postal people touch even larger number of points and they affect every day life of those people who have something to say to each other, from one place to another, who have something for which they have to move from one place to another. Therefore, I would like them to consider the possibility of bringing these two together—Mr. Reddy's earlier Ministry, that is, Posts and Telegraphs Department under the Communication Ministry and Mr. Ghani Khan's present Ministry of Railways—and have a Budget separate from the General Budget, for discussion.

श्री नाथू राम मिर्धा(नागौर) : उपाध्यक्षजी, मैं बहुत थोड़ा टाइम लूंगा।

रेल बजट के बारे में जो बातें रंगा साहब ने आखिर में कहीं और आलोचनाएं की हैं, मैं अपने को उनसे जोड़ता हूं और उनके बारे में मैं ज्यादा नहीं कहूंगा। मैं राजस्थान प्रान्त से आता हूं जो देश का एक प्राचीन पिछड़ा हुआ प्रान्त है और खास तौर से रेलों की दृष्टि से। 22 छोटे-छोटे राज्यों के जो राजा थे, उन्होंने जितनी रेलें अपने समय में बना दीं, वे रेलें आज भी हैं और घिचड़-घिचड़ वे चलती हैं। नई रेलें बनाने का काम राजस्थान में बहुत ही थोड़ा हुआ है। जैसलमेर में थोड़ी रेलवे लाइन बनी है और कुछ राजस्थान केनाल के पास बन रही हैं और कुल 150, 200 किलोमीटर से ज्यादा रेलवे लाइन नहीं बनी हैं। आजादी के बाद से आज तक इससे ज्यादा काम वहां पर नहीं हुआ है और मैं यह भी समझता हूं कि मेरे आज भाषण देने से ही सारा काम नहीं हो जाएगा। रेल मंत्री जो होता है, उस पर कितना पालीटिकल प्रेसर पड़ता है और किस तरह से काम होता है, यह आप भी जानते हैं और मैं भी जानता हूं। इसलिए मैं कुछ सुझाव ऐसे दूंगा, जो बिना पैसा खर्च किए माने जा सकते हैं और उनके मानने से मेरे क्षेत्र की जनता को लाभ मिल सकता है और मेरे ये सुझाव बहुत ही छोटे हैं लेकिन मुझे दुःख के साथ कहना पड़ता है कि मेरी दो साल की पैरवी के बाद भी कोई हल नहीं निकला। मैं इसके लिए आपको और आपके विभाग को ब्लैम नहीं करूंगा लेकिन यह सिस्टम ऐसा गजब का है कि कहीं पर भी उंगली रखने का मौका नहीं होता।

मेरे इलाके में एक बहुत छोटा स्टेशन है, जिस का नाम है जालसू हाल्ट स्टेशन। और यह रेल एक और दो बी० एम० एफ० बहुत अर्से से चलती है जो जुलसु स्टेशन पर मैंने बहुत कोशिश करके रुकवाई थी, लेकिन बाद में उसको बंद कर दिया गया। पता नहीं क्यों बंद कर दिया गया ? उससे तकलीफ क्या हुई ? उस गांव के आसपास फौजी रहते हैं, विद्यार्थी पढ़ने जाते हैं, गांव के मजदूर नौकरी पर जाते हैं, उन सबको इससे लाभ था अब वे इस लाभ से वंचित हो गए हैं। मेहरबानी करके इसको फिर से वहां रुकवा दें। यह बड़ी स्लो ट्रेन है, बहुत आराम से चलती है। इससे जनता को बहुत लाभ होगा और आपको भी फायदा होगा।

मेरा दूसरा सुझाव है कि जो मरुधर एक्सप्रेस आपने जयपुर और जोधपुर के बीच चलाई है, यह जोधपुर से जयपुर सात घंटे में जाती है। कहते हैं बड़ी तेज गाड़ी है। इसको मैं नागौर जिले में रेन स्टेशन पर रुकवाने की बात कर रहा हूं जहां कि रामनिवास जी और हम सब लोग उतरते हैं। यह बहुत बड़ा स्टेशन है और यहां से रोड और रेल का बड़ा कनैक्टिंग लिंक है। जब हमने इसके बारे में आपसे कहा तो हमसे कहा गया कि हम इसमें डीजल इंजिन लगायेंगे, फिर यह गाड़ी तेज चलेगी। लेकिन अभी तक यह स्टीम इन्जिन से ही चलती है। इसको आप रेन स्टेशन पर दो मिनट के लिए ही रुकवा दें। इसमें आपका कोई खर्चा नहीं लगेगा। वैसे भी यह यहां सिगनल पर 10-15 मिनट तक हमेशा रुकती है। मरुधर एक्सप्रेस को आप वहां रोक दें, आपकी बड़ी कृपा होगी।

तीसरा मेरा बहुत छोटा सुझाव है। दिल्ली से एक सुपर फास्ट गाड़ी जोधपुर जाती है। यह 12 घंटे में जोधपुर पहुंचती है। मेरे क्षेत्र नागौर में कोई ढाई सौ किलोमीटर यह सफर करती है। मेरी आपसे रिक्वेस्ट है कि इसको मेरे क्षेत्र नागौर में एक स्टेशन पर रुकवा दें। वहां मकराना है जहां कि संगमर्मर की खानें हैं और वहां तमाम हिन्दुस्तान से लोग आते हैं। मेहरबानी करके दो मिनट का एक हाल्ट आप वहां दे दो। यह 12 घंटे में जोधपुर पहुंचती है। अगर आप इसे वहां रुकवा दोगे तो पांच मिनट और लग जाएंगे। मंत्री जी तो यहां बैठे ही हैं, रेलवे अधिकारी भी बैठे हैं। उनसे भी मेरी यह रिक्वेस्ट है। मुझे इन सुझावों के बारे में मंत्री जी का जवाब नहीं चाहिए, बल्कि कर्म चाहिए। अगर मंत्री जी कर्म प्रकट करेंगे तो उनकी

बड़ी जेनरोसिटी होगी।

हमारे राजस्थान के लोग बहुत अनुशासित लोग हैं। रेलवे वालों से कभी झगड़ा नहीं करते हैं, कोई तोड़फोड़ नहीं करते हैं, बिना टिकट रेल सफर नहीं करते हैं। अब वे निराश न हों। कहीं ऐसा न हो कि वे भी दूसरों की नकल करने लग जाएं। मुझे आशा है कि आप मेरे इन तीन छोटे-छोटे सुझावों पर गौर करेंगे। आप टाइम टेबल भी इस तरह से एडजस्ट कर सकते हैं। आपके यहां तो टाइम टेबल एडजस्ट करने के बड़े-बड़े कारीगर बैठे हैं। दो-चार मिनट तो इधर-उधर किया जा सकता है। रेल मंत्री जी मेरे ऊपर दया करें और हमारे यहां की जनता पर भी दया करें।

ये तीन सुझाव मैंने आपको बिना खर्चे वाले दिए हैं। अब मैं कुछ सुझावों की तरफ आता हूं जिन पर बहुत खर्चा होगा। राजस्थान में कोई ब्राडगेज लाइन नहीं है। मुझे यहां 14 वर्ष हो गए हैं और मैं इस हाउस में लगातार यह बात कहता आ रहा हूं कि जयपुर-अहमदाबाद लाइन को ब्राड गेज में कंवर्ट किया जाए। चौथी योजना में यह कहा गया था कि इसका सर्वे हो गया है। पीछे रेल मंत्री श्री केदार पांडे हुए, उन्होंने कह दिया कि हमारी ब्राडगेज करने की पालिसी नहीं है, इसको हमने बंद कर दिया है। अगर आपने यह पालिसी बिल्कुल छोड़ दी है तो बात दूसरी है लेकिन कहीं इसको आप चलाते रहें और जयपुर अहमदाबाद लाइन पर आप काम न करें तो बड़ा अफसोस होगा। अगर हो सके तो सेकण्ड प्रिफरेंस इसको दीजिए, इससे सारा राजस्थान ब्राडगेज से जुड़ सकता है। सिर्फ 60 मील का डिस्टेंस है सवाई-माधोपुर से जयपुर को अगर ब्राडगेज से जोड़ दें तो राजस्थान के सभी बड़े शहर ब्राडगेज से जुड़ सकते हैं। इसी प्रकार मारवाड़ जंक्शन से जोधपुर तक अगर ब्राडगेज हो जाए तो फिर राजस्थान में और ब्राडगेज की जरूरत नहीं रह जाती। यह भी 60 मील का डिस्टेंस है। सारे राजस्थान का विकास इन तीन लाइनों में इनवाल्व्ड है। जब आपके पास धन हो तब दीजिए, लेकिन कुछ शुरुआत तो कर दीजिए। मैंने अपने तीन प्वाइंट्स में तो बिल्कुल धन की मांग नहीं की है, उनमें धन की आवश्यकता नहीं है।

एक बात अन्त में और कहना चाहता हूं कि मेरे इलाके में इस बार फसल बहुत अच्छी हुई है और अनाज को बाहर ले जाने के लिए डिब्बों की जरूरत होगी और पशुओं के मेले चल रहे हैं। तिलवाड़ा का मेला, मेडका का मेला, रानीवाड़ का मेला, सांचोर का मेला तो इनके लिए भी डिब्बों की कमी न हो, इसकी ओर भी ध्यान देने की आवश्यकता है।

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

SHRI SONTOSH MOHAN DEV (Silchar): At the very outset, I congratulate the Railway Minister who is going to give us a gift on the Bengali new year day—broadgauge line upto Gauhati. It was a long-felt desire of the people of Assam and I congratulate him for this.

Recently, I had been to Calcutta and I had occasion to listen to a small radio newsreel where the artistes were taken to the underground tube line; and I am very happy to see that all the artistes, most of them, who belong to the leftist parties, said that they had never thought that such a wonderful thing has been done by the railways. This is on record of All India Radio. I have heard this myself. (*Interruptions*)—All the top artistes of Calcutta cinema and theatre were there. You can get a tape-recorded newsreel of Calcutta All India Radio. They said, we had never thought it will be so good. I congratulate him for this because when I go to Calcutta I would like to put it on record, not because I am sycophant. People say, what he has done for Calcutta and West Bengal, had never been done in the past; and after B.C. Roy, he has done the greatest thing for Calcutta; and the West Bengal CPM MPs should

appreciate it.

When he became the Railway Minister, the Cachar Express, which was a bi-weekly train, was converted into a daily train, for which I thank him. Now, with this broad gauge line, which is starting, there was a proposal for a survey from Jagiroad to Silchar for the broad gauge extension. I know the procedure. The RITES India has been given the responsibility. I would request him to speed up this particular project so that in future when the fund will permit that project can be taken up.

All the Members of Parliament from Assam in the past had requested him that there should be a Super Fast Train from Delhi to Assam like Rajdhani Express. I again request him to consider it. I know his constraints. He has assured us, because of line difficulties it is not possible to do it immediately, but, I am sure he will give active consideration to it. Fortunately, the Railway Board Chairman, who is ex-NFR GM, should have some sympathy for NFR from where he comes. So, I am sure he will consider this.

MR. DEPUTY-SPEAKER : From Kerala to Gauhati there is a train now.

SHRI SONTOSH MOHAN DEV : There is a train. It has been given from Trivandrum to Bongaigaon. That is why I am saying that he has done it. There is not a single km of electric line in Assam. Now the new capital of Assam, Pragh Jotyishpur is coming. The possibility of having an electric train from Maligaon upto this new Capital site may be considered in future because Capital construction will take some time keeping that in view, if the survey work starts now, I think, in course of time, it can be done.

There was an assurance for the renovation of the Silchar Railway Station given by the previous Minister and it has been reiterated by the present Railway Minister also. But it has not taken any shape. I do not know why. Now I understand that because of the new lines connecting Jiriban and Dharmanagar to Kumarghat, from Lala to Bairahi, Silchar to Jiribana a new station is going to be constructed in Silchar. If that be the case, it should be taken up immediately.

Another small thing is, the broad gauge time-table for the Silchar Express and Kalkhade-Delhi Express should be given a fresh look. Almost everyday these trains are late. The reason is, I am told that there are constraints due to the hill section. I would request at least one train either the Kalkhade-Delhi Express or the Bairahi train should run faster than it is running now, so that we can get the connection from Gauhati to Calcutta and towards Delhi. That should be looked into. When the Railway Minister goes there on 14th we will also be there and we will make a request on the spot, to him to consider our demands.

The Railway Service Commission for N.F. Railway is still not being appointed and the population pattern should be kept in view while starting that service, because unfortunately now it is in a bad shape and the Railway Minister is well aware of it and I am happy that he is taking some positive steps. I request him to look into this. The new lines from Lala to Bairahi, Silchar to Mizoram side, Dharmanagar to Kumarghat also have to be expedited, because I am told that the progress is very slow. I understand that the reason is that the land which is to be handed over to the Railways is not being given by the State Governments. All the State Governments are not cooperating to the extent they should. Why I am mentioning this is, yesterday during his speech a CPI Member said that no new railway line has been given for this area. But four new railway lines have been given ; but the progress has been very slow. To augment this, a task force should be sent to have a dialogue with the State Governments so that the work can be started.

Another request is, there is a bridge at Khatakhal which is threatened by erosion. It is a rail-cum-road bridge and that is the only link between Badagalpur and Silchar. We are very much afraid that this railway bridge may be washed away any time. I

understand that the Railway is going to start the work, and they have already allotted the work to a contractor. I request that this should be taken up speedily so that the bridge can be protected.

Lastly, I will request the Minister to consider the various aspects as Prof. Ranga has very rightly said, that he should give special consideration because our experience about Railway administration is like that. Sometimes the demands made by the Members are not taken care of by the Railway Board Chairman. But when we go to the Railway Minister they are met. I think that there should be a cell to look after the interests and suggestions of the Members. Of course, all the demands cannot be met, but there are certain things which can be done and I have seen from my own experience that the Railway Board officials could have done them without going to the Minister. I fail to understand why it should be so, when different officials are looking after different zones, why they should not take care of the various demands which are projected in this House. Just because only a few Members are present; they should not consider that this House is irrelevant. That sort of attitude should not be in the minds of the Railway officials. They should look into the grievances of Members and try to redress them, of course, within their limitations. Then, I thank the Minister for all the service which he has rendered while in the Railway Ministry.

18 hrs.

SHRI A.K. ROY (Dhanbad) : This year's Railway Bugdet marks the diamond jubilee of separation of Railway Budget from the General Budget. And this occasion is marked with a deplorable state of affairs of the Railway finance.

Rail represents raj, the rule. Rail does not represent merely an industry. We have got the steel industry in one corner, coal industry in another corner. But rail exists in every corner of the country. So, the bad health of the rail reflects the bad health of the raj, the rule.

Many congratulations were extended to the Railway Minister. I would like to ask : where are the Railways moving : Actually, they are moving towards what ? Railways are moving towards some unknown destination. And that is what is worrying us, the people who generally travel by the railways. We are very much worried because you also perhaps have read certain reports that have come out about the state of affairs of the railways like the C and AG's Report and the Estimates Committee Report. These Reports have presented a very frightening picture of the Indian Railways. And those who are worried about the safety, punctuality and security should be upset after reading that report. I like to ask : Which are the factors responsible, which are the phenomena responsible for this state of affairs ? The House must probe into it. We have heard that we have got a sick textile industry, a sick engineering industry, but we have never heard and we could never imagine that we will reach a stage when we will think of sick railways and we will be placed in such a situation. Now the railway-men are not serving striking notices. But there are reports that the Railway Ministry has served strike notice on the Government.

MR. DEPUTY-SPEAKER : When is it ? I never saw it in the papers.

SHRI A.K. ROY : This is a report from a journal dated December 23, 1983. I am quoting :

> "At the present state of general deterioration, the Railways, at least as far as transporting essential raw materials to the core sector is concerned, are likely to come to a grinding halt sooner than you think...The Railways told the Planning Commission if you do not give up more money, we will stop trains."

Such type of statements we have heard in the House also. I am not opposing this demand. After all, the Railway Ministry is on the striking path. But I say : what are the factors and we have we reached such a

stage that the Railway Ministry is to serve a strike notice on the Government of India i.e. the Planning Commission headed by the Prime Minister ? That means, the Railway Minister is serving striking notice on the Prime Minister that if you do not give more money, we will stop trains. What is the picture ?

The Fifty-sixth Report of the Estimates Committee on Railway Safety revealed that 29,048 kilometres of the tracks need immediate renewal, so also 2,539 bridges, speed restriction is in force on about 2,700 kilometres of the tracks and on 202 bridges, 1,600 unmanned level crossings need manning to avoid accidents. 90 of the total derailments in 1979-80 111 of the 825 derailments in 1980-81 and 89 of the 936 derailments in 1981-82 were attributed to the tracks. Railways need ten years and Rs. 4,300 crores to wipe out the arrears of the worn-out tracks by renewing 3,300 kilometres per year and they have got only Rs. 500 crores. My point is who is responsible for that ? Railways have got a provision of keeping a depreciation reserve fund for repairs and other different avenues to look after their assets. We are hearing this talk of rehabilitation for a long time but the entire development proposal has been given go-by. Who is responsible for this ? If you look into the past, we find that up to the Third Five Year Plan there was nobacklog of track renewal, at the end of the Fourth Five Year Plan there was a backlog of 2,400 kilometres, at the end of the Fifth Five Year Plan it became 10,000 kilometres or so, and now the Report says that the Sixth Five Year Plan will end up with a backlog of about 19,000 kilometres. If we proceed at that rate, one day we will find that the entire route kilometres will become unusable. That is why I say that those of us who generally travel by railways are getting frightened with this state of affairs.

The second point I would like to raise is : what is your attitude towards your employees ? Railways are governed by the Central Labour Department. This is a matter which I raised in the Parliament earlier also. Why is it that your employees have always to go to the High Courts and the Supreme Court and you also have to engage all your lawyers and spend lot of money ? I saw one circular from your Railway officials. In that circular they say that the railway authorities are spending money unnecessarily in litigation and that this should be stopped. I say that industrial relations in Railways are governed by the Central Labour Department. RLCs are there. In Dhanbad I raised industrial disputes but I found that the Railway officials are not attending. I gave a Starred Question also which did not come but you gave an answer that there was no bar. But I know it myself that there is bar. There are some instructions from the Railway Ministry to the Labour Department that no railwayman's dispute should be entertained unless it is backed by a strike notice. What type of instructions are these which the Railway Ministry has given to the Labour Department, from Rail Bhawan to Shram Shakti Bhawan ? That means you desire a strike threat to entertain a dispute. You say that you have got a Joint Consultative Machinery. All right, but that is only between your recognised unions and the railway officials. What would happen to those people who are not the members of the recognised unions ? Can you force under the Constitution any person to become a member of your recognised unions and can you flout clause 2A of the Industrial Disputes Act which empowers or entitles any individual employee to raise a dispute on grounds of victimisation in employment matters ?

How could it harm you if your labour machinery comes into the picture ? In fact, that will reduce much of your problems of every time going to the Supreme Court and the High Court. Kindly look into the matter. You must have a fresh approach.

Then, what is your approach to those categories of people who actually work under the sun or in rain in the field ? You should be very considerate to them. But I find, all your rules, regulations, restrictions and repression are concentrated on these poor people. They have suddenly increased

the workload of the gangmen from 20 to 23 per cent.

PROF. N.G. RANGA : Why not ? They want higher salary and higher dearness allowance and yet lesser work ?

SHRI A.K. ROY : I am not speaking of categories who take advantage of all the benefits. I am talking of the gangmen, who do not get any advantages. Suddenly, they have increased their workload. I asked the railway officials : before you increase their workload, why not there be a joint study or tripartite study or take the RLC as adjudicator ? They said : no, we cannot take the RLC as adjudicator, the Chief Engineer from Calcutta has to fix the work. Why are you afraid of having adjudication or arbitration by your Labour Department ? You must change this attitude.

