

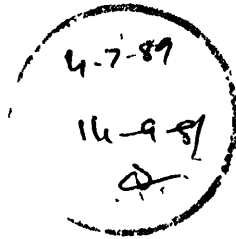
Monday, 3rd March 1958

LOK SABHA DEBATES

SECOND SERIES

VOLUME XII, 1958.

(24th February to 10th March, 1958)



FOURTH SESSION, 1958

(Vol. XII contains Nos. 11 to 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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N. B.—The sign above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Monday, 3rd March, 1958

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Regional Research Laboratory,
Hyderabad

*611. { Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of Education and Scientific Research be pleased to lay a statement on the Table showing

(a) whether it is a fact that the Regional Research Laboratory, Hyderabad (Deccan) has been taken over by the Council of Scientific and Industrial Research

(b) if so terms and conditions under which the laboratory has been taken over

(c) by whom the laboratory was established, and

(d) what expenditure, capital, and recurring has already been incurred and proposed to be incurred by the CSIR for the above laboratory?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) Yes, Sir

(b) and (d) A statement giving the required information is laid on the Table of the Lok Sabha [See Appendix IV, annexure No. 1]

(c) By the former Government of Hyderabad

Shri S. C. Samanta: May I know whether the employees of this institution are governed by the rules of the CSIR or by the rules and regulations that were prevalent before?

Shri M. M. Das: About five weeks back, we have issued a memorandum asking the employees to let us know whether they would like to be governed by the rules and regulations of the Council of Scientific and Industrial Research or by the old rules issued by the Hyderabad Government before the institution was taken over

Shri S. C. Samanta: May I know how much expenditure has up till now been incurred by the Hyderabad Government for this institution?

Shri M. M. Das: The Hyderabad Government had so far spent Rs 16.7 lakhs for building and Rs 21 lakhs for equipment. A separate grant of Rs 11.1 lakhs was also made by the Industrial Trust Fund of Hyderabad for setting up and operation of the large Low Temperature Pilot Plant

Shri Tangamani: May I know whether all the persons employed in the Regional Research Laboratory will be taken over or only those persons who were employed after 1st April, 1956?

Shri M. M. Das: The laboratory was taken over on the 1st April, 1956. All the employees who were serving at that time will be taken over

Shri S. C. Samanta: May I know what was the purpose of the Hyderabad Government in establishing this laboratory and whether that purpose is being followed by the Indian Government?

Shri M. M. Das: The object of the Hyderabad Government in setting up this laboratory was to carry out research on the raw materials of the Hyderabad State and to assist and foster existing and new industries in that area. The object remains the same.

Bio-Chemistry Institute

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*612. { **Shri S. C. Samanta:**
 Shri Subodh Hansda:

Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that the Indian Institute for Bio-Chemistry and Experimental Medicines, Calcutta has been taken over by the Council of Scientific and Industrial Research;

(b) if so, the terms and conditions under which the Institution has been taken over;

(c) the private body or personage from whom the Institution has been taken over; and

(d) total expenditure that has been incurred by the Council of Scientific and Industrial Research for this Institution?

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): (a) Yes, Sir.

(b) The Institute was taken over with all its assets and liabilities and the staff without laying down any specific terms and conditions.

(c) The Institute was taken over from the following trustees:

Shri B. N. Bose.

Shri S. C. Roy.

Shri S. K. Ghose.

Shri Tapan Mohan Chatterji.

Janab M. A. Aziz Ansari.

(d) Rs. 10,02,003.12 up to January, 1958.

Shri S. C. Samanta: Is it not a fact that this laboratory has no building of its own. May I know whether any

money had been allocated for the construction of a laboratory?

Shri M. M. Das: It is a fact that the laboratory has got no building of its own and it is located in a rented house. Steps have been taken to acquire a suitable piece of land in Calcutta through the Government of West Bengal at an estimated cost of Rs. 5.25 lakhs. A sum of Rs. 1.25 lakhs will be contributed by the Government of West Bengal for this purpose.

Shri S. C. Samanta: May I know whether any assessment was made before this laboratory was taken up and if so, what is it?

Shri M. M. Das: Assessments in terms of money were not made; but a list was made of the assets and liabilities.

Shri S. C. Samanta: May I know whether the service conditions of these employees are also governed by the old rules or by the rules of the C.S.I.R.?

Shri M. M. Das: No; this was a private research organisation during the time of taking it over and the rules and regulations regarding the service conditions of the employees that exist in the C.S.I.R. will be applicable to the employees.

Mr. Speaker: So far as such questions are concerned, hon. Members may include them in the question itself. There is no purpose in thinking that unless you put supplementary questions, there is no use in attending the Parliament.

Recovery of Ex-Hyderabad State's Money from a London Bank

*614. **Shri Rameshwar Tantia:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 1066 on the 12th December, 1957 and state the latest decision taken by Government to recover the sum of over one million sterling lying with the Westminster Bank in London, belonging to the erstwhile Hyderabad State?

The Minister of State in the Ministry of Home Affairs (Shri Datar): A notice has been served on the Westminster Bank not to pay the money or any part of it to Mr. Ibrahim Rahimtoola or the Government of Pakistan without the Nizam's authority. Appropriate action for the recovery of the amount will be taken at a suitable opportunity.

Shri Rameshwar Tantia: May I know whether any discussion took place regarding this matter when the British Prime Minister was here recently?

Shri Datar: I am not aware whether any discussion on this question took place.

Shri Ramanathan Chettiar: May I know whether the court's decision has gone against us in London?

Shri Datar: Yes, Sir; it is true that the court's decision has gone against us because it is held that no suit or civil action would lie against the Pakistan Government.

Shri Harish Chandra Mathur: What is the attitude of the Nizam in this matter?

Shri Datar: The Nizam and the Hyderabad Government were the parties who asked for the return of this money and for the change in their own name.

Shri Goray: What is the exact amount involved?

Shri Datar: The exact amount is £1 million plus interest from 1948.

जन्तर मन्तर, नई दिल्ली

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* ६१६. { श्री भक्त बर्षान :
श्री नवल प्रभाकर
श्री स० वं० साधनत :

क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली के जन्तर मन्तर की दीवारें जीर्ण होती जा रही हैं ;

(ख) क्या उनकी देख-भाल ठीक प्रकार से नहीं हो रही है ;

(ग) यदि हां, तो इसके क्या कारण हैं ; और

(घ) इसे कब तक राजस्थान सरकार से ले लेने का विचार है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० ला० भीमाली) :
(क) जी, नहीं, परन्तु स्मारक को मरम्मत की आवश्यकता है ।

(ख) और (ग) अभी तक उनमें कोई मरम्मत नहीं की गई, परन्तु अब स्मारक को संरक्षित स्मारक घोषित कर दिया गया है । इस लिये उनके उचित प्रकार से रख-रखाव के लिये सभी क्रम उठाये जायेंगे ।

(घ) इस सम्बन्ध में राजस्थान सरकार को लिख दिया गया है ।

श्री भक्त बर्षान : क्या गवर्नमेंट के ध्यान में यह बात आई है कि जन्तर मन्तर दिल्ली के केन्द्र में एक ऐसा स्थान है जहां कि प्रति-दिन भारतीय पर्यटकों के सिवा विदेशी पर्यटक भी बहुत बड़ी संख्या में आते हैं ? इसलिये क्या उस के सम्बन्ध में तत्काल कार्य-वाही की जायेगी ?

डा० का० ला० भीमाली : जी हा, इस मामले में, मैं आपको यह निवेदन करना चाहता हूँ कि १९५० से राजस्थान गवर्नमेंट के साथ बात-चीत हो रही है और अब उस को प्रोटेक्टिड मानुमेंट घोषित कर दिया गया है । ८ जनवरी, १९५८ को यह घोषणा की गई थी । उस की मरम्मत के लिये काम अब शीघ्र ही शुरू कर दिया जायेगा ।

श्री भक्त बर्षान : क्या मैं जान सकता हूँ कि इस कार्य को पूरा करने के लिये कितने खर्च की आवश्यकता होगी व कितना समय लगेगा ?

डा० का० ला० श्रीमाली : जितने भी खर्चों की आवश्यकता होगी, वह किया जायेगा। खर्चों के कारण यह काम नहीं सकेगा।

श्री राधा रमण : क्या मैं जान सकता हूँ कि जन्तर मन्तर की देखभाल के लिये और उम को सुरक्षित रखने के लिये जिनना भी खर्चा होता है, उस में केन्द्रीय सरकार और राजस्थान सरकार दाना हाँ भाग लेती है या हमारी केन्द्रीय सरकार ही वह खर्चा करती है ?

डा० का० ला० श्रीमाली : अब तक यह राजस्थान सरकार का जिम्मा था, लेकिन चूँकि हम ने अब उस का प्राटेक्टिड मानुमेंट घोषित कर दिया है, इसलिए यह केन्द्रीय सरकार की जिम्मेदारी हाँ जाती है और हम ने राजस्थान सरकार का लिखा है कि इस की देख-भाल के लिये उन के पास जा स्टाफ था, उस का तबादला कर दिया जाय। इस बारे में बात-चीत हाँ रही है और शीघ्र ही उम का प्रबन्ध कर दिया जायेगा।

Shri Harish Chandra Mathur: May I know what are the other matters which are under negotiation between the Government of Rajasthan and the Central Government in relation to this matter and whether any particular demand has been made for land in this case and allied buildings?

Dr. K. L. Shrimall: Yes, Sir, the Rajasthan Government had suggested that a part of the land might be kept for the Rajasthan Government. There was some negotiation and an agreement has been reached with regard to this matter.

Student Homes, Clubs and Health Centres

*617 { **Shri Gajendra Prasad Sinha:**
Dr. Ram Subhag Singh:

Will the Minister of Education and Scientific Research be pleased to state.

(a) whether Government have decided to set up Student Homes, Clubs and Health Centres in various educational institutions,

(b) if so, how many such Homes, Clubs, and Health Centres will be set up in 1958 and where, and

(c) the expenditure involved in setting them up?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) No, Sir. But the University Grants Commission has approved of schemes to construct students homes, non-resident students clubs and students Health Centres in certain University Centres, where such facilities do not exist.

(b) and (c) Since the schemes have not been fully worked out, it is not possible to indicate either the number likely to be completed during 1958 or the expenditure involved.

Shri Gajendra Prasad Sinha. When do we expect that the University Grants Commission's recommendations about the construction of all these things will be implemented?

Dr. K. L. Shrimall: With regard to students hostels proposals have been invited from the various Universities, and also with regard to students health centres. I might inform the hon. Member that although I cannot give the exact number of centres that would be set up, two students homes have already been sanctioned for the Calcutta University and also six non-resident students clubs at Aligarh, Banaras Patna, Osmania and Punjab. As regards health centres, the University Grants Commission have received proposals from seven Universities. Now all these proposals are being finalised and as soon as possible grants will be sanctioned.

Shri Hem Barua: In view of the fact that the hon Minister has said that proposals are called for from Universities where health centres, clubs and students homes do not exist, may I know what are the Universities where these benefits do not exist?

Dr. K. L. Shrimall: Proposals have been invited from the various Universities, and I have already mentioned the names of the Universities which have sent the proposals and also the proposals which have been sanctioned by the University Grants Commission. In this matter no hard and fast rule can be laid down, it will depend upon the individual requirements of each University and the University Grants Commission will consider the matter.

Shri B S Murthy: May I know whether any grants are being given to those Universities where students' homes are already in existence and, if so, what is the annual amount of such grants?

Dr. K. L. Shrimall. I am not yet aware whether any students' homes are in existence. There is one health centre which is functioning in the campus of the Delhi University.

Shrimati Ila Palchoudhuri: May I know what help has been given by the University Grants Commission to the students' health centre in Calcutta?

Dr. K. L. Shrimall: The grants have not yet been sanctioned but I might inform the hon Member that the grants will be given on a matching basis, and probably they will be on the basis of fifty-fifty per cent.

Shri Gajendra Prasad Sinha. What will be the contribution of the different States where these centres are to be located?

Dr. K. L. Shrimall: It is not yet finalised, it is in the process of finalisation. And till the schemes are finalised I cannot possibly give that information.

Educational Facilities in Delhi

*618 **Shri Radha Raman:** Will the Minister of Education and Scientific Research be pleased to state—

(a) whether a plan for expansion of educational facilities in Delhi during

the next financial year has been drawn up, and

(b) if so, the salient features of the Plan?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) Yes, Sir

(b) It is proposed to provide facilities for admission to all school-going children.

Shri Radha Raman: In view of the hon Minister's statement that facilities will be provided for admission of students, may I know if there is a plan ready as to the number of schools which will be required to meet the influx and as to the localities in which they will be situated?

Dr. K. L. Shrimall. The Delhi Administration is proposing to plan for admission of 66,000 children next session, and 68 new schools are proposed to be opened or raised to middle or higher secondary schools. And for the sake of convenience, the schools in Delhi have been divided into fourteen zones comprising the Delhi area, the New Delhi area, the colonies and the rural areas. I do not think the hon Member would expect me to give the name of each place where the school is to be located.

Shri Radha Raman: Last year's experience showed us that such steps should be taken quite in advance or rather before the influx starts. As this is March I wish to know when these schools will come into operation.

Dr. K. L. Shrimall: The proposal is, I think, that the new schools should start from the 1st of April, 1958. It is true there was some difficulty last year. But we have asked the Delhi Administration to be vigilant and I hope that that situation will not recur again this year.

Shri Achar: May I know whether there are any schemes for teaching regional languages, other than Hindi, in Delhi?

Dr. K. L. Shrimali: Sir, this does not arise out of this question.

Shri D. C. Sharma: May I know if a similar plan has been drawn up for the expansion of educational facilities so far as University education is concerned?

Dr. K. L. Shrimali: Yes, Sir, the Delhi University has also drawn up plans for providing increased accommodation in the graduate and post-graduate classes.

श्री भक्त वर्धन: क्या मंत्री महोदय को विश्वास है कि जो नए ६८ स्कूल खुलने वाले हैं उनके खुलने के बाद दिल्ली में एक भी छात्र ऐसा नहीं रहेगा जिसको प्रवेश न मिल पाये?

Dr. K. L. Shrimali: That is my effort.

Shri Vasudevan Nair: May I know whether Government are thinking of giving any help to those schools where regional languages are taught—there are some Tamil and Malayalam schools in Delhi.

An Hon. Member: What about Telugu schools?

Shri Vasudevan Nair: And also Telugu schools.

Dr. K. L. Shrimali: This does not arise out of this particular question.

छावनी अधिनियम

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*६१६. { श्री भक्त वर्धन :
श्री स० च० सामन्त :

क्या प्रतिरक्षा मंत्री २६ नवम्बर, १९५७ के तारकित प्रश्न संख्या ५२८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि छावनी अधिनियम, १९२४ में प्रस्तावित संशोधन करने की दिशा में इस बीच क्या प्रगति हुई है ?

प्रतिरक्षा मंत्री के सहा-सचिव (श्री कर्तवर्तिह राव नायकबाड़) : केन्टोन्मेंट्स एक्ट, १९२४ के विभिन्न खण्डों में संशोधन

करने के लिये डायरेक्टर मिलिटिरी जेंट्स एण्ड केन्टोन्मेंट्स से कई प्रस्ताव प्राप्त हुये हैं और अब मंत्रालय में सक्रिय निरीक्षण अधीन हैं ।

श्री भक्त वर्धन : क्या मैं जान सकता हूँ कि इस सम्बन्ध में अभी और कितना समय लगने की भाशा की जाती है ?

Shri Fatesingh Rao Gaekwad: As the amendments proposed are extensive and cover a majority of the sections of the Cantonments Act, 1924, and moreover the Ministries of Law and Finance will have to be consulted, I am afraid it will take some time before this Bill can be finalised.

श्री भक्त वर्धन : श्रीमन्, यह जो प्रश्न प्रारम्भ हुआ था, यह इसलिये हुआ था कि छावनियों में कम्पलसरी प्राइमरी एजुकेशन शुरू की जाय। अब इस ऐक्ट को एमेंड करने में काफी देर लगेगी । मैं जानना चाहता हूँ कि इस असें में क्या कोई ऐसे आदेश दिये जा रहे हैं कि छावनियों के अन्दर भी अनिवार्य प्राइमरी शिक्षा प्रारम्भ की जाये ?

Shri Fatesingh Rao Gaekwad: I am very glad to inform the House that pending the finalisation of this Bill, instructions have already been issued to the Director, Military Lands and Cantonments that all preliminary action which should follow as a result of the introduction of compulsory primary education, namely arrangement for finances, preparation of schemes, etc. should be worked out concurrently while the comprehensive legislation is being given shape in the Ministry.

श्री स० च० सामन्त : छावनी अधिनियम में संशोधन करने में समय लगेगा, ऐसा मालूम देता है । क्या मैं जान सकता हूँ कि अन्तर्गत काल में कोई सुविधायें दी जायेंगी या नहीं ?

Mr. Speaker: I believe the hon. Member wants to know what facilities will be given during the interim period. The Parliamentary Secretary has already said what facilities are being given.

Shri S. C. Samanta: Are they actually being given?

Mr. Speaker: Has the Minister got any more information?

The Deputy Minister of Defence (Sardar Majithia): No. We have no further information excepting, as the Parliamentary Secretary has already said, that instructions have already been issued by the Ministry to see that the schemes for primary education, whatever be the cost involved, concurrently go on, and I am quite sure that they will not lag behind the State Governments, so far as this question is concerned.

Shri Bhakt Darshan: May I take it that this compulsory primary education will be started from the next academic session, that is, from July, 1958?

Shri Fatesingh Rao Gaekwad: I am afraid no definite assurance can be given to that effect.

Pay Scales of College Teachers

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*620. { **Shri N. R. Munisamy:**
Shri Hem Barua:

Will the Minister of Education and Scientific Research be pleased to state:

(a) what steps have been taken by the University Grants Commission to improve the scales of pay of teachers of affiliated Colleges; and

(b) what is the extent of co-operation received in this regard from the State Governments?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 2.]

(b) The Government of West Bengal has agreed to share the increased expenditure for up-grading the salary scales of teachers of those Colleges of the Calcutta University where the enrolment is below 1500. No other State Government has so far agreed to share the expenditure.

Shri N. R. Munisamy: May I know how Government distinguish between teachers of affiliated colleges doing post-graduate work and the university teachers, whether this improvement in salary scales is a permanent feature or a temporary phase, and whether in any event, the teachers are entitled to the benefit of the provident fund?

Dr. K. L. Shrimali: The posts in the affiliated colleges and those in the universities are different. For example, in the affiliated colleges, we have principals, but there are no principals in the universities. Similarly, there are heads of departments in the colleges. We have fixed up certain minimum grades for the college staff and similar grades for the university staff. The Commission has agreed that it will bear 50 per cent. of the increased cost in upgrading the salary-scales of teachers, and if the State Governments or the universities come forward, the University Grants Commission would be ready to release its share

Shri Hem Barua: From the statement, it is evident that this scheme was to come into effect from 1st April, 1957, provided the State Governments or the universities made 50 per cent. contribution. In view of what the Minister has said just now that except the Government of the State of West Bengal, the other State Governments have shown a cold indifference, and also in view of the fact that though most of the college Governing Bodies have offered their active co-operation, this beneficial scheme, or ameliorative scheme, as I may call it, is in cold storage, may I know what steps Government are going to take or are taking in order to whip up the State Governments into their senses?

Dr. K. L. Shrimali: I cannot answer this question

Mr. Speaker: Order, order There are other hon Members, as representative of the electorate as hon Members here, to whip up the State Governments The hon Member need not take the matter into his own hands Hon Members will be aware of the dangers which we are creating by asking such questions We are only one House here There are 14 Lower Houses and 8 Upper Houses or Councils If they begin to go on abusing us like this, I do not know where there will be an end

Shri Pattabhi Raman: Considering the importance of the teaching profession, are Government taking steps to have an All India Educational Service equivalent in status to the Administrative Service?

Dr. K. L. Shrimali: This question does not arise out of this But I might inform the hon Member that this question has been before Government for a long time, and we have been in consultation with the State Governments But, so far, we have not achieved much success in this direction Recently, the Home Ministry has again written to the State Governments asking whether they will be willing to institute an All India Educational Service along with other services such as for forestry, engineering and other subjects

Shri Joachim Alva Alongside the scale of pay, have Government examined the question of the residential accommodation for university teachers and suggested that no college will be allowed to be started without expenditure being provided for erection of residential accommodation for university teachers?

Mr. Speaker: It is a suggestion for action

Next question

Several Hon Members rose—

Mr. Speaker: I can understand if a number of hon Members are interested in this They will have ample oppor-

tunities during the debate on the Demands for Grants relating to the Education Ministry

विश्वविद्यालयों में प्रादेशिक भाषाएँ

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*६२१ { श्री वोड्यार .
श्री म० ला० द्विवेदी

क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि भारत के किन किन विश्वविद्यालयों में अब तक प्रादेशिक भाषाओं के मान्यता से शिक्षा देने की व्यवस्था हो गई है अथवा करने का विचार है ?

शिक्षा और वैज्ञानिक गवेषणा मन्त्रालय में राज्य-मंत्री (डा० का० ला० श्रीमाली) मागी गई सूचना से सम्बन्धित एक विवरण सभा पटल पर रख दिया गया है । [लेखिते परिशिष्ट ६, अनुबन्ध सख्या ३]

Shri Wodeyar: May I know whether the University Grants Commission has sanctioned financial allotments to the various universities to step up these arrangements, and if so, what kind of assistance it has accorded to the Mysore and the Karnataka Universities?

Dr K L. Shrimali: It is a long statement which runs nearly to six pages I am afraid, if the hon Member wants information about any particular university, he will have to give me separate notice for it

Shri Ramanathan Chettiar: What is the consensus of opinion of the Vice-Chancellors in the various universities in regard to this matter?

Dr K. L. Shrimali: This matter has been discussed on several occasions in the Central Advisory Board of Education, the Vice-Chancellors' Conference and the Inter-University Board, and the general consensus of opinion seems to be that the change-over from English to Indian languages as media of instruction at the university stage should not be

hastened, and even when a change is made, English should continue to be studied as second language by all university students. That is the general trend of opinion.

श्री भक्त दर्शन श्रीमन्, मातृभाषा के द्वारा विश्वविद्यालयों में शिक्षा देने में सब म बड़ी कठिनाई अभी तक यह रही है कि पाठ्य पुस्तकों की कमी है ता क्या शिक्षा मंत्रालय ने इस सम्बन्ध में पाठ्य पुस्तकों के तैयार करने की कोई योजना तैयार की है ?

उ० ए० ला० श्रीमाली जो हा में एक योजना बनवा रहा है जिसमें जा टैक्निकल और साइंटिफिक बक्स हैं उनका तजुमा किया जायगा । जब स्कीम तैयार हा जायगी उम वक्त में हाउम के सामने उसके बारे में अधिक विस्तार म वट सकगा ।

Shri B S Murthy May I know whether this scheme includes the starting of a Hindi university in the south?

Dr. K. L. Shrimali That proposal was there. The proposal was to convert the Osmama University into a Hindi university but since the Andhra Pradesh Government were not willing to give it over to the Central Government, that proposal has been dropped.

Shri D C Sharma: Is it not a fact that the Vice Chancellors have expressed the opinion that the medium of instruction for science subjects should remain English for some time?

Dr K L Shrimali I have already answered that question.

Shri Dasappa. May I know whether it has come to the notice of Government that there is an opinion that the medium of instruction in all universities should be one common language for the whole of India, so that there can be interchange of professors and students, and that that common language should be either English or Hindi?

Dr. K. L. Shrimali: I should like to be enlightened by the hon Member as to from where he got this information.

Mr. Speaker: Hon Members have got the Report of the Official Language Commission where extensive evidence has been taken, and all shades of opinion are there.

Shri Dasappa. Evidence has been given.

Shri Tangamam From the statement laid on the Table of the House, we find that as many as twenty-seven universities have adopted the regional languages in some form or the other. I find that in the Annamalai University various courses like Pulavar, Vidvan, Shiromani, M O L and other faculties are being taught in the regional language, namely Tamil, and that books for Intermediate have also been published. May I know whether this Annamalai University practice will be commended to the other universities?

Mr Speaker It is a suggestion for action.

Dr K L Shrimali Yes, it is a suggestion for action.

Language Dispute in Punjab

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*622. { Shri Vajpayee
Shri Hem Raj
Shri Harish Chandra Mathur:

Will the Minister of Home Affairs be pleased to state

(a) the efforts made by the Government of India to settle the language dispute in Punjab, and

(b) the results thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) As stated in answer to Starred Question No 1220 on December 17 1957 the Government of India regard the arrangement embodied in the regional formula which was laid on the Table of the House on 3rd April, 1956, as a fair settlement of the language problem in Punjab. The Chief Minister and some other Ministers of Punjab have exerted themselves actively and Prime Minister

had also fully explained the position. The agitation on the language issue in Punjab has since been suspended.

Shri Vajpayee: May I know if Government have received certain proposals from the Hindi Raksha Samiti to settle the language dispute within the framework of the Regional Formula?

The Minister of Home Affairs (Pandit G. B. Pant): I cannot say that any proposals for settling the dispute within the framework of the Regional Formula have been received.

Shri Vajpayee: Has the attention of Government been drawn to the remarks made by certain Akali leaders that they will have no objection if the study of Punjabi in Gurmukhi script is not made compulsory in the Hindi region of the Punjab State?

Pandit G. B. Pant: I will be happy if a settlement is reached between the Sikh and Hindu leaders.

Shri Vajpayee: My question has not been answered.

Mr. Speaker: That means he has not received it.

Shri Harish Chandra Mathur: May I know on what assurances the agitation was suspended and what action is being taken to implement those assurances?

Pandit G. B. Pant: It would be somewhat embarrassing to those who withdrew the agitation. But there were no assurances given except that we all should live in terms of friendliness, and exercise as much of goodwill as we can towards each other.

श्री हेमराज : क्या मैं जान सकता हूँ कि पंजाब का जो मामला है उस पर पार्लियामेंट की जो लैंग्वेज सब कमेटी बनाई गई है उस के अर्धीन विचार किया जायेगा या उस से अलाहदा विचार किया जायेगा ?

पंडित गो० ब० पन्त : उस के पास जो काम है वही बहुत काफी है परेशान

करने की, और बढ़ाने की जरूरत नहीं है ।

Raja Mahendra Pratap: Is it not the opinion of Government that this is no language question but only a caste or racial question?

Pandit G. B. Pant: Government are not expected to express their opinions here.

Shri Vajpayee: May I know if the people of the Punjab will be allowed the option to write the Punjabi language in Devnagari script also?

Pandit G. B. Pant: They as well as the Government are expected to abide by the provisions of the Regional Formula. Whatever is permissible under that formula is certainly permissible; as regards what is not permissible, a change can be made only with the consent of the parties.

Visit of U.S. Army Chief of Staff

*623. **Shri Raghunath Singh:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that U.S. Army Chief of Staff visited India recently on the invitation of the Government of India; and

(b) if so, whether he has suggested any methods for the modernisation of the Indian Army?

**The Parliamentary Secretary to the Minister of Defence (Shri Fatesingh-
rao Gaekwad):** (a) Yes, in January 1958 for three days.

(b) No, Sir.

Shri Raghunath Singh: Has he expressed any opinion that without atomic weapons, our Indian Army cannot be a modern Army?

The Deputy Minister of Defence (Shri Raghuramiah): To our knowledge, no such discussions have taken place.

Shri Goray: Is it the usual practice for such high dignitaries who visit India to express their opinions about our Army?

Mr. Speaker: That is a matter of opinion.

Shri Raghuramaiah: It was really a courtesy visit. Mere informal conversations took place, nothing of very serious import.

Second Five Year Plan

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*624 { **Shri Heda:**
Shri Damani:

Will the Minister of Finance be pleased to lay a statement on the Table showing:

(a) the names of the projects included in the 'Core of the Second Five Year Plan' for which foreign exchange has been arranged fully or partially;

(b) the projects in public sector for which foreign exchange is being arranged; and

(c) the total foreign exchange that was available in the last quarter of 1957?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 4]

Shri Heda: In reply to (b), it has been stated that it is not possible to supply the complete list of all the projects in the public sector for which foreign exchange has been arranged. May I know at least so far as the core of the Plan projects are concerned, what are the projects for which foreign exchange is already arranged?

Shri B. R. Bhagat: All those projects for which foreign exchange has been arranged wholly or partially are mentioned in the statement. The hon. Member has read it a little wrongly. He said 'has been arranged' whereas we have said 'is being arranged'. Therefore, we cannot give the information. They are being arranged.

Shri Damani: May I know what is the total provision of foreign exchange for the core of the Plan, and out of

it, how much is for the private sector and how much for the public sector?

Shri B. R. Bhagat: That is a very big question. But we can say that so far as the calculations that we have made are concerned, the total foreign exchange cost of the core of the Plan is expected to be Rs. 967 crores, of which a very small amount is for the private sector.

Shri Damani: According to the statement laid on the Table, there are three projects in the private sector. If other industries want to purchase capital goods on the basis of deferred payment or payment in rupees, will they be allowed or not?

Shri B. R. Bhagat: That obviously refers to projects outside the core. For projects outside the core, we follow the following principle: We have accepted or allocated some foreign exchange to only those projects for which foreign aid or assistance has been available or for those projects which have made considerable progress.

Shri C. D. Pande: Are Government aware that there is no distinction between the core, the hard core and the Plan itself, because the Prime Minister has stated that 95 per cent. of the Plan is the hard core, and therefore, no big scheme will be left out of the hard core?

Shri B. R. Bhagat: That is a matter of opinion. If we include food, replacements and maintenance of economy, certainly that will amount to 95 per cent.

Shri C. D. Pande: My question was different.

Mr. Speaker: That is what we read in the papers. That has been explained.

Shri Kasliwal: In what particular projects there is now a less likelihood of the utilisation of foreign exchange?

Shri B. R. Bhagat: That requires a lot of calculation. If the hon. Member wants to know about any specific project in which there is less like-

hood of utilisation, I can look into it. It has to be worked out separately.

Shrimati Tarkeshwari Sinha: May I know how much of this amount has been kept for deferred payment and how much has come in the shape of loan or immediate monetary help?

Shri B. R. Bhagat: I require notice.

Shri Heda: May I have a categorical statement as to which are the core of the Plan projects for which foreign exchange has already been arranged?

