

के द्वारा इलैक्शन में निर्धारित रुपये से ज्यादा खर्च किया गया। क्या सरकार इलैक्शन लाज में कोई तरमीम करने जा रही है; अगर हां, तो किन-किन बातों के बारे में?

SHRI GOVINDA MENON : Even today the election law prohibits the use of vehicles for carrying voters and the distribution of money. If the result of any election has been affected by the use of vehicles or the distribution of money, then the election law provides for an election petition to be presented in that respect and every required provision is there in the Representation of the People Act, 1951. And if the defeated candidate has a complaint that on account of the use of vehicles by the other party the election result has been affected he has to file an election petition. There are several election petitions which have been filed, some of them successfully, on account of these laws.

श्री विभूति मिश्र : मैं यह जानना चाहता हूँ कि क्या श्री कामराज के चुनाव के अवसर पर मद्रास सरकार के मंत्रियों ने सरकारी गाड़ियों का इस्तेमाल चुनाव सम्बन्धी कार्य और प्रचार आदि के लिए किया या नहीं। इसी तरह बंगाल में श्री मेनन के समर्थन में और कांग्रेस के खिलाफ राज्य सरकार के मंत्रियों ने चुनाव में सरकारी गाड़ियों का इस्तेमाल किया है या नहीं? 1967 के आम चुनाव में जनसंघ के लोग सारे मोतीहारी शहर में डंडे लेकर घूमते रहे और उन्होंने वोटर्ज को जाने नहीं दिया। दुनिया का कोई झूरिस्ट बुला कर आप जांच करवा लीजिए... (अध्यावधान) गोविंदगंज कांस्टीट्यूएन्सी में मध्यावधि चुनाव के अवसर पर अहिरवलिया, बरवरिया, मंगलापुर इन तीन बूथों पर जनसंघियों ने कांग्रेस के वोटर्स को वोट देने के लिए जाने नहीं दिया और लाठी डंडे लेकर वोट दिलाया...

MR. SPEAKER : Now, I think, we should go to the the next Question.

श्री विभूति मिश्र : मैं जानना चाहता हूँ क्या केन्द्रीय सरकार इन स्टेटों की, मद्रास स्टेट

गवर्नमेंट और बंगाल गवर्नमेंट तथा इन पार्टियों की जांच करा करसकी रिपोर्ट सभा-पटल पर रखेगी?

SHRI GOVINDA MENON : With respect to the allegations made by the hon. Member, if they are true, if there are malpractices in the elections and if it has affected the result of the election, it is open to present a petition.

MR. SPEAKER : Next Question; Shri Bedabrata Barua. (*Interruptions*) I have gone to the next Question.

Attacks on Passenger Trains

*1652. **SHRI BEDABRATA BARUA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there had been several attacks on passenger trains by crowds in various places of India during October, 1968 to February, 1969;

(b) the number of passengers injured and property lost;

(c) the reasons for the attacks; and

(d) whether students formed the violent crowd in most cases?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) : (a) Yes, Sir.

(b) About 90 persons were injured and Railway property worth Rs. 66,000/- was damaged (approximately).

(c) Mostly the attacks were due to :
(i) Telengana Agitation;

(ii) Change in the timings of News Bulletins of A. I. R.,

(iii) Checking of ticketless passengers;

(iv) Increase in tuition fees in schools; and

(v) Local demands.

(d) Yes, Sir.

SHRI BEDABRATA BARUA : Sir, these figures are telling and, as Railways are the nation's property, as it is not possible to prevent attacks on Railways by police measures alone, I would like to know whether enough publicity has been done. My feeling is that enough publicity and propaganda has not been done and public opinion not been built up in the proper way. So, the people do it with impunity without antagonising the very people who support the demand. That is why, I think, it is necessary for the Railways to take more measures to publicise the damage done to Railways by attacks on trains and take suitable measures to prevent people indulging in these things.

THE MINISTER OF RAILWAY (DR. RAM SUBHAG SINGH) : We shall take advantage of the suggestion made by the hon. Member.

SHRI BEDABRATA BARUA : These attacks fall in several categories. Some of the attacks that are due to insurgent reasons near Nagaland and in Assam have to be faced with the use of force, the Railway Protection Force and all that. There are other attacks which are due to politically-motivated reasons. There, I think, publicity is the only solution. But there are types of attacks that are due to alleged failure on the part of the Railway administration due to late running of trains or due to some other reasons. One of them is due to ticketless travel. I do not know whether it is due to ticketless travel or due to graft and other things. May I know whether these causes are being examined and whether they will be removed so that trains do not run late and all that ?