You have got CPC gangmen and temporary gangmen. While the employees are alive, there is differentiation. As you know, there is a poetry that death is the leveller. But, so far as railways are concerned, even after death they have differentiation. If a permanent employee dies in an accident while working on the line, his son can get employment. But if a casual gangman dies while working on the line, his son does not get employment. I have seen in other fields, even among contractual workers, if death takes place to an employee, his son is given employment. I have seen a case where 10 contractual workers died while in service ; they were buried alive when they were digging a drain for the railways. When we approached the railways with the request that their sons should be provided employment, they said they cannot do it. I say that such requests should be decided on compassionate grounds. There should not be any differentiation between permanent, temporary and contractual employees. If they die on the lines while in service, their children should be treated in the same way and provided employment. Kindly take note of this.

Lastly, the second stage of the budget debate reflects the expectations of the members. May be, because of paucity of funds, the so-called and often repeated paucity of funds, the Minister may not be able to satisfy all the demands of all the members. But he should concede at least one demand per member. Because of your limitation of funds, you may select a small demand of the member, but you should select one and agree to it. Otherwise, there is no point in our giving notice of a cut motion and taking the time of the House.

PROF. N.G. RANGA : What is the point ?

MR. DEPUTY-SPEAKER : He wants that the Minister should agree to one demand per member.

SHRI A.K. ROY : Every member has many demands to make. The demands are focussed through speeches and cut motions. I say that at least one demand per member should be conceded ; otherwise, what is the fun of making or repeating those demands ?

We have also put our demands.

MR. DEPUTY-SPEAKER : That will come to 540 plus 240=780 demands.

SHRI A.K. ROY : At least one demand per year. If you cannot concede anything, then what is the use of carrying on this debate ? For the last eight years I have seen in this House that not a single demand of any Member was conceded. Then what is the use of this Debate ? We should stop it. I agree with Prof. Ranga that if Member of Parliament has to become a poor petitioner and hopes that he will get a reply what reply we get is such that it cannot be accepted. So, for getting a negative reply we should not have all this positive approach.

MR. DEPUTY-SPEAKER : Now my demand from you is that you must conclude.

SHRI A.K. ROY : And my demand from you is that you kindly persuade the Minister to accept my demand.

MR. DEPUTY-SPEAKER : Definitely,

I will do that.

SHRI A.K. ROY : I have moved cut motions and I have explained them. But I am not pleading for myself, I am pleading for all the hon. Members that at least one Member's demand at least should be accepted.

MR. DEPUTY-SPEAKER : Hon. Members, we have to complete this at least by seven, because the Minister also has got some other work. Therefore, you have to be brief.

SHRI N.K. SHEJWALKAR (Gwalior) : I know we are very short of time and the Hon. Minister also has to reply. Therefore, I will submit points only.

Sir, quite a few points have been raised. Because of the voices of the Hon. Members, probably it is the feeling that they are not properly heard.

Since it is not possible during this Debate that every Member gives all his suggestions and the Hon. Minister may accommodate all these in his reply even if he may say no or yes, my suggestion is that when you hold the Consultative meeting, please do not have them on the day when Parliament is in session. Give them sufficient time so that they may be heard properly.

This time I gave four pages note. Naturally because other Hon. Members are anxious to give their points, I could not make them clear and try to convince him. To my surprise I have not received any reply as yet on those points. Usually the practice is that after the meeting the replies are sent. In this very connection may I suggest that there should be more meetings. Instead of one, let us have, if not three, at least two within a year ; and give more time. Further I suggest that we should have some forum where the Hon. Members may speak or give something in writing, and you give some chance to hearing them. That is how these problems can be properly looked into. It is my suggestion at the very beginning. You know how time-pressed we all of us are here.

Speaking generally there are lot of accidents and many Hon. Members have drawn your attention towards the accidents. I am not a technician. There are so many things which are coming up. According to the report of the Estimates Committee the rails are over-done now.

So far as the safety measures of the tracks are concerned, there is a grinding machine for tracks. I am told if the grinding machine is used when all these tracks become weary, then probably their life may be increased ten times. I don't know whether it is correct. Therefore, you will have to verify it. Similarly, if you make use of the Spino, probably the surface of the rail may be very well done. I don't know whether it is a perfect solution to that or whether any further investment in them will do the job.

Secondly, for safety we should now shift to automatic signals, warning signals, electric signals and all types of new things should be introduced so that these accidents which are taking place in a large number will be reduced. Not that they will not be there at all, but they will not be there in larger number.

Another thing is : Can we not introduce telephones in the running trains ?

PROF. N.G. RANGA : It is difficult.

SHRI N.K. SHEJWALKAR : It is not difficult. I have travelled widely in America, they have got telephones in the trains. If there is a phone from Philadelphia, they can receive it in the running train. It is not very difficult. I do not know why we are not introducing that system. Now, if the engine goes out of the track, after three hours we come to know about it. So, introduction of telephones in the running trains will help a great deal.

These are the few suggestions. (*Interruptions*). I am actually not interested much in going on record, but in convincing the hon. Minister. Practically I have given everything in writing. I could have said, 'Please do all this.' But I want to draw his

attention if he can kindly give his attention to me.

(Interruptions)

श्री हरीश रावत (अल्मोड़ा) : आपका सुझाव इतना महत्वपूर्ण है कि तुरन्त मंत्री महोदय कंसल्ट कर रहे हैं।

श्री एन० के० शेजवालकर : यही लगता है। इसीलिए मुझे उनका इन्तजार भी कर लेना चाहिए।

The House is so thin that I can make only the hon. Minister here, not others ; nobody is here.

Sir, another suggestion is regarding some facilities. Regarding these long distance trains, hon. Member Rangaji and other hon. Members have said much about that. I just want to make one point here. Why not introduce vestibules in all the trains ? In some of the trains there is no vestibule. For example, the Jhelum Express, 57 Down, 58 Up, the Punjab Mail and other trains are there. Their position is fixed—the same coaches are going and coming back every time. When there is a provision for vestibule, why don't you introduce the vestibules ? Secondly, why not have the pantry cars in all long distance trains ? I am an extensive traveller in trains. Unfortunately, whatever the reason may be, many times the trains are late and when they reach late, either we reach at 11 in the night after the dinner time, or when we are to reach a particular place at breakfast time we reach there at the time of lunch. All these things happen. I do not know what the policy is, where you are introducing pantry cars and all that. Some policy should be evolved. Let them be there in all long distance trains.

Now, new trains are coming and we welcome them. And there are new coaches in them. But in some of the older trains there are bad coaches. For example, in Amritsar-Pathankot Express, in Dadar-Amritsar Express, most rotten coaches are there. They are in a hopeless condition. No lavatories are there. I have got all the details and I will give you if you want. So, please at least introduce all these things in long distance trains. You have introduced foam berths in many trains. Very good. But why don't you provide them in all the long distance trains which run more than 24 hours ?

There is one very small suggestion. In almost all these trains, in First Class coaches, there is provision for two western type lavatories. They are very dirty ; nobody uses them.

If it is necessary for somebody, then provide only one and let the other three be the Indian style lavatories. In new coaches you can introduce this. Kindly have statistics whether it is necessary at all.

Now I come to some of the suggestions which I have always been making. You extended Taj to Gwalior. You said in the opening speech that you will make it regular for all these days. When are you going to do this—i.e. the Taj and a new train which you introduced—from Indore, Bhopal, Gwalior and Delhi ? You promised that you will make them regular very soon. I do not know the reason for the delay. Please consider this.

Another demand is a long pending demand. That is also on record—on Delhi-Bombay, i.e. Central Railway route there are only two trains for the last 60 years i.e. Punjab Mail and Amritsar Express. No third train has been introduced. Whenever I got an opportunity I have put forth this demand. My demand has not been met. You are now electrifying the whole of the track. Please consider to introduce a new train from Delhi to Bombay *via* Jhansi and Bhopal.

You have been kind enough to provide a lot of seats. Of course, they are lesser in number in comparison to other trains. There is pick-pocketing every day. Even though you have allotted a coach at Gwalior, it is not attached there. It is at tachedat Jhansi and Agra. Why do you not get it

attached at Gwalior ? Your argument may be that halt at Gwalior is short. The period of halt may be increased at Gwalior. You have that done for 18 UP Janata, 21 Dn, 150 UP, 178 Jhelum and 6 UP. You have reports of pick-pocketing every time. To avoid these pick-pocketing, I have written letter to one Mr. Jain. Why do you not introduce one door for entry and another door for exit ? Why do you not at least try on some trains ? It had been promised that it would be done. But it has not yet been done.

You yourself laid the foundation stone for overbridge at Gwalior. But what has happened to that ? Nothing has been done.

You had said something about Dabra and Morena over-bridges. Still there is no progress according to my information. It is not necessary that you tell us everything just now. But please consider that.

Third platform at Gwalior is a necessity. It is a junction.

Kindly call for the letter which I have written. I have mentioned all the points therein. It will save the time of this House also. It will be better that you call for that thing and just consider whatever you think proper. Please get that and send my reply.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Regarding that Gwalior overbridge, well you see, the procedure is that the M.P. Government has to approve our plan. But they have not approved our plan. They are dilly-dallying. I have just now ordered that whether they agree or do not agree, the Railways should do their part.

SHRI N.K. SHEJWALKAR : At that time, the State Minister also promised in your presence...

SHRI A.B.A. GHANI KHAN CHOUDHURY : But it has not been approved by the State Government as is the practice.

SHRI N K. SHEJWALKAR : No. There is no fault on your side. (*Interruptions*)

MR DEPUTY-SPEAKER : Hon. Members, in spite of my request, 5 hon. Members have expressed their desire to speak and the Minister has got to leave and we have got some other Bill also because tomorrow happens to be holiday, I would solicit the kind cooperation of all the hon. Members and I want to call all those names. But they must be as brief as possible. There should be briefest speech in their allotted time between 3 and 5 minutes. Let me see whether they are able to speak in 3 minutes.

Shri Shanmugam.

*SHRI P. SHANMUGAM (Pondicherry) : Mr. Deputy-Speaker, while extending my support to the Railway Demands, 1984-85 I will confine my remarks to my constituency, Pondicherry.

Pondicherry has a unique place in the geographical history of India. It is the synthesis of Indo-French culture. We have the internationally acclaimed and revered Aurobindo Ashram in Pondicherry, which is visited by the devout followers of patriot-saint Aurobindo from all over the world. Thousands of Indian followers come to Pondicherry to pay homage to Aurobindo. We have also the renowned JIPMER, a prominent Medical College here. In order to provide minimum rail facilities, at the very outset I demand that more trains should be run between Pondicherry and Villupuram. Secondly, Madras to Villupuram is electric traction. The short distance of track between Villupuram and Pondicherry should be electrified. This will facilitate quick flow of traffic to and from Pondicherry. Similarly, in order to give fillip to the industrial development of Pondicherry, a broadgauge line from Bangalore to Pondicherry via Hosur, Krishnagiri, and Thiruvannamalai should be laid. This will give incentive for the industrialists to set up industries not only in Pondicherry but also in the adjoining South Arcot District. This will also

*The original speech was delivered in Tamil.

pave the way for the development of Pondicherry Port also. If Pondicherry Port is to be developed, the hinterland must have rail facilities.

I will come now to another part of Pondicherry Union Territory, i e. Karaikkal, which is the place of pilgrimage for the Saivites. Karaikkal is nearer to Thanjavur. Karaikkal Ammaiyar, who is one of the 63 Nayanmars, has honoured this place by taking birth here. It is the place of great devotion for the Saivites all over the country. Just three kilometres from Karaikkal, we have another holy place called Thirunallar, which is the abode of *Sani Bhagwan* (Lord of Saturn). Every year 20 lakhs of people visit this place. It is more in the year when *Sani Bhagwan* moves from one house to another. This place has got a great heritage also. Nearby we have Nagoor, which has the pride of place for true national integration. In the holy mosque here, the Hindus and Muslims worship with great fervour. Similarly, the Hindus and Christians pray to Almighty from the same pulpit in Velankanni Church which is also adjacent to this place. I have referred to these places because there is great need for having more trains to Karaikkal so that pilgrims are enabled to move in and out of Karaikkal in comfort. Karaikkal station should be remodelled with retiring room facilities.

Before I conclude, I would say a few words about the antiquated railway track between Peralam and Karaikkal. The speed of the train is so slow as for the passengers to get down, walk a few yards along with the train and again get into the train. The train cannot be run fast becanse the track will not withstand high speed. I request that this track between Peralam and Karaikkal should be renewed.

With these words I conclude my speech.

18.34 hrs.

[SHRI N.K. SHEJWALKAR *in the Chair*]

PROF. SAIFUDDIN SOZ (Baramulla) : Mr Chairman, Sir, I feel I am morally bound to support the hon. Railway Minister in respect of funding for the Railways. With the gross receipt of Rs. 5,342 crores, I find that he will not be able to honour the commitments made to the people of this country. If he wants to provide proper facilities for passenger traffic, for carriage of goods, for modernisation and for strengthening the infrastructure, he should have proper funding.

He has already raised the issue with the Planning Minister. He must also raise the issue vigorously with the Ministry of Finance. Next time, when he presents the Railway Budget, he must express satisfaction so far as his commitments to the people of this country are concerned.

Sir, you have already cautioned us not to take more time. I have to bring certain facts to the notice of the hon. Minister regarding accidents, inefficiency and corruption in the railways and, more particularly, the adverse remarks passed by the Public Accounts Committee and the C and AG of India. But since uppermost in my mind this time is the Jammu and Kashmir State, I will not go into the details of accidents, inefficiency and corruption, etc. in the railways and also the remarks passed by the Public Accounts Committee and the C and AG of India. I hope, the hon. Minister will get the Reports, look into them and make a statement in the Parliament, if not today, on some other day.

When I come to the State of Jammu and Kashmir, it is my complaint that the State of Jammu and Kashmir has been discriminated against so far as the development of railways in that State is concerned. I have no time to give all the details here. I may tell you that we are nowhere so far as the industrial development is concerned. I have got the figure from the Finance Minister who said that our share in the public sector industries is 0.06 per cent. Our hydel power potential is equivalent to that of Saudi Arabia. Our water is running wastefully to Pakistan. This is not being harnessed. I had an impression that against 20,000 MW, 210 MW have been harnessed. But recently

I got a reply from the Energy Minister and I was surprised to find—he was very candid in saying that—that only 177 MW have been harnessed so far.

So far as the railways are concerned, we are nowhere. We are not on the railway map of India. As an integral part of this country, it is our right to demand railways from the hon. Minister. I would, therefore, request him to put the State of Jammu and Kashmir on the railway map of India. It is not being done He may have to say something different I do not know. This is my complaint that there is something deliberate in this drama of neglecting the State of Jammu and Kashmir. I have full facts. Unfortunately, my turn comes at the fag-end of the debate and I have no time. But I can prove that we deserve justice and compassion from the hon. Railway Minister.

We have a railway line up to Jammu. Years back, there was a survey for extending the railway line up to Udhampur. Three Years back, they inaugurated the railway line how being extended up to Udhampur. The railway line was inaugurated by the Prime Minister. Against Rs. 17 crores, not even Rs. 5 crores have been spent so far. I want to know when the government is going to complete the railway line up to Udhampur and when you will take the railway line up to Srinagar. We can never agree with you if you say that the terrain is very difficult. With modern technology, it is possible to have tunnels. Srinagar must be connected with Jammu.

Again, 7 or 8 years back, you had a survey of the railway line between Baramulla and Qazigund. Your answer now is that you cannot find Rs. 70 to 80 crores. My earnest appeal to the hon. Minister is that he should put Jammu and Kashmir State on the railway map of India. He will be remembered for that. As of now, are not completing the Jammu-Udhampur railway and there is no urgency with you to take the railway line up to Srinagar. We have not had surveys for the railway lines between Baramulla and Uri and between Baramulla and Kupwara via Sopore and Handwara. This you could do. But you are not doing it. Therefore, the people of Jammu and Kashmir State feel that the drama of neglecting the State of Jammu and Kashmir is deliberate, unless Shri A.B.A. Ghani Khan Choudhury rises to the occasion and convinces that this is not deliberate.

Apart from this, there are certain things which the Hon. Minister can do within no time, even tomorrow or the day after. To cite one instance, let me take up Shalimar train which goes to Jammu. During winter, it runs only for three days. There is no logic in it. It is because during winter lakhs of people go to Vaishno Devi. The Shalimar trains runs for all the seven days in a week during summer. On the other hand, it is strange and odd that the Shalimar runs only for three days during winter when the traffic will be touching the peak point.

Shri G.L. Dogra and others raised this issue with the Prime Minister earlier. The Prime Minister had agreed. A friend told me that Mr. Ghani Khan Chaudhury is a generous person if you rub on the right side. Incidentally I am on his right side, maybe I am a little farther from him, but I am on his right side. I request the Hon. Minister for Railways to rise to the occasion.

Shalimar train should not only be run for all the seven days in a week but it should have ACC Coaches also.

Shri A.K. Roy was saying that each Member of Parliament should get at least one of his demands acceded to by the Minister of Railways. I agree with Shri A.K. Roy and I think it is possible for the hon. Minister. Even if all the Members of Lok Sabha make demands on the Minister for Railways, still there are some demands which the Hon. Minister can fulfil early. For instance, my demand that Shalimar train should run for all the seven days during winter season is one such demand which can be acceded to instantaneously. It should have II ACC bogies.

There should be a double line laid between Jullundur and Jammu. From Delhi to Jul-

lundur, there is a double line but from Jullundur to Jammu, it is a single line. This is a small demand on my part. I am sure the Hon. Minister for Railways would agree to this demand of mine at least and pass orders within this week itself.

In the end I again urge upon the Railway Minister to put J and K on the Railway map of India.