Shri B. R. Bhagat: I have given the whole, a very big list, for which foreign exchange has been arranged. I make this categorical statement that for all those projects which are in the core of the Plan foreign exchange will be arranged, to the utmost extent possible.

Shri Vasudevan Nair: In the statement, there is a reference to port development, and all the major ports, except Cochin, are mentioned therein. I would like to know why the major port of Cochin is left out.

Mr. Speaker: Many questions have been asked about it. The hon. Minister is only the Minister concerned with Finance. The Minister of Transport has been asked again and again as to why Cochin has been left out. When he comes, let him be caught hold of.

Shri Vasudevan Nair: The question relates to foreign exchange.

Mr. Speaker: That is involved in the other question also.

Shri Ramanathan Chettiar: The other day the Deputy Minister of Planning said that Rs 700 crores would be required as foreign exchange component for the rest of the Plan period. Now the Deputy Minister of Finance has stated the figure of Rs. 967 crores. Which is the correct figure?

Shri B. R. Bhagat: It has been explained that Rs. 700 crores is the nett cost that is required. But Rs. 967 crores is the total cost. Already two years of the Plan have gone, for

which, I think, a payment of Rs. 375 crores is estimated to be made. The balance is for the rest three years. So there is no discrepancy between that figure and this.

Shri Morarka: In answer to part (e), it stated in the statement that the figure will be available when it is published in the Reserve Bank bulletin in due course. May I know what is the difficulty in giving this figure here when it relates to the quarter ended December 1957?

Shri B. R. Bhagat: Part (c) refers to the availability of foreign exchange for this period. That has relation to the balance of payments and also the sterling balances. For the last quarter, we have not got the exact amount or statement from the Reserve Bank. So we are not in a position to give it just now. We may give it later on.

Balance of Payments

*625. **Shri D. C. Sharma:** Will the Minister of Finance be pleased to state:

(a) the present position of India's balance of payment with the U.S.S.R.; and

(b) in case it is adverse the steps that are being taken to meet it?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) According to preliminary estimates, there was a current account deficit of Rs. 10.9 crores in India's balance of payments with the U.S.S.R. during April-September 1957, the latest period for which information is available.

(b) Current restrictions on imports from as well as increased exports to the U.S.S.R. are expected to reduce the gap in payments. The bulk of imports on Government account are for the Bhilai Steel project and are financed by the U.S.S.R. credit for this purpose. For other transactions the Trade Agreement with the U.S.S.R. provides for payment in rupees by both parties.

Shri D. C. Sharma: May I know if any attempt is being made to see that some more articles and products are exported from India to U.S.S.R. and, if so, what attempts have been made?

Shri B. E. Bhagat: We have made attempts; and, we have also succeeded in increasing exports from Rs. 3 crores in 1955-56 to Rs. 13 6 crores in 1956-57. The items of exports are also increasing; from tea, jute and wool, now, it has gone up to raw hides and skins etc.

Shrimati Tarkeshwari Sinha: Just now the hon. Deputy Minister informed the House that arrangements have been made to receive payment by Russia in rupees. What is the valuation of the imports for which the rupee acceptance has been made and also how much of that has been utilised for repurchasing of goods in India and how much of that is lying in reserve in India?

Shri B. E. Bhagat: These accounts are maintained with various commercial banks and also the Reserve Bank. I do not think it would be possible for us to get the total amount of these accounts. So far as disbursements out of that is concerned, it is there in the agreement itself that the payments and disbursements by both parties are to be made out of this. So, all the exports to U.S.S.R. are met out of this account. As I said, the bulk of the normal trade is met out of this. There is long credit for Bhilai. There is another credit agreement to finance other industrial enterprises; thus only a small amount is met out of this rupee account.

हिमाचल प्रदेश में चकबन्दी

*६२६. श्री पद्म देव : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश चकबन्दी अधिनियम, १९५३ के अन्तर्गत चकबन्दी के काम में अब तक क्या प्रगति हुई है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बातर): महासू, मंडी, सिरमूर और बिलास-

पुर जिले के २५८ गांवों में जिनका क्षेत्रफल, ४७,८६६ एकड़ है, चकबन्दी का काम शुरू कर दिया गया है। यह काम १४२ गांवों में, जिन का क्षेत्रफल २१,७६२ एकड़ है, पूरा हो चुका है और बाकी ११६ गांवों में जिन का क्षेत्रफल २६,१०४ एकड़ है, चल रहा है।

श्री पद्म देव : क्या यह सत्य है कि हम चकबन्दी से लोगों में बढ़ा असंतोष है क्योंकि कई स्थानों पर चकबन्दी जबरदस्ती की जा रही है। क्या सरकार इस के सम्बन्ध में देखभाल करेगी ?

Shri Datar: This work of consolidation is being carried on under the H.P. Consolidation of Holdings Act. Oftentimes, complaints are received and they are duly attended to.

Suicide Cases

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{ Shri Harish Chandra Mathur:
627. { Shri Madhusudan Rao:
{ Shri Raghunath Singh:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that there is a disturbing increase in the number of suicides committed in the country; and

(b) whether it is also a fact that a comprehensive study is under contemplation to investigate the main causes of increase in the rate of suicides in the country?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Necessary information is being collected and an answer will be given at a later date.

Shri Harish Chandra Mathur: May I know if Government is aware whether any information is maintained by the State Government and whether the Central Government has advised them by giving them any directives for maintaining certain information on this matter?

Shri Datar: This question is naturally premature. We have asked the State Governments to furnish us with figures regarding cases of suicide. After the figures are received, Government will consider whether any further instructions are necessary in this respect.

श्री मधुसूदन राव : क्या माननीय मंत्री बता सकेंगे कि स्टेट गवर्नमेंट को आज लिखे कितने दिन हुए और वहाँ से जवाब आये है या नहीं ?

Shri Datar: We have addressed a letter to all the State Governments and replies have not yet been received from all.

Shri Harish Chandra Mathur: In view of the fact that it is not only a law and order question but it relates to economic distress as well, may I know the reasons why the Central Government has not felt itself concerned about it?

Mr. Speaker: Let the past be buried. What about the future? That is what the hon. Member can ask.

Shri N. E. Munisamy: Has any case been brought to the notice of Government as regards attempt to commit suicide?

Shri Datar: It is only for the State Government to get this information.

महात्मा गांधी की शिक्षायें

*६२८. श्री राधेलाल व्यास : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री २९ मई, १९५७ के अतारंकित प्रश्न संख्या ४६१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) महात्मा गांधी की शिक्षायों के प्रसार सम्बन्धी समिति की मुख्य सिफारिशों पर क्या कार्यवाही की गई है ; और

(ख) ये सिफारिशें कब तक लागू हो जायेंगी ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० ला० श्रीमाली) :
(क) और (ख). एक विवरण सभा-पटल

पर रत्न दिया गया है । [विशेष परिशिष्ट ४, अनुबन्ध संख्या ५]

श्री राधेलाल व्यास : जो समिति नियुक्त की गयी थी उस की सिफारिशों के अनुसार दो किताबें लिखाई जा रही थीं, एक तो गांधी जी के विचारों की शिक्षा के सम्बन्ध में और दूसरी बुनियादी प्रशिक्षण कालेजों में ग्रन्थपकों के लिये । इन की पांडुलिपियां श्री टी० एस० अविनाशिलिंगम ने पेश कर दी हैं । जो सिफारिश थी उस में यह भी कहा गया था कि हिन्दी और अन्य भाषाओं में भी ये किताबें तैयार की जायेंगी । परन्तु यह पांडुलिपि तो अंग्रेजी में ही है । क्या मैं यह जान सकता हूँ कि इन किताबों का भाषान्तर हिन्दी में या अन्य भाषाओं में भी किया जा रहा है और वह कब तक हो जायेगा ?

डा० का० ला० श्रीमाली : जी हां, वह पांडुलिपि अंग्रेजी में आई है और यह पुस्तक तैयार हो जाने पर हिन्दी में भी तैयार की जायेगी ।

श्री राधेलाल व्यास : क्या मैं यह जान सकता हूँ कि यह पांडुलिपियां कब आयीं, और इन को छपने को कब दिया गया और इन का हिन्दी में भाषान्तर करने की कार्यवाही क्यों नहीं की गयी ?

Dr. K. L. Shrimali: I am afraid I cannot give the details. If the hon. Member gives notice, I will be able to give them. I have already assured the hon. Member that the book would be translated into Hindustani also.

Shri Tangam:rai: May I know, when Shri T. S. A. Chettiar's book on Gandhiji's views on education and basic education will be published, whether it will be published in English, Hindustani and other regional languages also, including Tamil?

Dr. K. L. Shrimali: It will first be published in English; and, it will be translated into Hindi. And, if the

other States are interested in translating that in regional languages, the Ministry of Education will, certainly, consider what assistance they can give.

श्री राधे लाल व्यास : माननीय मंत्री जी ने कहा कि गांधी के सामान्य भाषणों पर प्राथमिक, माध्यमिक तथा कालिजों के स्तर के लिये जो तीन पुस्तकें तैयार की जानी हैं उन के लिये एक ऐसे लेखक की खोज है जोकि इस काम को कर सके। क्या मैं यह जान सकता हूँ कि यह खोज कब तक चलेगी और कब से यह खोज की जा रही है, और इस में अभी तक कोई सफलता मिली है या नहीं ?

डा० का० ला० भीमालो : जैसा आप को मालूम है गांधी जी के जो विचार हैं उन के पहले और दूसरे भाइटमों की पुस्तकें तैयार करने के लिये लेखक निश्चित हो गये हैं और वे पुस्तकें करीब करीब तैयार भी हो गयी हैं, और जो तीसरी स्टेज है यानी प्राइमरी, सैकंडरी और कालिज स्तर के लिये जहा तक पुस्तकें तैयार करने का सवाल है उस के लिये अभी लेखक की ढूढ की जा रही है। बच्चों के लिये पुस्तकें लिखना बहुत आसान नहीं होता और कोशिश यह की जा रही है कि कोई ऐसा लेखक मिल सके जो सारी स्टेजेज के लिये, छोटे बच्चों के लिये, सैकंडरी स्टेज के लिये और कालिजों के लिये उचित प्रकार की पुस्तकें तैयार कर सके। लेखकों से बातचीत की जाती है। कभी वे इन्कार कर देते हैं तो दूसरे लेखकों को लिखते हैं। यही तरीका काम में लाया जा रहा है और ज्यों ही इन पुस्तकों के लिये लेखक मिल जायेंगे तब सदन के सामने उन की लिस्ट पेश कर दूंगा।

Shri B. S. Murthy: May I know whether Government is contemplating to have an institute where Gandhiji's teachings, especially the technique of non-violence is being taught, not only for Indians but for non-Indians also?

Dr. K. L. Shrivastava: At present, we are confining our work mainly to Indian Universities; and, if the hon. Member would look at the statement, we are instituting a course of lectures on Gandhiji at various Universities. And, that scheme is being prepared and lectures would be delivered at almost all the Indian Universities.

Budget Leakage Case

*629. Shri T. B. Vittal Rao: Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 728, on the 8th August, 1957 and state the upto-date progress of the proceedings in the criminal case filed in connection with the leakage of taxation proposals contained in the Budget for 1956-57?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The case is still pending in the Court.

Shri Mahanty: May we know whether there is any truth in the news-reports published sometime back that one of the State Governors or ex-Ministers was in very friendly and hospitable relations with the person charged in the budget leakage case?

The Minister of Home Affairs (Pandit G. B. Pant): We have no information. But I don't see how the question arises out of the answer. The cases were taken up in the court in 1956, and the matter is *sub-judice*.

India Security Press, Nasik

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*630. { Shrimati Ha Palchoudhuri:
 { Shri Jadhav:
 { Shri B. K. Gaikwad:

Will the Minister of Finance be pleased to state:

(a) what arrangements were made to carry on the work in the India Security Press at Nasik during the period its workers were on strike;

(b) the number of actual working days lost during the period of strike;

(c) the total approximate loss suffered by Government; and

(d) the steps taken to prevent a strike in the Press in future?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) As all the workers did not join the strike, urgent and important work was carried on with the workers who attended work.

(b) The actual working days lost as far as workers who joined the strike are concerned are 25.

(c) No financial loss has been suffered by Government.

(d) Government's endeavour is always to see that no strike takes place.

Shrimati Ila Palchoudhury: May I know how many of the urgent grievances stated by the strikers have been remedied?

Shri B. R. Bhagat: Sometimes ago, when the strike was going on, a statement giving particulars about the grievances and demands was laid on the Table of the House. Some of the demands were met in the very beginning. But, after the strike was called off, our officers have gone there and discussed the matter with both the trade unions. They are now being examined.

Shri B. K. Gaikwad: May I know whether it is a fact that the Chief Minister of Bombay State was authorised by the Finance Minister to negotiate and settle the dispute and, if so, what are the results?

Shri B. R. Bhagat: It is a fact that the Chief Minister of Bombay took great interest in preventing the strike. Also, later on, he persuaded the trade unions to call off the strike. But I am not in a position to state precisely whether the Finance Minister authorised him to do so; but it is neither here nor there. The result is that strike has been called off.

Shri B. K. Gaikwad: May I know whether it is a fact that the Chief Minister of Bombay State had agreed unconditionally to work for 44 hours a week?

Mr. Speaker: The Chief Minister?

Shri B. K. Gaikwad: The Chief Minister agreed with the view that the workers should work for 44 hours a week.

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): It is obvious that in a matter of this kind the then Finance Minister asked for the assistance of the Chief Minister of Bombay and they were in constant communication with each other. What the Chief Minister said or did not say, obviously I cannot say. I doubt very much if he made any such categorical statement, as the hon Member suggests.

Shri Jadhav: Has 44 hours a week been considered as one of the demands of the workers?

Mr. Speaker: Is 44 hours a week one of the terms and conditions agreed upon?

Shri B. R. Bhagat: Our officers went there and had a discussion with them. The only point that arose in the discussion by the officers of the Finance and Labour Ministries with the trade unions is whether the unions can give an undertaking that as a result of the reduction in working hours from 48 to 44, there will be no diminution in production. The unions were not able to give that assurance. The matter rests at that. No final decision has been taken. It is being looked into.

Holidays

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*632. { **Shri Bhakt Darshan:**
Pandit D. N. Tiwary:
Shri S. C. Samanta:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the number of holidays granted in India is the highest in the world; and

(b) whether any steps are being taken to curtail them?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b): Government have no information regarding the number of holidays observed in other countries of the world. However, the observance of holidays in a country depends on several factors, e.g., national and religious festivals, etc. The number of holidays observed in India has been determined keeping in view these factors and the public interest.

श्री भक्त दर्शन : क्या इस का यह अर्थ है कि इस समय सरकारी कर्मचारियों को जितनी अधिक छुट्टियां दी जा रही हैं, उन से सरकार सन्तुष्ट है कि इतनी छुट्टियां दी जानी चाहियें और उन में कमी नहीं की जा सकती है ?

गृह-कार्य मंत्री (इंडियन गो० ब० पन्त): सरकार के सन्तुष्ट होने का सवाल खास उठता नहीं है, मगर पार्लियामेंट के कुछ केम्बर चाहते हैं कि छुट्टियां बढ़ाई जायें ।

श्री भक्त दर्शन : क्या गवर्नमेंट ने इस बात का अध्ययन किया है कि दूसरे उन्नत देशों—यू० के०, ०० एस० ए० और यू० एस० एस० आर०—में कितनी छुट्टियां दी जाती हैं और उन को तुलना में हमारे यहां कितनी छुट्टियां दी जाती हैं ?

पंडित गो० ब० पन्त : यह ता ह० देव की भाषो-हवा पर भी निर्भर है, लेकिन हमारे यहां तो इतने बड़े महात्मा सन्त इत्यादि हुए हैं, इतने देवी देवता हैं कि उन की करोड़ों की तादाद आती है । प्रलय आलय गिरोह प्रलय प्रलय दिलचस्पी रखते हैं, इसलिये जहां तक मुमकिन होता है, सब को बुझ करने की कोशिश की जाती है ।

Shri Tangamani: In the settlement of various industrial disputes there has been agreement about the number of festival holidays. Some of the State Governments have also accepted these terms of settlement; the tripartite committee also has recommended that there should be festival holidays. In view of all this, may I know whether the Factories Act will be amended to include compulsory festival holidays in the case of those factories coming under the Factories Act?

Pandit G. B. Pant: I have not been able to follow the question.

Shri Tangamani: In the various industrial disputes there has been settlement between the parties about the number of festival holidays, and the State Governments have accepted it. In the tripartite conference it was recommended that some festival holidays must also be included. In the light of the various settlements arrived at in the various disputes, may I know whether the recommendations of the tripartite committee will be embodied in the Factories Act to give festival holidays to the factory workers?

Pandit G. B. Pant: The matter must be receiving the attention of the Labour Ministry.

Petroleum Products

*623. **Shri V. P. Nayar:** Will the Minister of Steel, Mines and Fuel be pleased to state the present position of the manufacture of Petroleum Coke, Butane and Propane in the oil refineries in India?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Petroleum Coke and liquified gas are produced in commercial quantities at the Digboi and Burmah Shell Refineries respectively.

Shri V. P. Nayar: I wanted to know specifically whether any butane is produced in those distilleries and, if so, how much of that butane is used in those distilleries.

Sardar Swaran Singh: As regards production of butane, only the Burmah-Shell Oil Company at Bombay is producing this kind of petroleum gas under the name of Burshane. Their capacity for production of butane is about 3,000 tons per annum. That product of the Burmah-Shell is sold in the market, mainly for domestic heating purposes.

Shri V. P. Nayar: In view of the fact that coal is very costly at several places, including in several industrial centres, on account of transport difficulty from coal fields, also in view of the fact....

Mr. Speaker: Hon. Member may withhold all those suggestions for action. If any hon. Member wants any particular information, let him put a straight question.

Shri V. P. Nayar: May I know whether Government have any scheme by which coal can be substituted by butane for industrial fuel in places where coal is very costly today?

Sardar Swaran Singh: The manufacture position with regard to this is that this gas has to be filled in heavy steel cylinders, and it cannot be economically distributed in far off areas. The quantity that is produced at the moment is distributed mostly round about Bombay. But, if there is any particular suggestion in the mind of the hon. Member, I am prepared to get it examined.

Shri V. P. Nayar: I want to know the comparative cost of butane used as industrial fuel, as against the use of coal, in Bombay.

Sardar Swaran Singh: I require notice for that.

Archaeological Survey of Punjab

*614. **Sardar Iqbal Singh:** Will the Minister of Education and Scientific Research be pleased to state:

(a) whether Government have conducted a survey of ancient temples and places of archaeological and historical importance in Punjab;

(b) if so, the progress of the survey; and

(c) whether Government have finalised the list of monuments of national importance in that State?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimani): (a) and (b). Such a survey has been undertaken, and upto the end of January, 1958, 96 villages in the District of Gurdaspur, have been surveyed.

(c) Not yet.

Sardar Iqbal Singh: May I know whether the Punjab Government has given any suggestions in this regard and, if so, whether the Central Government has examined those suggestions?

Dr. K. L. Shrimani: I cannot say that off-hand. But all the suggestions made by the Punjab Government will be given due consideration.

Sardar Iqbal Singh: May I know whether a comprehensive list of archaeological and historically important sites has been sent by the Punjab Government to the Central Government; if so, whether that list has been examined or not?

Dr. K. L. Shrimani: I cannot say off-hand but, as I said, the Government will certainly give due consideration to the suggestions made by the Punjab Government.

WRITTEN ANSWERS TO QUESTIONS

Indian Delegation to European Countries

*615. { **Shri S. M. Banerjee:**
Dr. Ram Subhag Singh:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that a team of officials headed by Shri H. M. Patel, I.C.S., visited some European countries recently; and

(b) if so, the purpose and outcome of this visit?

The Deputy Minister of Finance (Shri B. K. Bhagat): (a) Yes, Sir. The team went in November 1957.

(b) The main purpose of the visit was to discuss with the West German authorities the question of postponement of payments due to German firms in connection with the construction of the Steel Plant at Rourkela. As a result of this visit, an interim agreement was reached regarding postponement of payments which were due to German firms between 1st November 1957 and 15th February 1958 up to an amount of 120 million D.M. (Rs. 13.61 crores). Besides Germany, the delegation visited Italy and Switzerland to explore the possibility of financial participation by these countries in India's development projects. The Delegation also visited the United Kingdom to discuss the acceleration of certain annual payments arising out of the 1955 arrangement for transfer of pensions and certain projects with industry. As a result, the U.K. Government have since offered advance payments of three instalments totalling £ 12 million (Rs. 16 crores approx.).

Grandan Movement

*631. Shri Sanganna: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that there is a proposal to reduce the grants given to the Sarva Seva Sangh consequent on the integration of the Grandan Movement with the National Extension Service and the Community Development Blocks, during the Second Five Year Plan period; and

(b) if so, with what results?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Such a proposal has been received from the Government of Orissa.

(b) It is being examined.

Scholarships to Scheduled Caste Students

*635. Shri Ganpati Ram: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that amounts of the awarded Scholarships under the Government of India scheme of scholarship to Scheduled Castes, Scheduled Tribes and Backward Class students for post-Matric studies have not been received by many students;

(b) if so, the reasons therefor;

(c) whether any measures for improving the position are under contemplation; and

(d) if so, their details?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). Payment in respect of about 38,900 scholars, out of 42,200 scholarships expected to be awarded during 1957-58, has been remitted to the heads of the Institutions, where these scholars are studying, for disbursement to the concerned scholars.

(c) and (d). Every effort is being made to expedite payments.

I.C.S. and I.A.S. Officers in Autonomous State Corporations

*636. Shri Sinhasan Singh: Will the Minister of Home Affairs be pleased to lay a statement showing:

(a) the names of the I.C.S. and I.A.S. officers who are employed at present as directors or in other capacities to administer and run the different Autonomous State Corporations established under Statutes;

(b) their commercial knowledge and experience, if any, that they had before their employments;

(c) the pay and allowances in addition to their salaries as I.C.S. and

I.A.S. officers that they have been allowed to draw; and

(d) whether Government are considering to evolve a cadre of persons to run such corporations who have had commercial education and experiences?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 6.]

(d) Yes. It has been decided to constitute an Industrial Management Pool. The reasons for the formation of such a service are contained in Ministry of Home Affairs Resolution No. 21 (12) EO/56 dated the 12th November 1957, which has been published in the Gazette of India dated the 23rd November 1957. Selections to this Pool will shortly be made by the Union Public Service Commission.

Hunger Strike in Manipur Jail

*637. Shri L. Achaw Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that 30 undertrial prisoners had been on hunger strike in Manipur jail since the 30th January, 1958;

(b) whether it is a fact that they were protesting against the police escorting them under handcuffs; and

(c) what action was taken by the Manipur Administration in the matter?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). Out of 84 undertrial prisoners in the Imphal Jail, 39 resorted to hunger strike on the 28th January, 1958 as a protest against the handcuffing of some prisoners, while being escorted to court. Of these 27 gave up their strike on the 29th January and the remaining 12 on the morning of the 30th. The situation has since been normal. It has been ascertained that out of 15 undertrial prisoners who were being escorted to the court on the 21st January, only 6 who were

concerned in serious non-bailable offences and a dangerous lunatic were handcuffed in accordance with the normal procedure.

Foam Glass

*638. { Shri S. C. Samanta:
Shri Subodh Hasda:

Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that a special variety of glass called Foam Glass has been evolved in the Glass and Ceramic Research Institute, Calcutta;

(b) if so, the commercial importance of this process and the different uses to which it can be put;

(c) whether the process has been patented in India and outside India;

(d) whether the process has been leased out to any firm or firms; and

(e) if so, the amount of royalty received?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) Yes, Sir.

(b) A statement giving the required information is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 7]

(c) The process has been patented in India only.

(d) Not yet.

(e) Does not arise.

Retired Governors

*639. { Dr. Ram Subhag Singh:
Shri Gajendra Prasad Sinha:
Shri Harish Chandra Mathur:
Shri V. C. Shukla:

Will the Minister of Home Affairs be pleased to state whether there is any proposal under the contemplation of Government that Governors on relinquishing office should refrain from

taking part in any competitive profession?

The Minister of State in the Ministry of Home Affairs (Shri Datar): There is no such proposal before Government.

केन्द्रीय मद्य-निषेध समिति

*६४०. { श्री भक्त दर्शन :
श्री ल० चं० सामन्त :
श्री वाजपेयी :
श्री हेम बरमा :

क्या गृह-कार्य मंत्री २६ नवम्बर, १९५७ के तारकित प्रश्न सख्या ६४३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) केन्द्रीय मद्य-निषेध समिति की स्थापना के सम्बन्ध में इस बीच क्या प्रगति हुई है, और

(ख) इस के कब तक स्थापित किये जाने की सम्भावना है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) (क) तथा (ख) इस मामले पर राज्य सरकारों के परामर्श से अभी विचार हो रहा है ।

Rajasthan Capital Enquiry Committee

*641. { Shri Vajpayee.
Shri V. C. Shukla:
Shri Shobha Ram:
Shri Harish Chandra Mathur:
Shri Ram Krishan:
Shri M. D Mathur:

Will the Minister of Home Affairs be pleased to state:

(a) whether report of the Rajasthan Capital Enquiry Committee has been received and considered by Government;

(b) if so, the decisions taken thereon; and

(c) whether a copy of the report will be laid on the Table?

The Minister of Home Affairs (Shri G. B Pant): (a) and (b). The report has been received and is under consideration

(c) The subject-matter of the report primarily concerns the Rajasthan Government and the question of its publication along with the recommendations made by the Committee will be considered in consultation with that Government

Mahatma Gandhi's Sayings

*642. Shri Raghunath Singh: Will the Minister of Education and Scientific Research be pleased to state whether it is a fact that UNESCO has undertaken to compile the sayings of Mahatma Gandhi?

The Minister of State in the Ministry of Education and Scientific Research (Dr K. L. Shrimall): Yes, Sir. Unesco has undertaken to bring out a selection from Gandhiji's writings in a volume of 150 to 200 pages

National Provident Fund Trust

*643. Shri D. C Sharma: Will the Minister of Finance be pleased to refer to the reply given to Unstarred Question No 2062 on the 20th December, 1957, and state-

(a) the further progress made with regard to the setting up of a National Provident Fund Trust, and

(b) the date by which the Trust will come into existence?

The Deputy Minister of Finance (Shri B R Bhagat) (a) and (b) There is no change in the position and it is not possible to indicate when a final decision will be taken

Delhi State Teachers

- *644. { Shri N. R. Munisamy:
Shrimati Parvathi Krishnan:
Dr. Ram Subhag Singh:
Shri Vajpayee:
Shri A. K. Gopalan:
Shri Kodiyam:

Will the Minister of Education and Scientific Research be pleased to lay a statement showing:

(a) the demands of the Delhi State Teachers' Association, for which the teachers had decided to go on strike recently; and

(b) the action taken thereon?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 8.]

Colourisation of Vanaspati

*645. Shrimati Ila Palchoudhuri: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 359 on the 21st November, 1957 and state what further steps have either been taken or are proposed to be taken in the matter of finding a suitable colour for colouring Vanaspati?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): Investigations for finding a suitable colouring material for Vanaspati are continuing at the Central Food Technological Research Institute, Mysore, and the Central Drug Research Institute, Lucknow, but it has not been possible to select a suitable dye so far.

Banaras Ayurvedic College Students' Strike

*646. Shri Harish Chandra Mathar: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that students of the Ayurvedic College, Hindu University, Banaras resorted to strike during the year 1957;

(b) if so, what were their demands; and

(c) action taken thereon?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) Yes: Sir.

(b) The demands were:

(i) the appointment of a Principal on permanent basis.

(ii) holding of examination on the basis of old prospectus of studies.

(c) The University has already accepted the second demand. The first demand is under their consideration.

Pakistan Nationals in India

- *647. { Shri Rameshwar Tantia:
Shri Shobha Ram:
Shrimati Ila Palchoudhuri:
Shri Assar:

Will the Minister of Home Affairs be pleased to state:

(a) what steps have been taken to ascertain the number of Pakistanis staying in the country without valid permits or passports; and

(b) their numbers at present?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Legal powers have been taken under the Foreigners Laws (Amendment) Act, 1957, to regulate the stay in India of Pakistani nationals. Steps are being taken to ascertain the number of those who are staying in India without valid passports and permits.

Employment organisation for the Handicapped

*648. Sardar Iqbal Singh: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to Starred Question No. 1422 on the 20th December, 1957 and

state the final decision on the proposal to establish a small employment organisation for the handicapped?"

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): The establishment of the proposed Employment Organisation for the Handicapped is still under consideration.

हिमाचल प्रदेश का खनिज सर्वेक्षण

*६४९. श्री एच. देव : क्या इस्पात, खान और ईंधन मंत्री यह बताने की कृपा करेंगे कि हिमाचल प्रदेश में हाल में जो खनिज सर्वेक्षण किया गया है, उस का क्या परिणाम हुआ है ?

खान और तेल मंत्री (श्री के. डे. मल्लिकार्जुन) : पिछले पांच वर्षों में हिमाचल प्रदेश में खनिज पदार्थों के लिये जो सर्वेक्षण किये गये थे उन से निम्नलिखित खनिज पदार्थों के भूभंडार मौजूद होने की रिपोर्टें मिली हैं —

आर्कॉ क्षेत्र में गधनाग (Galena) रोपा नामक गांव में ताना, झकरी नामक स्थान में फिउकर (Alum), महासू जिले में मटिआना के समीप गन्धताम्र (Chalcopyrite), और पाइराइट (Pyrite) योगन्द नगर के समीप चूना-पत्थर के भूभंडार, जिला मडी में पट्टी नामक स्थान पर नमकीन चर्मे (Saline Springs) और शिमले में सोलन के समीप ग्रन्थक (Mica)।

UNESCO

*650. Shri Raghunath Singh: Will the Minister of Education and Scientific Research be pleased to state whether it is a fact that the United States National Commission for UNESCO Department of State, Washington has forwarded a proposal to the Indian National Commission to promote Indo-U.S. understanding under the UNESCO?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): Yes, Sir.

Delhi Jail Prisoners

*651. Dr. Ram Subhag Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether any scheme has been prepared for giving wage-earning and certain other facilities to Delhi Jail prisoners;

(b) if so, the nature of that scheme; and

(c) the number of prisoners who are at present taking advantage of that scheme?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) A wage-earning scheme was introduced in the Delhi Jail in October, 1956.

