

collaboration in setting up a manufacturing unit for the manufacture of this new type of equipment in the country.

Shri Maheswar Naik: May I know what are the financial implications involved in this change-over? If they have found out, may I know what the components are and whether foreign exchange components are also involved?

Shri Bhagavati: For the import of these 48,000 lines and other automatic exchanges, the foreign exchange component will be of the order of Rs. 3 crores.

Mr. Speaker: Shri Kapur Singh.

Shri Maheswar Naik: What is the total...

Mr. Speaker: Order, order.

Shri Kapur Singh: May I know whether this proposed new system will altogether or for all practical purposes obviate the necessity of very frequent recourse to the Complaints number of telephones?

Shri Bhagavati: I could not follow.

Mr. Speaker: Whether this new system would obviate recourse to complaints that are so normally made during these days to the enquiry office?

Shri Bhagavati: I think that the introduction of this will certainly mean much improvement.

Shri Tyagi: In the light of the emergency and the general sense of economy in State expenditure, has the Government examined this scheme whether it is avoidable for some time or could it be postponed? Is it so urgent that it should be had now?

Shri Bhagavati: It is considered necessary from technical and economy point of view.

Shri Tyagi: Economy in what?

Shri Bhagavati: In maintenance.

Mr. Speaker: Order, order; no direct communications.

Shri D. C. Sharma: On a point of clarification, the hon. Member said about a few minutes ago that he did not know English. Now he is speaking English.

Shri Tyagi: I am speaking wrong English. I have never spoken rightly.

Psychological Tests for Railmen

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{ **Shri Maheswar Naik:**
-1099. { **Shrimati Savitri Nigam:**
 { **Shri D. C. Sharma:**
 { **Shri Ram Harkh Yadav:**

Will the Minister of Railways be pleased to state:

(a) whether Indian Railways are considering the introduction of psychological tests for engine drivers and other staff responsible for the movement of trains; and

(b) if so the benefits of such tests?

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

(b) Appraisal of the suitability of the staff connected with train running from the point of view of their safety consciousness and rational utilisation of personnel in these categories with a view to minimise and eliminate the factor of human failure.

Shri Maheswar Naik: May I know whether, from the recent enquiry, it has been ascertained that many of the accidents have been due to the fact that the drivers and other people who are connected with the movement of trains had not been mentally alive and if so, to what extent?

Shri S. V. Ramaswamy: The accident enquiry committee has suggested that a large number of accidents, 60 percent and more, are due to human

failure. They have also recommended that steps may be taken to have psychological tests. We are trying to have a cell wherein psychological tests will be instituted.

Shri D. C. Sharma: Is the Government aware of the fact that psychological tests have not given the required results in the I.A.S. and I.P.S. examinations and also in some of the Defence services examinations, and if so, what is the Government of India going to do in the light of the failure of these psychological tests in some of these examinations?

The Minister of Railways (Shri Swaran Singh): I do not think that psychological tests have not yielded the desired results. It is hoped that if these people who are concerned in the operational side are given training on the psychological plane, it is likely to improve their efficiency and the consciousness of safety is likely to increase.

Dr. Gaitonde: May I know how frequently the psychological tests are going to be carried out and secondly, what is the agency that is going to carry out these tests?

Shri S. V. Ramaswamy: We are going to start a small cell with a Senior Scientific officer and three other Junior officers and assistants. We have some basis to go by. The French Railways have a large organisation of applied psychology. We will gather information from other Railways applying them.

Dr. Gaitonde: How frequently?

Shri S. V. Ramaswamy: We have yet to start.

Shri Hem Barua: Most of the train accidents are due to mechanical failures. May I know whether the Government have examined this aspect of the thing that a psychologically fit driver might also run into an accident because of technical failure of the machine?

Shri Swaran Singh: It is true that so far as mechanical failures are

concerned, they cannot be corrected by psychological tests. They will have to be corrected by mechanical means. Apart from the mechanical defects there is that phenomenon of human failure. It is hoped that resort to this method is likely to increase safety consciousness amongst those who are concerned with the operational side.

Shri Sham Lal Saraf: May I know whether it is contemplated to give a course of training to such of those incumbents as may be taken in for recruitment prior to their being put to these psychological tests?

Shri Swaran Singh: That is the intention. Really, these are not just going to be in the form of examinations but it is a sort of training in which the test will also be a part.

Shri Bade: Is it a fact that this psychological training is not given in any country in the world, and it is adopted only in India?

Shri Swaran Singh: No, other countries also have adopted it, and one country, particularly France has adopted it in a big way and the results have been quite encouraging.

Shri Kapur Singh: May I know whether these psychological tests will be in relation to I.Q., Personality or special performance aptitudes?

Shri Swaran Singh: These are not likely to be in relation to personality but they will be with a view to improve the safety consciousness.

Shri S. M. Banerjee: May I know whether the psychological tests will be confined to the employees only or whether they will also be applied in the case of the Railway Board Members and the Ministers?

Mr. Speaker: Order, order. Then, the Minister also might say that these tests should be applied to Members of Parliament as well.

Shri Manaen: The hon. Minister was pleased to state that some sort of cell will be created to carry out these psychological tests. Will the hon. Minister please tell us whether some machinery will be set up to see that this cell is properly and psychologically tested?

Shri Kapur Singh: I beg to bring one important thing to your notice..

Mr. Speaker: Has the answer to the previous question been given?

Shri S. V. Ramaswamy: The hon. Member is suggesting a psychological test for the cell itself.

WRITTEN ANSWERS TO QUESTIONS

Air India

*1091. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of seats which go unutilised on the domestic sectors of Air India's flight;

(b) what would be our additional revenue if these seats were utilised; and

(c) what seats and services on domestic routes could be managed with the present fleet of Air India and what would be the position with aircraft already sanctioned?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) The Air India has been operating only one domestic flight on Friday mornings from Bombay to Delhi since 1962. Purely domestic traffic is not carried on this flight. For the period May, 1962 to 15th March, 1963, 7948 seats were available on these flights of which 6072 were unutilised.

(b) If the 6072 seats on the Bombay-Delhi flight were utilised, the

additional revenue would be approximately Rs. 9 lakhs on the basis of 100 per cent load-factor which however, is unusual even on a domestic service. The question of utilising this capacity was considered on more than one occasion but on account of the additional customs formalities to be undergone at more than one point in India by international passengers, the question was not pursued. It will not therefore be correct to infer that any legitimate revenue due to Air India was foregone.

(c) Air India is at present operating a daily Bombay|Delhi|Bombay evening service with a Boeing aircraft on a charter basis for Indian Airlines Corporation. The Air India have stated that in addition they may be in a position to offer during 1963-64 additional capacity, some on a guaranteed timing basis and some others on a fluctuating timing basis dependent upon arrival of the aircraft from abroad. The Corporation have stated that in some cases services so offered for domestic purposes may even have to be cancelled. It is also claimed that after the receipt of the 7th Boeing aircraft on order in April, 1964, the Air India can offer additional capacity. Whether the additional capacity so offered by the Air India can be conveniently utilised by the Indian Airlines Corporation, especially when some of the services offered will be subject to cancellation or delay is yet to be examined by the Indian Airlines Corporation.

Direct Telephone Dialling Facilities

*1100. { **Shri R. S. Pandey:**
Shri Onkarlal Berwa:

Will the Minister of Transport and Communications be pleased to state:

(a) when the direct telephone dialling facilities will be introduced to connect Delhi, Calcutta, Madras and Bombay; and