श्री हरीश रावत (अल्मोड़ा) : सभापति महोदय, 1974-75 से लगातार उत्तर प्रदेश राज्य की तरफ रेलवे का ध्यान बहुत कम रहा है। नई रेलवे लाइनों की बात तो दूर, जो पुरानी रेलवे लाइनों के कन्वर्जन का काम है, वह भी बहुत सुस्त रफ्तार से चल रहा है। मैं माननीय रेल मंत्री जी से यह निवेदन करना चाहूंगा कि उत्तर प्रदेश के साथ जो यह व्यवहार हो रहा है और उसको निगलेक्ट किया जा रहा है, उस फेज को आप खत्म करें।

कन्वर्जन का काम जो मुरादनगर से रामनगर और बरेली से काठगोदाम रेलवे लाइन का चल रहा है, जिसके लिए नाममात्र का फंड निर्धारित किया गया है, उसके लिए और फंड मुहैया करें। इसके अलावा तनकपुर से लेकर लखनऊ तक उत्तर प्रदेश के बीचों-बीच होकर जाने वाली रेलवे लाइन है और जिससे नेपाल भी सर्व होता है, मैं मंत्री जी से निवेदन करना चाहूंगा कि उसको ब्राड गेज में कन्वर्ट किया जाना चाहिए।

मान्यवर, रेलवेज हमारी अर्थ-व्यवस्था की एक प्रकार से नाड़ी तंत्र है, जो इस समय कई प्रकार के तनावों से ग्रस्त है। मेल-न्यूट्रीशन यानी पैसे की बहुत कमी है और इन्टरनल और एक्सटरनल हेमरिंग है मगर हमारे रेल मंत्रीजी एक अच्छे वैद्य हैं और एक अच्छे डाक्टर हैं, जिनको रेलवे के तंत्र का बहुत अच्छा ज्ञान है। उन्होंने बहुत खूबी के साथ रेलों में सुधार किया है। इस समय अधिकांश रेलें समय से चल रही हैं। सुरक्षा, जिसमें पहले कमी आ गई थी, की स्थिति में भी सुधार आया है और किराये भी उन्होंने नहीं बढ़ाए हैं और रेलवे का फ्रेट भी नहीं बढ़ाया है। इसके अलावा और भी कई प्रकार के सुधार उन्होंने रेलवेज की आन्तरिक व्यवस्था में किए हैं।

मैं उनका ध्यान दो चीजों की तरफ आकर्षित करना चाहूंगा। एक तो यह है कि रेलवे में जो माल की ढुलाई होती है, उसमें से अधिकांश माल रास्ते में ही चोरी हो जाता है और किसी न किसी प्रकार का नुकसान होता है, जिसके लिए रेलवे को बहुत भारी कम्पेसेशन लोगों को देना पड़ता है। इसमें मंत्री जी को कुछ सुधार करना चाहिए क्योंकि यह काम बिना लोगों की सांठगांठ के नहीं हो सकता और रेलवे के कर्मचारियों की वजह से यह नुकसान होता है।

दूसरे मेरा कहना यह है कि विशेषकर उत्तरी रेलवे में बहुत से लोग बिना टिकट यात्रा करते हैं, जिससे रेलवेज को बहुत नुकसान हो रहा है। इस को भी सुधारना चाहिए और इसमें सख्ती लाने की बहुत जरूरत है। मैंने देखा है कि बड़े लम्बे समय से एक ही रेलवे के अन्दर टी० टी० आई० इत्यादि रहते हैं। वे लोग काम करते आ रहे हैं, उनके अपने इन्ट्रेस्ट पैदा हो गए हैं। उनके इन्ट्रेस्ट्स से रेलवे को नुकसान होता है। मैं रेल मंत्री जी का ध्यान इस तरफ आकर्षित करना चाहूंगा।

गढ़वाल में बद्रीनाथ एक बहुत बढ़िया तीर्थ स्थान है। बद्रीनाथ के लिए दिल्ली से कोटद्वार तक रेलवे लाइन की मांग बरसों से गढ़वाली करते आ रहे हैं। मंत्री जी से मेरा आग्रह है कि वे इस पर ध्यान देने की कृपा करें।

एक गाड़ी लखनऊ से नैनीताल के लिए चलती है। यह गाड़ी गर्मियों में चलती है। इसको सारे साल चलाना चाहिए क्योंकि अक्टूबर और दिसम्बर में बंगाल के बहुत सारे टूरिस्ट्स वहां आते हैं। इस गाड़ी के न चलने से अक्टूबर के महीने में यात्रियों को बहुत असुविधा होती है। इसलिए इस गाड़ी को लगातार चलाना चाहिए।

एक गाड़ी लखनऊ और टनकपुर के बीच चलाई जानी चाहिए। अगर यह गाड़ी नहीं चला सकते हैं तो इसी गाड़ी में डीजल इन्जिन लगा दें तो उस गाड़ी की पैसेंजर्स कैपेसिटी बढ़ सकती है। इसको मंत्री जी को करना चाहिए।

इन शब्दों के साथ मैं मंत्री जी को धन्यवाद देना चाहूंगा और आशा करूंगा कि मैंने जो मांग रखी हैं उन पर वे विचार करेंगे।

श्री भोगेन्द्र झा (मधुबनी) : सभापतिजी, मैं समय के अन्दर ही समाप्त करने का प्रयास करूंगा। मैं इस थोड़े से समय में थोड़ी बातें ही रखना चाह रहा हूं।

पहली बात तो यह है कि दिल्ली से गौहाटी के लिए जो तिनसुखिया मेल गाड़ी चल रही है, इसकी रफ्तार धीमी कर दी गई है। उसकी रफ्तार राजधानी एक्सप्रेस की तरह कर दी जाए जिससे कि दिल्ली से गौहाटी लोग शीघ्र पहुंच सकें। इससे राष्ट्रीय एकता के लिए भी लाभ होगा और समय की भी बचत होगी।

अभी हमारे कश्मीर के मित्र कह रहे थे कि ऊधमपुर के लिए लाईन का उद्घाटन हुआ था। इस काम में भी गति लाने की आवश्यकता है। यह रेलवे के लिए बहुत महत्वपूर्ण स्टेशन है, सभी रेलवे स्टेशनों से भी महत्वपूर्ण है।

सभापति जी, मैं रेल मंत्री जी से कहना चाहता हूं कि हैवी ड्यूटी ब्रेकडाउन क्रेन का ग्लोबल टेंडर किया गया था। मुझे पता है कि जी० डी० आर० की एक फर्म ने टेक्नोलोजी के साथ नो-हाऊ देने की पेशकश की थी और वे रूपी मेमेंट में यह सौदा करने को तैयार थी। लेकिन पता चला है कि अब इंग्लैंड की किसी प्राइवेट फर्म को यह ठेका दिया जा रहा है। उस फर्म के पास न टेक्नोलोजी है, न नोहाऊ है। मैं समझता हूं कि अगर यह टेंडर जी० डी० आर० को दिया जाता है तो उससे हमारे देश को विदेशी मुद्रा की बचत होगी और टेक्नोलोजी और नो-हाऊ भी देश को मिल सकेगी।

सभापति जी, बिहार में हजारीबाग और दुमका डिविजनल हेडक्वार्टर हैं। इनको कोई भी रेलवे लाईन नहीं जोड़ती है। यहां खनिज सम्पदा का भंडार है और ये कमिश्नरी हैं। इनको रेलवे लाईन से जोड़ने का उपाय किया जाए।

सारे देश में रेलवे के मामले में विकास हुआ है या नहीं, या कम हुआ, इस पर बहस करने का समय नहीं है। लेकिन एक उल्लेख मैं उत्तर बिहार के मिथिला अंचल का करना चाहूंगा। वहां विकास नहीं हुआ है, बल्कि वहां अवनति हुई है। मैं चाहूंगा रेल मंत्री जी इस पर ध्यान दें। देश का एकमात्र वही ऐसा इलाका है जहां पर कुछ साल पहले तक समस्तीपुर से हावड़ा के बीच तीन एक्सप्रेस ट्रेनें चलती थीं, अब समस्तीपुर और हावड़ा के बीच एक भी ट्रेन नहीं है। हावड़ा से समस्तीपुर आने वाले यात्रियों को पांच-सात आदमियों की मदद से आरक्षित दूसरे दर्जे में घुसाना पड़ता है। इसलिए मैं चाहता हूं कि हावड़ा और समस्तीपुर के बीच गाड़ी चलाई जाए। अगर यह मुमकिन न हो तो सियालदाह, समस्तीपुर के बीच कोई एक्सप्रेस गाड़ी चला दें जिससे कि आजकल आरक्षित स्थानों पर यात्रा करने वालों के लिए भी जो मुसीबत रहती है, उस मुसीबत का समाधान हो सके। क्योंकि तीन ट्रेनें बंद हो गई हैं। कुछ वर्ष पहले तक हम सब लोग सीतामढ़ी, दरभंगा, मधुबनी, निरमली के लोग मुजफ्फरपुर ट्रेन से जाते थे। मुजफ्फरपुर बड़ी लाइन बनने के बाद एक भी यात्री मुजफ्फरपुर ट्रेन से जाने की हिम्मत नहीं कर सकता क्योंकि बड़ी लाइन समस्तीपुर से दरभंगा तक नहीं बढ़ाई गई है। इसकी स्वीकृति 1973 में हुई और उद्घाटन 1981 में हुआ। एक बार इसके लिए 18 लाख रुपए और फिर 60 लाख रुपए खर्च हुए। टेंडर हुआ लेकिन सब वापिस लेकर रख लिया गया। दो दर्जन गांवों को उजाड़ कर सुरक्षा के लिए हवाई अड्डा बनाया गया लेकिन देश के हिस्सों को रेल से जोड़ने की ओर

ध्यान नहीं दिया गया।

नेपाल के उदयपुर में भारत नेपाल सहयोग से सीमेंट का कारखाना खुला है। छोटी लाइन को समस्तीपुर से जामनगर, उदयपुर तक पहुंचाया जाए। यह हर मामले में महत्वपूर्ण होगा। खर्चा भी नहीं होगा क्योंकि छोटी लाइन के बहुत से डिब्बे और एंजिन हमारे पास हैं पूर्वोत्तर रेलवे के और मैं माननीय मंत्री महोदय से आग्रह करूंगा कि एक जनकपुर काशी एक्सप्रेस जयनगर और बनारस के बीच चलाई जाए, छोटी लाइन पर। इससे दूसरी लाइन पर भीड़ कम होगी और यात्री और माल के लिए भारत-नेपाल आवागमन में सहूलियत होगी।

इसके अलावा चलती गाड़ी में और स्टेशनों पर कैंटीन में रिफाइंड आयल का उपयोग किया जाए। यह हमारे स्वास्थ्य के लिए आवश्यक है। प्लेटफार्म टिकट के बारे में कई मित्र कह चुके हैं, इसकी कीमत नहीं बढ़ाई जानी चाहिए।

दिल्ली से पटना जाने के लिए 15-16 घंटे का समय लग जाता है, मगध एक्सप्रेस से। इस समय को 12 घंटे तक किया जा सकता है। जब दिल्ली से कलकत्ता 17 घंटे में पहुंचा जा सकता है तो दिल्ली से पटना भी 12 घंटे में पहुंचा जा सकता है यदि एक सुपरफास्ट ट्रेन चला दी जाए।

इतना कहकर मैं अपनी बात समाप्त कर रहा हूं।

श्री राम विलास पासवान (हाजीपुर): सभापति महोदय, मैंने तीन-चार विषयों पर कटमोशन दिया था और उन्हीं का जिक्र करूंगा। एक तो मंत्री महोदय ने बहुत से प्रोजेक्ट खोल रखे हैं। नए-नए 46 प्रोजेक्ट्स का उल्लेख किया गया है। उनको पूरा करने के लिए एक हजार करोड़ रुपया चाहिए जिसमें से 90 लाख रुपया आवंटित किया गया है। आडिटर जनरल की रिपोर्ट आई है, उस को मैंने देखा है। उसके अनुसार रेलवे के पास 12 लाख एकड़ जमीन है और उस 12 लाख एकड़ जमीन में सिर्फ 8 लाख एकड़ जमीन का उपयोग होता है। बाकी चार लाख एकड़ जमीन यूं ही पड़ी हुई है। उस चार लाख एकड़ जमीन की कीमत 15 हजार करोड़ रुपए आंकी गई है। तो मैं मंत्री महोदय से जानना चाहता हूं कि अंग्रेज जब हमारे देश में थे उस वक्त हिन्दुस्तान में कितनी रेल लाइन थी और आजादी के 36 वर्ष के बाद हमने उसमें कितनी बढ़ोत्तरी की है। मैं चाहूंगा कि मंत्री महोदय इसका स्पेसिफिक जवाब दें।

15 हजार करोड़ रुपए में से अगर पांच हजार करोड़ का खर्चा हो तो पूरे देश में रेलवे लाइन बिछायी जा सकती है। आप बहुत कड़ाई से काम कर रहे हैं और अपने आफिसर्स पर अंकुश रखा हुआ है, यह बहुत ही अच्छी बात है। शेड्यूल्ड कास्ट्स के लिए जो रिजर्व पोस्ट्स हैं, उनके बारे में मैं जरूर कहना चाहूंगा। भारी संख्या में पोस्ट्स को डी-रिजर्व किया जा रहा है। इसी सदन में जब मैंने 1982 में पूछा था तो मुझे बताया गया था कि तीन हजार से ज्यादा पोस्टें डी-रिजर्व की गयीं। सारी की सारी तृतीय श्रेणी की पोस्टें थीं। यह आपके डिपार्टमेंट में जो आफिसर्स हैं उनकी मनोवृत्ति का द्योतक है। रेलवे और बैंकिंग डिपार्टमेंट ऐसे हैं, जिसके लिए कोई यह नहीं कह सकता कि शेड्यूल्ड कास्ट्स के आदमी उपलब्ध नहीं हो रहे हैं। तीन-तीन चार-चार हजार पोस्टें डी-रिजर्व कर दी जाएं तो मैं समझता हूं कि जो आफिसर ऐसा करता है, यह बेईमानी करता है। ऐसे आफिसर को दण्डित करना चाहिए। मैं मुजफ्फरपुर रेलवे सर्विस कमीशन के बारे में कहना चाहूंगा। पता नहीं वहां किस तरह का चेयरमैन भेजा जाता है जो बगैर घूस लिए काम ही नहीं करता। दस हजार रुपए देकर सीधा अपाइन्टमेंट लैटर मिल जाता है। उस कमीशन का ऐसा दुर्भाग्य रहा है कि वहां जो भी चेयरमैन होता है, वह भगवान का दिया हुआ होता है।

18.57 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

SHRI A.B.A. GHANI KHAN CHOUDHURY : Why don't you write to me ?

SHRI RAM VILAS PASWAN : I have already written to you. But, for how many cases can I write to you ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : You may refer to me as many cases as you can.

SHRI RAM VILAS PASWAN : I have already referred. If you will refer, you will find them.

मैं यही कह रहा था कि दस हजार रुपए देकर सीधे अपाइन्टमेंट लैटर ले सकते हैं। मैं आपको इसी तरह का एक उदाहरण देना चाहूंगा। 1981 से 90 लोग कैजुअल वेजेज के रूप में काम कर रहे थे। उसमें से 9 शेड्यूल्ड कास्ट्स के लोगों को छोड़कर बाकी सबको परमानेन्ट कर दिया। वे लोग मेरे यहां आए हुए हैं। जो शेड्यूल्ड कास्ट्स के लोग थे उनको 13-2-84 को वाराणसी में भेज दिया है। वहां का डी०आर०एम० उनको लैफ्ट-राइट करवा रहा है। मैं समझता हूं आप इस केस को अवश्य देखेंगे। बिहार में अभी तक एक भी जोनल आफिस की स्थापना नहीं हुई है। आपके पास फण्ड का अभाव हो सकता है लेकिन आप सदन को आश्वासन दे सकते हैं कि बिहार में भी जोनल आफिस होना चाहिए और इसके लिए कार्यवाही कर रहे है।

पटना में गंगा के ऊपर रेलवे पुल का मामला बहुत दिनों से लटक रहा है। हम 1977 में जीत कर आए तब से तो मैं देख रहा हूं कि यह मामला लटक रहा है। उससे पहले शास्त्री जी थे और वे बता सकते हैं कि मामला लटका आ रहा है। पहले कहा गया कि इधर ढींगा की तरफ बनेगा और बाद में हो गया कि दूसरी तरफ बनेगा। बीच में यह मामला करीब-करीब फाइनलाइज भी हो गया था। लेकिन अब स्टेज यह पहुंच गई है कि अब यह प्रोजेक्ट बन्द होने वाला है। मैं प्रार्थना करता हूं कि इसको मंत्री महोदय देखें और हमें बताएं कि वह इस मामले में क्या करने का विचार रखते हैं।

इतना ही मुझे कहना है। मैं आशा करता हूं कि जो नुक्ते मैंने उठाए हैं उनका उत्तर मंत्री महोदय अवश्य देंगे।

19 hrs.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : Mr. Deputy-Speaker, Sir, at the outset I would like to thank the hon. Members for the keen interest they have taken in the Railway Budget and the very very valuable suggestions which they have made. As I have said earlier all these suggestions will be considered very carefully. I would assure the hon. Members that even though it would not be possible for me to cover all the suggestions in my reply I would be replying individually to the Members whose suggestions are not so covered. Further, as has been said by me in the House earlier I will welcome Members coming for discussion with me and my officers across the table so that we can take the decision then and there.

Mr. Deputy-Speaker, Sir, there has been disappointment alround in the matter of Plan funds allotted to the railways during the current year 1983-84 and ensuing year 1984-85. I share the feelings of the House in the matter and shall try my utmost with my colleagues the Finance Minister and the Planning Minister to get higher Plan funds for the railways during 1984-85 and also in the subsequent years.

Sir, the total allocation in the Sixth Five Year Plan for Railways was Rs. 5,100 crores. Now, If I am very frank and candid with the House there are two aspects in railways. One aspect is expansion. Many Members have asked for expansion and correctly so because with the growth of the Indian economy naturally the order of the day is for expansion.

One of the hon. Members from Kashmir said as to why Kashmir should not be on the railway map. I fully appreciate his sentiments and I do wish I could put Kashmir on the Indian railways map. Probably it will be so one day. But the basic difficulty is finance. I will deal separately with certain suggestions which have come from the hon. Members as to how can I get the finances. Some members from my party have said that I can get any amount of money that I want from the Planning Commission and the Finance Ministry.

The position is like this. I cannot start a single programme without the approval of the Planning Commission. Railway Minister has nothing to do. I can send my recommendation to the Planning Commission. It is for the Planning Commission to decide whether I should take up that particular project or not. It is not me, the Railway Minister, but it is the Planning Ministry.

PROF. N.G. RANGA : It is Government all the same ; why do you dispute it ?

SHRI A.B A. GHANI KHAN CHOUDHURY : I have not disturbed my hon. friend. Now, what I am talking is the system. I am not blaming anybody. There is nothing personal between me and the Planning Minister. Somebody suggested that Planning Minister is superior, I am inferior ; or I am superior, Planning Minister is inferior Nothing of that sort. I am only talking of the system.

After the plan Appraisal, they have increased it from Rs. 5100 crores to Rs. 6593 87 crores. During 1983-84 the net deficit was Rs. 111.50 crores. During 1984-85 the total dividend payable is Rs. 490 crores. Additional resource mobilisation to be done in 1984-85 is Rs. 114.220 crores. Deficit of Rs. 70 crores will be carried over, the deferred divident liability, to balance the budget. Hon. Members know how poor was the allocation. Total lump sum allocation is made by Finance and Planning Commission to Railways and Railways then make different allocations. Now, for example for new lines we have been able to give only Rs. 90 crores. For Gauge Conversion we have been able to give only Rs. 51.72 crores. For electrification we have been able to give only Rs. 160 crores. For track renewals we have been able to give Rs. 350.46 crores. Our philosophy is to allocate as much as possible of our resources where we think that ongoing projects are going to be completed soon.

Now, with regard to contribution to Depreciation Reserve Fund the figures during the Sixth Five year plan are as follows :

In 1980-81 the Depreciation Reserve Fund was Rs. 220 crores only. In 1981-82 it was Rs. 350 crores only. In 1982-83 it was Rs. 556 crores. Since I have become Minister of Railways I have made it Rs. 850 crores. This Depreciation Reserve Fund is very important. It has been neglected for years together and today we are facing the music. And Rs. 850 crores I have given this year also. Some members might argue why I have given. Many of the Members have very candidly expressed their opinion that the very system is in jeopardy, not to speak of expansion. As a Railway Minister, I say that the system is in jeopardy and we will not see the light of day for another 8 years or 7 years unless we make a definite po itive contribution to the depreciation reserve fund because Depreciation Reserve Fund is responsible for the worn out assets of Railways. There is no way out. We have to keep this amount. Actually the Railway Reforms Committee suggested that their recommendations on Depreciation Reserve Fund should be forwarded to the Railway Convention Committee for their consideration. This is being done. Now, what is their recommendation ? The Railway Reforms Committee have suggested that the annual contribution to the Depreciation Reserve Fund from 1983-84 onwards should be of the order of Rs. 1110 crores. Of this, Railways should contribute Rs. 850 crores and Rs. 260 crores be raised by way of subsidy from the General Exchequer. Sir, we have a group of experts. We have appointed them and they are suggesting that we should get Rs. 260 crores as a subsidy from the General Budget. Ministry of Finance have

not agreed to the payment of this subsidy. However, we have kept the Railways' contribution to this at Rs. 850 crores level. We have not scaled it down. As long as I am the Minister, I am not going to scale it down.

