

the same was permitted in respect of staff who retired before that Railway was taken over by Government.

**श्री यशपाल सिंह :** क्या उस रेलवे के रिटायर हुए कर्मचारियों की तरफ से गवर्नमेंट के पास कोई रिप्रेजेंटेशन आए हैं, जिनमें उन लोगों ने सरकार के इस फैसले के विरुद्ध प्रोटेस्ट किया है ? क्या सरकार उन को हिन्दुस्तान भर के लिए पास एलाऊ करने के सुझाव पर विचार कर रही है ?

**श्री शाहनवाज खां :** सरकार ने बहुत गौरो-खोज के साथ इस पर विचार किया है और सरकार का कोई इरादा नहीं है कि उनको सारे हिन्दुस्तान के लिए पास दिया जाये ।

**श्री यशपाल सिंह :** मैं यह जानना चाहता हूँ कि अकेले उस रेलवे के रिटायर्ड कर्मचारियों के साथ ही यह कर्मचारियों हो रहे हैं, जबकि बाकी रेलवे के रिटायर्ड कर्मचारियों को सारे हिन्दुस्तान के लिए पास दिया जाता है ।

**श्री शाहनवाज खां :** यह एक लाइट रेलवे है और गवर्नमेंट रेलवे के साथ मर्जर से पहले उन लोगों को सिर्फ उसी रेलवे का ही पास मिलता था । लिहाजा जो सहूलियत उनको फ़राम थी, वही हम उनको दे रहे हैं - उनका दायरा बर या कम करके नहीं दे रहे हैं ।

**Shri Buta Singh:** May I know whether similar concessions are contemplated for retired M.P.s also?

#### WRITTEN ANSWERS TO QUESTIONS

##### Training of Officials for Panchayati Raj

\*581. **Shri Kajrolkar:** Will the Minister of Community Development and Co-operation be pleased to state:

(a) the progress made by the broad-based 47-member body set up

in June, 1962, to streamline the training of officials to meet the needs of Panchayati Raj;

(b) whether sufficient care is taken to see that rural officials properly guide the village leaders in implementing the agricultural and educational schemes; and

(c) if so, the details thereof?

**The Deputy Minister in the Ministry of Community Development and Co-operation (Shri B. S. Murthy):** (a) The National Council of Study & Research in Community Development set up in June, 1962, has so far held two meetings on 3rd July, 1962, and 20th March, 1963. A statement showing the important recommendations made at the meetings and action taken/proposed to be taken thereon by the Government of India is laid on the Table of the House. [Placed in Library, See No. LT-1031/63].

(b) Yes, Sir.

(c) A summary of the instructions issued to the State Governments is laid on the Table of the House. [Placed in Library, See No. LT-1032/63].

##### Parcels for Indian Prisoners in China

\*591. **Shri D. D. Puri:** Will the Minister of Transport and Communications be pleased to state whether full postal concessions in regard to food parcels are available to the next of kin of Indian prisoners in China in accordance with the requirements of the Geneva Convention?

**The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati):** The facility is not available at present. The question is, however, under consideration.

##### टेलीफोन का दूसरा कारखाना

५९२. **श्री भक्त दर्शन :** क्या परिवहन तथा संचार मन्त्री १० अगस्त, १९६२ के नारायण प्रश्न संख्या २१२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

टेलीफोन का दूसरा कारखाना स्थापित करने के बारे में इस बीच और क्या प्रगति हुई है ?

परिवहन तथा संचार मंत्रालय में उप-मंत्री (श्री भगवती) : प्राविधिक समिति (टैक्निकल कमेटी) ने एक अनन्तिम रिपोर्ट पेश की है और उनकी सिफारिशों के मुताबिक सरकार ने, फ़ास-बार स्विचों के प्रयोग पर आधारित, एक नये स्विचिंग सिस्टम को अपनाने का निश्चय किया है। यह प्रायोजना (प्राजैक्ट) अभी अपनी प्रारम्भिक अवस्था में है और इसके प्राविधिक और वित्तीय व्यौरों को पूरी तरह तैयार करने में कुछ और समय लग जायेगा।

#### Development of Eastern Distts. of U.P.

\*593. **Shri Vishram Prasad:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government are considering a special agricultural programme for the development of Eastern Districts of Uttar Pradesh;

(b) if so, the nature thereof; and

(c) the amount sanctioned therefor?

**The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh):** (a) to (c). Government of India appointed in December, 1962 a Joint Team to study the problems of economic and social development of four Eastern Districts of U.P. namely Ghazipur, Jaunpur, Deoria and Azamgarh. The Team is expected to report on accelerated development programme sometime in September, this year. Besides the normal outlay allotted to the Government of Uttar Pradesh, an additional outlay of Rs. 1 crore each for agriculture and community development programmes has been recommended by the Planning Commission for the year 1963-64 and the State Government has been asked to utilise this additional outlay for strengthening programmes for Eastern Districts of

U.P. particularly Ghazipur, Deoria, Jaunpur and Azamgarh.

#### North Eastern Railway

\*594. { **Shri Ramshekhar Prasad Singh:**  
**Shri Sidheshwar Prasad:**

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that lowest expenditure has been incurred on the development of North Eastern Railway in comparison to expenditure incurred on other Railways;

(b) whether Government's attention has been drawn to the news item which appeared in this connection in the *Hindustan Times* dated the 28th February, 1963; and

(c) if so, the reasons therefor?

#### The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) to (c). The news item referred to is within the knowledge of Government.

The developmental expenditure of the North Eastern Railway is no doubt one of the lowest among the Zonal Railway Systems, but it should be borne in mind that the developmental expenditure during the Five Year Plans is mainly designed to create capacity for the increased freight traffic related to the planned development in the various sectors of our economy and only a small increase of 15 per cent in the passenger traffic. During the Second Plan as also in the current Plan, freight traffic takes priority over passenger traffic. It is, therefore, inevitable that the development of railway capacity has to be planned and executed on the Zones like Eastern and South Eastern wherefrom the bulk of the increased freight traffic originates during the planned development. As the heavy industries are largely concentrated in the steel and coal belts, the share of the North Eastern Railway Zone of the additional burden of freight traffic is necessarily small.