

ed in an emergency. What is the total number of commercial pilots, employed or unemployed, who have been registered?

**Shri Mohiuddin:** I have not got the total. That will include all the pilots who are employed by the I.A.C. and the Flying Clubs.

**Shri Jaipal Singh:** This information should be with the hon. Minister.

**Shri Mohiuddin:** I have not got the figure with me here.

**Mr. Speaker:** During Question Hour hon. Members can only get the information that is available with the Ministers. That information is not with him.

**Shri Nath Pai:** May I know how many pilots have taken advantage of the facility made available to them by the Government, or are believed to have taken advantage of the facility offered by the Government for a refresher course to renew the 'B' licences?

**Shri Mohiuddin:** There are a number of pilots who have taken advantage of the offer that has been made. I have not got the exact figure, because they come through the Flying Clubs. And as far as 1961-62 is concerned, the final figures are not yet available.

**Shri Vidya Charan Shukla:** Is it not a fact that Government have started various intensive schemes for training civilian pilots; and may I know whether Government simultaneously are creating employment for all these pilots who are trained by these schemes?

**Shri Mohiuddin:** I am not aware of 'various schemes' that have been started. There is one Civil Aviation Training Centre at Allahabad, and there are a certain number of Flying Clubs. Out of fourteen, there are about six Flying Clubs that also give training for 'B' licence, and this is also on a very restricted basis.

**Shri Basappa:** May I know whether responsibility can be fixed for train-

ing these pilots who are not required, and what is the cost of training a pilot?

**Shri Mohiuddin:** The cost of training, at the C.A.T.C., was estimated last time to be about Rs. 40,000.

**Shri Basappa:** Can the responsibility be fixed?

**Shri Mohiuddin:** No responsibility can be fixed. After all, training is given, and Government has not taken any responsibility to provide them employment. We only help them in getting employment.

**Shri Basappa:** There is no planning.

**Mr. Speaker:** Order, order. It is an argument.

**Shri M. R. Krishna:** Out of the pilots who have been absorbed, may I know how many have been absorbed in posts for which they are not qualified?

**Shri Mohiuddin:** I do not think any pilot could be absorbed for which he is not qualified.

#### Telegraph Operators

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- \*53. { **Shri Hem Barua:**  
**Shri Shree Narayan Das:**  
**Shri Bhagwat Jha Azad:**

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

(a) whether it is a fact that the Operators in the Telegraph Offices are being compelled to work overtime;

(b) whether it is also a fact that they are being threatened that they would be charge-sheeted in case they refuse; and

(c) the steps Government propose to take to remove the fear and help the Operators to work more efficiently?

**The Minister of Transport and Communications (Shri Jagjivan Ram):**  
(a) Operating staff works overtime for the clearance of traffic according to rules. No compulsion is applied.

(b) No.

(c) Does not arise.

**Shri Hem Barua:** May I know whether it is a fact that new norms are arbitrarily fixed and if so whether it is a fact that the workers suggested that this matter be referred to the Productivity Council for analysis of the norms and rates to be adopted, and till then to maintain the status quo? Why is it that the Government have not agreed to this helpful suggestion made by the workers? That is why there has been this sort of anomaly.

**Shri Jagjivan Ram:** The hon. Member has put a question about overtime. Overtime work is being taken. There is nothing new about that. This method has continued for many many decades. I may inform the House that the question of compulsion does not arise, because, the number of volunteers who offer to work overtime at any stage is much larger than our requirements.

**Shri Hem Barua:** May I know whether it is a fact that the workers were required to transmit 5000 messages in 28 days on the aggregate and those who could not come up to that aggregate were deprived of their legitimate overtime earnings, very recently?

**Shri Jagjivan Ram:** This is going into details. But, the House will appreciate that when there are technological improvements and installation of new equipment as technology and science develops, we cannot stick to the same norms. Any man with commonsense will appreciate that the norms will have to be increased.