Mr. Deputy-Speaker, Sir, now coming to 1984-85, our size of the Plan outlay is Rs. 1650 crores out of which Rs. 850 crores will come from the internal resources and Rs. 800 crores will be the budgetary support. The Railways Sixth Five Year Plan provides an investment of Rs. 5100 crores. In the mid-term appraisal I have already said initially that in regard to this amount of Rs. 5100 crores, we thought of acquisition of 780 locomotives, 5680 coaches, 606 electric multiple units, one lakh of wagons and renewal of 14,000 Kms. of track and completion of 2800 Kms. of electrification. But because of the hike in prices today, we will not be able to do that. Our target is now for 950 locomotives and from one lakh figure, we have come down to 72,000 in the case of wagons. It is anticipated that with this resource that we have now at our disposal, it may not be possible to acquire more than about 5000 coaches, 7:,0:0 wagons and renew more than 9150 Kms. of track and complete more than 1824 Kms. of electrification.

Now, what is the liability ? The liability, when we come to the close of the Sixth Five Year Plan, with regard to the renewal of tracks—if I am not wrong, as far as my memory goes—will probably be 20,000 kilometres.

Now, all these are essential things that have to be done. But we cannot do all. It is no use blaming any Railway Minister.

MR. DEPUTY-SPEAKER : Can't you decide about the priorities on these things ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : There is a priority list and I am going to tell you.

Somebody asked : Is not the Railway Minister efficient enough to get the money that is required for the railways ? It is not a question of efficiency or inefficiency, it is only a question of how much allocation the Planning Commission and the Finance Ministry make. We have to work on that. If sufficient allocation is not made, if the resources are not increased, well, I am a prisoner of the situation.

MR. DEPUTY-SPEAKER : Prisoner of the circumstances.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Yes, I cannat do anything.

Now, about priority, we have 43 on-going projects of new lines. For completing the ongoing new line projects and three new projects planned this year, as I have informed you, ninety crores have been allotted. It is the philosophy and I have already said that if we are able to complete the jobs quicker, we will get more money. I am trying my best to get more allocation and as soon as I do, I will put that money on these on-going new line projects.

For completing nineteen gauge conversion projects, we require 680 crores of rupees, but we have only been allocated Rs. 51.72 crores. The Planning Commission has given some priority and on that priority, we have to allocate money.

I will not further lengthen my speech except to say something on certain aspects which have been very correctly raised by the hon. Members. One is about the jobs to the Scheduled Caste and Scheduled Tribe people. I would like to inform the House that I have been doing my best ; I have opened a cell in my Ministry and I have told the officers concerned that I also do not believe that we were not able to get competent men from amongst the Scheduled Castes and Scheduled Tribes. There must be something wrong somewhere. Here, I seek the cooperation of each of you to kindly send me the names and I will see that they get the job provided they are competent etc.

There was another suggestion that came from the hon. Members that when we were

handicapped so much in the matter of funds, why we were not able to sell the railway lands, procure some money and then execute things in a speedier manner. I would like to mention that whenever we have tried to dismantle encroachments on the railway lands, members from both the House have come to me and told me not to touch them, as they were poor people. I have been forced not to touch them. When a Member comes to me, what am I to do ? I have got to listen to him. It is not prudent to utter their names, but as I said, Members from both the Houses have approached me for this.....(*Interruptions*)

SHRI RAM VILAS PASWAN : Seventy five thousand acres of railway land has been encroached upon ; all of them are not poor ; many of them are rich people.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Specially, I remember about Bombay. Now, the Bombay land is very valuable. I wanted to do something there, but I was not allowed to do by Members of my own party as well as from the opposition. Well, I am helpless here ; I cannot do it.

SHRI RAM VILAS PASWAN : We will cooperate with you.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Many members have spoken about the imbalances. I do agree that there are imbalances. It is my duty to finish these imbalances as quickly as possible. There are some members who have said about discrimination. I do not want to read all the figures. As far as Rajasthan is concerned, there is no discrimination, so far as the railway department is concerned. That hon. member is not here. I have given to Rajasthan Rs. 74 crores in this budget and I don't think that Rajasthan should have any complaint on that account. Some members have said about shortage of accommodation in trains and overcrowding in trains. I do agree with them. There is nothing to disagree.

आचार्य भगवान देव (अजमेर) : राजस्थान के लिए इन्होंने विशेष ध्यान दिया, वहां का रेप्रेजेन्टेटिव होने के नाते इनको मैं इसके लिए धन्यवाद देता हूं।

SHRI A.B.A. GHANI KHAN CHOUDHURY : That is why I have introduced 100 trains and I am going to introduce more trains, although I have faced a lot of opposition. I assure the House that I will introduce more trains to minimise overcrowding in trains. Some members told me about the people riding on the roofs of the trains. That is very negligible now ; and in due course, in another one month or so, I will be able to completely eliminate it probably if I can give some more trains.

SHRI RAM VILAS PASWAN : In Bihar, it is too much.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Then there are certain complaints about over-bridges and stoppages of some trains. Some members have pointed out that we are not providing drinking water not only in trains but also in very many stations. I do agree with them. I would say that this can be done as quickly as possible, but there is a difficulty with regard to law and order situation. This is not within my competence ; this is with the State Governments. I am at the mercy of the State Governments. But I am constantly in correspondence with the State Governments regarding this. I have made it a practice that with every State Capital every two months I will have meetings with Zonal Managers and with Railway Board Members. I am also meeting the Chief Ministers. I am also asking them to tell their problems ; I am also seeking their help on what to do with anti-social elements.

SHRI RAM VILAS PASWAN : Why don't you appoint more and more RPF personnel ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : They do not have powers dealing with certain offences. Some members have mentioned about cleanliness, etc. They have also mentioned about creation of new zones. The trouble is that every State is asking for

their own zone. Bihar is asking for it. Rajasthan is also asking for it and so on and so forth. I do not want to name all the States. This is why we have referred the matter to the Railway Reforms Committee also with regard to divisions. I am told by them that they will send their recommendations by the end of May. As soon as we get the recommendation we will act upon that.

Some hon. Members from Bihar criticised me that they are not having a railway line in Hazaribagh etc., etc. Well, I am not to be blamed. I have explained that the first thing is the constraint of funds. The recommendation of the Railway Reforms Committee is that we should not start a project if we do not have the money, as that would only increase the costs. They warned me that I would become a victim of escalation of prices, as we have become in Calcutta. When we started in 1972, when the Prime Minister laid the foundation-stone,—I am talking about the underground project—the estimate was that it would cost about Rs. 140 crores. After one year they said that it would cost Rs. 175 crores. Today, we have already spent lot of money on it.

MR. DEPUTY-SPEAKER : How much ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : I think we have spent about, approximately Rs. 300 crores. Even today, I am told that I have to spend another Rs. 500 crores. It is a white elephant, neither here nor there. Anyway, now I cannot retreat. I have got to complete the work.

आचार्य भगवान देव : यह कितने किलोमीटर होगा ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : 16.5 kilometres. I am told that Delhi is asking for underground railway.

MR. DEPUTY-SPEAKER : It has become a prestige question both for Bengal friends and for the Central Government. Neither of them would like to stop it nor can it be shelved even by the Central Government.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Shrimati Gopalan asked why there should be a separate budget for the Railways. The need for Railway Budget being presented separately was long felt, and the Railway Budget was separated from the General Budget to give better freedom and powers to the Railways. The size and the organisation and the public interest involved justify the continuance of this arrangement. If the Railways also become a part of the General Budget, then the hon. Members may not get a chance to discuss the railway matters as they do now. So, I think it will continue.

She also referred to the difficulties of workers. Well, I can only assure her that we have a proper machinery for resolving the difficulties. With regard to the non-recognised trade unions, they can come and see me or the Member (Staff) and we will certainly look into their difficulties. But that does not mean that I have become a Minister of Railways only to send the Railways under liquidation. It only simply means that whatever problems are there, or justifiable demands are there, we will certainly look into them. There is no doubt about this.

She also wanted more powers to be given to the Railway Convention Committee so that they can examine all the aspects of the working of the Railways. That Committee has not confined itself to dividend, or any subject. Sixteen subjects covering various aspects of the working of the Railways are to be examined by the Committee.

She also mentioned that the working of the Railways is not subject to the scrutiny of the Committee on Public Undertakings. This Committee examined the working of the Ministry of Railways, and also in respect of the working of RITES and IRCON. The Estimates Committee and the Railway Convention Committee also examined various other aspects.

There is adequate scrutiny of railway working by the Public Accounts Committee.

Since Shastriji is here I shall reply to him. The Railways cover many categories. There are natural tendencies for these groups to organise themselves into small categories—unions or associations - and ask for negotiating rights to improve their pay and allowances. The Railways cannot encourage this tendency irrespective of whether these groups call themselves by global terms category/group. But I certainly assure Shastriji and the House that there is absolutely no feeling of hostility or revenge as commented by him. Only we do not want any distruption. The Government have the friendliest feelings for all workers and all genuine grievances will certainly receive our sympathies and consideration.

Another Member asked me, after the British, how many kilometres of railways we have constructed. We have constructed 8698 kms after the British left this country.

Some of the suggestions that have come to me about how to raise the railway's fund are—floating of special loan for the railways, non-plan grant of Rs. 260 crores per annum being given to the Railways in accordance with the recommendations of the Railway Reforms Committee ; the indebtedness to the General Revenues being written off ; the beneficial utilisation of the land resources be examined in consultation with various Ministries concerned with a framework of constitutional provision.

One thing I would like to appeal to all the Members here. There are some States —West Bengal mostly, Bihar mostly and some portion of UP mostly—where people think that the railway is a joy ride and they do not pay a single pie. I make an appeal to all the Members to help us on this. Only police action cannot solve the problem. It is only the cooperation of all the concerned ; and social conditions have to be created in such a fashion that every intelligent person who thinks of social values, should condemn these ticketless passengers. I style them also anti-socials not because they deprive me of the revenues but simply because they do give lot of trouble to the *bonafide* passengers. First there is no reservation for them and they will force the helpless passengers to get out of their seats and themselves occupy the seats.

SHRI RAM VILAS PASWAN : What about forged tickets ?

SHRI A.B.A. GHANI KHAN CHOUDHURY : I have heard of that. I have told my Members to be careful about that and to make necessary enquiries. I cannot give any details about that at the moment.

By and large, I have got the cooperation of all the Members on both sides and for that I am grateful to them. So far as the money is concerned, I will do my best to get the money from the Planning Commission and the Finance people so that we can make better allocations.

MR. DEPUTY-SPEAKER : They all wish you success in your efforts.

I shall now put the resolution *re* : approval of recommentations made in the Tenth Report of the Railway Convention Committee, 1980, moved by Shri A.B.A. Ghani Khan Choudhury to the vote of the House.

The question is :

> "That this House approves the recommendations made in paragraphs 7, 8, 12 and 13 contained in the Tenth Report of the Railway Convention Committee (1980), appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to Parliament on the 24th February, 1984."

The motion was adopted.

MR. DEPUTY-SPEAKER : Hon. Members, a number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1984-85. Shall I put all the cut motions to the vote of the House together ?

SEVERAL HON. MEMBERS : Together.

MR. DEPUTY-SPEAKER : I shall now put all the cut motions together to the vote of the House.

All the cut motions were put and negatived.

MR. DEPUTY-SPEAKER : I shall now put the Demands for Grants (Railways) for 1984-85 to the vote of the House. 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 of India out of the Consolidated Fund of India, *to defray* the charges that will come in the course of payment during the year ending the 31st day of March 1985, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demands for Grants (Railways) for 1983-84 to the vote of the House.

The question is :

> "That the respective supplementary sum not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India *to defray* the charges that will come in course of payment during the year ending the 31st day of March, 1984, in respect of the heads of Demands entered in the second column thereof—
>
> Demand Nos. 3 to 13."

The motion was adopted.

THE DEPUTY-SPEAKER : I shall now put the Demands for Excess Grants (Railways) for 1981-82 to the vote of the House.

The question is :

> "That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1982, in respect of the following Demands entered in the second column thereof—
>
> Demand Nos. 4, 6, 10 and 16."

The motion was adopted.

19.38 hrs.

APPROPRIATION (RAILWAYS) BILL,* 1984

MR. DEPUTY-SPEAKER : Now the hon. Minister may seek leave of the House to introduce the Appropriation (Railways) Bill.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : Sir, 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 services of the Financial year 1984-85 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 services of the financial year 1984-85 for the purposes of Railways."

The motion was adopted.

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MR. DEPUTY-SPEAKER : The Minister may now introduce the Bill.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Sir, I introduce** the Bill.

MR. DEPUTY-SPEAKER : The Minister may now move that the Bill be taken into consideration.

SHRI A.B.A. GHANI KHAN CHOUDHURY : I 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 services of the financial year 1984-85 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER : The motion for consideration has been moved. Now, Prof. Ajit Mehta.

प्रो० अजित कुमार मेहता (समस्तीपुर) : उपाध्यक्ष महोदय, अभी रेलवे मंत्री जी ने कहा कि रेलवे सर्विस कमीशन में जो भ्रष्टाचार है, उस की शिकायत अगर आप करें, तो हम उसकी जांच करेंगे लेकिन मेरी समझ में नहीं आता कि यह कैसे होगा क्योंकि कोई भी आदमी रिश्वत गवाह रख कर या सबूत बनाकर नहीं लेता है। ऐसे उदाहरण जब मैंने दिये, तो वहां से पत्र आया कि उस आदमी का चयन नहीं हुआ था जबकि वास्तविकता यह है कि उसने कहा कि मुझ से 10 हजार रुपये मांगे गये थे उसने बताया कि मुझे एश्योरेंस दी गई थी कि इतना रुपया आप दीजिए, तो आप को सर्विस मिल जाएगी लेकिन जब मेरे पास वह आया और मैंने उस का केस आप के पास रेफर किया, तो जबाव आया कि उसका चयन नहीं हुआ था, इसलिए यह बात नहीं उठती। जब ऐसी बात है, तो मेरी समझ में नहीं आता कि इस भ्रष्टाचार को आप कैसे दूर करेंगे अगर आपके पास जाकर शिकायत भी करें।

एक बात और कहनी थी। आप ने यह भी कहा कि जो गाड़ियों में भीड़ रहती है, उसको भी कम करने जा रहे हैं। आप यह चाहते हैं कि छतों पर जो लोग सफर करते हैं, वे न करें। मेरा कहना यह है कि इस मामले में आप उत्तर बिहार का विशेष ध्यान रखिए। मैं आपको बताऊं कि पहले समस्तीपुर से तीन-तीन गाड़ियां हावड़ा के लिए चलती थीं और श्री भोगेन्द्र झा ने भी आपके सामने यह बात रखी थी लेकिन जब आप ने उन गाड़ियों को बन्द कर दिया और समस्तीपुर से जाने वाली गाड़ी गोरखपुर से चलने लगी, तो इससे गाड़ियों में भीड़ होगी। समस्तीपुर में खाली समस्तीपुर के ही यात्री नहीं होते बल्कि आस-पास के लोगों को भी जो सुविधा थी, वह बन्द हो गई। समस्तीपुर में दरभंगा और हसनपुर बगैरह के लोग भी आकर गाड़ी को पकड़ते हैं। आपने इस बात की परवाह नहीं की। इसलिए मेरा आग्रह यह है कि समस्तीपुर-मुजफ्फरपुर से हावड़ा के लिए और गाड़ियों की व्यवस्था आप करें और कम से कम एक गाड़ी तो और वहां से चलावें, जिससे भीड़ कम हो। केवल इच्छा मात्र से ही भीड़ कम नहीं होगी। लोगों को जाना है और गाड़ियां कम हैं, इसलिए भीड़ होगी और जब भीड़ होगी तो, टिकटलैस ट्रैवलिंग भी होगी। अगर गाड़ियों में भीड़ न रहे, तो आप टिकटलैस ट्रैवलिंग पर काबू पा सकते हैं।

एक और बात आप ने विधि व्यवस्था के बारे में कही और यह कहा कि यह राज्य सरकारों के हाथ में है, इसलिए हम इस बारे में मजबूर हैं लेकिन एक बात तो आपके काबू में है और वह यह है कि जब सेक्यूरिटी वाले लोग और रेलवे पुलिस के लोग गाड़ी से चलते हैं, तो वे फर्स्ट क्लास अथवा एयर-कंडीशन डिब्बों में जाकर दखल कर लेते हैं। जब तक आप इसको नहीं रोकेंगे, तब तक यह चीज रुकने वाली नहीं है। आप दूसरे पैसेन्जरों के लिए कहते हैं कि टिकटलैस ट्रवलिंग कम करें लेकिन आप के सरकारी अफसर, आपके रेलवे के असफर जो ऐसा करते हैं, तो कैसे यह कम होगा। सुरक्षा वाले लोगों का कार्य यह है कि यात्रियों की

** Introduced/moved with the recommendation of the President.

सुरक्षा करके उनको ले जाएं, लेकिन यात्रियों की सुरक्षा के बदले पहले से वह अपने आराम की परवाह करते हैं और फर्स्ट क्लास और एयर कंडीशन डिब्बों में सीटों पर कब्जा कर लेते हैं। इस बात की तरफ आप को ध्यान देना चाहिए।

अब मैं अपने क्षेत्र की बात आप को बताता हूं। समस्तीपुर से दानापुर तक आप समस्तीपुर एक्सप्रस गाड़ी चलाते हैं लेकिन उस गाड़ी के एक्सप्रेस होने का लाभ यात्रियों को नहीं मिलता है। वह एक्सप्रेस गाड़ी पैसेन्जर की गति से चलती है जब कि आप उसका पैसेन्जरों से जो किराया लेते हैं, वह एक्सप्रेस गाड़ी का लेते हैं। हमारे पास उसके जितने स्टोपेज दिए हुए हैं···

SHRI A.B.A. GHANI KHAN CHOUDHURY : I have already said that if any members have any difficulties, they can write to me. I cannot on the spot decide anything or take any decision. It is very difficult to do it. I quite appreciate the concern of the members. But the basic difficulty is, whatever may be his grievances, I cannot take any decision here just now.

About the people of Scheduled Castes and Scheduled Tribes, what I meant is that...

(*Interruptions*)

MR. DEPUTY-SPEAKER : Kindly listen to him.

PROF. AJIT KUMAR MEHTA : Sir, let me make my point.

MR. DEPUTY-SPEAKER : What he says is that on further points you can write to him.

PROF. AJIT KUMAR MEHTA : That is all right. About these I have written to him several times without any result.

THE MINISTER OF CHEMICALS AND FERTILISERS (SHRI VASANT SATHE) : Now you can go and meet him.

MR. DEPUTY-SPEAKER : You try this. He has already assured you. If you try this time, you will get a very good reply.

प्रो० अजित कुमार मेहता : मुझे दूसरे प्वाएंट्स पर बोलने दीजिए।

मेरा आपसे आग्रह है कि समस्तीपुर मंडल का कार्यक्षेत्र आपने छोटा कर दिया है। इससे वहां के व्यापारी वर्ग को बड़ी असुविधा हो गई है। अब उसे दस किलोमीटर की बजाए पचास किलोमीटर दूर सोनपुर जाने में उसका समय बर्बाद होता है। सोनपुर में ठहरने की भी कोई व्यवस्था नहीं है। हमारा आपसे आग्रह है कि समस्तीपुर मण्डल का कार्यक्षेत्र पूर्ववत् कर दिया जाए।

समस्तीपुर-दरभंगा के अवमान परिवर्तन का उद्घाटन हो चुका है लेकिन अभी वहां कोई प्रगति नहीं है।

MR. DEPUTY-SPEAKER : Yesterday also in the General Budget you had made this demand.

PROF. AJIT KUMAR MEHTA : No, Sir. I was not speaker on the General Budget.

MR. DEPUTY-SPEAKER : Yesterday you also made a demand.

प्रो० अजित कुमार मेहता : वह अलग चीज है। समस्तीपुर मेरा क्षेत्र है।

मैं आपसे आग्रह करना चाहता हूं कि निर्मली से थरमिट्ठा की दूरी केवल पांच किलोमीटर है। अगर आप कोसी पर ब्रिज बना दें तो जो आज लोगों को निर्मली और थरमिट्ठा के बीच तीन सौ किलोमीटर की यात्रा करनी पड़ती है, वह यात्रा पांच किलोमीटर की रह जाएगी। इसलिए मंत्री जी इस ब्रिज को बनाने पर भी ध्यान देने की कृपा करें।

MR. DEPUTY-SPEAKER : How much time will you take ? The Minister has made a request to you.