(b) The scheme provides for the payment of wages to a prisoner doing industrial labour in the jail at the rate of Rs 1.25 a day if his output is two-thirds more than the prescribed normal output of work. The prisoner can spend 50% of his earnings on amenities, the balance being paid to him on his release so as to help in his rehabilitation

(c) None

Pakistani Saboteurs

Shrimati Ila Palchoudhuri:
Shri Harish Chandra
Mathur:
Shrimati Mafta Ahmed:
Shri Kalika Singh:
*652. Shri Raghunath Singh:
Shri Vajpayee:
Shri Panigrahi:
Shri Naushir Bharucha:
Shri Assar:
Shri Jhulan Sinha:
Shri Madhusudan Rao:

Will the Minister of Home Affairs be pleased to state:

(a) whether the attention of Government has been drawn to a U.P.I.

report appearing in the Hindustan Standard of February 3, 1958 regarding allegations made by the Premier of Kashmir in New Delhi at a public meeting on February 2, 1958 that Ambalal Sarabhai Trust was helping financially saboteurs and Pakistani agents operating in Kashmir;

(b) if so, whether any enquiry has been made by Government in this connection to find out the facts; and

(c) the steps taken or proposed to be taken in the matter?

The Minister of Home Affairs (Shri G. B. Pant): (a) Reports more or less to this effect have appeared in certain newspapers.

(b) and (c). Government have not considered it necessary to institute any enquiry so far.

Central Advisory Board of Anthropology

*653 { Shri Vajpayee:
Sardar Iqbal Singh:

Will the Minister of Education and Scientific Research be pleased to state:

(a) whether a Central Advisory Board of Anthropology has been constituted;

(b) if so, the names of the members of the Board; and

(c) its functions?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): (a) Yes, Sir.

(b) Attention is invited to Ministry's Notifications No. F.8-26/57-C 1, dated 14th February, 1958 and 25th January, 1958, published in Part I Section 1 of the Gazette of India dated 22nd February, 1958 and 1st February, 1958, respectively.

(c) Attention is invited to para. 1 of Ministry's Resolution No. F.8-26/57

C. 1, dated 9th October, 1957, published in Part I Section 1 of the Gazette of India dated 19th October, 1957.

Historical Forts in Punjab

*654. Sardar Iqbal Singh: Will the Minister of Education and Scientific Research be pleased to state the steps that are being taken by Government for preservation and maintenance of historical forts in Punjab?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): In respect of the four forts in the Punjab which have been declared to be of national importance and are under the protection of the Central Department of Archaeology, normal maintenance works and repairs are carried out each year as for all other monuments maintained by Department. Special Repairs are also undertaken as and when necessary.

Pay Commission

*655 { Shri Harish Chandra Mathur:
Shri S. M. Banerjee:
Shri Mohan Swarup:
Shri Vajpayee:
Shrimati Ila Palchoudhuri:

Will the Minister of Finance be pleased to state:

(a) whether Government have received any representations in respect of the report of Pay Commission for interim relief;

(b) the nature of these representations; and

(c) how these have been disposed of?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Yes, Sir.

(b) Employees' associations have pressed for an enhancement of the interim relief recommended by the Pay Commission.

(c) As observed by the Pay Commission in paragraph 14 of their Re-

port, the interim relief is of a temporary nature and will endure only, until the Commission make a further or final report. The Commission would themselves give such consideration as they deem fit, to all these representations before making their further recommendations.

देहरादून में अन्धे बच्चों का स्कूल

७६७. श्री ज० ला० द्विवेदी : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि देहरादून में अन्धे बच्चों के माडिल स्कूल और तैरने के तालाब के निर्माण पर कुल कितना खर्च हुआ ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० ला० श्रीवालो) : कुछ नहीं ।

Foreign Students in India

768. Shri Ram Krishan: Will the Minister of Education and Scientific Research be pleased to state

(a) the number of foreign students who are studying in India under the Government of India Scholarship schemes country-wise; and

(b) the facilities given to them?

The Minister of State in the Ministry of Education and Scientific Research (Dr K L Shrimali): (a) and (b) A statement is laid on the Table of the Lok Sabha [See Appendix IV, annexure No 9]

Primary Schools in Tripura

769. Shri Dasaratha Deb: Will the Minister of Education and Scientific Research be pleased to state

(a) the number of private primary schools in Tripura, which applied for Government Aid during 1957;

(b) the number of such schools which have applied for being taken over by the Administration during the same period;

(c) the number of such schools which have applied for being up-graded; and

(d) the steps taken in the matter?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) to (d). The information is being collected and will be laid on the Table of the Lok Sabha in due course.

Scheduled Castes Employees

770 Shri Onkar Lal: Will the Minister of Finance be pleased to state:

(a) the number of Scheduled Castes working in Income-tax Department in Rajasthan,

(b) how many of them are holding Gazetted posts;

(c) whether all the vacancies reserved for them have been filled; and

(d) if not, the reasons therefor?

The Deputy Minister of Finance (Shri B R. Bhagat): (a) 58.

(b) 1

(c) No

(d) There is dearth of suitable persons from among the Scheduled Castes

Untouchability in Punjab

771. Shri Daljit Singh: Will the Minister of Home Affairs be pleased to state:

(a) the total amount allotted to the Punjab Government for the removal of Untouchability in 1957,

(b) whether any report has been received by the Central Government from the Punjab Government regarding items on which the expenditure was incurred;

(c) whether any non-official institution was given grant in the State during the same period; and

(d) if so, the major details of expenditure incurred by the non-official institution?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The following amounts have been allotted to the Punjab Government for the removal of untouchability including welfare of Scheduled Castes for the year 1957-58:—

State Sector of the Plan Rs. 7 18 lakhs.
Centrally Sponsored Programme .. Rs. 3.60 lakhs.

(b) No, Sir.

(c) and (d). Information is being collected from the State Government and will be laid on the Table of the House as soon as received.

Secondary Education in Rajasthan

772. Shri Onkar Lal: Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of schemes for re-organization of Secondary Education so far submitted by the State of Rajasthan for assistance from the Central Government under the Second Five Year Plan; and

(b) the amount sanctioned or proposed to be sanctioned for the purpose?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivastava): (a) Eighteen.

(b) 1956-57 .. Rs. 18,69,322
1957-58 .. Rs. 20,07,982
1956-61. .. Rs. 105,32 lakhs approximately.

Naga Hostiles in Manipur

773. { Shri Radha Raman:
Shri Assar:
Shri L. Achaw Singh:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that armed Naga hostiles entered Manipur territory on the 21st December, 1957 and 6th February, 1958 and looted villages of Tungjor and Chingmei Khunow in the Mao Area;

(b) if so, the extent of loss in each case; and

(c) the number of persons injured or assaulted?

The Minister of Home Affairs (Shri G. B. Pant): (a) A report was made that on the night of the 21st December 1957 some Naga hostiles had looted some property from the Tungjoi Co-operative Society. On investigation the complaint was found to be false. There was no raid on Chingmai Khunow. On the night of 7/8th February, there was a raid in Chingmai Khullen. Some rice, live-stock and cash is reported to have been looted.

(b) Approximately Rs. 6000.

(c) Three persons are reported to have been injured in Chingmai Khullen.

Survey of India Staff

774. Shri S. M. Banerjee: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether the Survey of India Class IV Karmachari Union, Dehra Dun applied for recognition in 1951; and

(b) if so, the reasons for which recognition could not be given?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) Yes, Sir.

(b) The Union was not recognised as it had as its members persons who were not employed as Class IV servants in the Survey of India.

दिल्ली स्कूलों के मुख्याध्यापक

७७५. श्री नवल प्रभाकर : क्या शिक्षा और वैज्ञानिक एकेडमी मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली के सरकारी स्कूलों के मुख्याध्यापकों के बतन-कर्मों के सम्बन्ध

में १ जनवरी, १९४७ से पूर्व वेतन आयोग द्वारा की गई सिफारिश कार्यान्वित कर दी गई है ; और

(ख) यदि नहीं, तो इस का क्या कारण है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० ला० श्रीमाली) :
(क) दिल्ली के सरकारी स्कूलों के मुख्याध्यापकों के वेतन-मानों के विषय में, वेतन आयोग ने पहली जनवरी, १९४७ से पहले अपनी कोई सिफारिश नहीं की थी ।

(ख) प्रश्न उत्पन्न नहीं होता ।

Schools in Andamans

776 Shri L. Elayaperumal: Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of single teacher schools which have been started in Andamans up-to-date, and

(b) how many of them are still functioning?

The Minister of State in the Ministry of Education and Scientific Research (Dr K L Shrimali): (a) and (b). The information is being collected and will be laid on the Table of the Lok Sabha in due course

दिल्ली में ग्राम पंचायतों के चुनाव

७७७. श्री नवल प्रभाकर : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) दिल्ली के ग्रामीण क्षेत्रों में ग्राम पंचायतों के चुनाव कब तक हो जाने की आशा है ;

(ख) ये पंचायतें कब तक कार्य करना प्रारम्भ कर देंगी ;

(ग) पंचायतों की कुल संख्या कितनी है ; और

(घ) इन पंचायतों में अनुसूचित जातियों के व्यक्तियों के लिये कितने स्थान सुरक्षित रखे गये हैं ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री बातार) : (क) से (ग) पंचायतों के चुनाव अभी तक नहीं हुए हैं क्योंकि वोट देने वाली की योग्यताओं से सम्बन्धित दिल्ली पंचायत राज एक्ट १९५४ की ६वीं धारा और दिल्ली भूमि सुधार एक्ट १९५४ की १५१वीं धारा में परस्पर विरोध है । दोनों एक्टों में अनुसूचितता लाने के लिये इन में सशोधन करने का निश्चय किया गया है । इस के लिये संसद के इसी अधिवेशन में आवश्यक विधान प्रस्तुत करने का विचार है ।

(घ) दिल्ली पंचायत राज एक्ट १९५४ में अनुसूचित जातियों के लिये सुरक्षित स्थान रखने की कोई व्यवस्था नहीं है ।

गणतंत्र दिवस समारोह

७७८ { श्री नवल प्रभाकर :
श्री धनर सिंह डामर :
श्री ब्रज राज सिंह :
श्री मोहन स्वरूप :
श्री बाजपेयी :
श्री मधुसूदन राव :

क्या प्रतिरक्षा मंत्री एक ऐसा विवरण समा-पटल पर रखने की कृपा करेंगे जिसमें निम्नलिखित जानकारी दी हुई हो :

(क) भारत सरकार द्वारा १९५१ से १९५८ तक (वर्षवार) गणराज्य दिवस के मनाने पर (मुख्य मदों के अनुसार) कितना खर्च किया गया ,

(ख) इस वर्ष गणराज्य दिवस के समारोह पर सैनिक परेड और सांस्कृतिक झांकियों को देखने के लिये दर्शकों को कितने पास दिये गये ; और

(ग) क्या इस वर्ष समारोह के कार्यक्रम में कोई नई चीज सम्मिलित की गई थी ?

प्रतिरक्षा मंत्री के सभा-सचिव (श्री कर्पोराल राव गायकवाड़) : (क) १९५१ के १९५७ तक की सूचना सम्बन्धी एक विवरण सभा पटल पर रख दिया गया है। [द्वितीय परिशिष्ट ४, अनुबन्ध सख्या १०] १९५८ का हिसाब किताब अभी तक तैयार नहीं है।

(ख) ३३२६२ व्यक्तियों के लिये कुल १८५८६ निमन्त्रण-पत्र जारी किये गये थे। निमन्त्रितों में लगभग ४००० विदेशी थे, जैसे कि राजदूत, यात्रिक, आने वाले प्रतिनिधि मण्डलों के सदस्य, इत्यादि और लगभग इतनी संख्या में आने वाले थे दिल्ली के बाहर के लोग।

(ग) गण राज्य दिवस उत्सव के कार्यक्रम में इस वर्ष कोई नया मद प्रस्तुत नहीं किया गया। तथापि परेड और सांस्कृतिक शक्तियों में कुछ परिवर्तन अवश्य किये गए थे, उदाहरणतः राष्ट्रपति के राजधान द्वारा स्टाटिंग स्थान की ओर प्रस्थान करने में पहले दो हेलीकाप्टर राजपथ के साथ दर्शकों के ऊपर ऊपर उड़े, देहरादून मैनिफ कांफेज, सामुद्रिक छात्र दल और प्रतिरक्षा मंत्रालय के सुरक्षादल के अग्रदल परेड में पहली बार सम्मिलित किये गये थे।

बौद्ध धर्म अपनाने वाले व्यक्ति

७७९. श्री मोहन स्वरूप क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) १९४७ के बाद से अनुसूचित जातियों के अनुमानत कितने व्यक्तियों ने बौद्ध धर्म का अपना लिया है ?

(ख) क्या यह सच है कि लखनऊ में हुए अखिल भारतीय बौद्ध संघ में बौद्ध धर्म अपनाने वाले अनुसूचित जातियों के ५० हजार से अधिक व्यक्तियों ने भाग लिया था ;

(ग) यदि हा, तो इसका क्या कारण है ;

(घ) १९५७-५८ के बजट में अनुसूचित जातियों के कल्याण के लिये क्या उपबन्ध किया गया है, और

(ङ) उसमें से अब तक कितनी राशि खर्च ई है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) लगभग ११,५९,०००।

(ख) तथा (ग) सूचना इकट्ठी की जा रही है और मिलते ही वह सभा-पटल पर रख दी जायेगी।

(घ) २९० २७ लाख रुपये।

(ङ) यह नहीं मालूम कि वास्तव में कितनी रकम खर्च हुई है। फिर भी, १९५७-५८ में अब तक २८० ३२ लाख रुपये मजूर किये गये हैं।

आदिम जातीय जनसंख्या

७८०. श्री मोहन स्वरूप : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि देश में भातू, सासिया और कजर आदिमजातियों की राज्यवार कितनी जनसंख्या है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : १९५१ की जन गणना में हर एक जाति या आदिम जाति की गणना अलग अलग नहीं की गई थी। जातियों के कुछ विशेष ग्रुप जैसे अनुसूचित जातियों, अनुसूचित आदिम जातियों, अन्य पिछड़े वर्गों और ऐंगलो इंडियनों में से भी हर जाति या आदिम जाति के लोगों की गणना अलग अलग नहीं की गई थी। इसलिये भातू, सासिया और कजर आदिम जातियों की संख्या उपलब्ध नहीं है।

Synthetic Rice

781. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state:

- (a) the quantity of synthetic rice manufactured during 1957-58 so far;
- (b) the places where it has been manufactured; and
- (c) the names of the States to which it has been supplied?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) 45 tons of rice shaped grains and other macaroni products were produced

- (b) At the Central Food Technological Research Institute, Mysore
- (c) Kerala State only.

Janata Colleges

**782. { Shrimati Ila Palchoudhuri:
Shri Ram Krishan:**

Will the Minister of Education and Scientific Research be pleased to state:

- (a) how many Janata Colleges have already been started and how many are proposed to be started during the Second Five Year Plan (State-wise)?
- (b) whether any change in the syllabus of the colleges has been effected; and
- (c) whether there is any uniformity of standard of training in all the colleges?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) No Janata College has been started so far in the Second Plan. Provision exists for six such colleges in the Plans of the following States:

Andhra	..	..	..	1
Bihar	..	..	..	2
Orissa	..	..	..	1
Manipur	..	..	..	1
Tripura	..	..	..	1

(b) and (c). The Seminar on Janata Colleges held in 1956, has framed a syllabus for all the Janata Colleges. In order to bring uniformity in the essential features in all the Janata Colleges, the syllabus has been recommended to all State Governments with the request to adopt it with such modifications as may suit their needs and conditions.

Vijay Mandir

783. Shri Vajpayee: Will the Minister of Education and Scientific Research be pleased to state:

- (a) whether the management of the "Vijayo Mandir", an archaeological monument situated at Vidisha (Madhya Pradesh) has been placed under the Department of Archaeology; and
- (b) if so, the steps taken by Government for its preservation and maintenance?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) There is an attendant to look after this monument. In 1956-57 debris around it was removed, the plinth was exposed and hanging masonry at places was underpinned.

Ramjas College Society Delhi

784. Shri Nek Ram Negi: Will the Minister of Education and Scientific Research be pleased to refer to the reply given to part (d) of Unstarred Question No. 1216 on the 4th September, 1957 and state:

- (a) whether the cases for exemption of two Principals (not fully qualified) of Higher Secondary Schools in Delhi run by the Ramjas College Society have been considered; and
- (b) if so, the decision taken?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) Yes, Sir.

(b) The two Principals fulfilled the revised qualifications laid down by the Board of Higher Secondary Education, Delhi.

Japanese Archaeological Expedition

785. Shri Raghunath Singh: Will the Minister of Education and Scientific Research be pleased to state whether it is a fact that a Japanese archaeological expedition is visiting India in November, 1958 under the leadership of Professor Masato Nagao of Kyoto University?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): Prof. Gadjin M. Nagao of Kyoto University has proposed a visit to India of a small team of researchers under his leadership to conduct an archaeological and historical survey of a few places of Buddhist interest but no date for the visit has yet been fixed.

Children's Literature

786. Shri Panigrahi: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether the Central Government gives any financial aid to State Committees formed for improvement of Children's literature in regional languages; and

(b) if so, whether any grant has been given or is proposed to be given to Orissa Children's Literature Committee formed by the State Government?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) No Sir.

(b) No. Sir.

Relief work in Natural Calamities

787. Shri N. E. Muniandy: Will the Minister of Finance be pleased to state:

(a) the amount of the Central loan, grants and advances to each State for relief work in connection with natural calamities for the year 1956-57; and

(b) the nature of such assistance and on what terms they are supplied to each State?

The Deputy Minister of Finance (Shri B. E. Bhagat): (a) and (b). A statement furnishing the information, so far as this Ministry is concerned, is laid on the Table of Lok Sabha. [See Appendix IV, annexure No. 11.]

Tobacco Cultivation

788. { Shri D. C. Sharma:
Shri Ram Krishan:

Will the Minister of Finance be pleased to state:

(a) the area of land in the Districts of Gurdaspur and Mohindergarh in the Punjab brought under tobacco cultivation during 1957-58; and

(b) the total amount of excise duty on tobacco realised therefrom in each district during the same year?

The Deputy Minister of Finance (Shri B. E. Bhagat): (a) and (b).

District	Acreage	Amount of excise duty realised.
Gurdaspur	233	Rs. 81,863 (upto January 1958)
Mohindergarh	317	Rs. 56,327 (upto January 1958)

Lok Sahayak Sena

789. Shri D. C. Sharma: Will the Minister of Defence be pleased to state:

(a) the number of persons trained by the Lok Sahayak Sena in various States from July 1957, so far and the names of places where training camps were held;

(b) the expenditure incurred on the same by Government in 1957-58 so far;

(c) whether it is proposed to expand the activities of the Lok Sahayak Sena; and

(d) if so, the steps taken so far?

The Parliamentary Secretary to the Minister of Defence (Shri Fatesingh Rao Gaekwad): (a) From 1st July 1957 up to 25th February 1958, 139 Lok Sahayak Sena camps have been held in the different States. Information regarding the number of persons trained in 134 camps is available. Two statements showing the number of persons trained in the different States and the names of places where camps were held are placed on the Table of the Lok Sabha [See Appendix IV, annexure No 12]

(b) A sum of about Rs 594 lakhs has been spent on these 139 camps

(c) and (d) Yes Progressively according to availability of resources

हिमाचल प्रदेश में प्रतिकरात्मक भत्ता

७६०. श्री पद्म देव . क्या गृह-कार्य मंत्री हिमाचल देश में सरकारी कर्मचारियों को प्रतिकरात्मक भत्ता देने के लिये नियमों तथा विनियमों की एक प्रति मन्त्रालय पर रखने की कृपा करेंगे ?

गृह-कार्य मन्त्रालय में राज्य-मंत्री (श्री बलराम) . हिमाचल प्रदेश सचिवालय के दफ्तरी झमले के लोगों को तिकर भत्ता सिमला भत्ता कोड के अनुसार दिया जाता है । प्रशासन के अन्य कर्मचारियों को भत्ते पूर्वी पंजाब के समान पदों पर लागू होने वाली शर्तों और दरों के अनुसार दिये जाते हैं ।

बाला विप्लवा स्कूल

७६१. श्री पद्म देव : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि बाला विप्लवा (बिन्ना नंदा, हिमाचल प्रदेश) के लोअर

मिडिल स्कूल को प्राइमरी स्कूल कर दिया गया है ,

(ख) क्या सरकार को इन सम्बन्ध में कोई अभ्यावेदन प्राप्त हुआ है , और

(ग) यदि हा तो उस पर क्या कार्रवाई की गई है ?

शिक्षा और वैज्ञानिक गवेषणा मन्त्रालय में राज्य-मंत्री (डा० का० ला० भालाजी)

(क) मे (ग) सूचना एकत्र की जा रही है और यथा समय मन्त्रालय पर रख दी जायगी ।

Defence Services (Revision of Pay) Rules

792 Shri Ajit Singh Sarhadi: Will the Minister of Defence be pleased to state

(a) whether it is a fact that Defence Services (Revision of Pay) Rules 1947 were made applicable to the civilians holding non-permanent posts (post 1931 and pre-1947 entrants) of the Government of India, Ministry of Defence from 1st January, 1948,

(b) if so, whether it is a fact that the Assistant Masters working at the pre-organised King George's Military School (then known as King George's Royal Indian Military College) and finally absorbed as Assistant Masters in the reorganised schools have been made an exception in the application of the above rules; and

(c) if so, the reasons therefor?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) The Civilians in Defence Services (Revision of Pay) Rules, 1947, were made applicable to civilians paid from the Defence Services Estimates who had opted for Service in India except in the case of the following categories:—

(i) Government servants engaged on contract;

(ii) Government servants not in whole time employment; and

(iii) Government servants paid out of contingencies.

The said Rules could be elected by the persons concerned either from the 1st January, 1947, (or in the case of those who had entered Service after that date from the date of such entry) or from 1st January, 1948.

(b) and (c). As the re-organisation of the set-up of the King George's school on the lines of a Public School was under consideration at the time of the introduction of the Revised Pay Rules, the question of applying those Rules to the Asst. Masters of the King George's Schools did not arise then. The scales of pay then existing for them were considered adequate. Consequent on the re-organisation of these schools in 1952, the revised scale of pay was made applicable to such of the Asst. Masters who fulfilled the prescribed qualifications and were approved for retention by the Selection Boards. No discriminatory treatment has thus been accorded to these Asst. Masters.

Separation of Judiciary from Executive

792. { Shri Raghunath Singh:
Shri D. C. Sharma:

Will the Minister of Home Affairs be pleased to refer to reply given to Starred Question No. 854 on the 13th August, 1957 and state the further progress made in regard to the separation of judiciary from executive?

The Minister of State in the Ministry of Home Affairs (Shri Datar): Since Starred Question No. 854 was answered in August last, the Government of Orissa have drawn up a scheme for the separation of the judiciary from the executive. The Government of India have also urged the State Governments which have not effected total separation of judiciary from executive, to effect such separation as early as possible

पाण्डुलिपियों का प्रकाशन

७९४. श्री रावे साहू व्यास : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या "संसार का इतिहास" और "जीवन की कहानी" नामक पुस्तकों की पाण्डुलिपियां सरकार को प्राप्त हो गई हैं ;

(ख) यदि हां, तो वे कब प्रकाशित होंगी ; और

(ग) इन पाण्डुलिपियों को किन-किन व्यक्तियों ने तैयार किया है और इस पर सरकार ने कितना व्यय किया है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० सा० श्रीसाहू) :

(क) (१) "संसार का इतिहास" :— इस से सम्बन्धित प्रायोजना स्वर्गित कर दी गई है ।

(२) "जीवन की कहानी" की पाण्डुलिपि भारत सरकार को प्राप्त हो चुकी है और उस पर विचार किया जा रहा है ।

(ख) "जीवन की कहानी" की पाण्डुलिपि का अनुमोदन होने और उसके हिन्दी में अनुमोदित होने के बाद ही वह प्रकाशित की जायेगी ।

(ग) जब तक प्रकाशन के लिये पाण्डुलिपि का अनुमोदन नहीं हो जाता, लेखक का नाम गुप्त ही रखा गया है । इस पर सरकार ने अब तक कोई खर्च नहीं किया है ।

Exemption of Cotton Goods from Sales Tax

795. Shri Vajpayee: Will the Minister of Finance be pleased to state:

(a) whether any representation has been received from the Delhi Hindus-

tani Mercantile Association urging exemption of the floating stocks of cotton goods from the levy of the Sales-tax; and

(b) if so, the reactions of Government thereto?

The Deputy Minister of Finance (Shri B. E. Bhagat): (a) Yes, Sir.

(b) In view of the decision taken at the Finance Ministers' Conference in November, 1957, to allow States to tax sales of stocks of textiles, sugar and tobacco and its products held by the dealers on 13th December, 1957 on which additional duties of excise under the Additional Duties of Excise (Goods of Special Importance) Act, 1957, would not have been levied, the Government of India do not propose to exempt such stocks from sales tax levied in Delhi.

"Kittaras" Community of Kerala

796. Shri A. K. Gopalan: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received any memorandum from the members of Kittaras community of Kerala for their inclusion in the list of Scheduled Castes of the State of Kerala; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) Such a representation has been received.

(b) It was forwarded to the State Government for consideration, while formulating their proposals for the final revision of the list of Scheduled Castes with a view to include such castes also as are not already on the list but which still suffer from the stigma of untouchability. Recommendations from the Government of Kerala in this regard are still awaited.

Naga Raids

797. Shri L. Achaw Singh: Will the Minister of Home Affairs be pleased to state:

(a) the number of raids made by armed Nagas into Manipur since the 1st September, 1957;

(b) the total value of public and private property looted by them;

(c) the number of casualties among the villagers, Manipur Civil Police, Manipur Rifles and Assam Rifles; and

(d) the amount of relief in cash or kind given to the respective families of the killed, wounded and dispossessed?

The Minister of Home Affairs (Shri G. B. Pant): (a) Twenty-two.

(b) Approximately Rs. 1600/- and Rs. 27,400/- respectively.

(c) One Assam Rifleman was killed and another wounded.

(d) The grant of relief to the Assam Riflemen will be governed by the relevant rules. No relief has yet been given.

Political Sufferers in Delhi Territory

798. Shri A. K. Gopalan: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have decided upon financial help to be given to political sufferers in Delhi Territory during 1958-59; and

(b) if so, the amount sanctioned for this purpose?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). No decision has yet been taken.

Geological Survey of Kolaba

799. Shri Assar: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether Government have made any Geological Survey in District of Kolaba in Bombay State; and

(b) if so, the result thereof?

The Minister of Mines and Oil (Shri K. D. Makaviya): (a) Yes, Sir. During 1955, a traverse survey was made by the Geological Survey of India.

(b) The minerals reported to occur are building stones and bauxite.

Orderlies and Batmen

800. Shri M. Elias: Will the Minister of Defence be pleased to state:

(a) what are the functions of a soldier detailed as a batman or an orderly;

(b) how many batmen are posted to an Officer;

(c) who pays them;

(d) the number of soldiers who are working at present as Personal Batmen in India;

(e) whether it is a fact that these soldiers are sometimes called upon by Officers to do such jobs for them and their families which they are not supposed to do; and

(f) the number of such complaints received from these soldier-batmen during 1957?

The Parliamentary Secretary to the Minister of Defence (Shri Fatesingh Rao Gaekwad): (a) In addition to his normal soldiering duties, a batman acts as a personal attendant to the officer. He is required to do for the officer such odd jobs as running errands, maintenance and upkeep of the officer's uniform, equipment and arms. He also looks after the officer's personal belongings.

(b) Batmen are authorised only for units serving in operational areas and the scale is one batman each for an officer, a Nursing Officer or a Junior Commissioned Officer and one for every two Nursing Cadets.

(c) Soldiers acting as batmen receive their normal pay and allowances from Government. The Government, however, recovers the follow-

ing amounts from the officers concerned for the services rendered by the batmen:

Officers	Rs. 30/- p.m.
Nursing Officers/Cadets	Rs. 7.50 p.m.

No recoveries on this account are made from the Junior Commissioned Officers.

(d) It is not be desirable in the Public interest to give this information.

(e) No such instance has been brought to the notice of Government. Instructions, however, exist prohibiting employment of batmen on what are termed menial household or other such duties.

(f) Does not arise.

Economy in Use of Cement

801. Shri M. Elias: Will the Minister of Defence be pleased to state the extent of economy effected in the use of cement in the Defence Ministry constructions during the Second Five Year Plan period?

The Parliamentary Secretary to the Minister of Defence (Shri Fatesingh Rao Gaekwad): The recommendations of the Cement Economy Committee appointed in 1956 by the Ministry of Works, Housing and Supply, have been adopted by the Military Engineer Services in so far as they are applicable to Defence works. This has resulted in considerable reduction in the requirements of cement. It is, however, not possible to give a definite figure about the economy effected.

Research Centres

802. Shri Wodeyar: Will the Minister of Education and Scientific Research be pleased to state the number of Foreign Scientists working in the Government of India Research Centres, actively engaged in Research work?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): 47.

Oil Refineries

803. Shri V. P. Nayar: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether Government have received the Balance Sheets of the oil refineries in India for the year ending the 31st December, 1957; and

(b) if so, the percentage of profit and the dividend declared by each Refining Company?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Not yet, Sir

(b) Does not arise.

University in Patiala

804. Sardar Iqbal Singh: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that a request has been received for the setting up of a University in Patiala; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): (a) No, Sir.

(b) Does not arise.

