

the Constitution will stand in the way. But let there be a discussion. Some remedy must be found to avoid all these, at any rate, to create a sense of security in the minds of the travelling public. The hon. Minister ought not feel helpless merely because the State Governments may not be co-ordinating or co-operating. Let us discuss this matter. The hon. Minister may himself initiate the discussion and indicate what are the difficulties so that the House may give suggestions or it may be in the form of a non-official motion. I have no objection either way. The hon. Minister himself may ask for some time or I will allot time to a non-official motion.

Shri P. C. Bose: What about G.R.P.?

Shri Jagjivan Ram: No, it is under State Governments.

As I have said, we welcome the idea of having frequent discussions in the House apart from the budget discussions. As you suggested, in every session some time should be set apart for discussion of the Railways. I said I agree to that suggestion and it is for you now to fix the time in every session, whether it is two hours or three hours or whatever it may. All I said is I welcome the idea.

Mr. Speaker: Next question.

Shri Mohammed Inam: Sir, there is a motion regarding railway accidents pending before the House for a long time and it has been admitted by you. (Interruptions).

Mr. Speaker: I shall fix up a time. Next question.

Pandit D. N. Tiwary: The motion has been accepted by you for discussion. There are also thefts and dacoities in railway stations.

Mr. Speaker: I will find out and fix a time as early as possible.

Telco Locomotives

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1958. { **Shri Jaganatha Rao:**
Shri N. E. Munisamy:
Shri Narayankutty Menon:
Shri Warior:
Shri Mohan Swarup:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Messrs. Telco have finally quoted a price of Rs. 3.93 lakhs per locomotive while the Railway Board have offered only Rs. 3.75 lakhs per locomotive for the period commencing 1st April, 1958; and

(b) if so, action proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Since the Company have not accepted the offer of Rs. 3.75 lakhs per locomotive, the case has now been referred to arbitration.

Shri Jaganatha Rao: May I know who is the arbitrator to whom the case has been referred?

Shri Shahnawaz Khan: Mr. Majumdar, ex-Judge of the Bengal (Calcutta) High Court.

Shri Jaganatha Rao: May I know when he is required to give the award?

Shri Shahnawaz Khan: We expect that he would be taking up the assignment in the very near future. It won't take long.

Shri N. R. Munisamy. May I know whether the difference in cost of Rs. 18,000 between the price quoted by the firm and that offered by Government is due entirely to the overhead charges of the firm on each locomotive? What is the charge as compared for each locomotive by the Chittaranjan?

Shri Shahnawaz Khan: The Chittaranjan locomotive is a broad gauge locomotive and the total cost of a

Chittaranjan produced locomotive is Rs. 4.77 lakhs. But a comparison would not be fair.

Shri Prabhat Kar: What is the term of reference to the arbitrator?

Shri Shah Nawaz Khan: The term of reference is whether the price of 200 locomotives delivered or to be delivered by Messrs. Tata Locomotive and Engineering Co., Ltd., to Government during the period 1st April, 1958 to 31st March, 1960 should be Rs. 3,92,961 per locomotive as had been quoted by the Company or Rs. 3,74,984 per locomotive as has been offered by the Government as calculated by them.

Shri N. R. Munisamy: What is the imported cost of a similar locomotive from other countries, say Japan?

Shri Shah Nawaz Khan: We have not imported any metre gauge locomotive since 1955.

Shri N. R. Munisamy: What is the price charged?

Shri Shah Nawaz Khan: Since 1955 we have not imported any.

Shri Sinhasan Singh: What is the basis for this difference of charges offered by Government and claimed by the Company?

Mr. Speaker: Should it be investigated here?

Shri Sinhasan Singh: On what basis have they put the price at that figure?

The Minister of Railways (Shri Jagjivan Ram): The differences are on various items. Because there is a difference between the price offered by the Railway Ministry and the price quoted by the Company and because we could not agree, the matter has been referred to arbitration.

Mr. Speaker: The matter is in the arbitrator's hands.

Shri Bimal Ghose: Why not give it to the Tariff Commission instead of referring to a Judge as an arbitrator?

Shri Jagjivan Ram: Of course, on the last occasion the matter was referred to the Tariff Commission. But this time we thought that since the issue was very limited—the difference between Rs. 875,000 and odd and Rs. 398,000 and odd—it should be referred to one-man arbitration so that the matter could be settled earlier.

Contributory Health Scheme

*1360. **Shri Tangamani:** Will the Minister of Health be pleased to state:

(a) whether the Contributory Health Scheme is facing difficulties due to paucity of doctors and other medical staff;

(b) whether the Government servants as well as doctors have been complaining about it; and

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

The Minister of Health (Shri Karmarkar): (a) to (c). A statement giving the required information is placed on the Table of the Sabha. [See Appendix V, annexure No. 124.]

Shri Tangamani: In the statement I find that there are as many as 4 lakhs of people who are covered by the scheme but there are only 40 medical officers at present. It works out at one doctor for 10,000 employees. May I know how many more doctors are proposed for this year and how many will be taken in?

Shri Karmarkar: The 40 medical officers including 11 specialists were employed at the commencement of the scheme in 1954, when the number of beneficiaries was 2,23,000. But, at present the number of doctors is 181 including 30 specialists; and 44 additional medical men are proposed to be appointed.

Shri Tangamani: May I know whether the proportion will be kept at one per thousand as in the E.S.I. Scheme?