PROF. AJIT KUMAR MEHTA : I had

requested you earlier to give me time.

MR. DEPUTY-SPEAKER : You must see him this time. Sometimes you must also cooperate with us.

प्रो० अजित कुमार मेहता : मैं रेलवे मंत्री जी से अपनी बातों पर ध्यान देने का आग्रह करता हुआ आपका धन्यवाद करता हूं कि आपने मुझे अपनी बातें कहने का अवसर प्रदान किया।

MR. DEPUTY-SPEAKER : If we go according to the rules, then he cannot do it. In the Appropriation Bills he must raise only new points which have not been discussed in the Railway Budget.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Mr. Deputy-Speaker, Sir, I have listened to him very carefully and I will send him a reply.

MR. DEPUTY-SPEAKER : I shall now put the Motion for consideration to the vote of the House.

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 services of the financial year 1984-85 for the purpose of Railways, be taken into consideration."

The Motion was adopted.

MR. DEPUTY-SPEAKER : The question is :

> "That Clauses 2 and 3 and the Schedule stand part of the Bill."

The Motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. DEPUTY-SPEAKER : The question is :

> "That Clause 1, the Enacting Formula and the Title stand part of the Bill."

The Motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. DEPUTY-SPEAKER : The Minister may now move that the Bill be passed.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Sir, I beg to move :

> "That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

> "That the Bill be passed."

The Motion was adopted.

APPROPRIATION (RAILWAYS) NO. 2 BILL*, 1984

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1983-84 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 further sums from and out of the Consolidated Fund of India for the services of the financial year 1983-84 for the purposes of Railways."

The Motion was adopted.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Sir, I introduce** the Bill.

Sir, I beg to move** :

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*Published in Gazette of India Extraordinary, Part II, section 2, dated 15.3.1984.

**Introduced/moved with the recommendation of the President.

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1983-84 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 further sums from and out of the Consolidated Fund of India for the services of the financial year 1983-84 for the purposes of Railways, be taken into consideration."

The Motion was adopted.

MR. DEPUTY-SPEAKER : We shall now take up the clauses.

The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The Motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR DEPUTY-SPEAKER : The question is :

"That clause 1, the Enacting Formula and the Title stand part of the Bill."

The Motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Sir, I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

The motion was adopted.

APPROPRIATION (RAILWAYS) NO. 3 BILL,* 1984

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : Sir, I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1982 in excess of the amounts granted for those services and for that year.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March 1982, in excess of the amounts granted for those services and for that year."

The motion was adopted.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Sir, I introduce** the Bill.

Sir, I beg to move :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1982 in excess of the amounts granted for those services and for that year, be taken into consideration."

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* Published in Gazette of India Extraordinary, Part II, section 2 dated 15.3.1984.

** Introduced with the recommendation of the President.

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1982 in excess of the amounts granted for those services and for that year, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER : We shall now take up clauses.

The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. DEPUTY-SPEAKER : The question is :

"That clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI A.B.A. GHANI KHAN CHOUDHURY : Sir, I beg to move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

The motion was adopted.

19.53 hrs.

PONDICHERRY BUDGET, 1984-85— GENERAL DISCUSSION, DEMANDS* FOR GRANTS ON ACCOUNT (PONDICHERRY), 1984-85, AND SUPPLEMENTARY DEMANDS* FOR GRANTS (PONDICHERRY), 1983-84

MR. DEPUTY-SPEAKER : We shall now take up Pondicherry Budget—General Discussion, Demands for Grants on Account—Pondicherry and Supplementary Demands for Grants (Pondicherry) together.

Motions moved :

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President, *on account*, out of the Consolidated Fund of the Union Territory of Pondicherry for or towards defraying the charges during the year ending on the 31st day of March, 1985, in respect of the heads of demands entered in the second column thereof against Demands 1 to 31."

"That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of the Union Territory of Pondicherry to defray the charges that will come in course of payment during the year ending on the 31st day of March, 1984 in respect of the heads of the demands entered in the second column thereof against :

Demand Nos. 1, 4 to 31."

*Moved with the recommendation of the President.

Demands for Grants (on Account) (Union Territory of Pondicherry) for 1984-85 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on Account submitted to the Vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
1.	Legislative Assembly	10,35,000	—
2.	Administrator	10,000	—
3.	Council of Ministers	7,0 ,000	—
4.	Administration of Justice	17,65,000	—
5.	Elections	3,19,000	—
6.	Revenue and Food	95,76,000	11,000
7.	Sales Tax	8,90,000	—
8.	Transport	11,[illegible]1,000	—
9.	Secretariat	32,32,000	—
10.	District Administration	1,59,43,000	11,25,000
11.	Treasury and Accounts Administration	20,13,000	—
12.	Police	1,06,67,000	—
13.	Jails	4,38,000	—
14.	Stationery and Printing	25,86,000	—
15.	Retirement Benefits	53,49,000	—
16.	Public Works	3,38,00,000	2,87,96,000
17.	Education	5,68,30,000	20,000
18.	Medical	2,74,92,000	—
19.	Information and Publicity	24,04,000	—
20.	Labour and Employment	29,34,000	—

1	2	3	
21.	Social Welfare	1,72,82,000	—
22.	Co-operation	53,14,000	66,04,000
23.	Statistics	6,01,000	—
24.	Agriculture	1,20,99,000	1,34,000
25.	Animal Husbandry	35,88,000	—
26.	Fisheries	40,88,000	26,87,000
27.	Community Development	13,45,000	6,00,000
28.	Industries	56,79,000	30,00,000
29.	Electricity	3,54,38,000	3,52,01,000
30.	Ports and Pilotage	4,72,000	12,50,000
31.	Loans to Government Servants	—	65,44,000

Supplementary Demands for Grants (Union Territory of Pondicherry) for 1983-84 submitted to the Vote of the House

No. of Demand	Name of Demand	Amount of Demand for Grant to be submitted to the Vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
1.	Legislative Assembly	1,59,000	—
4.	Administration of Justice	4,51,000	—
5.	Elections	2,56,000	—
6.	Revenue and Food	59,08,000	9,000
7.	Sales Tax	2,34,000	—
8.	Transport	2,23,000	—

1	2	3	
9.	Secretariat	7,60,000	—
10.	District Administration	1,10,27,000	—
11.	Treasury and Accounts Administration	4,92,000	—
12.	Police	41,64,000	—
13.	Jails	94,000	—
14.	Stationery and Printing	2,36,000	—
15.	Retirement Benefits	23,08,000	—
16.	Public Works	—	51,07,000
17.	Education	1,14,21,000	5,000
18.	Medical	82,63,000	—
19.	Information and Publicity	1,28,000	—
20.	Labour and Employment	5,41,000	—
21.	Social Welfare	32,84,000	—
22.	Co-operation	14,34,000	80,97,000
23.	Statistics	2,10,000	—
24.	Agriculture	40,35,000	9,000
25.	Animal Husbandry	8,24,000	—
26.	Fisheries	10,39,000	19,56,000
27.	Community Development	1,35,000	3,00,000
28.	Industries	30,15,000	40,00,000
29.	Electricity	1,84,56,000	50,04,000
30.	Ports and Pilotage	65,000	—
31.	Loans to Government Servants	—	7,00,000

SHRI M. RAMANNA RAI (Kasaragod) : Now we are dealing with important matter. In ordinary course this Parliament is not expected to discuss this because the ruling party, the Congress Party, without any proper and reasonable justification dismissed the Pondicherry Government and dissolved the Pondicherry Assembly. In the course of that even after the dismissal and dissolution of the Assembly, had the Government or the Election Commission taken necessary steps to conduct the elections, this Budget would have been introduced in the Pondicherry Assembly and not here in this Parliament. Unfortunately or fortunately for the ruling party, we are now compelled or obliged to deal with the Pondicherry Budget.

Now, what is Pondicherry ? We know this Pondicherry is not one unit.

THE MINISTER OF CHEMICALS AND FERTILISERS (SHRI VASANT SATHE) : This is cherry. (*Interruptions*)

SHRI M. RAMANNA RAI : You know some cherry because some part of the State is in the East Coast of India, and some is in the West Coast of India. This Pondicherry State was constituted as Pondicherry—Karaikal, Mahe and Yenam. Mahe is in the midst of Kerala. It should have been part of Kerala. Actually it has now become a part of Pondicherry. In Yenam the majority of people speak Telugu. Pondicherry and Karaikal should have formed part of Tamilnadu because the people there speak Tamil. The distance between one unit and another unit is very far. For example, to reach from Mahe to Pondicherry if you travel by train, it takes more than 24 hours. Such is the distance. Formerly, we were laughing, that one unit of Pakistan is on the western side, another is on the eastern side. That could not be helped. But here as far as Pondicherry State is concerned, this can be rectified. There is no use of keeping the State as such. So, my submission in this case is we can finish this State if Parliament wants by merging the particular portions. For example, Mahe can be merged in Kerala. Karaikal and Pondicherry can be merged in Tamilnadu and Yenam can be merged in Andhra. So, it can be considered.

What is the economy of this State ? The main economy of this so-called Pondicherry State is by selling foreign liquor. Foreign liquor is the main business. The income of the State is somehow by dealing with foreign liquor. What the other source of income is can be presumed.

20 hrs.

Now we are dealing with this States Budget. The main question is why Pondicherry Assembly was dissolved ; why was the Ministry dismissed ? At that time it was argued by the ruling party that the Ministry lost majority. But even at that time the political parties in this country, who had representatives in the Pondicherry Assembly came forward to contradict that the Ministry lost majority. Simply because the Congress (I) withdrew its support to the then Ministry, it cannot be presumed that the Ministry lost its majority.

The majority should be tested in the Assembly itself. So, the Party which got their representatives in the Pondicherry Assembly at that time vehemently protested against the dissolution and at the same time requested the Governor to invite them to form the Ministry there itself instead of the Assembly being dissolved. But it was not done. You know why. The Rajya Sabha candidates were to be filled up by the Pondicherry Assembly just at that time. There was an alliance between the Congress-I and the D M.K. and on the question of which Party should have the Rajya Sabha candidature and which Party should put up the candidate there, there was a dispute and they fought with each other. At that time, the Congress-I realised that the candidate put up by them was not going to win and therefore they decided to dissolve the Assembly. Now, the other side may say anything. But that is the truth and this is the tradition of the Congress-I. Whenever it is inconvenient for them, they dissolve the Assembly or dismiss the Ministry. Now, for example, you see what has happened in Punjab. In Punjab, the Ministry was removed but the Assembly was kept under suspended anima-

tion. Why could the same thing not be done in Punjab ? In Pondicherry, without waiting, without hearing and without any justification, not only the Ministry was dismissed but the Assembly was also dissolved. So, wherever it is convenient for the ruling Party, they adopt one method and wherever it is inconvenient for them, they adopt another method.

Anyhow, as you know, Pondicherry Assembly was dissolved in the month of June last. Now, many months have passed. Why was the election not conducted there ? If the Government is particular, if the Government is interested in seeing the democracy properly functioning in this country, without any difficulty, the elections could have been held there. But it was not conducted because the ruling Party was not interested.

Now, coming to some aspects of the Budget, I would like to mention some thing. We know, Pondicherry is a small Union Territory. There is a textile mill in this Union Territory called the Anglo-French Textile Mill. Now it is under dispute whether it is closed or it should be opened and whether the workers should be given job or not. The fact is that since last 10 months, workers are not given the job. But every day, early in the morning, siren is given. The workers go to factory. Their attendance is taken. After taking their attendance, they are asked to go home. Why ? No raw material is available. No other facilities are available. So, the workers are asked to go home. This is the position. Now can you say that the factory is closed ? The factory is not closed. Now it is open but it is not functioning. This is the thing that is going on in Pondicherry since last 10 months.

This fact was brought to the notice of the Government by the workers' representatives and the Central trade unions both of the Congress and the Opposition. Our leader Mr. Samar Mukherjee had put in a representation to the hon. Minister, Mr. V.P. Singh, recently. Today, the workers' representatives have assembled at the Boat Club for a *dharna*. What is the Government going to do in this case ? I do not know whether the Government is aware that the workers' representatives have come and assembled at the Boat Club. I doubt very much. At the same time, there is a conciliation meeting between the workers' representatives and the Government. The hon. Minister, Mr. V.P. Singh, is fully convinced about the demand of the workers. There is no demand for wage rise or bonus, nothing like that. The demand of the workers is to open the Mill. They realise that the management is not going to open the Mill. So, their demand is that if the management is not going to open the Mill, it should be nationalised and it should be entrusted to the National Textile Corporation.

It is the duty of the Government to take this step and save 7500 workers from starvation and death. Why is the Government not coming forward to take this step ? The Government must come forward at least now and save the workers from starvation and death.

Further, it will be noted that the mill is not a sick mill. The Anglo-French Mill was started about hundred years ago. What is the production of this Mill ? This Mill produces textile for export. The foreign exchange earned on this account is about 8 to 9 crores per year. As this Mill is not a sick mill, it is the duty of the Central Government to see that the Mill is opened and, if necessary, to nationalise the Mill and entrust it to the National Textile Corporation. This is absolutely necessary. The Government must come forward not only to save the workers but also to save the country and save the foreign exchange.

Pondicherry is a coastal area. Therefore, another demand of the people of Pondicherry is for a fishing harbour. A fishing harbour is a necessity and is very helpful to the fishermen of that area and also to the people of Pondicherry.

Another demand of the people there is that they require one airport.

The State of Pondicherry is very much industrially backward. So, the people of

Pondicherry demand that some industries should be started by the Central Government in the public sector.

My submission is that since Pondicherry is now under President's rule, it is the duty of the Central Government to come forward to help the people of Pondicherry in all these matters and, particularly, the Central Government must take immediate steps to hold the elections as early as possible.

With these words, I request the hon. Minister to take necessary action in all these matters to help the people of Pondicherry and, at the same time, I oppose the Budget proposals.

SHRI EDUARDO FALEIRO (Mormugao) : Mr. Deputy-Speaker, The genuine grievances of the forgotten areas which go by the name of Union Territories are so many that I could here list them the whole night but in view of your suggestion I am limiting myself to a few words.

I do not know whether the Hon. Member who just now spoke represents the Union Territory of Pondicherry because if he does not, his initial pronouncement that this or that part of Pondicherry must be merged in this or that State.....

MR. DEPUTY-SPEAKER : You must know that many of his people are staying in Pondicherry. The Hon. Member knows through them.

SHRI EDUARDO FALEIRO : Yes. Many of his people are staying in Pondicherry.

The point I would like to make here is that the political future of Pondicherry is to be decided by the people of Pondicherry themselves. This is their birth-right. They have been liberated from French colonialism. It is not for anybody else to decide the future of the people of Union Territories which have been liberated from the French and from the Portuguese colonialism, for that matter, like the territory which I now represent in this House.

It is always an extraordinary situation when the Budget of a State is discussed and passed by Parliament. But when it comes to the Budget of the Union Territories being discussed in Parliament, then, you will appreciate that the situation is not extraordinary at all! It is because through some of the Union Territories have some camouflaged type of Assemblies, the Assembly of the Union Territory of Pondicherry or, for that matter, of the Union Territory of Goa or, for that matter, of the Union Territory of Arunachal or Mizoram, are not Assemblies in the sense which the Constitution contemplates ! They have not been created by the Constitution at all as in the case of the States. They have been created by an Act of Parliament and do not have any substantial powers at all. In the case of the States, the Assemblies are entitled and have exclusive jurisdiction to legislate on all matters in List II which is the State List. But, there is no such thing as State List for Union Territories' Assemblies ! All legislation is initiated by the Government of India and all legislation, after being passed by the Assemblies of those Union Territories must be ratified by the Government of India.

I would respectfully submit—and even it pains me a lot to say so—that these Assemblies of the Union Territories are sham. The entire provision of the Union Territory in the Constitution is an anomaly. It is an obnoxious provision and it puts the people of the Union Territory on a different footing of citizenship than that enjoyed by the people in the States.

I had the opportunity at the time of the election of the Hon. President of India to raise in this House this point as to why when all the Members of the State Assemblies are entitled to vote in the election of the President of India, the Members/MLAs of the Union Territories are not so entitled. This is just one example of the inferior state of the MLAs of the Union Territories which ultimately is the inferior status of the people of this territory. In this country, nobody is deliberately discriminated against, no people, no region, no creed, caste, is deliberately discriminated against in this free and demo-

cratic country of ours. But unwittingly sometimes, the discrimination comes and then it is incumbent upon the Government of India and upon the sovereign Parliament of this nation, to take note of this discrimination and anomaly and to correct it before people resort to extra-constitutional methods. I would just like to say that in the Union Territories there is no such institution as Assembly in the real sense of the term. Not only this. The Chief Minister and the other Ministers of the Union Territories are at the disposal, as it were, of the Lt. Governor.

But in the States, the Governor is just the honorary Head of the State.

Unlike in the States, in the Union Territories, the Lt. Governor is the authority who wields the real power. The Chief Minister and the entire Cabinet of a Union Territory are just at the mercy and at the disposal, as it were, of the Lt. Governor. This is a very anomalous situation. The people of this country have not helped to liberate the people of Pondicherry and Goa, they have not participated in this historic and heroic moment in the life of the people of those Territories, so much so these people remain in the position of Union Territories. 30 years have passed since these Territories became free and independent. The time has come for them to get the same status to be at one and in tune with the States themselves. I am making here a very respectful—but with all the force at my command—demand the Statehood be granted to the Union Territory of Goa. Problems may arise, as my hon. friend had said, that in the case of Goa, Daman and Diu are such long distances, so far away. Even States and separate nations which are so divided cannot remain together. History has shown in the case of our neighbour. But then without prejudice to whatever are the feelings of the people of Daman and Diu – it is for them to decide whether they should merge with Gujarat or not.—I would demand that the people of Goa must be given Statehood ; this should be immediately conceded and this is the birth-right of the people of that area.

There are many other problems. But I limit myself to making only these submissions in view of your request, Sir, and in view of the advanced hour now.

*SHRI N. SELVARAJU (Tiruchirapalli) : Mr. Deputy-Speaker, Sir, for the last four years the Budget of the Union Territory of Pondicherry used to be discussed in the Pondicherry Assembly. It is unfortunate that the Pondicherry Budget should be discussed in this House and for that the Central Government is responsible. The popularly elected Government of Pondicherry was unceremoniously dismissed. The people's DMK Government has been substituted by the autocratic rule of the Centre in Pondicherry. The Centre is administering the territory through the handpicked Governor. I wonder how democracy will take deep roots in our country with this kind of anti-people approach by the Centre. After Pondicherry was liberated in 1954, till 1969 the Congress Party was in power. There were only short-duration Governments during this period and many times the Governments of the day were replaced and substituted by the Centre. After 1969 when D.M.K. came to power in Pondicherry, for 5 years there was a stable and welfare Government in the Union territory. The D.M.K. Government in Pondicherry Union Territory for these five years has been written in letters of gold. After that the AIADMK Government ruled the territorry for 1½ years for the first time and then for 21 days. The AIADMK Government was then dismissed. In 1980 General Elections, the D.M.K. and the Congress-I joined hands giving a commitment to the people that a stable and welfare Government would be given to them. Pondicherry's special status was given due recognition by the United Front of DMK and Congress-I. The Congress-I M.P. came to this House and the DMK-Congress-I Government was installed in Pondicherry.

*The original speech was delivered in Tamil.