DR. RAM SUBHAG SINGH : We are applying our mind on these deficiencies also. As the House is aware, due to the tightening of these measures some of our officers have also been attacked by persons travelling without ticket. As regards politically-motivated attacks we shall have to collectively move and we are also moving in that direction.

श्रीमती लक्ष्मीबाई : अभी-अभी मंत्री महोदय ने बताया कि तेलंगाना में बहुत नुकसान

हुआ है तो कितना नुकसान हुआ है और कब-कब हुआ है यह मैं जानना चाहती हूँ ?

डा० राम सुभग सिंह : उसमें 41 हजार का अन्दाज़ है कि इतना नुकसान हुआ है ।

SHRI J. M. BISWAS : Whenever the trainssare detained due to no-line-clear or some other reason, the unrully passengers attack the railwaymen including the Station Master, Guards and Drivers. There are many instance where the railwaymen who were available on the spot have been brutally assaulted by the unrully passengers. Will the hon. Minister for Railways tell the House how many cases of this nature have taken place during the period under question ?

DR. RAM SUBHAG SINGH : I have already mentioned this that somewhere due to tightening of measures, our railway officials are being attacked. Only during the last week one assistant Station Master and another Ticket Examiner were attacked by such persons and also by dacoits. I will find out the detailed figures as regards the persons who were attacked...

SHRI J. M. BISWAS : By unruly passengers.

DR. RAM SUBHAG SINGH : ...by unruly passengers and place the information on the Table of the House.

SHRIMATI SUSHILA ROHATGI : Apart from the alleged student participation in the attacks, I would like to know from the hon. Minister whether any political parties had ever any hand in organising these attacks and, if so, whether the Congress Party was ever involved in it or it was always the Opposition Parties which fomented troubles leading to such attacks.

DR. RAM SUBHAG SINGH : This is a question where, as we all know, it is not only that students who participate—the students may also have participated as has been said in the main reply—but there are also the others, including persons belonging to political parties.

श्री हुकम चन्द कछवाय : रेलवे में जो प्रमुखतया सरकार का खोया हुआ पैसा होता है, गुम हुआ पैसा होता है उसको निकालने में टी. टी. सहायक होते हैं और टी. टी. पर कई बार जो हमले होते हैं उसके कारण उनमें असन्तोष है और इसलिए भी वह छोड़ देते हैं बिना टिकट वालों को कि अगर वसूल किया तो हम पर हमला हो सकता है। तो क्या मंत्री महोदय उन की सुरक्षा का विशेष आश्वासन देंगे जिस से कि उनको आत्म-विश्वास हो कि हम बिना टिकट चलने वाले किसी भी व्यक्ति को नहीं छोड़ेंगे, सरकार हमारे पीछे है ? आज क्या होता है कि अगर उन पर कोई केस चलता है भगड़े के कारण तो सरकार को जिस ढंग से उस में मदद करनी चाहिए, वह मदद सरकार नहीं करती है। वह स्वयं अपना मुकदमा लड़ते हैं, अपनी जेब से पैसा खर्च करते हैं। तो सरकार उस का पूरा खर्च दें और उन की सुरक्षा के लिए पूरा इन्तजाम करे, इस के ऊपर वह विचार करेंगे ?

डा० राम सुभग सिंह : जहां कहीं कोई टिकट कलेक्टर पर उसकी ड्यूटी के समय अटैक करेगा तो उसको न केवल हम मुकदमे का खर्चा देंगे बल्कि उस को इनाम भी देंगे और अभी ऐसा किया है कि तीन दिन पहले जिस टिकट कलेक्टर पर हमला किया एक बगैर टिकट चलते हुए यात्री ने, उस को एक हजार का इनाम दिया और उसकी सारी ब्यवस्था कराई। असिस्टेंट स्टेशन मास्टर जिसने डकैतों को पकड़ा और उनकी दर्जनों गोलियों का शिकार हुआ उसको 5 हजार इनाम दिया और उसकी सुरक्षा की व्यवस्था भी की।

श्री हुकम चन्द कछवाय : उनको उस समय तत्काल क्या सहायता देते हैं ?

डा० राम सुभग सिंह : यह तत्काल दिया और बाद में भी करते रहेंगे।

श्री सीताराम केसरी : अध्यक्ष महोदय, इस तरह की घटना विशेषकर जो रेलवे पर अटैक होता है वह मुख्यतः राजनैतिक पार्टियों के द्वारा ही होता है, यह एक निश्चित बात है। इसलिए मैं जानना चाहता हूँ कि पिछली 19 सितम्बर की जो स्ट्राइक हुई उस में जो कटिहार से रेलवे को प्रोग्राम के अनुसार चलने नहीं दिया जिससे पैसैजर्स को असुविधाएं हुईं और जो लायल रेलवे एम्प्लॉइज थे उन को भी कठिनाइयों का सामना करना पड़ा तो आपने उनके खिलाफ जिन्होंने स्ट्राइक में भाग लेकर के पैसैजर्स को ग्रीर फेथफुल एम्प्लॉइज को तंग किया, उन के ऊपर क्या कार्यवाही की ?