हिन्दी साहित्य का इतिहास

८०५. श्री क० भे० मालवीय : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या शिक्षा और वैज्ञानिक गवेषणा मंत्रालय की वर्ष १९५६-५७ की वार्षिक रिपोर्ट पृष्ठ ६१ पर उल्लिखित हिन्दी साहित्य के इतिहास को भारतीय हिन्दी परिषद्, इलाहाबाद द्वारा प्रकाशित कर दिया गया है, और

(ख) यदि नहीं, तो यह कब तक प्रकाशित हो जायेगी ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (श्री का० ला० श्रीमाली) :
(क) जी नहीं ।

(ख) यह पुस्तक तीन खण्डों में प्रकाशित की जायेगी । पहला खंड छप रहा है और दूसरे खण्ड की पाण्डुलिपि लगभग पूरी होने वाली है । इस लिये अभी यह बताना सम्भव नहीं है कि किस तारीख तक पुस्तक के तीनों खण्ड प्रकाशित हो जायेंगे ।

अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लिये स्थान सुरक्षित रक्षना

८०६. { श्री क० भे० मालवीय :
श्री इलजीत सिंह :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार के विभिन्न मंत्रालयों तथा सघ लोक सेवा आयोग द्वारा १९५६-५७ और १९५७-५८ में (जनवरी, १९५८ तक) विज्ञापित पदों में से कितने पद (श्रेणीवार) अनुसूचित जातियों और अनुसूचित आदिम-जातियों के लिये सुरक्षित रखे गये,

(ख) अनुसूचित जातियों और अनुसूचित आदिम जातियों के कितने उम्मीदवारों की नियुक्ति उक्त कालावधि में की गई; और

(ग) विज्ञापित और उक्त जातियों के उम्मीदवारों द्वारा भरे गये पदों का मंत्रालयानुसार प्रतिशतक क्या है ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) ज्ञे (ग) सूचना एकत्र की जा रही है और यथासमय में वह सभा-घटल पर रख दी जायेगी ।

भाषा शब्दकोष

८०७. श्री क० भे० मालवीय : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) अंग्रेजी, हिन्दी, फ्रेंच, इटैलियन, रशियन और तुर्की भाषाओं के शब्दकोष तैयार

करने में, जैसा कि शिक्षा और वैज्ञानिक गवेषणा मंत्रालय के वर्ष १९५६-५७ के प्रतिवेदन के पृष्ठ ६१ पर कहा गया है, जनवरी, १९५८ तक क्या प्रगति हुई है ;

(ख) इस संग्रह को तैयार करने वाले प्रत्येक व्यक्ति की भाषा सम्बन्धी योग्यतायें क्या हैं ;

(ग) इस शब्दकोष का कितना भाग सरकार को प्राप्त हो चुका है ;

(घ) शब्दकोष सन्तोषजनक हो इसके लिये क्या व्यवस्था की गई है ; और

(ङ) क्या इस शब्दकोष को तैयार करने वाले संगठन को अनुदान की पूरी राशि दे दी गई है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० सा० श्रीमाली) :
(क) से (ङ). एक विवरण सभा-मटल पर रख दिया गया है, जिसमें आवश्यक सूचना दी गयी है। [देखिये परिशिष्ट ४, अनुबन्ध संख्या १३]

भाषा शब्दकोष

८०८. श्री क० भे० भालवीय : क्या शिक्षा और वैज्ञानिक गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) अंग्रेजी, हिन्दी, उर्दू, तामिल, तेलुगु, बंगाली और मराठी भाषाओं का एक सप्त-भाषा शब्दकोष तैयार करने में, जैसा कि शिक्षा और वैज्ञानिक गवेषणा मंत्रालय के वर्ष १९५६-५७ के प्रतिवेदन के पृष्ठ ६१ पर कहा गया है, जनवरी, १९५८ तक क्या प्रगति हुई है ;

(ख) इस संग्रह को तैयार करने वाले प्रत्येक व्यक्ति की भाषा सम्बन्धी योग्यतायें क्या हैं ;

(ग) इस शब्दकोष का कितना भाग सरकार को प्राप्त हो चुका है ;

(घ) शब्दकोष सन्तोषजनक हो इसके लिये क्या व्यवस्था की गई है ; और

(ङ) क्या इस शब्दकोष को तैयार करने वाले संगठन को अनुदान की पूरी राशि दे दी गई है ?

शिक्षा और वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० सा० श्रीमाली) :

(क) बुनियादी हिन्दी की शब्दावली, जिस के आधार पर हिन्दुस्तानी-हिन्दी सभा, हैदराबाद सात भाषाओं का शब्दकोष तैयार करेगी, बना ली गयी है, और सरकार ने उसका अनुमोदन भी कर दिया है।

(ख) शब्दकोष तैयार करने का काम हिन्दुस्तानी हिन्दी सभा, हैदराबाद को दिया गया है, उसने जिन व्यक्तियों को वह काम सौंपा है उनकी शैक्षिक योग्यताओं के सम्बन्ध में एक विवरण सभा के पटल पर रख दिया गया है। [देखिये परिशिष्ट ४, अनुबन्ध संख्या १४]

(ग) सभा ने शब्दकोष के वर्ण 'घ' से 'व' तक के शब्द फरवरी, १९५७ में पेश किये थे। इस सामग्री का परीक्षण मंत्रालय के विशेषज्ञों ने किया था और सभा से कहा गया था कि पहले वह हिन्दी के बुनियादी शब्दों की एक पूर्ण सूची सरकार के पास अनुमोदन के लिये भेजे।

(घ) कोष-निर्माण सम्बन्धी जिन सभी कार्यों के लिये सरकार आर्थिक सहायता देती है, उनके संदर्शन, नियंत्रण और पर्यवेक्षण के लिये एक समन्वय समिति बना दी गई है।

(ङ) शब्दकोष तैयार करने के लिये जो २५,०००/- रुपये का कुल अनुदान मंजूर किया गया था, उसमें से २१,७५०/- रुपये का अनुदान सभा को दिया जा चुका है।

**सरकारी कर्मचारियों की साहित्यिक
कार्यवाहियाँ**

८०६. श्री क० ने० मालवीय : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पुस्तकें लिखने तथा उनके बदले में पारिश्रमिक या रायल्टी या फीस लेने के सम्बन्ध में सरकारी कर्मचारियों पर कोई प्रतिबन्ध है ; और

(ख) यदि हाँ, तो वे किस प्रकार के प्रतिबन्ध हैं ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) : (क) जी, हाँ।

(ख) सेन्ट्रल सिविल सर्विसेस (कन्डक्ट) रूल्स, १९५५ के रूल १२ के अनुसार कोई भी सरकारी कर्मचारी खुद या और किसी के नाम से कोई धन्धा या और कोई नौकरी नहीं कर सकता। अगर कोई सरकारी कर्मचारी कोई साहित्यिक या कलात्मक या वैज्ञानिक काम करना चाहे तो वो इस शर्त पर कर सकता है कि उसके सरकारी काम में कोई बाधा नहीं पड़चे। सरकार के हुकम से ये काम भी रूकवाया जा सकता है।

सप्लीमेंट्री रूल १२ के अनुसार सरकारी कर्मचारियों को ऐसे कामों की ग्रामदानी का एक हिस्सा सरकार को देना पड़ता है।

Harijans from Pakistan

810. Shri Pangarkar: Will the Minister of Home Affairs be pleased to state:

(a) the number of Harijans who came to India from Pakistan with temporary permits during 1957-58; and

(b) whether it is a fact that some of them want to settle down in India?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). The information is being

collected and will be laid on the Table of the Lok Sabha as soon as it is available.

State Bank of India

811. { Sardar Iqbal Singh:
Dr. Samantsinhar:

Will the Minister of Finance be pleased to state the number of branches, pay and sub-offices of the State Bank of India opened since August, 1957?

The Deputy Minister of Finance (Shri B. R. Bhagat): 49 branches, 8 pay offices and 1 sub-pay office have been opened by the State Bank of India during the period from the 1st August, 1957 to the 15th February, 1958.

Ex-Criminal Tribes in Punjab

812. Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased to state, the names of the important schemes sanctioned for 1958-59 to improve the lot of Ex-Criminal Tribes in Punjab?

The Minister of State in the Ministry of Home Affairs (Shri Datar): No schemes have yet been sanctioned for 1958-59.

Illegal Activities of Ships

813. Sardar Iqbal Singh: Will the Minister of Finance be pleased to state how many ships have been fined by the Customs authorities of the ports and harbours on account of their illegal activities during the year 1957 and 1958 so far?

The Deputy Minister of Finance (Shri B. R. Bhagat): 115 (from 1st January, 1957 to 31st January, 1958).

Pakistani Women in India

814. Sardar Iqbal Singh: Will the Minister of Home Affairs be pleased to state:

(a) the number of Pakistani women who have been given standing permis-

ation since the 15th October, 1952 to live in India with their Indian husbands;

(b) the number of women whose cases for such permission are at present under the consideration of Government; and

(c) when these cases are likely to be disposed of?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). The information is being collected and will be laid on the Table of the Lok Sabha as soon as it is available.

Pathankot Aerodrome

815. Sardar Iqbal Singh: Will the Minister of Defence be pleased to state:

(a) whether Government have any proposal to remodel the aerodrome at Pathankot for the purpose of safe landing of four engined and fast aircrafts; and

(b) if so, when the work will be completed?

The Parliamentary Secretary to the Minister of Defence (Shri Fatesingh Rao Gaekwad): (a) Government have no plans for remodelling the Pathankot Aerodrome under consideration.

(b) Does not arise.

तस्कर व्यापार

८१६. श्री ए० सा० बारूपाल : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में १९५७ और १९५८ में अब तक अलग अलग कितने तस्कर व्यापार करने वाले गिरफ्तार किये गये; और

(ख) उन्हें सामान्यतया क्या दंड दिया गया ?

वित्त उपमंत्री (श्री ड० रा० भगत) :

(क) चोरी-छिपे माल लाने-लेवाने वाले जो व्यक्ति राजस्थान में गिरफ्तार किये गये

उनकी संख्या १९५७ और १९५८ में (३१ जनवरी तक) क्रमशः २९३ और २७ थी ।

(ख) ऐसे मामलो का निर्णय, धायात/निर्यात (नियंत्रण) अधिनियम और विदेशी मुद्रा विनियम नियमन अधिनियम के साथ पढ़े जाने वाले समुद्र और भूमि सीमा-शुल्क अधिनियमों के उपबन्धों के अधीन विभाग द्वारा किया जाता है। इन उपबन्धों के अनुसार, पकड़ी गयी वस्तुएं जप्त की जा सकती हैं, जप्ती के बदले में जुर्माना किया जा सकता है और साथ ही पकड़ी गयी वस्तुओं के मूल्य की सामान्यतः तिगुनी रकम तक का जुर्माना किया जा सकता है। बहुत से मामलों में ऐसी विभागीय कार्रवाई की जा चुकी है और कुछ मामलों के सम्बन्ध में जांच अभी जारी है। इस प्रकार की विभागीय कार्रवाई के अतिरिक्त जिन मामलों में अदालती दण्ड दिलाने के लिए अपराध और प्राप्त सबूत पर्याप्त समझा गया उन मामलों में ऐसे व्यक्तियों के विरुद्ध अदालतों में मुकदमे भी चलाये गये हैं।

Hindi in Matriculation Examination

817. Shri B. S. Murthy: Will the Minister of Education and Scientific Research be pleased to state:

(a) the number of non-Hindi speaking States which have made Hindi compulsory for matriculation, or its equivalent examination; and

(b) the Central assistance given in this regard?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrivallab): (a) and (b). The information is being collected from the States and will be supplied later.

भ्रष्टाचार निवारण अधिनियम

२८. { श्री विहासन सिंह :
श्री महादेव प्रसाद :

क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५६-५७ और १९५७-५८ में जनवरी १९५८ तक कितने मामलों में केन्द्रीय सरकार ने भ्रष्टाचार निवारण अधिनियम के अन्तर्गत अभियोग चलाये;

(ख) अधिनियम की धारा ६ के अन्तर्गत अभियोग चलाने के लिये पूर्व स्वीकृति प्राप्त करने के हेतु कितने आवेदन-पत्र प्राप्त हुए और उनमें से कितने मामलों में स्वीकृति दी गई; और

(ग) स्वीकृति प्राप्त मामलों में से कितने मामले उच्च न्यायालयों तथा उच्चतम न्यायालय में इस आधार पर खारिज कर दिये गये कि अभियोग चलाने के लिये दी गई स्वीकृति ठीक शब्दों में नहीं दी गई थी अर्थात् स्वीकृति का आदेश उचित ढंग से दिया गया नहीं माना गया और इस कारण अपराधी निर्दोष छोड़ दिये गये ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) :
मांगी गई सूचना नीचे दी गई है :—

१९५६-५७	१९५७-५८
५७	५८

* (क) भ्रष्टाचार निवारण ऐक्ट १९४७ के अन्तर्गत चलाये गये मुकदमों की संख्या . ६५ १००

* (ख) उन मामलों की संख्या जिनमें मुकदमा चलाने की मंजूरी मांगी गई . ६६ ६०
उन मामलों की संख्या जिनमें मुकदमा चलाने की मंजूरी दी गई ६२ ८५

(ग) कोई नहीं ।

* १९५५-५६ के कुछ मामलों के लिये मांगी गई मंजूरी १९५६-५७ में मिली और कुछ अपसरों के मामलों में, जो पहले ही सविस्त से डिसमिस या भ्रग कर दिय गये थे, मंजूरी की जरूरत नहीं थी ।

Botanical Survey

819. Shri Assar: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that Government undertook botanical survey in the Bombay State during 1957; and

(b) if so, in which part and when?

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): (a) Yes, Sir.

(b) The information is being collected and will be laid on the Table of the Lok Sabha when collected.

Election Petitions

820. Shri L. Achaw Singh: Will the Minister of Home Affairs be pleased to state:

(a) the number of election petitions received by the District Judges in the Union territories of Manipur, Tripura and Himachal Pradesh respectively out of the elections to the Territorial Councils in 1957;

(b) the number of election petitions still pending with the District Judges in each Union territory and the number of petitions disposed of; and

(c) whether any election to the Territorial Councils has been declared void?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c). Information is being collected and will be laid on the Table of the Lok Sabha.

12 hrs.

MESSAGES FROM RAJYA SABHA

DEATH OF SHRI DURGA CHARAN BANERJEE

Mr. Speaker: I have to inform the House of the sad demise of Shri Durga Charan Banerjee, who passed away in Calcutta on the 28th February, 1958, at the age of 60 after protracted illness.

Shri Banerjee was a Member of the First Lok Sabha from Midnapore-Jhargram constituency of West Bengal.

I am sure the House will join with me in conveying our condolences to the family of Shri Banerjee.

The House may stand in silence for a minute to express its sorrow.

(The Members then stood in silence for a minute).

PAPERS LAID ON THE TABLE

REPORT OF UNIVERSITY GRANTS COMMISSION

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimall): Sir, I beg to lay on the Table under Section 18 of the University Grants Commission Act, 1956, a copy of the Report of the University Grants Commission for the period December, 1953 to March, 1957. [Placed in Library. See No. LT-565/58.]

AMENDMENTS TO CENTRAL EXCISE AND SALT RULES

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, I beg to lay on the Table, under Section 38 of the Central Excises and Salt Act, 1944, a copy of Notification No. G.S.R. 34, dated the 22nd February, 1958, making certain further amendments to the Central Excise Rules, 1944 [Placed in Library. See No. LT-566/58.]

Secretary: Sir, I have to report the following messages received from the Secretary of Rajya Sabha:—

(i) "In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Central Sales Tax (Amendment) Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 25th February, 1958, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1958, which was passed by the Lok Sabha at its sitting held on the 26th February, 1958, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(iii) "In accordance with the provisions of rule 101 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 27th February, 1958, agreed to the following amendments made by the Lok Sabha at its sitting held on the 18th February, 1958, in the Indian Reserve Forces (Amendment) Bill, 1957:—

Enacting Formula

1. That at page 1, line 1,—
for "Eighth" substitute "Ninth".

Clause 1

2. That at page 1, line 4,—

for "1957" substitute "1958"

(iv) "I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Thursday, the 27th February, 1958, passed the enclosed motion concurring in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to amend and consolidate the law relating to merchant shipping. The names of the members nominated by the Rajya Sabha to serve on the said Joint Committee are set out in the motion.

Motion

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to amend and consolidate the law relating to merchant shipping, and resolves that the following members of the Rajya Sabha be nominated to serve on the said Joint Committee:—

1. Shri Janardhan Rao Desai,
2. Shri Akbar Ali Khan,
3. Shri T. V. Kamalawamy,
4. Shrimati Savitry Devi Nigam,
5. Shri J. S. Bisht,
6. Shri M. D. Tumpalliwar,
7. Shri Jethalal Harikrishna Joshi,
8. Dr. Raghbir Singh,
9. Giani Zail Singh,
10. Shri Vijay Singh,
11. Shri R. S. Doogar,
12. Shri Abdur Rezzak Khan,
13. Shri V. K. Dhage,
14. Shri R. P. Sinha,
15. Dr. P. J. Thomas."

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE

TALKS HELD WITH DR. GRAHAM

Shri Vajpayee (Bairampur): Sir, under Rule 197 I beg to call the attention of the Prime Minister to the following matter of urgent public importance and request that he may make a statement thereon:—

"Talks held with Dr. Graham on the Kashmir issue, during his recent visit to India."

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): On 2nd December 1957, the Security Council adopted a resolution, copy of which is being separately laid on the Table of the House. [See Appendix IV, annexure No. 15.]

The Government of India did not accept this resolution and India's representative in the Security Council made our position clear in the following words:—

"I am, therefore, authorised by the Government of India to say that, as on previous occasions, even on the occasion of the resolution which enabled Mr. Jarring to go to India, there was no question of our acceptance, no question of our acquiescence to what has been put in this resolution. We shall offer the traditional hospitality of our country to Dr. Graham, if he goes there."

Dr. Graham arrived in Delhi on January 12, and left for Karachi on January 17. He came back to Delhi on January 23 and left for Karachi on the morning of February 1. He paid a third visit to Delhi from February 7 to February 13.

During his stay in Delhi Dr. Graham and his officials had several talks with our officials and with the Minister for Defence. Dr. Graham also saw me on three occasions.

[Shri Jawaharlal Nehru]

Throughout these talks, we reiterated our position as stated during the discussions in the Security Council and elsewhere and stressed that action has to be taken by Pakistan to vacate the aggression in terms of the Security Council resolution of 17th January 1948 and the UNCIP resolutions as defined in detail by our representative in the Security Council. So far as the Government and the people of India are concerned, they have fully complied with, and continue to adhere to, the provisions of the Security Council resolution of 17th January 1948, part I of the UNCIP resolution of 13th August 1948 and the Cease-fire Agreement, the provisions of which have been consistently violated by Pakistan during the last ten years. We expressed the hope that the U.N. representative and the Security Council will take necessary action for the rectification of these violations, for the vacation of aggression by Pakistan and for future compliance by Pakistan with the provisions of the Security Council resolution of 17th January 1948, Part I of UNCIP resolution of 13th August 1948 and the Cease-fire Agreement.

CORRECTION OF ANSWER TO
SUPPLEMENTARIES ON STARRED
QUESTION No. 219.

The Deputy Minister of Finance (Shri B. K. Bhagat): Sir, with your permission, I would like to make a minor correction to a statement which I made on the floor of this House on 18th November, 1957 in reply to supplementaries to Starred Question No. 219 by Sarvashri Morarka and Nathwani regarding the under-writing of shares by the Life Insurance Corporation. At one stage I stated:

"It can be worked out. The statement gives the commission in each case. Before under-writing the shares, the Life Insurance

Corporation satisfy themselves that all those shares which they underwrite will yield profit by way of commission."

The statement should read as under:

"It can be worked out. Before underwriting the shares, the Life Insurance Corporation satisfy themselves that all those shares which they underwrite will yield profit by way of commission."

I now place on the Table of the House a statement showing the commission earned by the Corporation by under-writing shares of various companies, as at 30th September, 1957. [See Appendix IV, annexure No. 16.]

RICE MILLING INDUSTRY
(REGULATION) BILL*

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Sir, I beg to move for leave to introduce a Bill to regulate the rice-milling industry in the interests of the general public.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to regulate the rice-milling industry in the interests of the general public."

The motion was adopted.

Shri A. M. Thomas: Sir, I introduce the Bill.

RAILWAY BUDGET, 1958-59—
GENERAL DISCUSSION—contd.

Mr. Speaker: The House will now resume further discussion on the Railway Budget. Out of 15 hours allotted for the discussion, 11 hours and 28 minutes have already been availed of and 3 hours and 32 minutes now remain.

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 3-3-58.

How long is the hon. Minister likely to take for his reply?

The Deputy Minister of Railways (Shri Shah nawas Khan): One hour.

Mr. Speaker: Therefore, 2 hours and 32 minutes are left.

Shri T. B. Vittal Rao (Khammam): Does the time left include the time for the Minister's reply also?

Mr. Speaker: Yes, it does. I shall call upon the Railway Minister to reply to the debate at 14.30 hours.

An Hon. Member: At 14.40 hours, Sir.

Mr. Speaker: All right, I will call him at 14.40 hours. Now, Shri Barman may continue his speech. Hon. Members will try to be short and brief so that other hon. Members may have an opportunity. I shall allow ten minutes to each hon. Member.

Shri Feroze Gandhi (Rai Bareli): Only ten minutes?

Shri Raghunath Singh (Varanasi): At least Shri Feroze Gandhi may be given five minutes more.

Mr. Speaker: Hon. Members who want to make long speeches should come earlier. I shall give half an hour to him.

Shri Feroze Gandhi: Some hon. Members have been given 50 minutes and even one hour. It is only once in a year that we get this chance.

Mr. Speaker: Sometimes it so happens "first come, first served".

Raja Mahendra Pratap (Mathura): May we know the names of those whom you are to call?

Mr. Speaker: It depends upon those that get up and catch my eye.

12.09 hrs.

Shri Barman (Cooch Behar—Reservé—Sch. Castes): Mr. Speaker, Sir, I mentioned on Friday that as early as 10th February, 1957, what is popularly known as a new deal was announced by the hon. Railway Minister. By this new deal certain posts in the upper grade had been increased. But I have to intimate to the hon. Railway Minister, on the information that I have in my possession, that those promises remain unfulfilled so far as the North-Eastern Railway is concerned and especially regarding the newly created North-East Frontier Railway is concerned. I am told that the facts are, by the new deal, in the upper two grades of Rs. 200 to Rs. 300 and Rs. 150 to Rs. 225 the percentage was raised from 1 to 5. So far as the third category is concerned, it was raised from 14 per cent to 32 per cent. I am told that so far as the north-east frontier region is concerned, only 2½ per cent in the upper two grades had been given effect to. But, so far as promotion to the third category is concerned, which was raised from 14 to 32½ per cent, not a single commercial clerk from the fourth category has been upgraded or promoted. This has caused much dissatisfaction. I would humbly ask the hon. Minister of Railways to look into the matter, and to see, that if the facts that I have stated are correct or are substantially correct, the grievances are redressed as early as possible.

Secondly, I am told that there is an invidious distinction in regard to the commercial clerks in the North-Eastern Railway. In other railways, the members of the staff are recruited as commercial clerks. But so far as the north-eastern region is concerned, they are recruited as tally clerks. They have no opportunity for years together to get training in goods and coaching services. As a result, all these years, they remain without any training and so they remain in the same position. Those who get earlier training, though recruited later on, get seniority in terms of service and

[Shri Barman]

they get earlier promotions and other advantages.

I am told that at the Alipur Duar training school, they have very little scope, and regarding admission as it is now, there is a huge number waiting for training. I would request the hon. Minister to see that special arrangements are made, in addition to the advantage that is to be had in the Alipur Duar school, to give training to the staff so that their grievances may be removed at an early date.

Next, I should like to make a few general observations regarding the service conditions and the working conditions of commercial employees in the railways. In the questionnaire issued by the Pay Commission, there is a definite question put. In regard to pay structure, the question is: "Should salary differentials be based primarily on elements such as education, training and skill required and responsibility attached to different posts of grades and services? Should not importance be attached also to elements such as fatigue, hazards, unpleasantness, etc., associated with employment?"

If the answer to the above question is in the affirmative, I have no doubt in my mind that the claims of commercial clerks in the railways become irresistible. Myself and my hon. friend, Shri Sinhasan Singh, personally visited the Delhi Main Station here last Saturday. We were rather surprised how such conditions of work could exist there in a station which is just in front, and under the nose, of the hon. Railway Minister. As I have no time to relate the conditions that we have seen in detail, I would ask the Minister just to find some time and see how the commercial clerks are working in the Delhi Main station. They are working in the most terrible conditions there. The furniture is almost in a broken condition. In a room 20 feet by 10 feet about 15 commercial clerks

were working, standing, at the time of our visit.

Now, the work of these commercial clerks is very tiresome, because, all along practically, they have to work standing. They have very little occasion to take any rest. In a station where there is 24-hour booking, the booking clerks have to work all along. Though the prescribed or the scheduled hours may be eight or nine hours, they have to work practically much beyond the prescribed hours, to adjust the accounts, to give over charge to the next man, which takes one to two hours. Thus, they have practically to work overtime by about three hours for which they get no extra remuneration.

We also saw the service conditions of the clerks in another sphere. We first of all went to the man who was working in the parcels. There was a heap or a pile of parcels behind his back, and he was still weighing parcels that were coming in a stream which were permitted by the Station Master. His duty hours were from 9 to 5. We were there at about 6, and still he was working. I would draw the special attention of the Minister to one fact. While that man was taking new parcels and weighing them, the heaps that he had already weighed lay behind him. Not a single guard was provided to watch the parcels. In those circumstances, anybody could lift any parcel and walk away with it. But that commercial clerk will be penalised for the loss. In order that the clerk could work— it may be for some extra hours, two hours or so,—with a peaceful mind, should there not be some station guards to see that no parcel is removed and no pilferage occurs while parcels are weighed? I think the conditions that we saw there are hazardous for the clerk in the sense that he is penalised for such pilferages or such missing or loss of parcels while he is engaged in weighing work.

Then we went to the goods shed which was full up to the ceiling, with thousands and thousands of parcels and goods. On the side of the railway line, the shed is completely open. We were told that there is one *chowkidar* stationed there at night, but if there be any loss or pilferage or if any package is missing, it will be the commercial clerk who is responsible, and who has gone home at that time. But he will be penalised for the loss. No responsibility is attached to the man who is on duty watching over those goods, for any pilferage or loss of the goods. It seemed to us very surprising to see all these things.

Then we went to another place at an open platform. There were a lot of packages lying about there. They said to us that the number was about 4,000 in all. It was all on the platform and one commercial clerk is in charge of it. He despatches them as and when the train comes, to the different destinations, according to the number that has to be despatched. We fail to understand how one man, without any guard could look after such a huge number of packages—4,000 packages—and be responsible for any missing or pilfered package. There should be someone to watch over the parcels. These are examples of the working conditions which we noticed there.

One thing may be stressed here. Due to the continuous work and the strain imposed on them, these people become exhausted towards the end of their duty hours. But then they still have to work. They submitted to us that though the sanctioned strength was there for about 140 men or so, so far as the Delhi Main station was concerned, the number was very short. They are short of staff. Only 100 persons were working, and as a result, they have to do much more work. They submitted to us that the duty hours should be reduced to six hours a day, so that ultimately, with the additional two or three hours during which they have to work the total will come to eight or nine hours a day.

There is a limit to human patience and human energy. These people have to look after their children, look after their homes, their shopping and other work. They are completely exhausted. After going home, they have to strike up the accounts. Practically, the whole time they are engaged in doing the work. For all that, what is the pay that they get? The lowest pay so far as clerks are concerned in the Railway administration.

I find that this matter had been also looked into by the earlier Pay Commission. In 1947, the Central Pay Commission while analysing the jobs of the loading and un-loading goods and parcels laid down that a commercial clerk can handle only 400 packages in the hours of his duty. In fact, the statement is that three to five times that number of packages are handled by the commercial clerk in the course of 8½ hours of duty. At several places like New Delhi, the Goods transit clerk has to un-load 800 packages and re-load the same number, 1600 packages in all.

In considering their work which involves this sort of penalisation every now and then you have to see whether the pay structure and their conditions of service are adequate or not. Considering Question No. 26 in the Questionnaire of the Pay Commission, you have to concede that there is utmost fatigue that these commercial clerks have to undergo. They have to handle military goods also, other inflammable materials and all that. In addition, their work is the most unpleasant of the whole lot. In the present fabric of our social structure, we take little notice of those who have to undergo all these fatigues, hazards and unpleasantness. But, that is a bigger question. I should humbly ask the hon. Railway Minister, who knows these things well and the worries of those who are placed in the lowest rung of the ladder, to consider the case of these commercial clerks, who are under these conditions, and see whether their pay structure is quite

[Shri Barman]

right. I am told that some Members of the last Pay Commission had recommended a higher scale for these commercial clerks than for a few other categories, but ultimately the Railway Board turned it down. These commercial clerks are still in the lowest rung of the ladder. If the questionnaire of the Pay Commission has any force, I submit that their conditions of service and pay structure should be made just and fair.

I have submitted the general case on behalf of the unfortunate lot. I know that it involves a lot of money. As I find from the statistics, out of 11 lakhs of railway employees, their number is 25,000 or so. If a certain consolation and consideration is given towards the lot of these in the lowest rung in the ladder of railway service, I hope that much of the loss that the Railway is put to, to the extent of crores and crores will be saved and things will improve, and whatever they pay towards the amelioration of the conditions of those in the lowest rung will be amply compensated.

Shri Feroze Gandhi: Mr. Speaker, the Railways are the best example that we have of a Plan in action. Their working can best be described as a combination of ideas which have got to result in co-ordinated action. The safe running of a train over a distance of a thousand miles requires the performance of more than 2,000 different operations, each one of which has got to be done with meticulous care. Therefore, whilst criticising, and very rightly so, the failures of the Railway administration, their shortcomings have to be assessed against the background of the burdens and the responsibilities which fall on this great transportation machine.

The most vital factor which, today, affects the Railways is that the demand for transport has outstripped supply. The work done by the Railways is assessed in terms of certain operating indices. I would like to

scrutinise some of them before the House. The first amongst these is the passenger mile. Simply stated it means something like this. If ten passengers travel 10 miles, that is equal to 100 passengers travelling one mile or a hundred passenger miles. In the year 1956-57, the index of passenger miles of the Indian Railways stood at 41,878 million. Reduced to a daily figure, it amounts to 114.7 million passenger miles a day. Putting it in another way, this index means that the Indian Railways transported 41,878 million passengers a distance of 1 mile in 1956-57.

Similarly, we have the ton mile. This index stands at 40,000 million. Again, stating it simply, it means that 40,000 million tons of goods were moved to a distance of 1 mile by the Railways. Stated still more simply it means that the Railways moved for every man, woman and child in India, one-third of a ton a distance of 1 mile daily, that is, per head of our population.