As the D.M.K. Government in Tamilnadu under the illustrious leadership of Dr. Kalaignar Karunanidhi had dedicated itself for the welfare of the downtrodden, Harijans, Scheduled Castes and Scheduled Tribes, the D.M.K.-Congress I Government in Pondicherry implemented similar policies for the common weal for a period of 3½ years. Thousands of people were taken above the poverty line. Welfare schemes were implemented with verve and vigour. Suddenly one fine morning the Congress-I withdrew its support to D.M.K. After this also the D.M.K. in the Assembly of 30 Members had the majority of 18 members, with the alliance parties like Janata, Muslim League and Communist Party. We presented our majority to the Governor of the Territory and petitioned to our President and to the Prime Minister. All our pleas fell on deaf ears. The D.M.K. Government was dismissed and the Assembly was dissolved. The President's rule has been imposed in the territory.

I would like to enumerate one or two welfare schemes among the scores of such schemes implemented by the DMK Government just by way of example to prove DMK's commitment to common cause. One light in every hut, Destitute pension, financial assistance to the marriage of daughters of widows, financial assistance to the dependents of fishermen who die on the high seas and assistance to the families of peasants who die in natural calamities, insurance to fishermen, scholarship to Harijan students, insurance to Riksha pullers and cycle riksha pullers are only an indication of hundreds of welfare schemes successfully implemented by D.M.K. Government. It is really disappointing that there is no such scheme in this Budget under discussion.

I do not know what happened to the opening of Central University in Pondicherry for which the foundation-stone was laid. Similarly, Ariyankuppam fishing harbour scheme has been the long standing demand of the people of Pondicherry. The D.M.K. Government had initiated proposals for this. What happened to this ? Similarly, the setting up Harijan Financial Development Corporation was announced. But this has not yet come about. No Harijan welfare scheme has been implemented. I would like to know what happened to Pondicherry Port development which has been accepted by the Central Planning Commission.

Sir, another challenging question to the Administration under the President's rule is the continued closure of Anglo-French Textile Mill, commonly known as Rodier Mill, in Pondicherry for the past ten months. The next day after the dismissal of DMK Government in Pondicherry started with the closure of AFT Mill. 7000 workers are prowling like beggars as they are threatened with hunger and starvation. The Government could not tackle Mr. Jatia, the proprietor and there is no private entrepreneur willing to take over this unit. The Governor and the Chief Secretary issue statements in the Press and over the Radio that this Mill would be opened in ten days, in the next 15 days and so on and so forth. All the Trade Unions are agreed on this one point that this Mill should be re-opened, after the National Textile Corporation takes it over. Even the Congress-I Trade Union has held meetings, demanding the taking over of AFT Mills by the NTC. The Governor, who was making statements that the AFT Mills would be taken over by the NTC, has now left it to the tender mercies of God. He says that God alone should bestow his benevolence on this Mill. Demonstrations, agitations, hunger-strike, dharnas are being held by all the trade unions including the Congress-I trade union. The people of Union Territory are greatly distressed over the continued closure of AFT Mills, because the economy of the territory will be in shambles if this is allowed to continue any longer. Law and order in the territory will be the victim of such inept handling of the situation by the Administration. The people of the territory are losing slowly but steadily their faith in the Administration of the Territory. I demand that NTC should take over AFT Mills.

The Administration is holding now 20-Point Exhibition on a grand scale. The achievements of DMK Government have

also been included in the form of exhibits here. The Administration is taking credit for DMK Government's performance. The ruling party at the Centre wants to take advantage of this for promoting the election prospects.

Sir, for the 102nd time the Chief Minister of Tamil Nadu has announced local body elections in the State of Tamil Nadu. Many times he had invited the leaders of political parties for discussing about the dates of local body elections. This time the leaders of political parties refused to attend such a meeting because they have no faith in the pronouncements of the Chief Minister. If by any remote chance, the local body elections are held in Tamil Nadu, I suggest that local body elections should be held in Pondicherry Union Territory also. In fact, for quite some time there is President's rule in the territory and it is time that General Elections are held in the Union Territory of Pondicherry.

With these words I conclude my speech.

*SHRI P. SHANMUGAM (Pondicherry) : Hon. Mr. Deputy-Speaker, Sir, I rise to say a few words in respect of 1984-85 Budget of the Union Territory of Pondicherry. Since I am the sole representative of this Union territory I request that some time may be given to me.

MR. DEPUTY-SPEAKER : How much time you require ?

SHRI P. SHANMUGAM : I will conclude quickly. At the outset I extend my full support to the 1984-85 Pondicherry Union Territory Budget.

I would like to clarify certain issues that have been raised by my hon. friend who preceded me. I have to say that his assertions are far from truth. He alleged that the Central Government has dismissed the popularly elected DMK Government in Pondicherry againt all democratic tenets. He also mentioned about the autocratic rule that has been imposed on this territory. I have to counter his arguments with the facts in my possession. Firstly there is no autocratic rule in Pondicherry. The Administration has been geared to function effectively for implementing the welfare schemes. In order to ensure that democracy takes deep roots in the country, the Centre was compelled to dismiss the DMK Ministry which was unable to prove its majority inspite of horse-trading of MLAs.

The hon. Member from Communist Party (Marxist) in his speech was advocating the merger of different parts of the Union Territory with the neighbouring States. I am reminded of what happened in 1962 when the Pondicherry Union Territory Bill was introduced in this very House by Pandit Jawahar Lal Nehru. I was sitting in the Visitors' Gallery. While introducing this Bill, Pandit Nehru was referring to the cultural heritage of Pondicherry territory. At that time from the Opposition Benches, Shri P. Ramamurthy belonging to Communist Party (Marxist) got up and urged the then Prime Minister to take back the Bill, as he was opposed to the special status being given to Pondicherry. Then, the hon. Member from Cuddalore, Shri Krishnamurthy, belonging to D.M.K. took up the same standpoint. They wanted that Pandit Nehru should not proceed with the consideration of the Bill. But Panditji was not perturbed over this stance of CPM and DMK Members. When the Bill came up for voting, Shri P. Ramamurthy stated that he would not accept separate statehood for a tiny territory with 3 lakhs of people and he was also opposed to the independent status being given to the territory. As pointed out just now by the CPM Member, Shri P. Ramamurthi wanted the merger of Pondicherry and Karaikkal with Tamil Nadu since this area was populated by Tamil-speaking people, Mahe where the Malayalam speaking were living to be merged with Kerala—to reach Mahe one had to undertake a journey for 24 hours—and Yenam with Andhra Pradesh, since it was 500 miles away from Pondicherry and

*The original speech was delivered in Tamil.

Telugu-speaking people were inhabiting the area. This view was expressed in 1962 by the CPM Member in this House. This view was supported by the then D.M.K. Member in this House.

Today, after 22 years, the hon. Member from CPM and the hon. Member from D.M.K. have reflected similar views about Pondicherry Union Territory. Overtly they express their sympathy for the lot of the people of Pondicherry and they demand that welfare schemes should be implemented for their upliftment. Covertly they want that different parts of Union Territory of Pondicherry should be merged with the neighbouring States. They do not like Pondicherry to remain as a separate Union Territory.

SHRI N. SELVARAJU : Sir, I did not say that Pondicherry should be merged with the neighbouring States.

MR. DEPUTY-SPEAKER : Shri Selvaraju did not say that. It was mentioned by the CPM Member.

SHRI P. SHANMUGAM : My hon. friend Shri Selvaraju was waxing eloquent about the remarkable progress made by Pondicherry under DMK Government from 1969 and about the political stability established by his Party Government in the Union Territory for five years. His former colleague M.P. from DMK in 1962 echoed the sentiments of CPM in regard to the merger of Pondicherry with the adjacent States.

Sir, in 1954 Pondicherry was liberated from French rule. From 1954 to 1969 the Territory was ruled by the Congress Party, without any crutches from any other political party. Really it was golden era in the history of Pondicherry. During this time municipal elections were held for four times. Out of 16 Municipalities, 12 Municipalities were captured by the Congress Party. All the villages in the Union Territory got electricity. All the villages were connected with roads. Drinking water facilities were provided in all the villages. The rural areas of the Territory did make tremendous progress during this period. At the time of liberation Pondicherry was a deficit State in foodgrains. With the untiring efforts of the Congress Government during this period, Pondicherry became self sufficient in the production of foodgrains. Pandit Jawaharlal Nehru by giving the internationally renowned JIPMER Medical College to Pondicherry proved by action his abounding love for the people of this Territorry. During this period the Anglo-French Textile Mill was functioning profitably. Many welfare schemes for the upliftment of downtrodden, Harijans, Scheduled Castes and Scheduled Tribes were implemented successfully during this period of Congress rule in the Territory.

In 1967 the DMK came to power in Tamil Nadu and in Pondicherry the DMK assumed Office in 1969. From 1969 to 1980 the Congress Party was not in power in the Territory. Though Shri Selvaraj in his speech claimed that political stability was established by his Party Government in Pondicherry I have to contradict him with facts of political instability during this non-Congress rule of 11 years.

Shri Selvaraju was talking about the achievements of DMK Government from 1969 to 1974. I know personally what was happening then, as I was the Leader of Opposition in the Assembly.

During the rule of Congress Party in Tamil Nadu under the Chief Ministership of late Shri Kamaraj one industry was coming up every day in the State. After DMK came to power in 1967, one industry was getting closed every day in Tamil Nadu. Similarly, Pondicherry was making all round progress from 1954 to 1969 under Congress Government. From 1969 under DMK Government the economic development of the State came to a grinding halt. Only one industry was set up by the DMK Government and that was the liquor-bottling plant unit, which was closed after 3 years. Otherwise, no industry came up during the 5 years from 1969 to 1974. About political stability the less said, the better. The DMK

Chief Minister and the D.M.K. Home Minister was at logger-heads. The Central Government gave the Central University to Pondicherry. The DMK Chief Minister announced over the Radio and newspapers that after his party assumed office, the Central University had been given to the territory. He did not say that under Congress rule for 15 years the State had made progress in educational progress to the extent of getting a Central University. Even allowing some credit for this, what happened later on is worth mentioning. The naming of this central University became an issue of controversy between the Chief Minister and the Home Minister. While the Chief Minister wanted to name the University as Aurobindo University, the Home Minister wanted it to be named as Anna Central University. This internecine quarrel was dragged to the streets by instigating the students and other forces. The whole territory was enveloped in this kind of unnecessary agitation. All the political parties were compelled to participate in this unseemly wrangle. Then the Central Government rushed the former Minister late Shri Mohan Kumaramangalam to the territory. He met the Chief Minister in this connection. The Chief Minister openly admitted to him that he was not able to do anything because his party Members were working at cross-purposes and were opposed to him. He threw his hands up in desperation. Then an unprecedented thing happened. I don't think that such a thing would have happened anywhere in the world. The DMK Government did the greatest harm to the Territory. Even today the people are repenting. The Cabinet met, passed a resolution for the postponement of the setting up of Central University in Pondicherry which was gifted by our Prime Minister, Shrimati Indira Gandhi to the people of Pondicherry, and forwarded that resolution to the Centre. Today Shri Selvaraju is asking what happened to the Central University. His audacity seems to be outside the turn of events in the Territory on account of DMK Government's foolhardy step of stalling the setting up of Central University.

From 1954 to 1969 there was political stability because of honest and clean Congress Government in the Territory. For 4½ years from 1969 there was DMK Government in which the Chief Minister and the Home Minister were at the throats of each other. The administration was corrupted and the people lost their faith in the DMK Government. From 1969 to 1980 three times the Government fell not due to the manipulations of Congress Party but entirely due to their own political bickerings. Two DMK Ministers joined the AIADMK and brought down the DMK Government. Was not democracy murdered then ? The AIADMK Government was in power for 18 months at the first instance and again for 21 days. Who brought down the AIADMK Government ? Not the Congress Party and not by any upsurge among the people, but by the internal political rivalry of these parties. I am sure you will agree that this was not a sign of political stability ushered in by DMK Government.

Shri Selvaraju referred to the withdrawal of support by Congress-I from the United Front forged in 1980 and he said that the dismissal of DMK Government was against all democratic ethos. I would like to tell you what happened. Congress-I joined hands with DMK with the objective of giving a stable Government to the people of Pondicherry. There were 3 DMK Ministers and 3 Congress-I Ministers in the Coalition Government. After assuming office, the Chief Minister started functioning independently. The DMK Ministers began to work independently. We brought this to the notice of the leaders of DMK, but no action was taken to set right the things. Even then we wanted to be in the Front in the interest of the people of Pondicherry.

Shri M.A. Shanmugam, leader of DMK Legislature Party led the revolt against the Chief Minister. He charged the Chief Minister and the DMK Ministers with exercising their authority for the benefit of their relatives and friends. This group of dissidents were with the Governor with a signed petition and requested him to dismiss the DMK Chief Minister against whom they levelled charges of

corruption. The Governor said that he could not do anything of that sort because it was a democratic set-up and they could as well raise it on the floor of the Assembly. The CPM and Janata Members were in the Assembly. This flag of protest was raised on the floor of the Assembly by the DMK Members, demanding the dismissal of corrupt Chief Minister Ramachandran. Then these Members also joined the fray. There was agitation within the Assembly and outside it for the dismissal of corrupt DMK Government. There were long marches, demonstrations, protest marches, hartals, strike etc. for the dismissal of corrupt DMK Chief Minister. We endeavoured to bring about a sense of unity in the whole thing. But we were disenchanted. Our three Ministers resigned and 10 Congress-I members came out of the Front. We went to the Governor and apprised him of our disassociation with DMK. We gave it in writing to him. We were not running after Office.

Then the Governor called the Chief Minister and asked him to prove his majority to him so that he could invite him to form the Government. He gave three days' time to him. With twenty elected Members, the DMK could have proved its majority. But they could not do so. The DMK contacted the Janata President Chandrasekhar and the Janata leader in Karnataka, Mr. Hegde requesting them to direct the Janata M.L.A.'s to support the DMK. No doubt in the newspapers there was a report that Janata would support the DMK in Pondicherry. There were 3 Janata M.L.As in Pondicherry. They held meetings for three days and they could not come to an agreed solution regarding the support to DMK. One Janata MLA openly advocated the dismissal of corrupt Ramachandran, the CM. He said that he would not abide by the directive of Chandrasekhar and Hegde. The Janata MLAs openly said that by associating themselves with Shri Ramachandran, they would lose their face in the minds of the people of Pondicherry. They refused to support DMK Chief Minister Ramachandran.

What happened within the DMK party, which had 14 Members at that time ? The DMK Legislature Party leader came out in violent protest against Shri Ramachandran. Another member, Shri Ramalingam issued a public statement that he would not support the corrupt DMK regime. Another Member ran away to a foreign country. The DMK then had 11 Members. They could not prove the majority before the Governor, who wanted them to bring their supporters so that he could count the heads. The DMK failed miserably to prove its majority. The Governor was compelled by circumstances to send a report to the Centre for the dismissal of the DMK Government and also to dissolve the Assembly.

Should this be described as the murder of democracy by Shri Selvaraju, our DMK Member here ?

He wanted that municipal and panchayat elections should be held during the Governor's rule in Pondicherry. You must know, Sir, that during 11 years from 1969 to 1980 when DMK was holding its sway over the territory, no Municipal or Panchayat elections were held. During this period the Centre did not show any partisanship towards the people of Pondicherry. The Centre continued to give grants and aids in substantial quantity to Pondicherry. All this money were diverted to party coffers. The people of Pondicherry were deceived outright. Their hopes and aspirations were belied. The charges of bribery and corruption were made by DMK men, and not even by the people outside.

Under the President's rule, the administration has been functioning fearlessly and freely without political interference for the good of the people. Pandit Jawaharlal Nehru declared that Pondicherry is the real window of the composite Indo-French culture of more than 2 centuries. He gave the solemn assurance that so long as the people of Pondicherry wanted to remain independent they would be allowed to remain so. Our Prime Minister, Mrs. Indira Gandhi shows the same degree of love and respect for the people of Pondicherry. During Janata regime, she was the only and one

national leader who raised her voice against the merger proposition of Pondicherry with the neighbouring States initiated by Shri Morarji Desai. The people of Pondicherry erupted like a volcano protesting the merger proposition. Shri Morarji Desai was refusing to meet the anti-merger leaders of Pondicherry. No Janata Minister or Shri Morarji Desai visited Pondicherry. During Janata regime Pondicherry was utterly neglected. Pandit Nehru visited Pondicherry. Mrs. Indira Gandhi visited Pondicherry and endeared herself to the people of Pondicherry. Today the same parties who were supporting the stance of Shri Morarji Desai are raising the slogan of merger of Pondicherry with the neighbouring States. All the while they are shedding crocodile tears for the welfare of the people of Pondicherry. They are adopting the policy of running with the hare and hunting with the hound. This is not good for themselves. The people of Pondicherry have unflinching faith in the leadership of Shrimati Indira Gandhi. They will get their legitimate rights under her benign rule.

I will now come to the Pondicherry Budget for 1984-85. Pondicherry had become self-sufficient in foodgrains but for the last three years when the vagaries of weather had destroyed crops and fertile fields. Pondicherry has fulfilled 95% of the plan targets. Its revenue has been doubled. The programme for eradication of poverty has been taken up for implementation. 48000 families have been identified as living below the poverty line. Efforts are being made to uplift 10000 families above the poverty line. In five years all the 48000 families would be taken over the poverty line. I demand that sufficient money should be provided for this scheme of Administration.

Pondicherry has been divided into four zones for electricity supply. Pondicherry, and Karaikkal depend upon Tamilnadu for electricity ; Mahe on Kerala and Yenam on Andhra Pradesh. There is acute paucity of power in Pondicherry territory. A thermal station should be set up set up here. This is the long-standing demand of the people of Pondicherry. Then only industries can come up here. Till then power from the Super Thermal Stations in the neighbouring States should be supplied to Pondicherry Territory.

The Police in Pondicherry is the guardian of law and order. The Police Department has been doing excellent job in this direction. I want that funds should be provided for modernisation of Police Force in the Territory. For many years the Police Force has been neglected. This must be looked into. The Pondicherry Administration has identified about 5000 destitutes in the area who deserve pension, out of which provision has been made for 250 destitutes at the rate of Rs. 50/- per head. After all a sum of Rs. 3 lakhs would be required to cover all the destitutes. This fund should be made available. The Central Planning Commission had approved the development of Pondicherry Port. A token sum of Rs. 1 crore has been provided in 1984-85 budget. Madras Port has become highly congested and to relieve this congestion, Pondicherry Port must be developed fast. During French rule, it was a free port. In Southern States there is no free port like Kandla. I suggest that Pondicherry should be declared as a free port. This will give incentives for the industrialists to come to Pondicherry port.

Fishing is the mainstay of this territory. In November and Decembers, every year this coast is subjected to cyclone and storms. The fishing boats are washed away and the fishermen suffer very much. Ariyankuppam deep sea fishing harbour should be developed fast so that the boats get protection from the natural outbursts. Karaikkal and Mahe also should receive attention in this matter of giving protection to the boats of fishermen. The former Civil Aviation Minister had laid the foundation-stone for an aerodrome in Pondicherry. In 1984-85 a sum of Rs. 75 lakhs has been provided for acquiring the land for this purpose. Expeditious steps should be taken to complete the work of aero-drome in Pondicherry. The question of Central University is under the examination of the Central Government for quite some time. I request the hon. Minister that this Central University must be given to

Pondicherry Territory at the earliest.

As I mentioned earlier, the farmers have suffered heavily during the past 3 years on account of vagaries of monsoon. Drought in two years and flood in one year have destroyed agriculture in the Territory. I suggest that the nationalised banks and cooperative societies should be directed not to insist upon the repayment of loans from the agriculturists as per terms ; the recovery of loans should be postponed for a year. Similarly, land revenue in the case of peasants whose lands have been affected by floods must be repealed.

21 hrs.