डा० राम सुभग सिंह : श्रीमान्, यह प्रश्न दूसरी बात के सम्बन्ध में है, इसके बारे में इस समय मेरे पास मंटीरियल नहीं है।

SHRI SAMAR GUHA : On 9th of this month there have been a lot of troubles in the suburban railway running between Sealdah and Budge. Budge. A number of railway stations were raided and some of the station masters were manhandled. You may have seen the reports. When the electric wires that were cut were restored, the guard refused to run the train. Sir, in the suburban areas passengers daily come to the industrial area of Calcutta and a large number of them are daily wage earners. If they cannot attend the factory, they lose their wages. Now will the Government enquire why, even after repairing of the line, when the passengers demanded that the train should run, the guards or the station masters concerned refused to run the train, The Govt. is always trying to attribute it to political disturbances. There are other reasons also like break-down of power, dislocation of wires, sudden changing of time, engine failure and a number of troubles in trains running in the suburban areas. This causes a great difficulty to the daily passengar, particularly, the wage earner and the labourer. I want to know whether Government will set up an expert from the Railway Department to enquire into the cases and try to see that such things do not happen and trains particularly in the suburban line are run regularly.

DR. RAM SUBHAG SINGH : As the House is aware from Calcutta to neighbouring stations as also upto Moghulsarai or Kanpur and on that side upto Rourkela and Kharagpur, everywhere we are having electric traction. As the hon. Member knows, whenever there is power failure, there is bound to be delay in the running of trains and power failure is also due to the fact that wires are cut and they are cut virtually everywhere. That much of margin should be given to the poor guards and drivers because it is not our power alone which takes the railways to different destinations but it is dependent upon the power supply of U.P., Bihar, West Bengal and Orissa and the electricity boards or their agencies. So these poor guards should not be blamed. Whatever is their responsibility I am prepared to ask them not to delay the trains on their account. If it is due to anybody else's fault, then we will be helpless.

SHRI BISWANARAYAN SHASTRI : May I know from the hon. Minister whether some of the incidents that took place during the period referred to in the question are due to inefficiency, arrogance, indifference and corruption on the part of the railway employees also did take part in attacking the passengers.

DR. RAM SUBHAG SINGH : If this is the experience of the hon. Member I am prepared to look into it if he gives any concrete case. According to my information it is not due to their fault.

SHRI JYOTIRMOY BASU : Due to the railways failure which could be unpunctuality in most cases, passengers fail to get the connecting trains. Passengers coming from Diamond Harbour and proceeding towards Budge Budge miss the connecting train at Ballygunge. That causes late attendance and absenteeism in the factories and loss of wages and salaries. Under such circumstances in how many cases were railway properties destroyed ?

DR. RAM SUBHAG SINGH : The hon. questioner suggests that it might have been that passengers coming to Diamond Harbour may not have found the corresponding train. I am prepared to look into the matter and ask our railway people not

to allow that thing to happen. It is also true that conditions are sometimes created like Bundh, etc. when railways cannot run. For that we are not responsible.

आयात की जाने वाली वस्तुओं के स्थान पर वस्तुएं बनाने वालों को प्रोत्साहन

* 1653. श्री राम गोपाल शालवाले :

श्री रणजित सिंह :

श्री बृजभूषण लाल :

श्री भारत सिंह :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आयात की जाने वाली वस्तुओं के स्थान पर स्वदेशी वस्तुएं बनाने वाले उद्योगों को प्रोत्साहन तथा समर्थन देने के लिए कोई योजना है ; और

(ख) यदि हां, तो उसका व्यौरा क्या है ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRATAP SINGH) : (a) and (b). The present import policy restricts the import of both capital goods and raw materials and component indigenously available, and thus provides adequate incentives and support to industries engaged in manufacturing indigenous substitutes for imports. The grant of development rebate on equipment installed by the jute and cotton textile industries at the higher rate applicable to priority industries may from this year benefit indigenous machinery manufacturers. The question of giving additional fiscal incentives to users of domestic substitutes has been considered carefully, but it has been considered inadvisable in the context of the need to conserve and mobilise resources for the implementation of the Plan.

श्री रामगोपाल शालवाले : अध्यक्ष, महोदय, 13 अप्रैल के समाचार पत्रों में यह प्रकाशित हुआ था कि विदेशों से आने वाली वस्तुओं