I would like to simplify this even more, that is separate the passengers and the miles and see what happens. The number of passengers carried by the Indian Railways in 1956-57, yearly was 1406.6 million. Daily, it works out to 3.8 million or 38 lakh passengers were transported daily on the Indian Railways in 1956-57. Imagine transporting 38 lakhs of people who are on the move continuously. It is something like more than twice the city of Delhi; a city of the size of Bombay continuously on the move night and day. That perhaps explains the difficulties in catering.

An interesting question is,—I have found it rather interesting and I have asked many Members including our great Railway expert Shri Frank Anthony, who, unfortunately, is not here,—how many trains the Railways operate? When I discovered the figure, I was a little amazed.

The total number of trains, passengers and goods, operated in the year 1956-57 is 2,944,000 which works out to 6,971 trains every day, and this represents an increase of 861 trains daily over the figure for 1952.

Passengers load themselves into trains; goods have to be loaded. The number of wagons that were loaded on the Indian railways in 1956-57 was 8,374,000 which means a daily loading of 22,900 wagons. That is done daily.

To give you and the House an idea of the pressure on our marshalling yards, I might mention that the once notorious Mogalsarai, about which we do not hear any more and which was the worst bottleneck on the Indian railways, detaches and despatches 3,500 wagons a day.

This work falls on the railway administration and on them falls the responsibility for the supervision of 6,389 stations, 9,185 locomotives, 22,440 coaches, 2,49,000 wagons and the supervision and maintenance of 34,744 miles of railway track.

I have given these figures just to give the House in brief an idea of the work which the railways have to do daily, and it is in this colossal background; in the daily performance of this gigantic task of operations that accidents take place.

I would like, because the question of accidents has been raised, to submit to the House a scrutiny of the railway accidents, the total number, which have occurred in the last seven or eight years.

The total number of accidents, that is of all categories fall under a hundred different heads, is as follows:

1952	..	16,498
1953	..	19,146
1954	..	11,450
1955	..	10,644
1956	..	10,111
1957	..	9,543

Shri Mahanty (Dhenkanal): What is the number of major accidents?

Shri Feroze Gandhi: I will come to that.

So, you will see that the total number of accidents has gradually gone down, and is less by about 7,000 against the figure for 1952.

I am sorry my friend Shri Anthony is not here, because I had prepared all this for his benefit.

Out of this total of 9,543 accidents, 1,840 accidents consisted of running over buffaloes and cows; 1,871, consisted of the breaking of couplings,—that is something which happens mostly to goods trains.

An Hon. Member: What is a coupling?

Shri Feroze Gandhi: A coupling is a coupler which joins one wagon to another.

Shri Anthony frightened the House by saying that the number of engine failures was mounting up and up and that a number of accidents were taking place because of defects in the track. In the last six years I find that there is one minor accident which was the result of a defect in the track. I am not talking of the permanent way, failure of bridges etc. He mentioned the word "track".

The total engine failures are as follows:

1953	..	3,451
1954	..	3,341
1955	..	3,056
1956	..	3,044
1957 (the year under review)	..	3,090

Here, too, the figure has gradually declined in spite of the fact that almost one-third of our engines today are over-aged. But I would like to go back a few years. What was the position of engine failures in the year 1948-49?—because Shri Anthony said that the railways have started cooking up figures. He says

[Shri Feroze Gandhi]

all these figures are cooked up. Therefore, I would like to go back to 1948-49.

The annual report states that engine failures were 4,672 in 1948-49. Against this, the figure for the year under review is 3,090. That shows a very substantial drop, but here again Shri Anthony has got to be convinced that these figures are all not cooked up. So, we will move back a little more and go back to the days when the good Col. Emerson was here and see how he used to prepare figures.

The figure for that year, 1947-48, for engine failures is 3,300. So, it appears that since the Indians took over the Railway Board, the figures have substantially increased and, of course, later they have gone down. Against 3,300 engine failures, we have about 3,000 after about 10 years.

Members might say that it is only a drop of 300, but one has to view the total number of failures and accidents against the workload which has fallen on the railways since the last ten years.

Let us see what has happened. The passenger miles have increased in 1957 as compared to 1948, by 12,000 million. The ton miles have increased in 1957, as compared to 1948, by 20,000 million, that is exactly 100 per cent. The figure for 1947-48 is about 20,000 and the figure for 1957 is 40,000 million.

The train mileage operated is something about which some of us have no idea. In 1957 these 6,971 trains ran a total distance of 205 million miles—all the trains put together, passenger and goods. This works out to about 563,000 miles daily. It would interest Members to know that this is equivalent to a trip to the Moon and back, leaving a margin of about 89,000 miles. That is what the railways have to do every day.

Mr. Speaker: Only, they are proceeding horizontally and not vertically!

Shri Feroze Gandhi: You can never tell.

The train miles a year, that is the total number of miles that all the trains put together run, have increased in the last ten years by 68 million annually.

As far as the volume of originating freight hauled goes, it is 55 million tons more than in 1948. Therefore, Sir, you have to see, analyse and scrutinise the total number of accidents in the background of this increased load which has fallen on the Railways.

Mr. Speaker: What is the increase in the number of engines?

Shri Feroze Gandhi: One-third of the stock is overage and two-thirds is new. The total number is 9,185. So, you can figure it out. I am told that half of the one-third overaged have to be cut up and thrown away, but they are still in use. This is one of the reasons why the engine utilisation is low. These failures and accidents have to be viewed, as I said, in the background of the increased load, which has fallen on the Railways.

Now we will come to the statistics, which my friend Mr. Mahanty demanded, i.e., the major accidents which the Government Inspector of Railways enquired into. For the year 1957 I have given the list of the accidents. Now, we will come to gruesome details about the total number of people killed. I think some Members put it at a very low figure of 250 or something like that. The total number of people killed on the Indian Railways in 1956-57 was 5,054, not 250. Out of the 5,054, 3,511 were killed whilst they were trespassing on the track. They either killed themselves or why they did it, I do not know.

Then, in this year the total number of railway servants, who lost their lives, was 253. The total number of passengers, who lost their lives was 645. But all the passengers were not killed because of the fault of the railways, or because of what may be attributed to the Railways and the accidents reported by the Government Inspector of Railways. The number of passengers killed was 276 in this year. But, for some reasons best known to them, 343 persons also committed suicide in this year on the Railways.

Shri Somani (Dausa): How many?

Shri Feroze Gandhi: 343.

So, you will see that out of a total of 5,054 persons, who were killed, 276 persons were killed in major accidents, which my friend Mr. Mahanty referred to. In the year previous to this only 17 were killed, i.e., in 1956. The figure fluctuates from year to year. In some years it is more, in some years it is less. Therefore it is extremely difficult to say that the total number of people killed determine the number of accidents, because in this particular year two accidents have caused the loss of nearly 276 lives.

Now, Sir, against the total number of accidents, which I gave as 9,563 for the year 1957, let us take another country where the Railways are considered to be probably the best in the world, i.e., Japan. Japan has a route mileage of 12,000 miles. Indian Railways have a route mileage of 34,000 miles. The total number of accidents on the Japanese Railways in 1956-57, i.e., the same year, was 19,800. You will be surprised to know the type of accidents that take place in Japan.

Mr. Speaker: Are any due to earthquakes also?

Shri Feroze Gandhi: Not yet.

Out of this 19,800, obstruction and sabotage caused 3,500 accidents in Japan. Car—meaning coaches there-

by—trouble and damage to cars caused about 5,800 of this total. Therefore in a country renowned for its efficiency, where the railways are much more modernised than in India, we find that the total number of accidents are substantially higher than they are on the Indian Railways.

Shri Biren Roy, (Calcutta—South West): What was the passenger mile?

Shri Feroze Gandhi: I think it will be less than in India, but I am not sure. You can see it, if you like.

Mr. Speaker: The hon. Member may give the title of the book.

Shri Feroze Gandhi: I will give that also. It is *The Yearbook of Japanese Railways*.

The occurrence of these accidents poses rather a delicate and a difficult question. It is my firm belief that accident begin exactly where caution ends. Caution ends when disobedience of the rules begins. A large number of accidents take place on the Indian Railways because of the failure of the staff to observe the rules. If accidents have got to be checked, the general and the subsidiary rules have got to be enforced strictly. Where it concerns the public safety, the severest punishment should be given for the violation and the disobedience of the general rules. Even in cases where an accident has been averted, but a rule has been violated, the punishment has got to be severe.

I cannot but emphasise the observance of the general and the subsidiary rules of the Railways. Take these collisions about which we hear almost every fortnight or month. Head-on collisions, i.e. when two engines strike each other, can never take place unless some rule has been violated. Following collision, like what happened in Bombay some time ago, where one train hits another from the rear, cannot take place unless some rule has been violated by the staff. Take the side collision, which

[Shri Feroze Gandhi]

has taken place at Sealdah. This could never have taken place unless some member of the staff violated some rule. Therefore, Sir, I would say with all the strength that I can bring to bear on this point that the Railways should take every possible step to see that the rules are observed. But this raises another question. If the rules have got to be followed at least they should be understood by the staff. I am sorry to say it but the fact is that the very persons for whom these rules are framed are unable to make head or tail out of them. I cannot say more because I was member of a Commission of inquiry and the report has not been published yet. The rules should be framed in very simple language. They should be revised from time to time and modified. Most important of all they should be in the regional language. It is impossible for the railway staff to follow these rules; they do not understand them. These rules are about a hundred years old. They have got to be revised. They are very important and they are very good. I can assure you that if the rules are followed, no two trains can ever come into contact. That is rather a big statement, to make, but I make it.

Take the case of drivers. If a driver takes it into his head that he is going to violate a signal nobody can stop him; there is no way of stopping him. The entire railway administration cannot stop a driver who has decided that he is going to violate signals and he will meet with an accident. So, these drivers who violate regulations should be constantly reminded that if they drive like hell, they are likely to get there. The officers who demand explanations from drivers for late running should remember that it is better to cripple a schedule than to cripple a human being. I would like to suggest that some of these slogans be pasted in the railway stations and in the locomotives. They may be useful. A good

slogan that clicks with the Plan also can well be something like this: "Death is so permanent; save manpower for the Plan."

Mr. Speaker, not all accidents are caused by the failure of the staff. You and me also contribute. We also contribute; others contribute also. I would like to give the House a few typical examples of accidents which have taken place in the last few years because a variety of causes lead to accidents. An electric multiple unit train was moving into a station in Bombay. A bird was flying over it. The bird dropped a wire from its beak which fell on the pantograph, the bow-like thing which you have on electric trains. This caused a short-circuit which burnt a hole into the roof. The passengers got frightened and jumped out. Another train was coming along and several of them were killed. This is how some accidents take place, which nobody can help. Then some passengers who travelled two years ago decided to make *puris* in the train and enjoy themselves. They lit a stove and were making *puris*. Suddenly the train jolted, the stove was upset and the coach caught fire; the whole lot perished.

How do the workshops contribute to accidents? The operating staff would not know about it. In the year 1954, a train was passing between Chapatiah and Bettiah. This may be of interest to Mishraji and also to our Railway Minister. This train was passing over a girder bridge. There was a storm and the roofs of three carriages were blown off. The train got derailed on the girder bridge, but fortunately—I do not know why—it turned out to be a minor accident; only 8 or 9 were killed in it. You can imagine the plight of the passengers. The time was about 8 o'clock night, people sleeping in the upper berth; the roof was suddenly blown up, the sky above and the river underneath!! This is not fair to the travelling public. On

enquiry, it was found that the entire sides of the coach were pock-marked with holes and it did not have the strength to hold the roof. This is an instance where the workshop contributed to an accident.

There is another peculiar accident. A gentleman was travelling with a highly flammable material which the other passenger did not know about. He was smoking a cigarette and he threw it. After sometime, the whole thing caught fire and the entire coach was blown up. So, the passengers also contribute towards a large number of accidents which result in the loss of human life.

Having finished with some of the bouquets, I would like to give a few suggestions. In the year under review, the speeds of goods trains have registered a further decline. I raised this question last year and the hon. Minister gave me an explanation that though the speed had fallen to about 9.8 miles per hour, a large volume of goods was carried. That may be so, but the decline is dangerous and I hope that steps will be taken to see that it does not fall further. Engine utilisation has also shown a downward trend, but this has been partly compensated and off-set by the net ton miles per engine hour, which has improved. The punctuality percentage of passenger trains has further deteriorated.

On the other hand, the railways and the railway administration can well claim credit for better wagon utilisation, as is reflected in fairly good increases in the wagon miles per wagon day, the net ton miles per goods train hour, the average wagon load and a substantial increase in the average load of goods trains. These are all very healthy signs. There has also been an improvement in the turn-round of wagons. But I think a very big achievement has been the reduction in the number of outstanding registrations for wagons. On the broad

gauge this has dropped from 89,800 to 87,000 and odd, i.e. 3.5 per cent. On the metre gauge, it has been brought down by 50 per cent, which I think is a very very good achievement.

It is a pity that in this year of more or less all-round achievement on the railways, their record should have been tarnished by a few recent accidents. In spite of these accidents, to the 1 million railwaymen, the men who are today building the future of the Indian railways, I would like to extend my appreciation for a job well done in 1957.

Shrimati Mafida Ahmed (Jorhat):
Mr. Speaker Sir, I am thankful to you for giving me a chance to participate in the debate. I feel myself fortunate to have the chance to speak immediately after Shri Feroze Gandhi, who has so ably commented on the background of Indian railways, its administration and the lack of passengers' sense of responsibility in travelling.

At the outset, I wish to express the deep sense of gratitude of the people of Assam to the hon. Railway Minister for paying due attention to the vital necessities of that under-developed part of the country. I do hope, that the House will join with me in expressing their appreciation for the provisions made to cater to the transport needs of a strategic part of our country. But, Sir, it is a matter of deep regret and utter surprise that my hon. colleague in Opposition, Shri Asoka Mehta has wrongly criticised the Government for creating this new zone.

13 hrs.

The creation of the North-East Frontier Railway Zone, with headquarters at Pandu and the preliminary measures taken for the construction of a rail-cum road bridge over the Brahmaputra are measures in the right direction when the country had taken up the task of great developmental constructions.

[Shrimati Masda Ahmed]

The creation of this new Zone is really a step forward to the maintenance of high standard of operational efficiency and moreover, I believe, it will lead to substantial improvement of communications in that so long neglected part of India.

The measures taken by the Railway Administration for stabilising the Assam Link and for an alternative alignment are also heartening to the people who were crying hoarse for years past to have an all-weather dependable route

Sir, in discussing the Budget we can certainly be proud of its impressive achievements. The non-enhancement of passenger fares and freight rates are the most welcome features of the present Budget. But as the hon. Minister has stated in his Budget speech that decisions on the Railway Freight Structure Enquiry Committee's recommendations are to be taken and implemented in the near future, I would appeal to the hon. Minister that while taking the decision and implementing the recommendations of the Committee, the freight rates on perishable articles like vegetables, fruits, fish, milk, etc., should in no circumstances be enhanced. In case of textiles the khadi and handloom fabrics and the various articles of cottage industries should get due exemption. When our Government have taken up an ambitious programme of industrialisation, our railway freight policy should also be to encourage development of industries and not to cause impediment by imposing increased rates.

The stoppage of import of steam locomotives for broad and metre gauge lines and general service wagons are other splendid aspects for which the Railway Ministry deserves congratulations.

The references in the Railway Minister's Budget speech to occurrence of frequent accidents and holding out

no hope for relief of overcrowding in III class travel are matters of real concern. Sir, to quote the words of the hon. Railway Minister "failure of human element largely accounts for the accidents". My submission in this regard is that—if the overtime working hours of running staff such as drivers, firemen and other personnel, in any way, contribute to failure of human element, then their working hours should immediately be reduced and every possible measure should be taken to avoid further mishaps.

While I do not consider myself competent to deal with the elimination of overcrowding in III class travel as a whole, there is room for its improvement in our part of the country. The provision of additional III class coaches to the existing trains and introducing more of shuttle trains will relieve overcrowding to a great extent. I would request the hon. Minister to consider whether it would be possible to run shuttle trains between Furkating and Manipur Road junction, especially on weekly bazaar days. This will, I think, go a long way to reduce overcrowding and relieve sufferings of the travelling public.

In this context I wish to refer to a particular seasonal rush. During the P. W. D. working season, thousands of mazdoors from various parts of Bihar go to Assam for doing earth work and they return to their places with the approach of summer. These travelling labourers' trouble and hardship in the journey are really pitiable. So may I respectfully suggest Sir, to make arrangements for special trains on both the journeys when these labourers go and come back from Assam.

Now, Sir, I would confine myself to certain problems relating to the State of Assam. It is imperative that the Assam Link line should be stabilised. Because, Assam is wholly dependent on the rest of the country for a large

number of essential commodities including foodstuffs; the people of Assam are subjected to serious hardships when the link ceases to function during the floods for several months in a year. Sir, transport is the first essential for the development of an area and when it is apparent that the transport bottleneck has caused economic ruin to the State of Assam, we entertain earnest hope that provisions would be made in the immediate future for construction of new railway lines to develop the under-developed areas of Assam.

In this connection, I would respectfully urge upon the Railway Minister to sanction an additional railway line from Bongaigaon to Pandu via Goalpara through the southern bank of the Brahmaputra river to obviate the probable dislocation of the present railway line during monsoon and to facilitate construction of a branch line to Garo Hills connecting its coal and lime-stone mines. The Garo Hill area is not only rich in mineral resources but also famous for cotton and bamboo plantation. The Railway Minister has mentioned in his Budget speech about the completion of the survey from Pandu to Amjanga. This, I think in view of establishing a Rail-link to Garo Hill and we shall be looking forward to see it established in the near future.

Secondly, I would like to impress upon the hon. Railway Minister to extend the North-Eastern Railway from Rangpara North to North Lakhimpur. It is a pity that this part of the State of Assam (About 130 miles in length) is deprived of railways! Besides this line is essential from two important factors—it is essential for the development of the tribal areas in the NEFA which is under the direct administration of the Government of India; secondly it is essential from the security point of view as the State is situated on the border of foreign territories.

Now, Sir, I come to my own constituency. There is a constant demand for a diversion of the main line trains between Furkating and Mariani, that the main line trains may have the advantage to touch two important towns, Jorhat and Golaghat. I say with all the emphasis that it deserves special attention of the Railway Ministry and the Railway Board.

13.00 hrs.

[MR. DEPUTY-SPEAKER in the Chair].

It is important in view of economic development and other considerations.

During my last speech on the Railway Budget, I submitted that waiting rooms should be provided at Jorhat town Station and Baruahamungaon Station, but no provision has been made so far. I earnestly hope that my submission would receive due consideration.

Sir, though I am participating in the general discussion and though the hon. Minister for Railways has indicated clearly that it would be difficult to undertake any new line on account of limited resources, yet I could not help but to air the local demands; because I feel, it is my duty to ventilate the grievances of the people, especially of the constituency which I represent.

In conclusion, I congratulate the Railway administration for the remarkable progress they have made under the Second Plan.

Shri Jhulan Sinha (Siwan): Sir, I rise to offer some observations on the General Discussion. I propose to confine myself in the beginning mainly to the Government Railways. I have something very serious and severe to say about the light railway and I reserve my remarks when my Bill on the subject comes up.

The House has been very aptly reminded by a previous speaker of the onerous duty that the Railway has been discharging in this country.

[Shri Jhulan Sinha]

These Railways carry 1350 million passengers every year and goods to the tune of 125 crores of tons. This is a task which is almost staggering and they have been doing it with a good deal of success and, I may say, security also. I know that the country has been very seriously agitated about the accidents that have taken place very recently and in the recent past. But as the Railway Minister has stated, accidents could not totally be avoided. Although it is a fact and although he says that the number of accidents is lesser in this country than in many other developed countries, it should not be a ground for complacency. However small the number of lives involved may be, the accidents should be avoided. It has been admitted by the Railway Administration that the accidents have been mostly due to the failure of the human element. I agree with him and I, therefore, stress the point of avoiding the human failure. Collisions do not happen by themselves. They have to be guided and conducted and when the guide and conductor fail, naturally accidents occur. There are of course accidents which are beyond the control of the conductor but those cases stand on a different footing.

With these preliminary remarks, I would offer certain suggestions for the consideration of the Railway Minister. Firstly, overcrowding has been a question which has been seriously agitating our minds. The picture which the Railway Minister has presented to us in his Budget speech is almost despairing. He says that it cannot be avoided now. There are very little chances of eliminating this overcrowding in the foreseeable future. If that is the state of things, what are we to do? Are we to be huddled into compartments like sardines? I do not think it is permissible or plausible for us to continue the state of things like this. If the country cannot afford to put more coaches and locomotives on the lines, something has to be done to

lessen this evil. What are we to do? There are other modes of transport obtaining in the country where overcrowding has been avoided. I refer to the case of road transport obtaining in those states where it has been nationalised. Only a limited number of seats are there in a particular bus. The number of tickets issued for that bus cannot go beyond that number. Cannot we have that system in the railways also? Can we not control the issue of tickets and avoid overcrowding?

Shri Shah Nawaz Khan: We can control tickets but we cannot control passengers.

Shri Jhulan Sinha: This problem has been tackled by the Government. Cannot we go to any place in U. P. where the transport is nationalised? Are the conductors and guards beaten by the passengers? People would accustom themselves to changes. Nobody would like to be huddled like sardines. They do so because you allow it to be done. My impression is that people get to the roof of the trains

The Minister of Railways (Shri Jagjivan Ram): Are they all ticket-holders?

Shri Jhulan Sinha: My experience is that there are some ticketless travellers but there are also travellers with tickets. I may be wrong or the hon. Minister's experience may be different. But I have got my experience.

The Government have got to do something. I do not say that it will be controlled with the control of the issue of tickets. We should develop the other means of transport—coastal steamers, road transport and other alternative means of transport. So far as the inconvenience to the life of the passengers in this country is concerned, it has to be saved by whatever means available to me. I do not want

to suggest that you should have police constables at all the gates. You have got the capacity of the carriages in your possession. Tickets should be issued only to that extent. If people enter into the compartments without tickets, then it is their fault. There is nobody to blame you for that. You have to do your duty and save yourself from adverse criticism which you have lent yourselves to by the indiscriminate issue of tickets without considering the seats available in the carriage.

Then, there is the problem of congestion in goods transport. I do not know what the hon. Minister's experience is. I do not know how far it is correct but I think the empty wagons are not being handled intelligently or handled with imagination. I got some tangible suggestions during the time of his predecessor and I forwarded them to the then Hon. Minister from a very responsible and experienced officer of the railway service. I could not follow the details. I do not know what happened to those suggestions. But I know that the officer concerned, Shri Harbans Narayan Singh, the N.E. Railway Guard at Chapra has been penalised for making those suggestions. He had the courage to do that and he did it and I forwarded them to the Minister's predecessor in office. There has been a censure noted in his service book which had been all this time free from blemish.

Shri Harish Chandra Mathur (Pali): Is it not a fact that the Railway Administration itself invites suggestions from all persons on payment of suitable awards for worthwhile suggestions?

Shri Jhulan Sinha: That is why it is all the more surprising that he had been penalised. I have already forwarded that case to the Hon'ble Minister and if he says that he has not received it, I shall send to him again.

Shri Shah Nawaz Khan: He said he did not quite understand what was contained in that?

Shri Jhulan Sinha: I am not so much conversant with the transport rules as the hon. Deputy Minister who has just spoken against it.

Shri Jagjivan Ram: It is surprising that any official of the Railway should have been penalised for forwarding certain suggestions through a Member of Parliament. We have in fact a system of inviting suggestions from the railway employees. Some are accepted and some employees are rewarded. I would like to know more details about this case and if hon. Member sends those details, I will look into it.

Shri Jhulan Sinha: I have already written a lengthy letter drawing the attention of the hon. Minister. In fact that man had been penalised for forwarding the suggestions. I will certainly send a copy of the letter, if he has not received the previous letter.

I have already sent that letter. But if the hon. Minister has not received it, he may kindly tell me and I shall send him a copy of it.

Shri Jagjivan Ram: Yes.

Shri Jhulan Sinha: As for pilferage and corruption which are prevalent on the railways, the House has already heard the remarks made by my hon. friend Swami Ramananda Tirtha. I agree with him cent per cent that the corruption and pilferage which are prevalent on our railways are largely due to the delinquencies on the part of the railwaymen concerned. I cannot make myself agreeable to the suggestion that outsiders come and pilfer goods from the railway platform. Even if somebody comes from outside and pilfers goods, that somebody must be doing it with the connivance, if not the active support of the persons in charge of those goods. The Railway Minister seems to be satisfied that

[Shri Jhulan Sinha]

there has been some improvement in this respect. But I have not been able to follow the report in this connection. The report says that there has been an increase in the number of claim cases. I do not know what these claim cases are for; I believe they must be in respect of goods pilfered or damaged or lost. If the number of claims has increased, of course, they have given their own reasons for it; it is for them to find out reasons just as we are here to find out our reasons. My impression is that the extent of pilferage and loss of goods on the railways has not in the least been minimised. My impression is that in spite of whatever has been done by the initiation of the Railway Protection Force of the watch and ward system, it will go on till the railwaymen appointed for the protection of these things improve their own moral calibre and take it that it is their duty not to pilfer but to protect.

Within the short time at my disposal, I shall not be able to do justice to my suggestions in regard to the non-governmental light railways. The mileage covered by the Governmental railways is 34,291, while that covered by these light railways is only 453. I would, therefore, reserve my remarks in respect of light railways to another occasion, that is, when my Bill on the subject of the light railways, would come up before this House.

Before I conclude, I would like to draw the attention of the Minister to one thing that has taken place on the O.T.R. section of the North-Eastern Railway. Recently, there has been a good deal of economy effected on that railway. Of course, it has been shown in the report. My information is that the economy that has taken place there is in respect of smaller men rather than in respect of the higher people. As far as I have come to know, there has been an increase in the number of high officials at the headquarters, while there has been a reduction in the number of field staff

there. One railwayman doing the particular job told me—I do not know what the names of those persons are—that the number of those persons who really guard the line and repair the track has been decreased from four to three for a particular distance. This is how economy has been effected, whereas the number of higher officials at the district headquarters has been increased. Actually, there should be an increase in the number of people who guard the track and maintain it properly rather than in the number of those sitting at the headquarters.

With these words, I congratulate the Minister on performance of the heavy task that he has taken upon himself, and I hope he will bear it successfully and manfully.

Shri Pattabhi Raman (Kumbakonam): I wish to make a few general observations, and with your leave, shall start with co-ordination of transport, to which frequent reference has been made in this House. I feel that the time has come when there should be a high-powered body to deal with the railways, inland waterways, coastal shipping and roadways in rural and urban areas. Unless that is done, we shall not be able to stop the growing bottleneck especially in goods traffic. When any canal or inland waterway is started or any roadway is started, that must be done in conjunction with the railway programmes. Frequent reference has been made to it, and I sincerely hope that the Railway Administration will bear this in mind, and Government themselves see to it that the co-ordinating body is appointed as soon as possible.

Shri Harish Chandra Mathur: Is the hon. Member aware that these were under one Minister all these years, and as a matter of fact, it was as a result of the Estimates Committee's recommendation that the portfolios were split up?

Shri Pattabhi Raman: I am much obliged to my hon. friend for having pointed this out. That is so. At one time, all these were under one Minister. Actually, we see the spectacle here quite often of the Transport Minister having to answer questions connected with Railway Administration, when the matter of transport comes up, and there have to be mutual references; actually, a tussle went on in this House once. I sincerely hope that we will be able to avoid this sort of thing, as soon as there is some sort of co-ordination.

I shall now straightaway come to the extension of railway lines. I know that good work has been done in this behalf. I assure the hon. Minister that I am not now going to plead for any new railway line or survey in my part of the constituency in South India or for any extension of railway lines there. But I would like to say that the Minister cannot always have traffic alone as the desideratum or the main consideration. There should not be any rigidity so far as extension of railway lines is concerned. For example, for political reasons, we may have to extend the railway system as soon as possible to Kashmir. I am very happy to find that there is now a new tendency or a new trend in extending Indian laws to Kashmir. I was myself chairman of a Select Committee recently, that is, Select Committee on the Mines and Minerals (Development) Bill, and there the usual phrase 'excepting the State of Jammu and Kashmir' was omitted. In keeping with that trend, I would suggest, as has frequently been suggested in this House, that extension of the railway system to Kashmir should be taken on hand on a high priority basis.

Similarly, there are other areas also where such extension is necessary. Here, I have to refer to my part of the country. There are areas like Mudukalathur, for instance, where recently there were the riots, and

other such places in the Ramanathapuram district. You may have no idea of that place; the whole area is very backward; there is very little of irrigation there. It has more or less been cut off from the rest of the world, which has not much contact with it. If the railway system could be extended into that area, I have no doubt that that area will be opened up, and some more light will be thrown on that part of the world, and there will be less of friction as between one area and another.

So far as Delhi is concerned, I find that Dr. Sushila Nayar has already referred to the ring railway round Delhi. That is another matter where we can straightaway do something. If we can have a railway system round Delhi and New Delhi, it will help in relieving congestion on the one hand, and will also help the officials very much. A huge capital has grown up here and thousands and thousands of people have to come to the capital to work in the various offices and then go back to their houses at the end of the day. So, a ring railway round Delhi will go a long way in relieving the traffic congestion.

With regard to goods traffic, I have already made a reference, and, therefore, I would only say this that we must prevent the growing bottle-neck, and we must see to it that the demand is met, especially with regard to iron, coal and manganese. At present, we see the spectacle of quite a lot of goods not being hauled from one place to another on account of lack of wagons or on account of the track not being free. We must try to cope up with this bottle-neck. Otherwise, we shall be in for more serious trouble.

Reference has also been made frequently to accidents. I myself am aware that the various recommendations of the Railway Accidents Enquiry Committee have not been fully implemented. I feel that a real attempt should be made to give effect to most of the recommendations. After

[Shri Pattabhi Raman]

all, it is an expert people who have come forward with these recommendations, and, therefore, due regard must be given to the recommendations of this committee. Hon. Members like Shri Feroze Gandhi have been referring to the failure on the part of the railway officials to follow the rules as having been responsible for accidents. Of course, that is also another aspect which must be gone into.