Pondicherry is the capital of Union Territory with a population of 1.5 lakhs. Five thousand French-pensioners are living here. They get huge sums as pension. We have Central and State Government officers, besides JIPMER, the Asia's premier medical college and hospital. We have Aurobindo Ashram. The cumulative effect of all this is that the cost of living in Pondicherry is very high. The fish, mutton, vegetables etc. cost very much. The house rent is sky-racketing. I demand that Pondicherry should be declared as B-II city, so that the Government servants get some relief. The criterion of population should not be made applicable to Pondicherry in this matter. Similarly, Karaikkal, Mahe and Yenam should also be categorised as B-II cities giving relief to Government servants in these places.

In Pondicherry there are about 400 to 450 freedom fighters. While the French left the place, they burnt all the certificates of freedom fighters and other Court records. In 1966 the Pondicherry Administration prepared a sort of WHO's WHO about freedom fighters and a certificate of honour was also given to them. But for this there is no other proof for getting entitlement to freedom ffghters' pension. I appeal to the hon. Minister that freedom fighters' pension should be sanctioned to these 450 freedom fighters before they leave this world. Some attention must be paid immediately to this question.

I will now come to the question of closure of AFT Mill—Anglo-French Textile Mill in Pondicherry. Shri Selvaraju said that the Mill was closed on the next day of dismissal of DMK Ministry. Who is responsible for this ? The blame squarely rests on the shoulders of DMK trade union and other trade unions. In 1982 the workers demanded 50% Diwali Bonus but the Mill management offered only 12%. These trade unions incited the workers to go on strike. The mill remained closed for 2½ months. The workers lost their wages. The Mill management struck to the ground. Later the workers accepted the 12% bonus. There are 27 trade unions here. None of them succeeded in their struggle. In no agitation they have succeeded so far.

Now in order to blame the President's rule here in the Territory, the DMK trade unions and the left and right communist party unions are instigating the workers to continue with the strike. They want to make political capital in the elections. For them the misery of workers is also to be exploited for political advantage. But 7500 workers, though they are on the verge of starvation and though 20 to 30 workers have committed suicide, have not lost faith in the Central Government. They know that the Centre will give succour to them. When the DMK and other trade unions convene a meeting, not even 500 workers attend the meeting. Ten parties have come together to exploit the misery of the workers. But when the Congress-I trade union convenes a meeting, thousands of them attend.

Sir, the fact remains that the Mill is closed for the past ten months. 7500 workers are in distress. Out of a population of 1.5 lakhs, 40000 people's livelihood is dependent on this Mill. They cannot for long carry on this distress. In 1981 and in 1982 this Mill was making profit. By taking over this Mill, NTC will not lose.

Only one section of this Mill is old and the other two sections are new units. I request that the hon. Minister should order the taking over of this Mill by the NTC.

This Mill should be re-opened and the misery of 7500 workers should be ended forthwith. If this is delayed, the economy of this territory will be in shambles. I once again appeal to the hon. Minister to take personal interest in this matter and come to the rescue of 7500 workers.

Our Prime Minister Mrs. Indira Gandhi has equivalent amount of love and affection for the people of Pondicherry, like her father Pandit Nehru, who gave JIPMER to Pondicherry The people of Pondicherry have full faith in her leadership and they are looking to her for the redressal of their genuine problems. I am sure that their hopes and aspirations will not be belief under the leadership of our Prime Minister.

With these words I conclude my speech.

21.07 hrs.

[SHRI F.H. MOHSIN *in the Chair*]

SHRI RAMAVATAR SHASTRI (Patna) : Sir, first of all, I support the demands of freedom fighters for granting pension. Their claims are just but the Government is delaying their cases. So, I will request the concerned Minister to expedite their cases as soon as possible.

Secondly, opposing the dismissal of Government of Pondicherry and the budget presented to the House, I want to raise only one point and that is about the Anglo-French Textile Mill, Pondicherry. About 7,500 employees have remained unemployed for over ten months now. The Anglo-French Textile Mill and its two annexure mills with modern machinery were producing export-pattern cloth earning about Rs. 7 crores to Rs. 8 crores annually in terms of foreign exchange to the Government of India.

This mill was originally bounded by a British concern about hundred years ago and earned reputation for its export of fine varieties. This is an export-oriented mill, changing frequently its pattern of production to the needs of the foreign market.

After the death of the previous owners, the Ango-French Mill was purchased by Shri G.N. Jatia of Bombay in July 1981. Ever since, the management of Jatia, far from applying his mind for improving the enterprise, acted with the pernicious object of siphoning the wealth of this mill to his business concern in Bombay through various foul methods. He has raised loans from the UCO Bank to the extent of Rs. 5.10 crores, from IDBI Rs. 39 lakhs and further credits from a few more banks and private enterprises.

Shri G.N. Jatia has misappropriated the sum deducted from the workers' provident fund and ESI contribution, dues towards provision stores and labour credit societies, besides the arrears of wages. All these together amount to Rs. 2 crores due to labour. Over and above this, he owes Rs. 1 crore to the State Government towards electricity charges.

MR. CHAIRMAN : Are you quoting something ?

SHRI RAMAVATAR SHASTRI : I am quoting from a memorandum of the Action Committee of AFT, which the INTUC leader had also signed, though he was denying his signature here.

SHRI M. RAM GOPAL REDDY (Nizamabad) : He has supported the opening of the mill.

SHRI RAMAVATAR SHASTRI: He was complaining that we are instigating the workers.

This condition of the AFT Mill and its unemployed labour was adequately brought home to the Government of India ever since. In August 1983, the representatives of 8 trade unions of this mill, led by Shri V. Subbiah, former Minister of Pondicherry, and CPI Group leader Shri Indrajit Gupta, called on the Commerce Minister, Shri Viswanath Pratap Singh on 12th and 18th and represented the problem of the AFT Mill. In the second meeting of 18th August 1983, the Commerce Minister constituted a five-

member committee headed by IDBI, UCO Bank, a representative of his Ministry, the Chief Secretary and the Law Secretary of the Government of Pondicherry with the assignment to prepare a package proposal and start the resumption of the mill within four weeks. But, for reasons best known to the Commerce Minister, Shri Viswanath Pratap Singh, this did not work out, though the Committee is reported to have met. At this stage, on 22nd September 1983, Shri Indrajit Gupta and Shri V. Subbiah called on the Commerce Minister, as the time schedule of four weeks expired, to urge upon the Minister for speedy action. At that moment, the Commerce Minister, after having fully understood the implication of the problem and the soundness of the mill, expressed his view for consideration of take-over of the mill by NTC. Incidentally, the Anglo-French Textile Mill is not a sick mill and junks, but a fairly modern mill worth taking over by NTC.

There are 7,500 families of employees eagerly waiting every day with poignant anxiety that NTC would take over the mill and their right for work would be ensured. But, to their utter disappointment, only starvation deaths are increasing every day in their families. It is a tragedy that the Government of India still remains a silent spectator to all these hurdles and undue interventions for prolonging the closure of the mill.

Agitation after agitation in a peaceful manner went on during this period of nine to ten months. Hundreds of men, women and children courted arrest.

Since the Government of India has not taken any step so far to solve this problem, the Action Committee of the workers decided to send its leaders to Delhi to stage a Dharna for some days before Parliament House today which they have started at the Boat Club.

In view of this I would request the Minister to get problems solved immediately for the satisfaction of the workers.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH): Sir, at the fag-end of the day this discussion on Pondicherry has started. Now, the Members are impatient, but this is a very important matter that is being discussed in this House.

Sir, the Members who have participated in this debate, have put forward certain problems. Some of them have also accused the Central Government for acting arbitrarily and for dismissing the Government at Pondicherry and in dissolving the Assembly. The hon. Member representing Pondicherry has effectively rebutted the arguments put forward in this connection. I don't want to go into this matter, as he has very clearly and categorically stated the condition prevailing in that part of the country.

Pondicherry has got a very historical significance in the scheme of things. It was liberated from the French and our great Prime Minister, Panditji, wanted its identity and its composite culture to be kept. It has been kept and is being maintained. It is a Union Territory and the Government of India has been giving all possible assistance to develop the personality of Pondicherry and also to better their socio-economic prospects.

It has also another historic significance in view of the fact that the great revolutionary, Sri Aurobindo has chosen Pondicherry as his place of action. That is why Pondicherry is known everywhere and the famous devotees of Aurobindo are coming there.

The great Tamil poet Subramaniam Bharati was also in Pondicherry. Because of him also Pondicherry has acquired international importance.

Sir, I would like only to express a few things, because many of the points would be made by the Hon. Minister who is dealing with the Pondicherry Budget.

Shri Ramavatar Shastri has mentioned

about the freedom fighters of Pondicherry. An Hon. Member also has mentioned in this regard. This matter was discussed at length. A demand has been put forward that freedom fighters, who had left Pondicherry in order to fight for its freedom from outside should be granted Pension. Shastriji is in the non-official Advisory Committee and he knows that at one time we had invited the Members from Pondicherry to give their views. This matter is very much under the active consideration of the Government.

Another important factor that was made out was about the Central University. Shri Shanmugam was telling you how the Central University, which was sanctioned by the Central Government, because of the internecine quarrels among the DMK Ministers, has not been established there. I am very happy to inform the august House that the proposal had been revived by the Ministry of Education so far as the Central University is concerned.

Sir, it is under process and I hope ere long—as the Education Minister is here and is saying that it has been also cleared, so I can very confidently say that this Central University is going to be established soon in Pondicherry.

Another important factor is about the harbour, the project that has been mentioned. Because there is a vast potential of fish in this area, there is a combined port and fishing harbour scheme. This scheme is also under the process from various Ministries and I hope this will also come to be realised as soon as possible.

Another important thing is about the textile mills which have been mentioned by the hon. Members. The Lt. Governor of Pondicherry has been taking a very keen interest in this matter. He has met me several times and he has also met the Commerce Minister with regard to this matter. 7,500 families of workers are involved in this thing, an agitation is going on, and I can only recommend to my hon. friend, the Finance Minister, to look into this matter carefully. Also, if I say anything, Shastriji, a veteran freedom fighter and an hon. Member of this House would be thinking that I am indulging in politics. It is not like this. The whole thing has started because the workers were not allowed to have their own say, people from outside are interferring in not making this government or these workers come to a sort of settlement. I will only leave it at that, and I request Shastriji to use his good offices in helping the Government to solve this problem.

With these few words I again reiterate that since Pondicherry is a Union Territory and it comes directly under the Home Ministry, we are sparing no efforts so far as providing necessary financial assistance is concerned. People of Pondicherry must have their social an economic development. As a matter of fact, much progress has been made, there are a large number of tubewells dug in that area and there is a vast area in Pondicherry that has been brought under irrigation, there are several factories that have been established there and Pondicherry, as Mr. Shanmugam has pointed out, has been given the necessary assistance financially so that that area may prosper. We know that the identity of Pondicherry must be protected and so their identity is being kept up.

With these few words, I thank you for the opportunity given to me to speak.

आचार्य भगवान देव (अजमेर) : सभापति महोदय, पांडिचेरी का नाम आते ही उस महान योगी महर्षि अरविंद का चित्र सारे संसार के लोगों के सामने खड़ा हो जाता है। पांडिचेरी की मुक्ति के पश्चात् पंडित जवाहर लाल नेहरू का और इस समय श्रीमती इन्दिरा गांधी का जो प्यार वहां की प्रजा को मिला और मिल रहा है और वहां की प्रजा का जो प्यार इनको मिल रहा है उस का उल्लेख अभी हमारे माननीय सदस्य ने किया। यह एक हकीकत है जैसा कि विरोधी पार्टी के लोगों की बातों से मालूम पड़ता है, इनके मंसूबे

बहुत अपवित्र हैं, ये चाहते हैं कि पांडिचेरी छिन्न-भिन्न हो जाय। उसमें तमिलनाडु, आन्ध्र और केरल के लोग गिद्ध की दृष्टि से पांडिचेरी को देख रहे हैं और उसका विकास होने नहीं देते। यही बात मिल के सम्बन्ध में है। मैं विस्तार में जाना नहीं चाहता क्योंकि समय बहुत कम है। पांडिचेरी का विकास करने के लिए उस महान् योगी ने अरोविल की एक बहुत बड़ी कल्पना की थी और उसे संसार का एक आदर्श स्थान वह बनाना चाहते थे। यह हकीकत है कि जनता पार्टी के टाइम में कुछ इस देश के जयचंद जैसे स्वार्थी तत्वों ने जिस में बड़ी-बड़ी हस्तियां थीं, जिसमें तत्कालीन प्रधान मंत्री भी शामिल थे, उन्होंने कुछ विदेशी ताकतों के साथ मिल कर के ऐसा षड्यन्त्र रचा कि उसके अस्तित्व को मिटाने की योजना बनी और आज भी वहां विदेशी तत्व ऐसे बैठे हुए हैं जो उस को बरबाद करने पर तुले हुए हैं जिसके सम्बन्ध में मैं गृह मंत्रालय को नाम भी लिखकर दे चुका हूं, मैं माननीय मंत्री जी से जानना चाहता हूं कि उन लोगों के सम्बन्ध में आपने क्या कार्यवाही की है? शिक्षा मंत्रालय ने लाखों रुपये उस अरोविल के विकास के लिए दिए जिसमें बहुत बड़ा गबन हुआ, लाखों रुपये लोग खा गए। जिसकी जांच हुई और सरकार को वहां एडमिनिस्ट्रेटर बिठाना पड़ा। एडमिनिस्ट्रेट के वहां जाने के बाद कुछ सुधार हुआ है। भौगोलिक स्थिति को देखते हुए कि वह महान तपस्वी अरविन्द की भूमि है और मैं भी योग के सम्बन्ध में कुछ लिखता-पढ़ता रहता हूं, गत 30-35 साल से मुझे बड़ा लगाव है, मैं कई बार वहां गया हूं, जब आरोविल की समस्या थी तब भी मैं वहां गया था और उसके सम्बन्ध में मैंने, माननीय शिक्षा मन्त्री यहां पर बैठी हुई हैं, उनसे भी प्रार्थना की थी कि वहां पर अन्तर्राष्ट्रीय षड्यन्त्र का अड्डा बन रहा है जिससे हमें सावधान रहना चाहिये। इस समय वहां सुधार हुआ है और मेरी भारत सरकार से विशेष मांग है कि वहां की भौगोलिक स्थिति को देखते हुए आरोविल में एक महान योगी की जो कल्पना थी, पंडित जवाहर लाल नेहरू भी चाहते थे और श्रीमती इन्दिरा गांधी भी चाहती हैं कि उसका विकास हो, उसके रास्ते में बाधा खड़ी की जा रही है तमिलनाडु सरकार की तरफ से। वहां ऐसी परिस्थितियां खड़ी की जा रही हैं जो वहां के कार्यकर्त्ताओं के लिए बड़ी कठिनाई का कारण बन रही हैं। मैं चाहता हूं कि भारत सरकार इस सम्बन्ध में गंभीरता से सोचे। आरोविल का एरिया जो तमिलनाडु के साथ जुड़ा हुआ है, उस एरिया को कम से कम, मेहरबानी करके—चाहे उसके लिए कानून ही क्यों न बनाना पड़े—पांडिचेरी के साथ मिला दिया जाए।

ये सारे विरोधी पार्टी के लोग पांडिचेरी के अन्तर्राष्ट्रीय महत्व को छिन्न-भिन्न करना चाहते हैं। मेरी मांग है कि तमिलनाडु के साथ जो एरिया जुड़ा हुआ है उसको पांडिचेरी के साथ मिला दिया जाए।

यह भी एक हकीकत है कि जितने भी केन्द्र शासित एरियाज हैं वह यदि स्वतन्त्र रहें तो उनका विकास नहीं हो सकता है—चाहे वह दिल्ली हो, गोवा हो, पांडिचेरी हो या अण्डमान निकोबार हो। केन्द्र के साथ जुड़कर ही उनका अधिक विकास हुआ है, होता रहा है और आगे भी होता रहेगा। यदि वे स्वतन्त्र रहें तो उनका विकास नहीं हो सकता है। मैं अभी अण्डमान निकोबार गया था। बंगाल में जितने भी जहाज बन्दरगाह पर खड़े होते हैं, वहां बड़ी भीड़ होती है, जहाज खड़े नहीं हो पाते हैं और वहां की सी०पी०एम० की सरकार बहुत बड़ी कठिनाई खड़ी कर रही है। मैं भारत सरकार से प्रार्थना करना चाहता हूं कि वह बन्दरगाह के विकास के सम्बन्ध में विकास योजनायें बनाए। अण्डमान से जो जहाज आते हैं उनके लिए वित्त मंत्रालय ने मद्रास बन्दरगाह के विकास के लिए योजनायें बनाई हैं। यदि पैसा न हो तो मैं चाहूंगा कहीं और कटौती करके पांडिचेरी का विकास अवश्य किया जाना चाहिए। मछली के पालन के सम्बन्ध में भी विकास किया जा सकता है।

यूनिवर्सिटी का नाम जो पहले निश्चित हो चुका था, उसमें डी०एम० के लोगों ने अड़ंगा लगाया, उस पवित्र योजना को बनने नहीं दिया। उस यूनिवर्सिटी को बना दिया जाए और उसका नाम उस महान योगी अरविन्द घोष के साथ जोड़ा जाए दूसरा किसी का नाम रखने का कोई औचित्य नहीं है। डी०एम०के० के लोगों ने जो पहले मिनिस्ट्री में थे और मेम्बर थे उन्होंने वहां पर जमीनों पर नाजायज ढंग से कब्जा किया है और नाजायज ढंग से अनुचित लोगों को प्रोत्साहन देने की कोशिश की। स्वार्थ के कारण ही वे लड़े-भिड़े जिससे उनका पतन हुआ। कांग्रेस चाहती है कि वहां विकास हो, वहां के गरीब लोगों का भला हो और उसके लिए कई योजनायें बनाई गई हैं। जो बजट यहां पेश किया गया है उसके सम्बन्ध में विस्तार से बोलने के लिए टाइम नहीं हैं। जो मिल चालू करने की बात कही गई है उसके मजदूर मुझे मिले थे और उन्होंने बताया कि इन लोगों की यूनियन के जो अलग-अलग अधिकारी हैं, जिनका मंत्री जी ने उल्लेख किया है, वे यही चाहते हैं कि झगड़ा बना रहे और अगले चुनाव में उनको चौधराहट करने का कोई मौका मिल सके। उनके इरादे साफ नहीं हैं। नेशनल टैक्सटाइल कार्पोरेशन उस मिल को टेक-ओवर कर सकती है। वहां से जो प्रतिनिधि हमारे कांग्रेस (आइ) के यहां पर हैं वे सारी बातें विस्तार से कह चुके हैं। यह आक्षेप किया गया कि वहां से राज्य सभा में हमारा दूसरा कांग्रेस (आई) का प्रतिनिधि नहीं आ सकता है इसलिए विधान सभा भंग कर दी गई लेकिन यह बिल्कुल निराधार है। वहां से जो कांग्रेस (आई) के प्रतिनिधि हैं, वे वहां की जनता से मिले हैं और वहां की जनता बड़ी खुश है कि इस तरह से विधान सभा को भंग कर दिया गया। वहां पर स्थिति यह थी कि वे लोग रोज आपस में मिलते-जुलते थे, कोई सिनेमा बना लेता था कोई किसी दूसरी जमीन पर कब्जा कर लेता था, कोई रिक्शे वाले को लोन देता था, कोई किसी और को देता था अपने घर वालों को, चेले चाटों को। अंधा बांटे रेवड़ी, अपने-अपने को दे—यह डी० एम० के० वालों की हालत थी। इसलिए यह वहां बहुत अच्छा कार्य हुआ है और जनता इससे बहुत खुश है और यहां पर जो बजट पेश किया गया है उसका मैं समर्थन करता हूं।

SHRI M. RAM GOPAL REDDY (Nizamabad) : I do not want to touch the points already raised.

I do not agree with Shri Educardo Faleiro saying that the Chief Minister had no powers there. But as a matter of fact the Chief Minister had powers. He had gone to conclave on his own and that was within his power.