**Shri Hem Barua rose—**

**Mr. Speaker:** The hon. Member over there.

**Shri Hem Barua:** This raises an important matter. There has been an insinuation in the reply of the hon. Minister.

**Mr. Speaker:** I have called the hon. Member there. I will look into that matter after I have listened to that hon. Member.

**Dr. L. M. Singhvi:** Is it proposed to increase the number of telegraph operators to cope with the work?

**Shri Jagjivan Ram:** It is always examined whether further hands are required with increase in the work and new recruitments are made. But, after all these precautions are taken, in the very nature of the work, it may be necessary that at times overtime work will be required from the operators.

**Shri Hem Barua:** On a point of order, Sir,....

**Shri Tridib Kumar Chaudhuri:** The Minister told us about new norms. May I know whether these norms have been fixed on a piece rate basis or time basis, and if on a time basis, what is the normal overtime rate if they work more than the usual office hours?

**Shri Jagjivan Ram:** I have not got the details of that. But, it has been done by technical experts. In 1958, the Telegraph Enquiry Committee was appointed, with experts on that committee. They went into the details of the working and everything with regard to the operators. As I have informed in reply to a previous question, discussions are going on between the P and T department and the Union of the Post and Telegraph employees. As I have already stated, the working committee of the Union is meeting either today or tomorrow and the differences if there are any are sure to be resolved.

**Mr. Speaker:** What is the point of order?

**Shri Hem Barua:** Whenever any insinuation is supposed to be made by a Member of this House, you in your wisdom come down heavily on him. In replying to my supplementary question the Minister was pleased enough to make an insinuation. He

made a reference to commonsense indirectly meaning that the Member who put the supplementary question lacked commonsense. The point of order is whether the Minister can make an insinuation of that sort.

**Mr. Speaker:** No Member—and 'Member' includes 'Minister'—can make any insinuation. But the hon. Member should not be so sensitive as to just pick up another cap lying at other places and put it on his own head.

**Shri Jagjivan Ram:** On a point of personal explanation. I did not suggest, even by implication that the hon. Members has not got commonsense.

**Mr. Speaker:** We are all agreed that the hon. Member is a man of great commonsense.

**Shri Tyagi:** Rather of uncommon sense.

**Shri Hem Barua:** I want to know whether my hon. friend means it as a kick or as a compliment.

**Mr. Speaker:** That might not have been expressed properly, but he means it as a compliment.

**Shri Prabhat Kar:** May I know whether Government have got any record of the number of hours of overtime work prior to the introduction of the new norms, and the number after the introduction of the new norms, and if so, how the two compare with each other?

**Shri Jagjivan Ram:** I presume that all these questions of employment and hours of work etc. must have been taken into consideration while laying down the norms, and also the probable overtime for which each operator may be called upon to work.

**Mr. Speaker:** Next question. Shri P. C. Borooah.

**Shri P. C. Borooah:** May I request that question No. 72 also may be taken up?

**Mr. Speaker:** If the hon. Minister feels that he can answer both together, he can do so.

**Shri Shah nawaz Khan:** I think that is probably a different question altogether. That question relates to the Ministry of Irrigation and Power. So, the two questions relate to two different Ministries.

**Mr. Speaker:** I think that the hon. Member is only taking advantage of the questioner being common in respect of both the questions. So, Q. No. 54 may be answered now.

#### Beas Dam Project

\*54. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether some length of the railway line is to be dislocated in connection with the implementation of the Beas Dam Project;

(b) if so, how long;

(c) what stations of the Kangra Valley Railway come within this range; and

(d) what way the railway line will be diverted?

**The Deputy Minister in the Ministry of Railways (Shri Shah nawaz Khan):** (a) Yes, Sir.

(b) About 17 miles.

(c) Anur, Jagatpur and Mangwal stations.

(d) The location of the diversion will be decided after the survey, which is in progress, is completed and the report examined.

**Shri P. C. Borooah:** May I know the extent of the new area of land that will have to be acquired for this proposed diversion, and also the time by which it would be completed?

**Shri Shah nawaz Khan:** All that will be known after the survey is com-