Then with regard to training and maintenance of efficiency of the running staff, that is a matter that needs immediate attention. I must confess I am not original in this suggestion because two references have already been made to this. So far as the running staff is concerned, we must not only see to it that intensive training is given, but there must also be refresher courses, and people like travelling ticket examiners should form part of the running staff. They will help in preventing ticketless travel to a very great extent.

Apart from giving these refresher courses and seeing to it that the efficiency mark is kept up, we must also see to it that promotions and other rewards are given for good record and efficiency, especially in the case of the running staff.

Reference has already been made to the Light Railways. I am really surprised that these have yet to be nationalised. We must nationalise them as soon as possible and see to it that standardisation is effected so far as those railways are concerned.

Then I come to an aspect of railway administration to which I find—subject to correction—that no reference has been made so far. I am personally aware of it; as a lawyer, I have fought cases against the railways. I feel I must refer to it, and that is about railways and legal advice. What really happens or seems to happen now is that counsel are chosen at various places more or less on a patronage basis. Let a serious attempt be made to have a co-ordinating body; let the Chief Justice of India and the

Chief Justices of the various High Courts be consulted, and let there be panels appointed consisting of good and deserving lawyers, especially youngsters, who would be able to do their jobs with zeal. Even on a nominal fee, they would do it very well. Not only in regard to the architecture of it, that is, the procedural aspect, but also in regard to the advisory aspect, if you have a panel for the Madras zone, Calcutta zone, Hyderabad zone and so on with six or seven young lawyers, it will be far far better than to have one man who is chosen because he is known to the General Manager or to the Railway Board. This is precisely what is happening now.

I know that a good many cases are being lost in trying to resist uselessly, where railways are really responsible. For example, a goods clerk in a railway gives a receipt saying that so many goods have been loaded in such and such wagon. At the other end, only half of it is there or, as in one case, instead of asbestos sheets, you get three or four such sheets and the rest all card-boards or stones made up for weight. That is what happens, and there is an attempt to resist claims, and in nine cases out of ten, the railway loses. A commission is appointed to take evidence, an elaborate rigmarole and paraphernalia of going from one place to another follows, and ultimately the railway loses, more especially in insurance cases and where third party risks are concerned.

In all these matters, if instead of one man being in charge of advising and arguing these cases, a panel of lawyers is appointed—who will be recommended by the various Chief Justices, of the various High Courts and the Supreme Court—it will be far far better and it will also help in minimising losses so far as that aspect of railway administration is concerned.

Shri Damani (Jalore): I want to thank the Railway Minister for the

improvements achieved in the past year and for introducing a budget with a surplus of Rs. 27.34 crores without any kind of increase in freight rates or passenger fares.

My hon. friend, Shri Feroze Gendhi, has properly and in detail explained the strain on the railways and improvement in their working. So I will not take the time of the House in repeating those things.

There is a more disturbing feature, that is the frequent accidents in the past year. While we are discussing the budget, we have seen that there was one more accident near Calcutta. These frequent accidents have affected the confidence of passengers to a great extent. Therefore, it is proper that these accidents should be prevented forthwith with early efforts so that the travelling public may get relief and security.

I want to make a few suggestions for economy in the running of the railways. As the hon. Railway Minister said just now, there is a practice of giving rewards for making suggestions I am very glad that this practice is being adopted and has proved successful. If more importance is given to such suggestions, it will be more useful for the railways.

I want to suggest that railway workshops should be modernised with the latest machines so that they can produce more number of parts at cheaper cost. Also, such workshops should be started at different convenient places so that wagons or coaches can be repaired there without having to be taken long distances to the present workshops. This will not only save time but repairs could be attended to immediately. Consequently efficiency will also increase.

The railways are selling a huge quantity of scrap at reduced rates. If steps are taken to refine and re-use them, a lot of money can be saved. By installing proper machines in the workshops, the scrap can be re-used and a lot of saving can be achieved.

The problem of overcrowding is a great trouble to the passengers. I admit that in the past years, the railways have done their best to overcome this overcrowding problem. But still the difficulties of passengers are continuing. If the railways abolish second class coaches and turn them into third class coaches, the solution can be achieved quicker. This can be done without much difficulty, and it will not affect the revenue of the railways. This suggestion can be considered in detail.

My hon. friend, Shri M. D. Mathur, has explained in detail the position of the railways in Rajasthan. Again, I do not want to repeat those things and take the valuable time of the House. Passengers coming to Delhi in the Delhi Mail from Rajasthan, and also those coming to Delhi from Ahmedabad as well as those who go to Rajasthan from other parts of the country, have to face considerable difficulties. The accommodation provided to them is quite insufficient. I have seen on several occasions passengers at Delhi station being thrown into the mail train by way of windows by coolies, or their relatives. They suffer considerably on account of this. This is a daily occurrence. The crowd is so much that there is hardly time to get in in the proper manner.

In view of this, requests have been made to introduce a *Janata* train from Delhi to Ahmedabad. But no attention has been given to this request. I think last year more than 100 trains have been introduced on the lines. But this simple demand of the Rajasthan public is ignored. I hope the hon. Railway Minister will give proper attention to this genuine demand for a *Janata* train from Delhi to Ahmedabad.

At Ahmedabad, when the Delhi Mail reaches, passengers get hardly 15 minutes to catch the *Janata* train for Bombay or 45 Minutes to catch the Gujarat Mail. In such a short time, it is very difficult for the passengers to

[Shri Damani]

get their accommodation in the train. Therefore, I think, if some coaches are reserved for the passengers coming in Delhi Mail at Ahmedabad in the Janata or the Gujarat Mail, it will give some facilities.

In the Delhi Mail, there is one compartment reserved for Bikaner passengers, passengers going to Bikaner. The passengers are too many in number. If, instead of one, two coaches are reserved, that will be very helpful and appreciable.

I would request that in order to get public co-ordination and efficiency on metre-gauge, it would be advantageous to have zonal officers appointed. These officers would be in a better position to look after passenger amenities and welfare. At present there is one General Manager to look after all the metre-broad gauge; therefore different metre gauge zonal officers would be very helpful. I hope the Railway Minister would try his utmost to remove the transport bottle-neck in the country with its expanding economy and will try to provide more amenities to the passengers.

Shri D. R. Chavan (Karad): Mr. Deputy-Speaker, Sir, I am going to make only two or three points, and, if I get some time, then, I would like to refer to the regional demands and disparities that have been caused in making certain allocations under the Railway plans.

The largest single allocation in the Plan is the allocation under Railways. It is proposed to spend about Rs. 1,125 crores out of a total plan frame of Rs. 4,800 crores. For the steel plants which are being proposed to be erected by Government, the allocation is about Rs. 480 crores.

It had been said that our Second Five Year Plan is a Steel Plan. It is said that it is a plan to manufacture machinery. Furthermore, this has been described as the hard core of the Plan. The Prime Minister recently said, referring to the Second Five

Year Plan, about its implication, that agriculture will be and is always number 1. But, my submission about the Second Five Year Plan is that it is neither a steel plan nor an agricultural plan, but it is a railway plan.

If we study some of the aspects of the Plan, we will find that the railways are the largest drain on the country's foreign exchange resources. The total foreign exchange requirements of the Plan in the public sector are estimated at Rs. 1,050 crores; and, of this, Rs. 425 crores, or nearly 40 per cent., are to be for the railways. The railways have been increasing their foreign exchange consumption and, I am afraid, when the final reckoning is made, it will be that they have spent Rs. 700 crores of our foreign exchange.

Besides, a substantial proportion of our investments in the private sector undertaken by our large and heavy engineering concerns in India is intended for the railways. There is going to be an acute shortage of foreign exchange; and this acute shortage has arisen since the railways have proceeded to make use of this foreign exchange allocations. The result is that the country's foreign exchange resources have fallen to a low level—I say, a perilously low level.

Imported consumer goods are rapidly disappearing from the country and from the market; and, imported raw materials which are necessary to keep up the production of Indian goods are not available. Almost totally impossible credit conditions have been imposed for the import of all kinds of machinery needed by the Indian industry.

Then, the railway plan will consume the greatest amount of steel that is likely to be imported from foreign countries for satisfying the total requirements of the Plan. If I am right—to quote certain figures—it is like this. The Second Five Year Plan envisages imports of steel for the Plan period of about 7 million tons.

The Railways, if I am correct, have sent a mission abroad with instructions to buy five million tons of steel. The licencing of steel imports for all industrial uses have been practically suspended for the last so many months; and, I am quite confident that there are no prospects in future of this being liberalised for the next coming years.

The railways, again, consume the greatest amount of steel that is available locally in the country. The railways are the largest single consumer of the available supplies of steel within the country. Our engines and wagons are all made of steel. In addition to that, railway lines, sleepers, marshalling yards and signalling equipment also consume steel in a fantastic quantities.

Recently, the railways established huge factories for the manufacture of railway equipment. If I remember aright, in 1956, the Railway Ministry estimated that the railways would require about a million tons of steel. But, by 1961, when our workshops and installations like the Chittaranjan Locomotive Factory and the Integral Coach Factory are expanded and working in full swing, their demand is likely to be in the region of 3 million tons per year. In other words, at the end of the Plan period, the enlarged and expanded railways will absorb 3 million additional tons of steel that is likely to be produced by the steel plants which are going to be erected.

The result would be that there would be very little left for the houses, schools and other purposes. If the railways are rationed at the end of the Plan period, to say, a million tons of steel, then, it will only mean that the giant workshops and the factories which we have established and worked, in which the nation has spent crores of rupees will stand idle.

In the meanwhile, the housing problem in the country would deteriorate. If I may be permitted to give certain

figures, I may point out that the U.N. Report on housing predicts that the shortage of houses in urban areas by 1961 will be 3.3 million units or a shortage of twice as many units as in 1951.

The Railway Administration, through various pamphlets and articles, give the impression that the Railways are making superhuman efforts to carry coal and other raw materials for the steel plants. But, Sir, the facts are rather different. If I am allowed to quote certain figures, I may say that out of the total production of 39 million tons of coal per year the existing steel plants require only two million tons while the Railways, on the other hand, require 13 million tons of coal.

Again, the Railways give the impression that they are co-operating in a gigantic effort to increase coal production from 39 million tons to 60 million tons in the Second Plan, so that the new steel plants and other industrial units, which are likely to come up in the Second Five Year Plan, can have an adequate supply of coal. In fact, the three new plants altogether will require only six million tons of increase for themselves.

Then, I would like to refer to steam traction. We are importing steam locomotives and other railway equipment from foreign countries. Concerning that my submission is, so ridiculously obsolete and uneconomic is the steam traction of railways that it has been abandoned in most of the western countries like, for example, the United States of America, Great Britain and Russia. In fact, the industries in western countries manufacturing steam traction rail equipment continue their existence on the orders that are placed by the Indian Railway Board.

This is certainly an old state of affairs. But it is justified on the alleged ground that if India is to industrialise and, specifically, if Indian steel production is to be increased from 1.3 million tons to 4.3 million tons as is planned, then the Railways

[Shri D. R. Chavan]

must be expanded accordingly. This sounds very plausible. But the picture painted by the Indian Railway Board is far from true.

The United States of America increased her steel production from 15 million tons in 1932 to 117 million tons in 1953 and increased her industrial production enormously, while the total railway mileage, the number of passengers, goods, wagons and locomotives all declined. The Americans moved their traffic by road and road transport.

All the goods that industrial development requires in the Second Five Year Plan could have been moved by road and road transport at the expenditure of a small fraction of the real resources. To have relied on road transport would have much simplified the matter of raising capital.

Concerning road transport I may be allowed to quote certain figures in regard to its employment potential. It would have also made a major contribution to our employment problem. Shri F. C. Badhwar, ex-Chairman of the Indian Railway Board, writing in the *London Financial Times* of 13th August, 1956 wrote about the employment potential of road transport. He says:

"It has been calculated that under existing conditions one whole time employee is required in road transport for every 50 ton miles or 300 passenger miles. On the Railways one full time employee is required for every 300 ton miles plus 30,000 passenger miles, i.e. roads and road transport provide between 80 and 100 times more employment than do the Railways to carry the same volume of goods or passengers."

He further points out:

"To carry the additional goods traffic of the Plan, the Railways will provide additional employment for 2·53 lakh persons. If this traffic has been carried by

road it would have given employment to 80 times more people; that is, created about 202 lakh more jobs—more than a complete solution of our unemployment estimated at 153 lakhs."

About the First Five Year Plan it has been observed by the Planning Commission: "The employment position worsened to some extent during the period of the Plan". About the Second Five Year Plan they say: "Even with the larger efforts envisaged, the total volume of unemployment during the period of the Plan may be of the same order as at present".

Now, the question is, why is this not being done? My opinion about this is that this is largely the result of the extremely influential position that is being occupied by the Railway Board. Secondly, they are the largest single industrial undertaking in the country, and the largest single governmental organisation. Besides, the Railway Board is staffed by some of the ablest men in the country. I, therefore, suggest that some of these persons should be transferred to the Ministry of Transport and Communications.

Recently, Sir, the Railway Minister on the floor of the Rajya Sabha stated that, "if we are expected to carry 180 million tons of goods traffic at the end of the Plan we should be given more funds, more money should be placed at our disposal". My submission in this respect is that the Railway Minister has an insatiable appetite for more money. As for me, I am not prepared to sanction any amount unless there is some integrated well thought out plan between the Ministries of Railways and Transport and Communications. For that purpose my proposal is that both the Ministries should appoint a committee consisting of representatives from both the Ministries for the purpose of bringing out an integrated plan to put our transport economy on a sounder and firmer basis.

Mr. Deputy-Speaker: The hon Member should conclude now

Shri D. R. Chavan: Sir, If I am given two more minutes

Mr. Deputy-Speaker: It appears the hon Member's appetite for time is also insatiable

Shri D. R. Chavan: Sir, there is only one more point and I will conclude. My only grievance against the Railway Ministry is that out of the total Plan, out of the colossal amount that is being spent, almost the whole amount is being spent in the north. The people from Maharashtra have placed certain demands before the Railway Minister, which have been referred to by some of my hon friends. I would like to remind the hon Minister that his distinguished predecessor had visited my part of the country and assured the people of Maharashtra that he would consider their demands sympathetically and see if something could be done to include some of the schemes in the Second Five Year Plan.

May I remind the hon Minister that there is a demand for the conversion of the narrow gauge section between Poona and Miraj into a broad gauge section? There is another demand for the conversion of narrow gauge section from Miraj to Kolhapur into broad gauge. If these schemes are not undertaken it will certainly retard the progress of that part of the country, people will remain backward both politically and economically. The result would be that the whole of that part of the country would be converted into one labour camp for the purpose of catering to the needs and requirements of the industrialists in Bombay and surrounding areas. Therefore, may I appeal to the Minister to be more than human and look into the demands of the people of Maharashtra, because there is nobody from my side to exert any political pressure and our demands are, therefore, going unheeded?

Mr. Deputy-Speaker: Shri Biren Roy

Raja Mahendra Pratsap: Sir, I have to say just a few words

Mr. Deputy-Speaker: Order, order. I have called Shri Biren Roy

Shri Biren Roy: Mr Deputy-Speaker, Sir, I am thankful to you for giving me a few minutes to participate in the General Discussion on the Railway Budget. I shall try to be as brief as possible, and without criticising I will go straight to a suggestion about the fuel problem.

This matter of fuel was raised, as I understand, when I was absent, by my friend on this side, Shri Bimal Ghose. I find from budget estimates and from grants that nearly Rs 57 crores, which represent approximately 25 per cent of the total operating expenses on the Railways, are spent on fuel, that is, coal. He has also raised the problem of the best quality of coke that is used by our locomotives.

India, in order to save foreign exchange, has started the Chittaranjan Locomotive Plant

14 hrs.

I can mention in this connection that when I was in Europe during the period of 1948 and again in 1950, I had brought out a suggestion which I subsequently placed before the then Minister of Commerce and Industries, who, I think, was Dr Shyam Prasad Mukerji. Messrs Krauss Maffei were helping at that time the Chittaranjan Locomotive Works, and the same firm suddenly jumped to help the Tatas too, i.e., the TELCO, so that a private sector can compete with the Government one. While visiting that firm, I came into touch with a certain gentleman who invented what was called in Germany at that time KOHLENS-TAUB TURBINE, that is, coal dust turbine. He was a friend of mine, and actually, his invention was patented long before the war but it was taken away from Berlin after World War II. This gentleman made a turbine of that type and it was later produced in Switzerland, I think, by Oerlikons or by some such firm and also, in America.

[Shri Biren Roy]

These turbines run practically on coal dust which is not used for any practical purposes. That gentleman wanted to develop the same engine for aircraft. And we had a long discussion with certain other very prominent aero-engineers. I am not going to mention names and make it very long. He wanted to prove that if he got sufficient opportunity and money, he could make it even as successful as the aircraft turbine engines of the present day.

But leaving that aside, coal dust turbine for locomotives is now a practical proposition, and if it is developed in Chittaranjan, in our country, it would be good. Of course, we may later on have our electric engines and electric traction, but we cannot certainly afford to have that traction scattered throughout the whole of India over such a long mileage. So, for a long time to come, either diesel or coal will have to be used and such types of engines produced. Therefore, if we can find that this coal-dust turbine can be economically produced—such dust can be very cheaply procured and in vast quantities—and other kinds of coal which are of very low grade can also be used in a dust form to run bigger turbines, and these locomotives could be made to work with great satisfaction. I think that the Research and Scientific Department of the railways and also the development department of the Government should take up this scheme and start an experiment on it in Chittaranjan and have such a locomotive out, so that we could not only later on save the foreign exchange drain by not importing any more steam engines or even fuel but have our own coal dust locomotives to run the other part of the traction, i.e., apart from the electric traction. That is one suggestion.

Coming to the other problems, the problems of the region of West Bengal, I have one suggestion to

make, and that is a demand of West Bengal. The northern area of West Bengal was long cut off, and now, after the added areas, has to be connected with railways. The areas of West Dinajpur and Malda and so on should be connected and the region brought under the Eastern Railway, to have a uniform administration. I think this suggestion should be considered soon. The hon. Minister is smiling at it. Of course, he can have his own ideas, and we have ours.

The other problem is the problem of electrification round about Calcutta. There is so much population over there and it is moving every day. Shri Feroze Gandhi wanted to give some figures. Well, statistics can always be twisted and I can also twist if I had the time. Now, if we do not have that circular railway round Calcutta—it has now practically been shelved—and if we do not have also the Sealdah division at least connected by electrification to Bandel through Naihati and Kanchrapara, it would be very uneconomic, and the development of Calcutta and the surrounding area would be retarded.

In fact, the hope of the people there that the whole of the suburban region is going to be developed is already going down, in fact vanishing because there is no quick communication around Bhatpara and other mill areas where the population density is so high. I think the density of population there is among the highest in India and the people cannot simply move in the streets. Further, there cannot be any alternative road traffic, because there are no Roads.

In this House, the hon. Deputy Minister, replied to one of my questions on a similar subject re-closure of Kalighat-Falta railway in South suburbs that alternative means of communication are being arranged around that area. I wanted to put a question at that time that instead of closing down, why not the railway

lay a broad gauge line so that in future, it could be connected with the electrification schemes and it would have developed all the southern Calcutta areas up to Sealdah and Diamond Harbour. But the reply was that by road transport etc. these alternative arrangements would be made. However, there is no sign of that. The West Bengal Government will not be able to provide any alternative route to these poor people. At present, most of the people have to travel on tops of the buses. You can understand the plight of about 50 persons on the top of a bus travelling for twenty-five miles, going along the Diamond Harbour road so narrow and not thought to be widened. That is the alternative arrangement that has been made.

I now come to the very simple problems regarding amenities on the railways. Some of the problems are still pending. For example, I may mention the kitchens of the restaurant cars. I hope the hon. Minister or some of his officers should inspect them and find out whether any improvements can be made by way of cleaning them and keeping them well. It is really disgusting that when we have such nice railways such as air-conditioned coaches, food is being served in a place which is insanitary and dirty. Really, the plight of those who cannot go to the restaurant cars, is much more miserable.

Then, I would like to make some suggestions regarding the new fast expresses which they have now introduced. They are very good. In some cases, namely, on the Calcutta-Delhi and Delhi-Bombay routes, I think there should be more frequency. Instead of two, there should be three weekly. The types of coaches should also be modified. I tell you why. You will find that the people who use these coaches, most of the time have to just rest in an inclined position. Why not these seats be made removable or be adjustable to be in three positions as in the planes? Then it may be much more convenient for

persons to sit upright, comfortably, and to have even food. It could be so made as to be inclined, say, at 45 degrees. The seats could be such that there will be no trouble in sleeping at night, as also proper rest could be had in the seats.

Another suggestion would be that the passage, instead of being at the centre, should be at the side, which is done universally on all railways, so that the kind of coaches could be used also as sleeper cars, and sitting cars, i.e., the same coaches could be manufactured, with partitions for 1st class sleeper cars, which are popular and could be more paying. Again sleeper cars are very convenient and more sleeper cars should be introduced, and one such car should be attached to each such fast de-luxe long distance train, because those who do not or cannot pay for the full air-conditioned trains can go even in the sleeper cars.

Shri Naushir Bharucha (East Khandesh): Mr. Deputy-Speaker, I desire to touch only those aspects which so far have not been touched. As I was listening to my friend Shri Feroze Gandhi, who gave statistics regarding accidents, I was rather surprised when he said that only 5,000 odd people were killed in the railway accidents. And that took my mind to various battles where the casualties have been much less and which have decided the fate of the world or the course of Indian history. Even so, in the battle of Dunkirk only 30,000 people were killed, a figure which the railways can aspire to reach during the period of the second Five Year Plan. Therefore, let us not minimise the number of accidents.

Shri Shah Nawaz Khan: Shri Feroze Gandhi also made it clear that about 3,000 people were killed, for which the railways had nothing to do, because it is not the fault of the railways when they were killed while crossing or approaching the railway track.

Shri Naushir Bharucha: The second point.....

Shri B. S. Murthy (Kakinada—Reserved—Sch. Castes): Does the hon. Member say that there should be more accidents?

Shri Naushir Bharucha: The hon. Member will please hear. My time is running short.

Coming to page 9 of the Explanatory Memorandum of the Budget, you find that Goods earnings have been put down at Rs. 250 crores in the Budget year as compared with a revised estimate of Rs. 231 crores, an increase of only Rs. 19 crores. Comparing the actuals of 1956-57 with the Revised estimate, there was an increase of Rs. 27 crores I should like to ask the hon. Minister how is that the more we invest and the more trains he runs, we are having less earning especially when the 6½ per cent surcharge will work for the whole year. I should like to have an explanation why, if in the preceding year we can have an increase of Rs. 27 crores in Goods earnings, only Rs. 19 crores now. This calls for explanation.

If we examine the working expenses, we find on page 11 of the Explanatory Memorandum, Repairs and maintenance have again jumped up from the actuals of 1956-57, which was Rs. 88 crores to the Budget estimate of 1958-59 of Rs. 104 crores: a sudden jump in two years of Rs. 16 crores. Repairs and maintenance alone cost Rs. 16 crores more within two years for which there is no satisfactory explanation.

Then also, if we come to Operation costs with regard to fuel, last year, speaking on the Railway Budget, I pointed out that in two years, there was a rise of Rs. 12 crores. If you see the actuals of 1956-57, it was Rs. 45 crores. The Budget estimate is Rs. 57 crores. In another two years, Rs. 12 crores more on fuel. Last year, I protested that there was

no satisfactory explanation. The hon. Railway Minister was frank enough to admit that he had given an explanation with which he himself was not satisfied and that he was going to appoint a Committee. He has appointed a committee. I should like to know whether the committee is going only to probe into what the Railways are going to do with quality coal or it is going to suggest drastic remedies for bringing down the fuel costs. I am inclined to think that there is tremendous leakage in this matter. Leakages occur in one hundred and one ways Any quantity of coal is stolen first by the Railway servants: public afterwards. I would like to know, now that we have created a Railway protection force which costs Rs. 2½ crores per annum, what is going to be the result, whether the same repetition in the increase in fuel costs? When the public suffered a loss of Rs. 37 lakhs in the Mundhra deal, the whole community was upset and exercised. When we are shouting year after year, where do crores go, not even a dog barks. That is perhaps one of the phenomena of democracy. What I say is, it is high time now that the hon. Railway Minister instead of laughing away crores, took serious notice of it. It is not a small item of expenditure—fuel costs—an item in which leakage is heavy.

In Repairs and maintenance, you have Rs. 16 crores more. What is the position that you find with regard to the vehicles? Even first class coaches are in such a ramshackle condition that you may think that they do not belong to anybody, let alone the Indian Railways.

The hon. Minister has said that you have made a profit of Rs. 27 crores. I say this is an illusory profit. This Budget is window dressing. There is no real profit at all. I will tell you how. If we turn to the Depreciation Fund, Rs. 45 crores are set aside. Last year also, I asked the hon. Minister, how do you arrive at this figure of Rs. 45 crores to be set aside for

depreciation every year; is it on a straight-line basis or is it on the basis of replacing the assets that are wearing away. There is no reply. For the last 3 or 4 years, Rs. 45 crores are set aside. In the last three years alone, we have invested Rs. 674 crores: Rs. 178 crores in the first year, Rs. 235 crores in the second year and Rs. 260 crores in the Budget year, making in all Rs. 674 crores. If your Railway assets have appreciated by Rs. 674 crores, where is the corresponding increase in the Depreciation fund? Does the hon. Minister think that the new assets that he has bought are not going to wear away at all? The point is, inadequate and negligible depreciation is being set aside so that profits can be shown. If a correct depreciation were shown, there would have been no profit at all from the Railways. It is a mere jugglery of figures. I must tell the hon. Railway Minister that the position is really very bad. I shall presently show how

If we turn to the Development fund, you will find that in the course of his speech, the hon. Minister has said that Rs. 27 crores surplus will all be transferred to the Development fund. In the same breath, you do not tell us that the same year Rs. 36 crores are going to be taken away from the Development fund, knocking completely the bottom out of the Development fund, leaving only Rs. 68 lakhs there. At a time when the Railways are growing, when they are expected to carry much more by way of goods and passenger traffic, you have Rs. 68 lakhs in the Development fund. I am surprised. In the beginning, the Development fund was Rs. 10 crores. At the end of a surplus year, it is less than Rs. 1 crore. May I know wherefrom the hon. Minister is going to get development money if the Development fund no longer exists? That is not the only story. Because, the Depreciation fund has been raided to the tune of Rs. 21 crores. Depreciation which is taken at a niggardly and inadequate basis is being raided to the extent of Rs. 21

crores. In other words, we take out more from the Depreciation fund than we are putting in. When the assets are growing, more depreciation should be set aside and not a few crores. In the last two or three years, investments have increased by Rs. 674 crores. The Depreciation Fund should be nearly doubled. Instead of that, there is a Rs. 21 crore raid on the Depreciation fund. I ask, where is it all going to end. What is the position with regard to our Railway assets? They are deteriorating faster than your depreciation fund is being built up. It may be that the impact may not be felt for another five years. By that time, the Railway Minister may not be here and the baby may be passed on to the future Railway Minister. These are aspects which require to be looked into.

Coming to the question of efficiency, it has improved from 570 ton miles to 630 per wagon day which really works to, if we take a four wheeler wagon carrying 20 tons, that the wagon moves only 30 miles in the course of one day. I am surprised, I really cannot make out exactly how our wagons move. We say we have improved efficiency. The full utilisation is not there. I do not know what is that due to. It requires a close probe. We are told that the Perambur factory produces 88 coaches in the course of a year. Not that it has not got the capacity. The planned capacity has not been utilised. Why? Nobody's business. Still we say, there are no coaches. I should like to have an explanation from the hon. Railway Minister.

From Robertsonganj to Garwah Road, a distance of 100 miles, the cost of new line, Rs. 17 crores, is excessive; Rs. 16 lakhs for a mile of railway is very excessive. I should like to have breakdown of figures for that. Also I should like to know what has happened to the Diva-Daagaon line which is an important link: whether the hon. Minister has thought about it or not.

[Shri Naushir Bharucha]

There are other points to which I shall refer when we come to the Demands for Grants. For the present, I have drawn the attention of the hon. Minister to these aspects. I hope these points will be considered.

Raja Mahendra Pratap: May I say a few words, Sir? As one of the oldest Members of the House, I always consider it my right and duty that I should present my suggestions to the House.

Here, four points have been brought out by fellow-Members. Firstly, something about accidents. Of course, some people said that there have been too many accidents; some brought out figures to show that perhaps they are not so bad. The question is how we can stop accidents.

I have heard from railway servants that the running staff are made to work for 14 hours a day—13 hours and 40 minutes. It is too much. Sometimes they are asked to work a few hours more. I think this is one great cause of the accidents

I am told by some other friends that sometimes some drivers and some guards drink a bit too much, and that also causes accidents. I think that we can have a department to control all these people who drink a bit too much. Trucks also sometimes have accidents on roads, and most of these accidents are due to drinking.

Some other friends have brought out the fact that trains are as a rule overcrowded. There is no doubt about it. The third class passengers have very great difficulty. How to overcome it, how to cure this disease, so to say?

I think we can consider two suggestions. One is doubling of the line so that more trains could run, and the other suggestion can be that the railways run some buses from station to

station and take some passengers by road. I think that will also help and make the trains less crowded.

There are always many complaints from the railway servants that they are not getting sufficient promotion or that there is some kind of favouritism. They have many kinds of complaints like that. I think all these complaints can be removed if we take some representatives of railway servants in the Railway Board. It is very essential, very important.

Shri Shah Nawaz Khan: All the Members of the Railway Board are railway servants.

Raja Mahendra Pratap: I think even the coolies' representatives must come in I may tell you something here which may not be pleasant to some of our friends. We are also observing a kind of caste among ourselves. That is to say, we are getting Rs. 400 per month and we have got something like a brotherhood with people who are getting between Rs. 200 and Rs. 600. So, we always speak for those who are getting like pay. But what about those poor people? I think that whenever some people are asking for higher pay, they should be shown the beggars and asked to see how those poor people are living. If we develop this habit of looking down instead of looking up, I think we shall have less complaints.

The fourth point is about corruption. It is really very serious. There are many ways of corruption. Sometimes some people are detained or arrested they are charged some more money and they are let off also. All these things happen. We all know about it.

One thing that is very important is that sometimes tickets are not issued till the train arrives. Now, it is very serious. Then they issue tickets immediately, and sometimes they have no change, and sometimes

the booking clerks take away some money themselves. I think it should be taken into consideration.