Sir, during his period, a lot of harm was done to the Union Territory. During this Governor's rule, a lot of improvement is there. One sugar factory was promoted by myself and the other sugar factory was by the Home Minister. You know, what is the difficulty in starting. But during this short period, I was surprised to see that the sugar factory has gone into production. Now, they are producing sugar in their own area. They are also helping the adjoining State of Tamil Nadu sugar-cane growers to grow more cane so that the factory may have full-time work.

Now, Shri Ramavatar Shastri has said that the *dharna* and agitation was peaceful. No. Sir. It was not peaceful. The Lt. Governor and the administrators have taken preventive steps. Even to create trouble in any place, a big number is not required. Even 50 to 60 people can create trouble, and those people were there. Fortunately the Government has taken preventive steps and they have kept them as "State guests" and, therefore, there is no trouble.

Yesterday, I was there. The land is fertile. The people are hard-workers. I want that more electricity should be supplied and irrigation wells should be dug in a big way by the Government to help the farmers so that they may grow more food-grains and feed the sugar factories and other factories. Just now, he had said that they

have now appealed to the Prime Minister. Appeal is very good, Sir. At the same time, what is the threat ? This threatening part is not acceptable to the Congress-I. If at all, they want, let there be an appeal and settlement and that can be discussed with the Lt. Governor. As a well-known freedom fighter and a man who has sacrificed a lot for the country and a very knowledgeable person, he can decide the issue. They need not come all the way. The poor people are only misguided by the Opposition to show that they have got strength. Fortunately, they have got no strength. The sole representative, Mr. P. Shanmugam is here. He is very popular in that area. I had an occasion to go to that place 3 or 4 times this year.

With these words, I support the Budget.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.M. KRISHNA) : Mr. Chairman, Sir, let me thank all the hon. Members who participated in this debate and made certain constructive suggestions in order to make the Union Territory of Pondicherry prosperous. My burden has been lightened by the intervention of my distinguished colleague, the Minister of State for Home and the sole representative of the Union Territory, hon. Thiru P. Shanmugam who has given us bloy-by-blow account as to why the President's rule had to be clamped and ultimately the Assembly had to be dissolved.

The Budget proposals and thes tatement which the Minister of Finance has placed here on the 5th March, 1984 present a very promising outlook for 1984-85. The Plan outlay would be around Rs. 30 crores which would be Rs. 7.80 crores higher than the current year. And the allocation for social and community services, transport, irrigation which was mentioned by Shri Ram Gopal Reddy, and power has been substantially stepped up, for the coming year. In the annual plan for 1984-85, special thrust is given to the programmes to improve the living conditions of the economically weaker section in the Union Territory of Pondicherry and special attention is being given. This includes construction of low cost houses through participation of beneficiaries and strengthening of the public distribution system.

The hon. Member representing the DMK Party did raise and pose the question as to what has been done by the Central Government after they took over. I can go on reeling off various programmes which have been initiated after the State came under the President's rule. In the light of the fact that he is not here, that only shows how serious he was in trying to make out his points.

One particular reference which has been made by almost every hon. Member who participated in the debate is about the Anglo-French Textile Mill. It has had a chequered history. The hon. Member, Shri Ram Avatar Shastri, did take us through certain aspects of it. Some of it is modern ; some of it is junk and some of it needs modernisation. There are 7500 workers. That means, multiplied by four or five, it would come to a substantial number of family members. The targedy of this Mill is that 52 per cent of the equity is owned by one Mr. Jatia. He is playing ducks and drakes

MR. CHAIRMAN : What about 48 per cent ?

SHRI S.M. KRISHNA : It is owned by various other people. I made it a point to find out how much is the equity owned by the Government of India institutions. I was told that it is about 7 or 8 or 9 per cent, subject to correction. I was only hoping that good sense will dawn upon the workers to cooperate. The Mill was doing fairly well and, as Shri Ram Avatar Shastri said, it was export-oriented. I thought that the workers who are working there would volunteer their cooperation in order to see that the Mill is re-opened.

I was told that at one point of time there were 27 unions They have now been reduced to 15 unions. With due respect to

the CPI-led union, I believe, he was nominated as the Chairman of the negotiating committee. The Chairman of the negotiating committee twice walked out of the negotiating table. When this is the attitude of some of the responsible trade unions, how do you expect that the Mill will be re-opened ? There must be some determination on the part of those who are representing the labour unions to see that the Mill is re-opened.

I think, the point was very well made by my hon. colleague, Shri P. Venkatasubbaiah, when he said that it is the interference from outside, that is, the back-seat driving from outside, which has led this Mill to be closed and which has created a situation whereby, unfortunately, the Mill continues to be closed. But the Government have not become oblivious of their responsibilities. They have taken certain steps for the welfare of workers of the Anglo-French Mill. They have given financial assistance to the suffering workers at the rate of Rs. 75/- per month for two months, an advance of Rs. 300 for Diwali, an advance of Rs. 200 for Pongal and, more recently, Rs. 75 worth of rice to all the families of the workers.

Nationalisation is now being demanded. The Minister of Finance, in his Budget speech, has made it very clear that nationalisation will be considered only when all other avenues fail and if the administrative Ministry is convinced that the Unit is economically viable then only the Government of India can step in to take over the mill. We do not believe that all avenues are exhausted.

I think the Lt. Governor of Pondicherry will make efforts.

I would only appeal through this House to the workers to come back to the path of sanity, reasoning and sobriety.

Dharnas being staged in the Boat Club need not necessarily be the avenues to impress on the Government of India or on the Government of Pondicherry to reopen the mill. On the other hand, they could have gone back to Pondicherry and then united all the workers to come and give a helping hand to the Lt. Governor so that the negotiations could have brought about some reasonably good results. Even now, it is not too late and political interference, whether it is by DMK or by AIDMK or by CPI or CPI (M) has got to cease.

MR. CHAIRMAN : Since how long is it closed ?

SHRI S.M. KRISHNA : It is closed for about ten months. We are really concerned. We are not very happy that a mill of this nature should be closed. It means loss of production, and a great loss to the entire national economy.

Effective mobilisation of additional resources has been made which led to substantial increase in the Plan outlay. The mobilisation of additional resources during 1982-83 was of the order of Rs. 20 crores, in 1983-84 it was Rs. 22 crores and in 1984-85 it is expected to be Rs. 30 crores.

Mention has been made about power scarcity. In order to overcome this scarcity of power, Pondicherry is now geared up to get power from Neyveli Project so that it does not have to depend on Tamilnadu for power supply. In the Budget statement, we have made a provision of Rs. 4.45 crores for power sector. That means, Pondicherry should be in a position to receive adequate and sufficient power from the Neyveli Power Project. This Rs. 4.45 crores is intended to strengthen the base.

A reference has also been made about the free trade zone. Now and again this demand is being made. I will certainly convey this demand to the Ministry of Commerce. But I am given to understand that there are already two cent per cent export-oriented Units which are coming up in Pondicherry and this should serve as an additional incentive for the Ministry of Commerce to consider this demand.

Government has taken note of the various other points which have been raised in the course of the debate.

आचार्य भगवान देव (अजमेर) : यूनिवर्सिटी कब बना रहे हैं ?

SHRI S.M. KRISHNA : The University has also been set up. An Engineering College has been sanctioned. The Government of India have communicated to the State that the Engineering College has been sanctioned.

A Consumer Cooperative Federation has been set up and the public distribution system has been strengthened. Apart from adding more fair price shops, more commodities have also been added.

These are some of the progressive measures which have been initiated by the Central Government after the President's Rule was imposed on Pondicherry.

I seek the support of this House so that the good work that has been done under the President's rule can continue.

With these words, I commend the Budget.

SHRI BHOGENDRA JHA (Madhubani) : Will the Minister let this House, and through this House, the country and the people of Pondicherry, know by which time democratic processes there will start and, secondly, by which time the Anglo-French textile mill will resume production, whether by nationalisation or having control over it or any other method ? Can the Minister give some idea to the country and to this House ?

THE MINILTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. VENKATASUBBAIAH) : I may assure the hon. Member that we do believe in democratic process and I will also assure him that not even one day will be lost, when we take the decision at the appropriate time, to establish democratic process in that Union Territory.

MR. CHAIRMAN : I shall now put the Demands for Grants on Account in respect of the Budget for the Union territory of Pondicherry for 1984-85 to the vote of the House.

SHRI BHOGENDRA JHA : Let him give some idea.

MR. CHAIRMAN : He has stated that it all depends on the cooperation of all.

The question is :

> "That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President, *on account*, out of the Consolidated Fund of the Union territory of Pondicherry for or towards defraying the charges during the year ending on the 31st day of March, 1985, in respect of the heads of demands entered in the second column thereof against Demands 1 to 31."

Those in favour will please say 'Aye'.

SEVERAL HON. MEMBERS : 'Aye'.

MR. CHAIRMAN : Those against will please say 'No'.

SOME HON. MEMBERS : 'No'.

MR. CHAIRMAN : I think, the 'Ayes' have it, the 'Ayes' have it.

SHRI BHOGENDRA JHA : The 'Noes' have it, Sir.

MR. CHAIRMAN : I think, there are only one or two on this side.

SHRI BHOGENDRA JHA : Let there be a division. Let there is be a quorum.

THE DEPUTY MINISTER IN THE DEPARTMENT OF SPORTS, IN THE MINISTRY OF WORKS AND HOUSING AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : I appeal to the hon. Member through you, Sir, that he may not insist on division at this odd hour. It was agreed by the Opposition parties that they would cooperate when we decided that we would forgo the Friday.

SHRI BHOGENDRA JHA : You say, that the DMK is creating the mischief, the CPI is creating the mischief, the mill will not be opened. . (*Interruptions*)

MR. CHAIRMAN : Are you pressing for the division ?

SHRI BHOGENDRA JHA : Yes, Sir ; I am pressing.

MR. CHAIRMAN : Let it go on record. He is pressing.

SHRI P. VENKATASUBBAIAH : I make an appeal to the hon. Member not to press. This was to be taken up and finished today because tomorrow is a holiday. That was the agreement reached.

SHRI MALLIKARJUN : It has been agreed by the Opposition Parties that they will cooperate. Originally Friday was a working day.

SHRI P. VENKATASUBBAIAH : I make an appeal to the hon. Member, Shri Bhogendra Jha, not to press.

SHRI BHOGENDRA JHA : You say that the mill will not be reopened. You are ruling Pondicherry.

SHRI S.M. KRISHNA : Let me make it very clear. I did not say that we are not going to reopen the mill. I only sought the cooperation of the workers and the cooperation of all the political parties in Pondicherry to strengthen the hands of the Lt. Governor so that negotiations could take place and a chance may be given for the mill to be reopened. I also appeal to those who are sitting in dharna at the Boat Club to go back to Pondicherry and strengthen the hands of the Lt. Governor so that he can make earnest efforts to reopen the mill.

MR. CHAIRMAN : Are you convinced now ? I hope you are not pressing now.

SHRI BHOGENDRA JHA : Alright.

MR. CHAIRMAN : He is not pressing. I will again put it to the vote of the House.

The question is :

> "That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President, *on account*, out of the Consolidated Fund of the Union territory of Pondicherry for or towards defraying the charges during the year ending on the 31st day of March, 1985, in respect of the heads of demands entered in the second column thereof against Demands 1 to 31."

The motion was adopted.

MR. CHAIRMAN : I shall now put the Supplementary Demands for Grants in respect of the Budget for the Union territory of Pondicherry for 1983-84 to the vote of the House.

The question is :

> "That the respective Supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of the Union territory of Pondicherry *to defray* the charges that will come in course of payment during the year ending on the 31st day of March, 1984, in respect of the heads of the demands entered in the second column thereof against :
>
> Demands Nos. 1, 4 to 31."

The motion was adopted.

21.50 hrs.

PONDICHERRY APPROPRIATION (VOTE ON ACCOUNT) BILL*, 1984

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.M. KRISHNA) : Sir, 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 the Union territory of Pondicherry for the services of a part of the financial year 1984-85.

MR. CHAIRMAN : 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 the Union terriiory of Pondicherry for the services of a part of the financial year 1984-85.

The motion was adopted.

SHRI S.M. KRISHNA : Sir, I introduce** the Bill.

I beg to move** :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Pondicherry for the services of a part of the financial year 1984-85, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the Union territory of Pondicherry for the services of a part of the financial year 1984-85, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : We shall now take up Clause by Clause consideration of the Bill. The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. CHAIRMAN : The question is :

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI S.M. KRISHNA : Sir, I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : Motion moved :

"That the Bill be passed".

SHRI BHOGENDRA JHA (Madhubani) : I do not like to go into the past. But, anyway the democratic process has been disturbed. I am not going to refute or admit the charge against the previous Government. But what I want to emphasise is, we are seeing how things are developing in our neighbourhood, on all sides of our country ; because, everywhere anti-democratic current and wave are hitting. So, it is the duty of all of us here to establish the rights of democratic procedure and democratic functioning. It should not be in the manner suggested. My friend, Venkatasubbaiah has said that not a day would be lost. I would like the House, and particularly the Government to appreciate that if they do not have power in Pondicherry, Delhi will not fall. They will remain in power until the country

*Published in Gazette of India Extraordinary, Part II, section 2, dated 15.3.1984.

**Introduced/moved with the recommendation of the President.

decides otherwise in the next election. But the democratic process must be re-started and resumed at the earliest. That is one thing. And, I would like the hon. Minister to emphasise this to the country, to the world, and to the people concerned there also.

Secondly if the previous Government has misbehaved, done well or ill, the people will decide accordingly.

With regard to the mill, that is a very important factor for Pondicherry. If they are not in a condition to decide it, or nationalise it or run it, let them concede it. We all know who rules. The capitalist class rules. But they can take the control of the mill, start the mill and let it function, and thereafter they will decide upon it. I do not want to make it a dogmatic request, that they must nationalise here and now. The negotiations can go on but the mill can start functioning, so that production will not suffer, the workers will not suffer and the country will not suffer. So, I seek your permission to appeal to the Government to clarify their stand on this on all accounts so that the democratic process is started at the earliest and the mill can immediately start working. Then, the workers can go there happily. They can go back if the mill is started under government's control. Let the Lieutenant Governor control it through his machinery and let the mill be started.

You decide about the nationalisation of the Mill. That is all my submission. I have no other points to make.

MR. CHAIRMAN : Mr. Minister, have you anything to say ?

SHRI S.M. KRISHNA : Sir, I have reiterated on both the scores. My friend has said that the democratic process will be initiated at the appropriate time. Then, I have said that earnest efforts will be made to reopen the Mill but I do not know what further assurance the hon. Member wants from the Government.

The Government cannot just give him the banket assurance. When Mr. Jatiya wants 52% of the shares, how can Government give such a blanket assurance to Mr. Jha ? That is why I am telling him that we are going to open the mill. Do I own the Mill ? There is a Constitution ; there is High Court ; there is Supreme Court. The House should be interested to know that Mr. Jatiya misappropriated Rs. 10 lakhs which belonged to the cooperative society. And Government of Pondicherry prosecuted him, arrested him and he went to the court and got himself bailed out. So, when there are so many hurdles before Government and when judicial process sometimes hits at the very root of the public good, when these constraints are being imposed on the Government, I do not know how Mr. Jha expects me to give an assurance of the kind that he expects or he wants. I wish I can give him this assurance.

SHRI BHOGENDRA JHA : You take control over the Mill and restart it ?

MR. CHAIRMAN : Now, the question is :

"That the Bill be passed".

The motion was adopted.

PONDICHERRY APPROPRIATION BILL*, 1984

MR. CHAIRMAN : Now we take up the next item in the Agenda—Pondicherry Appropriation Bill. Shri Krishna.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.M. KRISHNA) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union Territory of Pondicherry for the services of the financial year 1983-84.

MR. CHAIRMAN : The question is :

*Published in Gazette of India Extraordinary, Part II, section 2, dated 15-3-1984.

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union Territory of Pondicherry for the services of the financial year 1983-84."

The motion was adopted.

MR. CHAIRMAN : Now, you may introduce the Bill.

SHRI S.M. KRISHNA : Sir, I introduce** the Bill.

I beg to move** :

"That a Bill to authorise payments and appropriation of certain further sums from and out of the Consolidated Fund of the Union Territory of Pondicherry for the services of the financial year 1983-84, be taken into consideration."

MR. CHAIRMAN : The question is :

"That a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of the Union Territory of Pondicherry for the services of the financial year 1983-84, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : Now, we take up Clause by Clause consideration. I shall put the Clauses together.

The question is :

"That Clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. CHAIRMAN : The question is :

"That Clause 1, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clause 1, the Enacting Formula and the Title were added to the Bill.

MR. CHAIRMAN : Now, the Minister may move that the Bill be passed.

SHRI S.M. KRISHNA : I beg to move ;

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed".

The motion was adopted.

ASIATIC SOCIETY BILL

MR. CHAIRMAN : Now, we take up the next item on the agenda, namely, the Asiatic Society Bill.

Shrimati Sheila Kaul.

SHRI MOOL CHAND DAGA (Pali) : Sir, I have a submission to make. My objection is this. One hour is allotted for this Bill. It has got 15 clauses which are important ones. I do not think that we will be doing justice to this Bill.

MR. CHAIRMAN : How many speakers are there ?

SHRI MOOL CHAND DAGA : Speakers are there. Kindly try to hear me. After all, this is a very important Bill. The Minister of Parliamentary Affairs may have got the courage to get this Bill passed. But, it is now 10 PM. You will not do justice to this Bill. All the clauses of the Bill have been badly drafted. I do not think that this Bill can be taken up to-day. You can take this up the next day, request the hon. Minister of Parliamentary Affairs not to press for it. It can be taken up on Monday.

** Introduced/moved with the recommendation of the President.

THE DEPUTY MINISTER IN THE DEPARTMENT OF SPORTS, IN THE MINISTRY OF WORKS AND HOUSING AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : Mr. Chairman, Sir, since we are losing one day completely by declaring tomorrow as holiday, we are short of time to take up Demands of various Ministries which we have essentially to take up in time. So, I appeal to the hon. Member that the Bill be taken up today.

SHRI MOOL CHAND DAGA : The question is not one of agreeing and not agreeing. It is a very important Bill and I may request the Education Minister also.

SHRI SUDHIR GIRI (Contai) : I also request the Chair to postpone this Bill.

MR. CHAIRMAN : Was it not agreed to finish all the business listed on the agenda for today ?

SHRI SUDHIR GIRI : There was no such agreement. It is already 10 o'clock. I agree with the hon. Member, Mr. Daga, that the clauses of the Bill are very important and, as such, this should be postponed and it may be taken up for discussion at the next sitting.

MR. CHAIRMAN : As the Members from both sides are objecting, if the Government agrees then we may take it up on Monday and even sit late on Monday.

SHRI MALLIKARJUN : Sir, again on Monday if you are going to sit late, similar type of thing will come up. We feel that it should taken up today but we leave it to the discretion of the Chair.

आचार्य भगवान देव (अजमेर) : मेरा सुझाव है कि बिल पेश कर दिया जाए और चर्चा सोमवार को हो ।

MR. CHAIRMAN : Let the hon. Minister move the Bill for consideration and the House can take up discussion on it on Monday.

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : Sir, I beg to move* :

> "That the Bill to declare the institution known as the Asiatic Society having at present its registered office in Calcutta to be an institution of national importance and to provide for certain matters connected therewith, as passed by Rajya Sabha, be taken into consideration."

The main object of the Bill is to declare Asiatic Society as an institution of national importance and to provide for requisite financial assistance to be given to the Society and for suitable powers of control being exercised.

As the House is aware the Asiatic Society was founded on 15th January, 1884 by Sir William Jones, a renowned Indologist and Jurist...

MR. CHAIRMAN : You may continue your speech on Monday, the 19th March.

22.05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 19, 1984/Phalguna 29, 1905 (Saka)

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*Moved with the recommendation of the President.

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