I have two more points. You have made waiting rooms upstairs. That is the case in Delhi itself. It is inconvenient for passengers to walk up or go by the lift to the first floor. It would be better.....

Shri B. S. Murthy (Kakinada—reserved—Sch. Castes): Under-ground?

Raja Mahendra Pratap:if the waiting room is on the platform. Sometimes it is very inconvenient for the people who are going from another platform where there is no shelter. So, I suggest there should be some small room even on the platforms where they get into some other train. This is by way of suggestion.

Only two or three points more. I must say about my constituency, that they want a railway bridge at Vrindaban. I spoke about it some time back, and it was not accepted. They said there was not money enough, but the voters from my constituency are pressing me that I should bring this point before the House, that there must be a bridge at Vrindaban. So, I appeal to those Hindu-minded people who have any respect for their Braj to help us. I do not say Congress people, Congress Members or others. It is a question for all Hindus, and also it is very important really. It will also help the railways if they connect Vrindaban metre-gauge station with Aligarh *via* Igias. I think it will bring more money. And from Aligarh they can take the line to Kasganj. It will be very helpful and bring more money.

I may repeat that this fade of nationalisation should stop. I have said before and I repeat that it is not nationalisation, but it is governmentisation, and Government people get more chances to get more money, and they divide money among themselves. I think it is better to give freedom to

the people who have money; they can start business and they can build railways. I am quite sure that if the Marwari people, who have also the religious spirit, are allowed to build this railway, they will be very glad to do it.

Mr. Deputy-Speaker: The Hon. Member should conclude now.

Raja Mahendra Pratap: One more point. The Railway Ministry promised me after three years of correspondence that they would have one coupe reserved with chairs for those passengers who travel by night for short distances. They thanked me for this suggestion, but in spite of all that, it is not done.

One thing with all respect to the Chair, I say this House should set an example. If we can not have order here how can we have order in the country.

Mr. Deputy-Speaker: Never did I allow the hon. Member. He began himself.

Raja Mahendra Pratap: If you had told us who were to speak, we would not have jumped like students and be quarrelling among ourselves.

Shrimati Ila Palchoudhuri (Nabadwip): **Mr. Deputy-Speaker**, Sir, I am very grateful to you that you have given me a little time at the fag-end. So, I will not take any time but come to the point, because I feel that there is much to be congratulated about the Railways.

The gross traffic receipts amounted to Rs. 347.5 crores in 1956-57 and are estimated to be Rs. 384 crores in the current year, i.e., 1957-58 and everything has boomed and gone up. Perhaps, the Railways have every cause to congratulate themselves and the public has cause to congratulate the Railways. But, Sir, there are certain things that certainly crop up here, particularly to people who come from

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certain districts and there are three things in respect of West Bengal that have not been considered. But, before I come to them, there is one point that I would like to mention, viz., about accidents which have been ably dealt with by my hon. friend Shri Feroze Gandhi. That there are more accidents on the Japanese Railways than there are on the Indian Railways does not give cause for complacency! Whatever accidents we have, after all we have no cause to sit back and think that we are doing well. I think that some measures must be taken so that these grievous accidents do not happen.

One of the causes that causes accidents has been put as the failure of personnel. It has also been stated that the failure of personnel is due sometimes to quite long hours of work and also that all railway work involves a certain amount of tension. It is true that sometimes workers are expected to work not only for 13 hours and 40 minutes as the hon. Member opposite has said, but I believe there have been cases where they have been asked to work for 36 hours! I do not know if this is really so, but this has been brought to my notice.

Shri Jagjivan Ram: If the hon. Member brings any concrete case to my notice, I shall look into it. I cannot imagine how possibly it can happen.

Shrimati Ila Palchoudhuri: I also cannot imagine that. It may not be 36 hours, but it may be longer than it was really right or safe for any person to work.

If for the railway staff there could be some sort of relief period so that their relief could come in time and they could take advantage of that relief, that would more to their cater and efficiency. There should be some place where they could go away for a holiday. Surely, the Railway Ministry could have some sort of a sana-

torium where its workers could go, spend some time and thus recoup because the work entails a lot of nervous tensions.

Shri Jagjivan Ram: We have got that.

Shrimati Ila Palchoudhuri: I am very glad if you have got it, but all the poorer people do not seem to be able to get there nor get a chance to recoup themselves.

Secondly, Sir, there is this point that when insurance has been nationalised, there could be some small fare that could be put up and we could get some sort of insurance for passengers when they got on to trains automatically. If that could be done, I think the money that is proposed to be paid for accidents now—the Railway Minister is going to pay Rs. 400 for the accidents to the families—sometimes when a bread earner has been killed, the family might have got more tangible benefit. I hope the Railway Minister will consider this.

Shri Jagjivan Ram: Compensations are paid to all.

Shrimati Ila Palchoudhuri: Compensation of Rs. 400 in this last case, you have said.

Shri Jagjivan Ram: Rs 10,000.

Shrimati Ila Palchoudhuri: Even more substantial. Rs. 400 or Rs. 500 is not enough to compensate a family for the loss of the bread-winner.

Shri Jagjivan Ram: It is up to Rs. 10,000.

Shrimati Ila Palchoudhuri: If it is Rs. 10,000 then it will be very good and in every case it will be given promptly. I am very glad to hear that.

Thirdly, about corruption, I have to bring to the notice of the Railway Minister that he has said that 3,518

cases of corruption were brought to light and examined and disciplinary action has been taken. In answer to a question in Parliament, the Railway Minister had said that there were on the 3rd December, 1957, 1,028 cases but by the time the Budget was presented it is 3,518 cases! So, it seems that there is an increase of almost double the amount. That is rather disconcerting and I hope the Railway Minister will look into this.

Shri Goray (Poona): This is the revised estimate.

Shrimati Ila Palchoudhuri: However, when corruption occurs, I know it is very difficult to detect it, but particularly where booking clerks are concerned and wagons are to be allotted particularly goods wagons in tea districts, I will ask him to look into things in the tea districts of Siliguri and places like that, where in the booking of tea wagons there is a lot of corruption. I hope some action will be taken about them.

Sir, I do not know whether the railway bridges and railway engines like old wine and old tobacco get better and better with age, but the Minister himself has said that there are two railway bridges that are 95 years old! I know that on the Ranaghat Section there are railway engines that are 80 years and 90 years old I would only say that railway bridges that are positively dangerous should have by now been not only looked into but repaired. I was told by the Railway Minister himself on the 19th December, 1957 that they are 95 years old and that bridge is positively dangerous. The bogies shake and there are huge ditches under that bridge. I hope it will be repaired before it gets very much older. The bogies and the whole train rock in a terrible way when it passes over that bridge.

Then, Sir, I have to bring to your notice the light railways. Light railways constitute a part of travel in India, which, I think has a great deal to say for itself. Whether it has to be nationalised or not, or what is to

happen, I do not know, but they should not be closed down and such companies as can keep on doing something for the light railways should have every support from the Ministry and the Government. Components for the light railways need no foreign exchange and the public can get 15 to 20 miles of light railways for each mile of broad gauge. So, the closing down of light railways wherever it has caused so much disruption and discontent should, I think, wherever they are existing, get every help from the Government.

Also, it is true that we have very little petrol. We have coal but the stock is not unlimited. In the case of electric power it is almost unlimited. So, if there are light railways and electric power can ultimately come to them that will mean bringing electric power very near the villages. 100 miles of light railways could be electrified any time, but in places like West Bengal 50,000 villages can come nearer electricity than they are today.

Sir, I just want two minutes more so that I could put my point about West Bengal and Nadia particularly. West Bengal has really been neglected when electrification itself came. In Sealdah Ranaghat Section, which is supposed to be the busiest section, the figures of average density on the Sealdah Ranaghat Section will tell you that this Section has on an average density per mile within 15 miles it is 45.0, on an average between 15 and 24 miles it is 23.8 and beyond 24 miles it is 10. So, in spite of that this section has been neglected and other sections have been considered. But we are glad that the Burdwan Section has been considered. I have no quarrel with that but I hope the Sealdah-Ranaghat Section will soon come in for its own.

In my own constituency, Sir, the Karimpur line was surveyed at the time of my hon. deceased predecessor, Shri Lakshmi Kant Maitra. The line was surveyed but it has been laid in cold storage. Sir, Karimpur is a border town. I know you are not

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going to consider lines in the present year, but I hope you will soon consider it because the process of getting to Karimpur is very difficult and all people cannot travel by buses. It takes practically six to eight hours.

Mr. Deputy-Speaker: Shri T. B. Vittal Rao.

Shrimati Ila Palchoudhuri: One other point about amenities.

Shrimati Renuka Ray (Malda): Mention Khajuriaghat also.

Shrimati Ila Palchoudhuri: I am afraid I have no time now, but I hope it will be done. When you get a chance please mention Malda also.

Mr. Deputy-Speaker: I have already called the next hon. Member

Shri T. B. Vittal Rao (Khammam): Sir, during these few minutes at my disposal, I would like to draw attention to one or two points. Sir, in the Budget papers that are given to us we find that there has been an increase in the performance of railways, both in the passengers carried and the goods transported. But from them we cannot get any idea about the goods traffic available. This should also be made known to the people so that we can properly gauge the performance of the Railways. In 1956-57, there has been a drop in the goods traffic earnings by about 2.5 crores between the Revised Estimates and the actuals. During the Plan period, we should concentrate on the movement of the goods traffic and the way these calculations have been done is not satisfactory and such a drop of Rs. 2.25 crores should be looked into very carefully. That shows that even from the calculations made by the Railway Board, they could not keep to that schedule. That is clearly shown by this drop in goods traffic.

One method of calculating this goods traffic carried is by way of registration of goods cleared. This system does not give us any clear

idea of the traffic moved because every one who wants to transport goods is asked and instructed to apply only for a certain number of wagons. No consideration is given to the stocks lying at the station. Especially in the matter of coal, what are the pit head stocks lying? We are not told of this. The Minister has said that we have been able to move six per cent. more of goods traffic during the year. What was the increase in coal production? The increase in coal production in this very year has been to the tune of ten per cent. or so. Thus in the first place, we are not able to move all the coal raised and we improve our position only by six per cent as against the ten per cent. increase in coal production.

This is a very serious matter because in the next three years the coal fields in the public sector are expected to raise ten million additional tons. They have been able to raise only two lakhs tons more. I think we will be in a terrible transport bottleneck if this is the rate of moving the goods when the coal target allotted to the public sector is ten million tons

Now, I come to development. We have been told that 842 route miles will be constructed during the Plan period. During the first two years of the Plan, we have not opened even five per cent. of that target. I do not know what the Railway Board will do to clear up the rest of the 95 per cent. in the three years period. We are told about the improvements in the procurement of steel and other track materials from abroad. But I do not know how we are going to make up for these arrears. Until and unless some energetic and effective steps are taken, I am sure that these 842 miles included in the Second Plan period will not be open either to goods or passenger traffic.

Much has been said about accidents. There is going to be a special discussion and many hon. Members have

spoken about it. So, I shall not take much time on this. But there is a lesson which one would like to draw from the increasing number of accidents. The administrative structure as it is at present is unable to meet the situation of increased movement of passenger and goods trains. The hon. Minister should go into this question very deeply and seriously because the structure as it is has not been able to meet the situation.

I know that in one section, there were derailments every third or the fourth day. After a certain officer took charge over that section and after he discussed this problem with the Railway Board, he revised the formula of the placing of sleepers *N plus 5* and I find absolutely no case of accident in that section after that. That is in one section of the Southern Railway.

I would very briefly refer to one or two matters pertaining to the staff. A few days ago, I asked as to how many essential workers were there who had not yet been provided quarters. Two lakhs was the number. These people are liable for transfer from one junction to another. Special efforts should be made for providing housing facilities to these men. Once I had occasion to write to the Railway Board. I had a very interesting reply stating that this matter was engaging attention. They have written that they are doing it on a phased programme and that they cannot do anything more than that. We have at last decided that the essential staff should be provided with quarters—not all the ten lakh workers. But even on this day, we have got about two lakhs of them without any quarter.

I shall now refer to the grievances of the staff. The Barsi Light Railway employees had been absorbed in the Central Railway. Recently, their seniority has been settled. I would like the Minister to consider their increments and other facilities and extend to them the same facilities that have been given to similar railway employees.

Finally, I would like to refer to the case of Scheduled Castes Gazetted Officers. Out of 3460 gazetted officers in the railways, there are only nine belonging to the Scheduled Castes. It is a very serious matter and I would like the hon. Minister to look into it.

Shri Jagjivan Ram: Sir, I have listened to the debate with great care and attention and I am thankful to the Members of the House both for the bouquets and brickbats that have been thrown at me. I will first start by taking notice of my friend, Shri Anthony, whom I find is not in his seat. To be fair to him, he wrote to me, as Mr. Barrow and Mrs. Parvathi Krishnan, that due to certain engagements outside, they would not be present in the House.

Shri Feroze Gandhi: That always happens with Mr. Anthony.

Shri Jagjivan Ram: Mr. Anthony has specialised in a particular type of words and phraseology . . .

Shri Feroze Gandhi: Bhavani Junction phraseology.

Shri Jagjivan Ram: . . . that it is very difficult for me to emulate. I was also tempted to quote a few words from the well-known novel *Bhavani Junction* which is so typical of the language which he has specialised in.

14.49 hrs.

[SHRI BARMAN in the Chair]

He started by speaking about regimentation of the workers on the Railways. I do not know what led him to think so except a very recent development when he wrote to me about the some privileges being granted to his association or union or what not, which are normally granted to only recognised unions either in the Railways or other industries. There is no doubt that our Constitution guarantees freedom of association. But freedom of association cannot be confused with recognition as well. Mr. Anthony is free along with his associates to

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form as many associations as he likes, but it is up to the Railway Administration to recognise those associations or not to recognise them. We have certain conditions, certain rules and regulations, for the recognition of the unions on the railways.

What happened was that one of our officers of some railway issued a confidential circular to some of his subordinate staff that these are the facilities which are to be given to the recognised unions and not unrecognised unions. Mr Anthony got a copy of that confidential circular and he sends a copy to me asking, "How is it that your officers are behaving like this? Why not this facility for my association?" I wrote back to Mr. Anthony saying that "there is nothing unjustifiable and as one who is taking interest in trade unionism, you should know the primary principle of trade unions, recognised and unrecognised. What the officer has done is nothing but bringing to the notice of the subordinates the rights and privileges of the recognised unions." Certainly I wrote to him that "as a public man and as a respected Member of this august House, you will agree that it is not desirable that copies of confidential papers are passed to outsiders".

An Hon. Member: How did he get it?

Shri Jagjivan Ram: How it was made available to him, it is for him to say . . .

Shri Tangamani (Madurai): Confidential documents have been placed on the Table of the House.

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): Theft is committed everywhere.

Shri Jagjivan Ram: It was not in the House; he wrote to me a private communication and that is what I have said, generally that it is not desirable on the part of any employee to divulge any confidential circular or communi-

cation or letter; if any confidential communication or letter becomes available to any employee, he should not pass it on to outsiders.

This question leads me to the general question of labour policy of the railways. Fortunately the question has been raised and many other Members have dealt with it. In a nutshell the labour policy of the railways has been to encourage united trade unionism among the railway workers. Multiplicity of unions of employees in any industry, apart from causing complications and difficulties to the administration, breaks the unity among the ranks of the employees. I have always tried, wherever opportunity has arisen, to work for unity among the ranks of the employees. That has been my attitude and policy on the railways also. I am not guided by the ideologies of the unions. I want to make it clear that I am not only professing it; I have put that into practice wherever occasion has arisen. Last year I granted recognition to unions on two or three railways where recognised unions existed even before. Even at that stage, I felt that in the interest of the railwaymen, it will be to their advantage if there is only one united federation for all the railways.

Mr Anthony threatened that if his association is not given recognition, he will join the ranks of the Communists. I do not know whether it is a compliment to the Communist Party or not. Perhaps Mr. Anthony regards the rank of the Communist Party as something with which he will not ordinarily associate. Therefore, he gave this reply.

Shri Feroze Gandhi: His constituency is Rashtrapati Bhavan.

Shri Jagjivan Ram: I think Mr. Anthony should have given more thought to that threat. I do not know whether this utterance by Mr. Anthony is going to create some impression amongst his followers or not. It is for his followers to think whether to heed

the advice given by a person whose loyalty to his followers is so deep as to threaten the Government to join the communist party. One can understand what his loyalty to labour is, but I want to make it clear that this threat of Mr. Anthony has no meaning.

Shri Hem Barua (Gauhati): That is his last resort.

Shri Jagjivan Ram: I want to make it clear that the railways will steadfastly pursue the policy that they have been pursuing till now, the policy of having one united federation for all the railwaymen. It is not that multi-policy and duplication of unions cause embarrassment and difficulties for the administration. It also adversely affects the interests of the employees and any genuine trade union leader knows it very well that if there are two rival unions in one industry, it is not good for the workers who even sometimes force the leadership to indulge in activities which the leaders regard as not very desirable, because they have to maintain the numerical strength of the unions. They are afraid that if they do not take up the case of certain employees, even though they are convinced that the demands are not justifiable, they will walk over to the other union and that is what is happening. So, in the interests of the workers themselves, we are convinced that one federation is necessary, desirable and to their advantage.

I am glad that this realisation has dawned upon all ranks of railwaymen and they are making earnest efforts for having one Federation. I shall give any help and assistance, whatever worth it is, in effecting unity among the railwaymen, but it is for them to effect the unity and have one federation. This is a nutshell is the labour policy of the railway administration. We have on most of the railways more than one union—two unions. It is not desirable to have more than two unions. Even two unions are not to the advantage of the employees.

Then, I will come to the question of accidents, which is uppermost in the minds of Members and others also and naturally so. I want to make it clear that I do not want to quote figures and statistics to show what is the trend of accidents on the Indian Railways during the last few years or how the incidence of accidents on the Indian railways compares with the incidence of accidents on the railways in far more advanced countries in the world. I do not propose to do so. Whenever any accident takes place on the Indian railways, it causes anxiety to us and it is always our earnest effort to see how far we can minimise the number or possibility of accidents on the railways. Therefore, I do not propose to produce the figures. If any hon. Member is interested in seeing the figures of the accidents on the Indian railways for the last four or five or six years, they are all available, and they can very well compare them.

15 hrs.

In this connection, questions have been raised about the training of the staff or the shortage of spares in the workshops. I want to make it clear here that whenever there is any major accident, an inquiry is held. Either there is a statutory inquiry by the Government Inspector of Railways, or a court of inquiry is set up.

I have been examining the reports on the accidents that have been taking place in recent years, and I find that in very few cases—perhaps in none—has it been brought out that the accidents did take place on account of defective training of the person concerned or on account of any defect in the engine or the coach. Therefore, the question of training or spares is not relevant in this context. They have their own importance, of course, and I shall deal with those aspects also presently. But they are not relevant in this context. Wherever the accident has occurred, it has occurred because of human failure. In this connection, the question of longer hours

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of work has been raised. In every case, I make it a point to examine that aspect also and I have found that in no case was there any occasion for undue fatigue or strain having been caused to the person concerned by having worked for longer hours.

We have the award of Justice Rajadhyaksha determining the hours of work of different categories of employees on the railways, and all the employees are called upon to perform duties for the hours that have been laid down in that award. Justice Rajadhyaksha went into great details devoted much time and attention and then gave his award.

I am mentioning these things in order to emphasise that when the accidents took place, all these factors, important as they may be in their own places, were not materially relevant to those accidents.

Shri Feroze Gandhi has very nicely and beautifully emphasised the responsibility of the workers. I would like to refer to one thing which he has emphasised. I was myself thinking about it, and I have already asked the Railway Board to take action in that matter. That is about uniformity in the rules and subsidiary rules, and also about the translation of those rules in the languages understandable and intelligible to the staff concerned. That is very necessary. I have found that though the basic instructions and rules are the same on all the railways and on all the sections, yet in subsidiary rules, there are slight variations on the different railways and on the different sections also. So, we want to have, in the near future, uniformity in the rules and also the subsidiary rules—maybe, with slight variations according to the conditions or terrain of the section concerned—and also in a language which will be intelligible and understandable to the staff concerned. My idea is also to simplify these rules, regulations and subsidiary rules as far as possible.

So, in the matter of accidents, what is required is that everyone must be alive to his responsibility. When I find a certain employee with long experience, with very good record and with very good reputation being involved in an accident, it is very difficult to find out the cause. There cannot be dereliction, and there cannot be any wilful negligence, because he knows that he is also likely to fall a prey to the accident. There must be some human psychology which alone can explain it. I have asked the General Managers to make the staff alive to their responsibility. The tremendous and gigantic work they are engaged in, and the thousands of miles, and the millions of passengers, and the millions of tons that are being handled by them speak eloquently of the efficiency with which they are discharging their work. All the same, there are lapses on the part of some persons here or there, and we have always to emphasise the necessity of their being fully alive to their responsibility. Whenever we find cases of gross indiscipline or negligence, we shall have to take action, and I am sure, in those steps, we shall have the full support of the House and of the public.

As I have said, whenever any accident takes place, it is a cause for concern to the Railway Ministry, and it will be always our endeavour by all possible means to see how far we can minimise the possibility of accidents on the railways.

Again, the question has been raised about the efficiency of the railways. I do not propose to tire the House by quoting figures. If hon. Members will go through the various reports that have been published, they will find that figures have been given there which will show that the efficiency of the railways as compared with the past years has increased, but, as I said on previous occasions, there is scope for further improvement.

Though we have handled more goods traffic and passenger traffic and

though the utilisation of wagons has increased, the question has been raised that speed has suffered. It has. Again, I am not proposing to quote figures. In certain areas, the density of traffic has increased; in certain sections, heavy engineering work is in progress. These are some of the relevant causes owing to which speed suffers. But, as I said earlier, we shall always be making efforts to see how far we can increase the speed also in order to handle more traffic, either goods or passenger.

Shri Asoka Mehta is not present here now, but he raised the question about the regrouping of the railways, divisionalisation or district administration. I am not dogmatic about any particular pattern, nor can one afford to be so in a developing economy. Whatever pattern is best suited to the area concerned will have to be introduced. The occasion for his provocation was the bifurcation of the North-Eastern Railway and the creation of a new zone known as the North-East Frontier Railway, and the abolition of the regional office from Muzaffarpur which happens to be his constituency.

I want to make it clear, as I did on previous occasions, that no political considerations were taken into account for the creation of the new zone, and no pressure of any sort, political or otherwise, was brought to bear on this question.

Shri Hem Barua: There was no pressure from any quarter whatsoever.

Shri Jagjivan Ram: The quarters might have felt that they were exercising pressure. But I want to make it clear that no political or other pressure was taken into consideration in taking this decision. This was taken purely for operational reasons. When the bifurcation of the North Eastern Railway was decided upon and the new zone was created, it was felt that there was no necessity of the regional offices. The district pattern was

there. The regional offices were a superimposition upon the district pattern. Of course, there was necessity for them when the railway was a long one. But with bifurcation, there was no necessity for the regional offices, and the district offices could very well function and discharge the duties entrusted to them. The restoration or the continuance of the district pattern has given satisfaction in many quarters. I want to reiterate that while taking this decision, no extraneous factor was taken into consideration. It was purely on the consideration of the operational necessities of the railways concerned that this decision was taken.

What should be the future pattern of the different railways? Decisions were taken only recently. They are functioning quite satisfactorily. I do not feel there is any occasion for revising or reviewing the pattern that has been introduced on the railways except that where minor readjustments may be required, that may be done. More than that, at present there is no intention and there is no occasion for any large-scale revision or review of the patterns that are functioning on the different railways. I will say again that whatever modifications are made are made only for operational reasons of the railways and for no other consideration.

In this context, the question of administration also arises. The Railway Administration has stood the test of time. They have been functioning; they have faced the burdens of the expanding economy of the country when the traffic and the work-load have increased manifold. I do not think there is any occasion for any large-scale disturbance in the pattern of the Railway Administration that we have at present.

Then the question of working expenses has been raised. I would like to deal with this aspect in a little detail because it is a very important aspect and the point has been raised by more

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than one Member. It is said that the working expenses have risen inordinately steep and are not warranted. No doubt, there has been an increase in working expenses of the order of 30 per cent. from 1950-51 to 1956-57, while from 1955-56 to 1958-59 the increase is anticipated to be as high as 25 per cent. There is no doubt that in recent years, there has been a considerable increase in working expenses, particularly during the Plan period. But the rise is fully accounted for by increases in the price levels of stores, levels of wages etc., and is not in commensurate with the increasing volume of traffic handled.

The increase in working expenses from 1950-51 to 1958-59 is of the order of Rs. 100 crores. The main causes of these increases are: increase in the number of staff Rs. 28 crores; increase in the emoluments of staff due to increments and various concessions given from time to time,—that is, the implementation of the adjudicator's award,—grading of posts, redistribution of posts in different grades and the recent interim relief increase in dearness allowance recommended by the Pay Commission, Rs. 32 crores; increase in the price of coal, increase in sea freight, sales tax etc. Rs. 10 crores; increase in consumption of coal etc. Rs. 9 crores; increase in repairs to assets including rolling stock Rs. 21 crores.

It is obvious that with increased economic activity all over the country and the enormous additional traffic which the railways have to handle, the strength of the staff in the railways cannot but increase. While the originating traffic is expected to increase from 91.4 million tons in 1950-51 to about 145 million tons in 1958-59, an increase of 58.6 per cent., the number of staff is expected to increase during this period from 9.14 lakhs to 11.61 lakhs, an increase of 27 per cent. This can hardly be described as an unwarranted increase.

A reliable index of the work done by the railways is the gross ton miles. The figures of 'thousand gross ton miles' per employee have gone up considerably over the period of the last six years. These are: 1951-52 111.6; 1952-53 112.9; 1953-54 111.1; 1954-55 115.2; 1955-56 119.8; and 1956-57 125.5. Thus the allegation that the increase of staff in the railways is effected by the rule of thumb is wholly unjustified.

As regards the increase in emoluments—some Members wanted the breakup of these figures; so I think it will be useful if I give these figures in detail—annual increments to staff alone account for Rs. 8 crores over this period; adjudicator's award, a further sum of Rs. 8 crores; regarding dearness allowance, there were two increases, first in May 1951 to the extent of Rs. 4 crores and again in the current year, at the rate of Rs. 5 per month as recommended by the Pay Commission; these two increases in dearness allowance account for an additional annual expenditure over Rs 10 crores.

It is hardly to be expected that in a Welfare State, the emoluments and service conditions of the staff will remain static.

The average price of coal has risen during this period from Rs. 16.25 per ton to Rs. 20.40 per ton, an increase of 25.5 per cent. This alone has accounted for an increase of Rs. 4 crores. There has also been an increase of 15 per cent. in the transport charges of coal by sea. Similarly, prices of iron and steel and almost every item of stores have increased very considerably during this period. With the increased traffic and due to other reasons—variations in the grades of coal supplied—consumption of coal has gone up. Against 9.4 million tons consumed in 1950-51, the consumption in 1958-59 is estimated to be 13.62 million tons or an increase of 48.7 per cent. In respect of this, as a result

of the persistent efforts towards more economic use of fuel, the coal consumed per thousand gross ton miles has gone down from 164.1 lbs. in 1950-51, for goods on the broad-gauge to 152.4 lbs. in 1956-57 and for passenger services from 191.8 to 185.2. On the metre gauge, the consumption on goods services has gone down from 198.9 to 178.6 and for passenger services from 229.9 to 218.6. I think, this meets some of the observations made by my friend, Shri Bharucha also.

While on the question of coal, I want to make it clear that there is no doubt that there are ample opportunities for leakage of coal. That is why I set up a committee. The committee is going into this question, as regards the quality of coal, the future consumption, how far we can seal the possibility of leakages—and there is considerable percentage of coal which is wasted—either pilfered or otherwise. But, all the same, we are keeping constant watch on the consumption of coal and seeing how far we can reduce the quantity

Our capital assets have increased quite appreciably during this period as evident from the fact that in 1950-51, the capital at charge was Rs. 8,27 crores, while it is expected to be Rs. 1,348 crores in 1958-59. These assets have to be maintained properly and this means larger expenses on repairs and maintenance. To give more details, though the figures are available—

In 1950-51, there were 8,237 locos, 17,284 coaches and 2,05,087 wagons; while at the end of 1957-58, the figures are estimated at 9,740 locos, 22,546 coaches, and 2,66,292 wagons. In spite of the increased holdings of rolling stock, the average number under and are awaiting repairs has gone down. As against, 5.65 per cent. of the engines awaiting repairs in the shops in 1950-51, the percentage came down to 5.33 in 1956-57.

Similarly, the percentage of goods wagons in workshops awaiting repairs has gone down from 1.31 to 1.22, while that of passengers coaches has gone down from 7.33 to 6.34 at the same time. The capacity of the workshops for periodical overhauls has also increased, as evident from the figures that I am quoting below. And, all this means more expenditure on repairs and maintenance.

In 1951-52, the number of standard first-class repair of the locos was, broad gauge 2,153 and metre gauge 664. The number of wagons, broad gauge 53,132 and metre gauge 19,960; the number of passenger carriages, broad gauge 12,182 and metre gauge 7,050; number of other coaching vehicles, broad gauge 2,902 and metre gauge 1,464. As compared to these, the numbers in 1957-58—8 months are—locos, broad gauge 1,789, metre gauge 575; wagons 43,904 and 16,658; passenger carriages 10,148 and 6,172; and other coaching vehicles, 2,078 and 1,178.

Our expenditure on the maintenance of way and works has also risen considerably during this period owing to various factors. The number of staff quarters and other staff amenity buildings have increased very considerably during this period. New lines have been constructed and doubling sub-sections undertaken which require maintenance. Maintenance of track and parts have to be given particular attention on account of the deadlock accumulated for many years. To get an overall picture, the operating ratio, that is, the proportion of the total working expenses to the gross traffic receipts was 79.9 per cent. in 1950-51, actuals; while, it is anticipated to be 76.9 in the Budget estimates of 1958-59. This would show that in spite of increased emoluments to staff and increase in the level of prices of coal and other things over which the Railway Ministry have hardly any control, the increase in expenses necessitated by the increased quantum of work to be

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done has been kept well under control. So, one cannot say that there has been an unjustified increase in the working expenditure on the railways. But, we are constantly reviewing where we can effect any economy.

Allied with the performance of the railways, the question has been raised about the future capacity of the railways to handle the traffic that may be generated. There also, we are alive that the railways will be called upon to handle increased traffic and that the target of 162 million tons for goods movement provided for in the Railway Second Five Year Plan is inadequate. We also realise that.

It has also been mentioned—it was perhaps Shri Anthony who said that—that the additional goods traffic would be of the order of 80 million tons, out of which the traffic generated as a result of the development of the private sector and miscellaneous goods traffic would be about 30 million tons. The total volume of goods traffic that can be carried within the funds provided for the Railway Second Five Year Plan is 162 million tons which allows an increase of 42 million tons over the First Plan. The inadequacy of this provision is appreciated in all quarters; and, increased line capacity is already being provided to cater for 181 million tons, which includes an additional amount of 61 million tons. Additional funds would, no doubt, be required for achieving this target and the trends of traffic are being watched carefully so that action can be taken at the proper stage to ensure that the necessary transport capacity is provided on the railways to cater for the requirements of the vital goods traffic for the fulfilment of the national Plan. As regards the figure of anticipated traffic, I can only say at this stage that it is difficult to say firmly whether the increase in traffic by the end of the Second Five Year Plan will reach the level of 80 million tons of additional traffic.

Question has been raised in this connection that we have said, that we have moved larger quantities of coal. Just now some hon. Members referred to the question as to the accumulation at the pit-heads. I deliberately did not give those figures because those figures are available in authorised publication. And, what has been the performance of the railways can very well be judged if one compares what was the accumulation at the pit-heads at a particular period last year and what is the accumulation at the same period this year. If one compares, one can very well judge what has been the performance of the railways; whether the railways have been able to move larger quantities of coal or they have been able to move smaller quantities. I will give certain figures.

In this connection I would refer to the figures of pit-head stocks at the end of October, 1957 as compared with the corresponding figures of the previous year. The total stock of coal on 31st October, 1958 at the pit-heads throughout the country was 2·664 million tons, and on 31st October, 1957 it was 2,536 million tons. In the Bengal and Bihar coal fields the corresponding figures were 2·578 million tons in 1958 and 2·438 million tons in 1957. Day-to-day fluctuations in the supply of wagons is incidental, but over the year all the coal production has been lifted; in fact, slightly more. I have given the figures up to the end of October. The slack season ends on 31st October and the busy season begins from 1st November. It has been the age-old practice in the case of coal traffic that some stocks are built up during the busy season in order to cope up with the general goods traffic which has been created during the slack season. I may say that even at the points which were regarded as difficult bottle-necks there has been improvement; especially as Mandwadi and other places are concerned. It is always our effort to move more and more. As far as my information goes, the stock at the pit-

heads of coal is slightly less at present than what it was during the current season last year, which means that we have moved more coal. The production has increased. There is no doubt that the Railways are the consumers of coal to the extent of nearly 30 per cent. to 33 per cent., and we have to move all that for ourselves.

Then, Sir, about the amenities for the railway employees. We have been always trying to do as much as we can for the welfare of the employees on the Railways. As far as housing is concerned, if the hon. Members will go through the figures they will find that there is increased housing activity on the Railways. I know that we will not be able in the near future to provide accommodation to 100 per cent of the employees. Even in the next two, three or four years it will not be possible to provide housing accommodation to all the essential staff. I am aware of that and you will also agree, Sir, that every year we are constructing larger number of quarters for the railway employees in this country.

Somebody raised the question—perhaps, it was Shri Frank Anthony—why not allow advances to be taken by the railway employees from their provident fund for the construction of their own houses. I may tell here that I will ask the Railway Board to make provisions so that advances can be taken by railway employees from their provident fund for the purpose of constructing their own houses.

Shri T. B. Vittal Rao: That is being done now.

Shri Jagivan Ram: No, it is not being done; I was just looking into that. Another thing that I will suggest is that the railway employees should, and it will be better if they do it, take advantage of the various housing schemes like the industrial housing scheme and the low-income group housing scheme and own their

own houses. That will also to some extent relieve the pressure on the railways for the construction of houses.

About hospitals, Sir, as compared to the hospital facilities available for the general population our standard is much higher. I was surprised when Shrimati Parvathi Kriahnan was making the complaint that in some of the hospitals only coloured water is given instead of medicines; perhaps, it was exaggeration to a point which becomes unbelievable. Our standard on the railway hospitals, admittedly, is much better. The number of beds in the railway hospitals is also much higher than what is available to the general population. We have nearly more than three beds for every 1,000 population, whereas in the country it is perhaps 0.3.

While talking about the staff, there is no doubt that I want to associate the staff and officers as much as possible in all matters. Last year I said that I will have joint committees at all levels. Shrimati Parvathi Krishnan reminded me of that and asked as to what has been done. The Railway Administrations have been asked to implement the formation of joint committees at various levels. We are going to pursue that from the Railway Board and follow that up to see that that scheme is implemented as quickly as possible. So, it is my intention to take the workers into confidence in all matters and, especially where the question of efficiency and safety of the travelling public is concerned they have to be taken in and associated at all levels.

Another thing is, much was said about the victimisation of the railway employees. That is one topic which some of my friends must bring in at every session. Last time some hon. Member raised this question and said that a few hundred railway employees had been suspended, discharged or dismissed without assigning any cause. I requested the hon. Member to give

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me a list of the few hundred workers so that I could look into those cases and do the needful. I am still waiting for that list; I do not know how long I will have to wait, and whether that list can be ever produced or not. But, as I assured the hon. Members on some of the old cases pending since 1946, 1947 or 1948 where certain actions were taken, I undertook to review those cases personally. I am engaged in that process, because it takes time to get a report on those cases from the different Railways and from different States. But I have taken up a review of those old cases; they are not a few hundreds but only a few dozens. I am reviewing those cases and something will be done very soon.

The questions of recruitment of Scheduled Castes and Scheduled Tribe candidates was also raised. There is no doubt that the representation of the Scheduled Castes and Scheduled Tribes on the Railways is much below the percentage fixed for them; in the officers' cadre, well, practically there are none at this stage. Attention of the recruiting authorities is being constantly drawn to the necessity of filling all the vacancies meant for the Scheduled Castes and Scheduled Tribes by the candidates belonging to those classes. There is no reservation in promotion, but the question is being examined. There are certain classes and categories of services in the Railways where there is no direct recruitment and the posts are filled by promotion from the lower ranks. It is being considered whether in those categories of posts reservation should be made for the Scheduled Castes and Scheduled Tribes; if so, in which way. I think a decision is going to be taken very soon providing reservation for the Scheduled Castes and Scheduled Tribes in such categories of promotions. A Special Officer has already been appointed in the Railway Board to look after the recruitment and

appointments of Scheduled Castes and Scheduled Tribes; and a decision has been taken to have Special Officers on all the Railways to see to the recruitment of Scheduled Castes and Scheduled Tribes. A few individual cases of alleged injustice were mentioned by Shri Ganpati Ram and some other friends. The Railway Board will look into those cases.

Then Shri Barrow raised the question, as also some other Member, about the training facilities for the different categories of railway employees. We have training arrangements, but I must frankly admit, Sir, that with the rapid expansion of the Railways and the recruitment of a very large number of staff on the Railways, I feel that the training facilities are not adequate to our requirements. Steps are being taken to extend the training facilities for all categories of railway staff.

In regard to the nationalisation of the Light Railways, that is a question which comes up at every session of the House. It is an important question, no doubt. But, as I explained in the Rajya Sabha, a decision was taken two years back not to nationalise the Light Railways and not to expend our resources on taking over a facility which was already in existence but rather to expand, if we have the resources, for opening up new lines or for the construction of new lines; and that is why we are not at present very enthusiastic about nationalising the Light Railways. But wherever we find that the condition of a particular Light Railway has so deteriorated and the people and that locality will be greatly handicapped if that particular Railway either closed down or is not in serviceable condition, we consider whether or not to take over that Railway and provide the people of that locality with the facility. So, that is our policy so far as Light Railways are concerned.

Then, Sir, we come to the construction of new railway lines or undertaking new surveys. I will not say that we have finally decided not to undertake any survey of any railway line or we have finally decided not to undertake the construction of any new railway line. We have postponed it, and postponed it for lack of resources.

An Hon. Member: For how many years?

Shri Jagjivan Ram: Till our resources position improves. And as soon as our resources improve, we will undertake surveys and we will undertake construction of new lines. There are many areas in our country where construction of railway lines is necessary. Whether it is taking a railway line from Pathankot to Jammu or further north or it is a question of constructing the coastal line from Bombay to Goa or it is undertaking some other railway lines in Maharashtra or it is the question of the conjunction of the three States of Orissa, Madhya Pradesh and Andhra for opening up Dandakaranya and Bastar for the transport of iron ore, there are many areas where there is necessity for the construction of new railway lines for developing those areas industrially and economically. But the resources today do not permit us to undertake these.

As regards surveys, some of them have been completed. I do not like the reports of the surveys to be lying down in the archives of the Secretariat or of the Railway Board for many years; it will cause more disappointment to the people concerned where surveys have been held and no lines are to be constructed. But, as I said, we cannot take any decision that there will be no further survey and no further construction. We will undertake as many surveys and as many constructions as our resources permit.

There have been demands from many Members for the stoppage of certain trains at certain stations or the

introduction of certain new trains in certain areas or the introduction of express or fast trains between certain stations or the speeding up of certain trains in certain areas. We will get all those questions examined by the Railway Board. I do not want to take the time of the House in giving a reply to all those individual questions: I will get all of them examined by the Railway Board, and wherever I find that we have enough locomotives or coaches for providing an additional train in a particular area or a particular section we will no doubt introduce it. And wherever we find that stoppage of a particular train can be introduced without affecting adversely the speed, we will do that.

A complaint has been made regarding the timings etc. That is our difficulty, and I do not know how to solve that difficulty: while framing the time-table we invite suggestions from the Members of Parliament concerned in those areas. I am not disclosing a secret when I say that, more often than not, conflicting suggestions are coming from the Members of Parliament—and naturally so. One Member looks to the locality or the area from which he comes, and the other Member looks to the convenience of the area from which he comes, and therefore there are conflicting suggestions. And then, these conflicting suggestions have to be reconciled by some person. If we reconcile these, some Members feel that their suggestions have not been accepted while others feel that theirs have not been accepted.

Shri Braj Raj Singh (Firozabad): So nothing is done!

Shri Jagjivan Ram: Therefore, Members say, "Though we send suggestions, they are not accepted". As a matter of fact, if we accept the suggestions of all the Members we will be producing something—you can just imagine what it will be!

Then, Sir, there are many stations where even the basic amenities are

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not available. We have a programme to provide these basic facilities at all the stations. But, as you know, the number of stations in our country is not inconsiderable, and providing all these basic amenities at all the stations may take some time. But we are trying to speed up and trying to provide at least the basic amenities at all stations.

Catering has also been mentioned. And, as on all matters, on departmental catering also the opinion is divided in this House. There are some exponents of private catering, and others are for whole hog departmentalisation. Well, in this matter we in the Railways believe in mixed economy.

Shri Braj Raj Singh: As everywhere.

Shri Jagjivan Ram: We have departmental catering, and we have also the private sector flourishing there. Some exponents say that private caterers are better; others feel that departmental catering has been a boon to the public.

Shri Feroze Gandhi: Both belong to the Opposition.

Shri Jagjivan Ram: I do not think Shri Feroze Gandhi thinks that the Opposition is not a heterogeneous element. Therefore, opinion is bound to be divided. So, here also, it is not the intention to departmentalise all the caterers. It is the intention to encourage co-operatives as far as possible. Instructions have been issued to the Railway administration that in matters of contract and in things like that, wherever possible co-operative societies should be given preference. It should be a co-operative society of actual workers, or a co-operative society of the vendors themselves or a co-operative society of the workers engaged in handling the work themselves. Otherwise there is no difference between a contractor and

a co-operative society, for clever people can form a co-operative society employ the vendors and others as employees, and themselves take the place of a contractor. Instructions have been issued to the railway administrations for giving preference to co-operative societies wherever possible.

Then about cleanliness in the railways and the railway stations. There should be a co-operative endeavour on the part of the railway administration, the travelling public and the leaders of the public opinion to create a sense of cleanliness among our people. It is a social problem and it will have to be tackled in that way. We have undertaken some sort of a social education on a very modest scale. In that connection, the co-operation of everybody is necessary, unless a sense prevails among the people that the railway and the property of the railway, everything in the railway, belongs to the nation and everybody has to take care of the national property, Railways by themselves cannot do much

In the end, as I have said, I will take all the suggestions into consideration. Many suggestions have been made: how to minimise the chances of pilferage, how to have a judicious use of the stationery and forms of the railways, etc. I will get all those suggestions examined and adopt as many of them as are practicable.

Last of all, I shall mention the pension scheme. The pension scheme has been introduced. I personally feel that the pension scheme is very beneficial to the railway employees, and especially the Class IV employees, should without any exception opt for the pension scheme. I have asked the Railway Board to extend the time for option till the end of June, 1958. It has been further decided that the pension scheme, in an explanatory form, should be issued in all the regional languages so that every

employee can understand it and intelligibly opt for it:

But, at the same time, apart from the administration, it should also be the work and the duty of the unions and the leaders of public opinion and Members of this House, to make the workers understand the pension scheme, so that they can intelligibly opt for the scheme

I think I have covered most of the important questions that have been raised here I will again express my thanks to all the Members for what they have said about the railways We have taken the criticisms in a constructive light They also helped us The encouraging words only make us keen and alive to our responsibilities and duties

Let us expect that we never grow complacent It will always be our duty, Sir, to see how best we could serve our people and to contribute our mite to the fulfilment of the great undertaking that the nation has embarked upon, the fulfilment of the Second Five Year Plan

Let me take this opportunity of sending my best compliments and congratulations to more than a million of the employees of the railways who are toiling hard, day and night, all the 24 hours round the clock, for maintaining the nerve-line of the nation, the nerve-line which, if dislocated, if it does not work, will not only adversely affect but paralyse all the development schemes in the country They expect a few cheering words from this House and the words of encouragement that have been uttered here will put heart into those more than million employees and they will engage themselves in the task with faith, energy and enthusiasm

I thank the hon Members for all that they have said.

Shri Hem Barua: The hon Minister has said about the basic amenities and extension of railway lines and pointed out that they have been held up for want of resources Then, may I know how it was possible, during the Congress session at Gauhati, to put up immediately fluorescent lights, in way-side-cum-railway stations, and build bridges across railway crossings and introduce so many other amenities there by spending some lakhs of rupees? How then was it possible, all of a sudden? The Minister has himself admitted that due to want of resources, things are held back

Mr. Chairman: The Members can deal with all those details during the debate on the Demands for Grants

DEMANDS* FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1957-58

Mr. Chairman: We shall now take up the Supplementary Demands for Grants Do I understand that some modification is suggested by the hon Minister?

The Minister of Railways (Shri Jagjivan Ram): Yes, I do not want to move Demand No 3

Mr. Chairman: So, the House will now take up the Supplementary Demands for Grants for expenditure of the Central Government on Railways—1957-58, presented on the 25th February, 1958 There are in all, after the elimination of Demand No 3, as mentioned by the hon Minister, 14 Demands I would like to take the sense of the House as to how much time should be allotted for discussion and voting on these Supplementary Demands for Grants As general discussion on the railway budget has just finished and discussion on demands will go on for another two days, I think not much time would be required for the consideration and passing of these Supplementary Demands I

*Moved with the recommendation of the President.

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presume the House would agree that one hour would suffice for the purpose

Some Hon. Members: No, no.

Shri Naushir Bharucha (East Kharsesh) Four hours May I point out that the supplementary demands involve Rs 45 crores of additional expenditure? Surely, four hours' discussion is necessary

Mr. Chairman: But there are only 13 cut motions

Shri Naushir Bharucha: But we must have a general discussion

Mr. Chairman: We had a general discussion for 15 hours

Shri Naushir Bharucha: True, but these are on different matters altogether Four hours are needed

Mr. Chairman: They have not allotted any time Therefore, it lies with the House to determine it

Shri Naushir Bharucha: Four hours

Mr. Chairman: Let it be three hours I suggest that the discussion on all these demands may go on simultaneously I shall put all of them together to the vote of the House at the end of the discussion Except Demand No 3, all other supplementary demands, as on the list, are before the House

DEMAND No 1—RAILWAY BOARD

Mr. Chairman: Motion moved

That a supplementary sum not exceeding Rs 7,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Railway Board'

DEMAND No 2—MISCELLANEOUS EXPENDITURE

Mr. Chairman: Motion moved.

That a supplementary sum not exceeding Rs 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day

of March, 1958, in respect of 'Miscellaneous Expenditure'

DEMAND No 4—WORKING EXPENSES—ADMINISTRATION

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs 1,03,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Administration'

DEMAND No 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Chairman: Motion moved;

That a supplementary sum not exceeding Rs 6,75,28,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Repairs and Maintenance'

DEMAND No 6—WORKING EXPENSES—OPERATING STAFF

Mr. Chairman: Motion moved

That a supplementary sum not exceeding Rs 2 19,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operating Staff'

DEMAND No 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Chairman: Motion moved

That a supplementary sum not exceeding Rs 3,09,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation (Fuel)'

DEMAND No 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs 1,19,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day

of March, 1958, in respect of 'Working Expenses—Operation other than staff and Fuel'.

**DEMAND No. 9—WORKING EXPENSES
MISCELLANEOUS EXPENSES**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 2,12,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses Miscellaneous Expenses'.

**DEMAND No. 10—WORKING EXPENSES
LABOUR WELFARE**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 19,58,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses Labour Welfare'.

**DEMAND No. 12—DIVIDEND PAYABLE TO
GENERAL REVENUES**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 45,48,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Dividend payable to General Revenues'.

**DEMAND No. 13—OPEN LINE WORKS
(REVENUE)—LABOUR WELFARE**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 41,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works (Revenue)—Labour Welfare'.

**DEMAND No. 15—CONSTRUCTION OF
NEW LINES**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 2,20,43,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Construction of New Lines'.

**DEMAND No. 16—OPEN LINE WORKS—
ADDITIONS**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 10,60,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Additions'.

**DEMAND No. 17—OPEN LINE WORKS—
REPLACEMENTS**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 14,62,04,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Replacements'.

16 hrs.

Shri Tangamani (Madurai): Sir, there are certain cut motions that I have given notice of. I would like to move the cut motions. But, in the paper that has been circulated to us, I find the numbers are marked differently. My cut motions are: cut motion No. 2—it is for Demand No. 1 and not 4....

Mr. Chairman: I think it will be convenient if hon. Members give a list at the Table.

Shri Tangamani: Cut motion No. 2 is for Demand No. 1. It deals with discontent over grant of *ad hoc* increase of Rs. 5 only in the dearness allowance. My cut motion No. 4 deals with Demand No. 4. It reads: Failure to apply the principle of 'equal pay for equal work' in the Signal and Tele-communication Department of Southern Railway. My cut motion No. 6 is for Demand No. 5. That is for lack of culverts or small bridges in Bellary-Rayadurg section of the Southern Railway leading to delay during rains. My cut motion No. 7 is for Demand No. 6. That is

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regarding Carriage and wagon repairs in the Perambur Workshop in Southern Railway My last cut motion, which is cut motion No 11 is for Demand No 9 regarding delay in payment of and inadequacy of compensation to passengers involved in railway accidents

I shall in these cut motions deal only with two or three aspects The first point which is of a general nature is the *ad hoc* increase of Rs 5 only in the dearness allowance granted to the Railway employees My point in moving this cut motion is that there has been a growing discontent not only amongst the railwaymen, but also among the Central Government employees that the interim relief that has been granted to them is very paltry Based upon this recommendation of the Commission, the Railway Board has come forward with an *ad hoc* increase of Rs 5 only It is necessary to urge upon the Railway Ministry and others to request the Commission to come forward with their final award as soon as possible

Demand is for Rs 1,03,91,000 The Explanatory note says

"This demand deals with expenditure on the cost of office staff of the General Management, Civil Engineering, Mechanical, Traffic, Electrical, Signal & Tele-Communication, ... etc"

I would like to mention about Signal and Tele-communication with special reference to the Southern Railway The sub-head under which this Supplementary Grant will be accounted for is Southern Railway—Rs 22,76,000

This group of workers are now recruited From the advertisement that was put out by the Southern Railway it is seen that these applications are invited for the post of Fitter—Communication and Assistant fitter—Communication in the Signal and Tele-communication department

on the scale of Rs. 55—3—85—(E.B.)—4—125—5—130 and Rs. 35—2—50 (E.B.)—2—60, subject to other allowances admissible The candidates must have passed the S.S.L.C. or equivalent examination and must possess a diploma or certificate of a recognised institute in Radio servicing A minimum of two years' practical experience is essential for the post of Fitter-communication, etc Here is a cadre for which the minimum qualification must be S.S.L.C He must also possess a certificate of having had practical experience for two years

According to the Pay Commission's recommendation, a minimum salary of Rs 130—(60—130) was prescribed for all posts requiring a pass in the S.S.L.C alone An Assistant fitter-communication with the above additional qualification is appointed on a starting salary of Rs 35 and he is more or less on a par with Class IV. This fixation of salary exists only in the Southern railway whereas in the Central Railway, and Western Railway, the pay scale is about Rs 80—160 The starting pay of a wireless operator is Rs 80 whereas an Assistant fitter-communication possessing a knowledge of wireless telegraphy in addition to his sound knowledge in Radio Engineering and a certificate to that effect is started on a salary of Rs 35

This demand which I would like to press has been raised by the employees at the General Manager level and I believe they have also addressed the Railway Board that those who have put in two or three years' service are still rotting on Rs 35 I submit that because it is a special case with reference to the Southern Railway, it must be speedily attended to This cadre of workers otherwise are likely to be demoralised because of the low pay scale that has been fixed for them I believe that it is enough if I say that the Press in Madras has also been addressed in this matter and several letters to the Editor have

been published on the identical subject. The *Mail* dated 28th September, 1957 contains certain letters about this anomaly. I submit that this anomaly must be put an end to and the Assistant fitter-Communication, Signal and Tele-communication must be immediately put on a par with his counterparts in the other Railways.

The next point that I would like to mention is regarding Demand No. 5. This is a very modest cut motion. In Andhra Pradesh, there is a special section from Bellary to Rayadurg. It is metre gauge and the route mileage is 34. These 34 miles are served by two Up trains and two Down trains. The running time for the faster train is 2½ hours and for the slower train it is 3 hours. There are three or four stations in between. This is a peculiar branch line. If there is rain, the water runs over the rails and the trains stop at that place and wait for the water to subside. Then, the train passes. I had occasion to travel by this line during the rainy season. We had to wait for the act of God to turn in our favour. either the rain had to stop or the water running over the rails had to subside. I do not think we should allow this sort of thing to continue. If really estimates are made and culverts and small bridges are constructed, it will certainly help the regular running of these trains. I would suggest that the Railway Minister or Deputy Minister to undertake a trip from Bellary to Rayadurg. Then, they will bear me out when they see how we are now in the Railways living in the old 18th century when we had to suit our communications also to the whims and fancies of weather. I think probably this has not been effectively brought to the notice of the Railway Ministry. It is about time that this is put an end to.

On Demand No. 6, I want to mention about the carriage workshops and wagon workshop and loco shed in the Southern Railway in Perambur. It is a very important workshop in the Southern Railway. As many as

10,000 workers are employed there. After the new Zone was created by which the ex-M.S.M., ex-S.I.R. and the Mysore Railway have been formed into the Southern Railway, a number of broad gauge carriages and broad-gauge locomotives are diverted from the Golden Rock workshop to the Perambur Workshop.

So, naturally, the work has increased, but I find from enquiries that I have made of the workers that the number of skilled workers and the other requisite workers has not increased corresponding to the work that has increased. Out of this total of 10,000 workers, nearly half are khalasis and assistants. These khalasis are supposed to be unskilled workers, and most of them are now doing the job of a skilled worker, and so they have no avenue of promotion. So, this state of affairs must be put an end to. During the year under discussion, the South Indian Railway Labour Union and the mass of the workers also have addressed the Railway Ministry, but with no effect.

In this Loco and Carriage Works particularly, we have certain types of posts called dead-end posts, like fettlers, tinal-swingers, grinders and fitters. These people have continued in these categories for a number of years, and there is no avenue of promotion for them at all.

I want to come to a very important point about carriage repairs and the overhauling of wagons. It has become more or less a custom in this workshop to give inflated figures. The Railway Board and the Railway Ministry also know it. The wagons that came for overhauling and which would have to come only after one year, used to be turned back for petty repairs. In other words, proper repair was not done, and proper overhauling was not being attended to. Hence the Railway Board set up a special officer called the Neutral Train Examiner. He was appointed some three years ago to see that these repairs

[Shri Tangamani]

and overhauls are done in a proper manner I would like the Railway Minister to see again whether even after the appointment of this Neutral Tram Examiner there has not been degeneration Wagons which are completely overhauled, return to the workshop again after five days If only he finds out from the workshop the number of wagons which have been overhauled but sent back within three months for a petty repairs, he will agree with me that there is something wrong going on even after the appointment of the Neutral Tram Examiner

Railway Workers have always been very anxious to see that there is no theft of railway property, and the security services have been doing a very good job, but I would like the Railway Minister to verify whether my allegation is right or wrong In November 1956 there was a case of theft where a big official was involved and an enquiry was made I would like to know what has become of that enquiry

Again, in November 1957—I have got all the particulars—another big officer (I can also mention the name of the officer, but it is not necessary) was involved, and then some enquiry was held, but we find that the officer is still going on merrily doing a lot of anti-working class work So, these two instances that happened in November 1956 and November 1957 may be gone into and justice done to see that there is no case of an officer committing pilferage or theft being allowed to go scot-free

Much has been said about light railways in the general discussion So, I would like to say that it is not correct to say that all the light railways are not paying Particularly, the S S Light Railway with a route mileage of 93 from Shahdara to Saharanpur, which is run by the Martin Burn group, is a very paying thing. The study team which went into the ques-

tion of light railways have stated that this particular Martin Burn group is a very profitable concern and that more help must be given to this group to see that they are not stifled by road transport competition. I would like to know why the demand of the workers on this railway has not been conceded for nationalisation of this railway More particularly, I would like to mention that certain points raised in that study team's report must also be looked into In the light of various discussions also, the demand of the workers for nationalisation of this particular light railway must be seriously considered

Much has been said about accidents The cut motion that I have moved is to bring to the notice of the Railway Ministry the delay in paying just compensation to the passengers involved in the railway accidents and their dependents Some of the passengers who were the unfortunate victims of the Igatpuri disaster have not yet received the compensation, and even those who were involved in the 1956 accident of Ariyalpur have not received compensation I suggest there must be a speedy method of paying the compensation

I believe the Defence Minister the other day announced that in the case of the recent explosion which took place the dependants of the victims have been paid Rs 200 in advance irrespective of the payment which they are going to make in future So, an immediate *ad hoc* payment of Rs 300 to Rs 400 must be paid to the injured persons and also to the dependants of the victims That is one of the ways in which we can really bring some solace to the dependants of these unfortunate victims

Lastly I come to the general point which I raised at the beginning itself which not only affects the staff in the Railway Board but affects the entire cadre of railwaymen exceeding one

million. Although the railwaymen have been behaving without giving trouble to the Railway Ministry, it does not mean that they are satisfied. When the Central Government employees asked for a second pay commission, the Posts and Telegraphs workers were in the vanguard, but then the railwaymen also were very anxious that a second pay commission should be appointed in view of the various defects in the first pay commission's recommendations. The second commission has been appointed, but the payment of this Rs. 5 as interim relief has caused greater unrest and it is necessary that steps should be taken to see that the final award is given as soon as possible.

Discontent over grant of ad hoc increase of Rs. 5 only in the dearness allowance.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 7,79,000 in respect of 'Railway Board's' be reduced by Rs. 100."

Failure to apply principle of 'equal pay for equal work' in the Signal and Tele-Communication Department of Southern Railway.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,03,91,000 in respect of 'Ordinary Working Expenses-Administration' be reduced by Rs. 100."

Lack of culverts or small bridges in Bellary-Rayadurg section of Southern Railway leading to delay during rains.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 6,75,28,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Carriage and wagon repairs in the Perambur Workshop in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,75,28,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Delay in payment of and inadequacy of compensation to passengers involved in railway accidents.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,12,55,000 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

Mr. Chairman: These cut motions are before the House.

पंडित ठाकुर दास भार्गव (हिसार) :
जनाब चेयरमैन साहब, मे चन्द कटमोशनस पर तीन चार बातो के बारे मे जिक्क करना चाहता हूं ।

पहली चीज जो मे धानरेबिल रेलवे मिनिस्टर साहब की खिदमत में भर्ज कसंगा बहू बहू है कि जहा रेलवे ने इस झल्लेबा रिकार्ड कायम किया कई चीजों में, आजतक इतनी तरक्की उन चीजों में नहीं हुई थी जितनी इस साल में हुई, जैसा कि रिपोर्ट के पढ़ने से नजर आता है, वहां पर हम उम्मीद रखते थे कि जहा तक पालिसी का सवाल है, वहां तक पालिसी में भी धानरेबिल मिनिस्टर साहब को अपनी पुरानी पालिसी को तब्दील करके उस नई पालिसी पर अमल करना चाहिए जो कि मुसल्लिमा है । लेकिन मे पाता हूं कि बाबजूद इस बात के कि हर साल जब रेलवे बजट आता है मे स बात का जिक्क करता हूं, मेरी उस भर्जदास्त पर कोई रीर नहीं आ । मे बारहा इस सदन में यह भर्ज कर चुका हू कि कांस्टीट्यूशन में जो दफा १४ बनी थी बहू दरअसल इस गरज से बनी थी कि हर एक इन्सान को ही नहीं बल्कि हर इलाके को १

[पंडित ठाकुर दास भागवत]

बराबरी का दरजा दिया जायेगा और जो पिछड़े हुये लाने हैं उनके साथ कुछ इन्साफ किया जायेगा। रेलवे का मुहकमा और कम्युनिकेशन्स का मुहकमा ऐसी सहूलियतें देते हैं कि उनके वास्ते लोग समझते हैं कि अगर और हिस्सो में वह सहूलियतें हैं और उनके हिस्से में नहीं हैं तो उनके साथ इन्साफ नहीं हुआ। लेकिन हमारे रेलवे बोर्ड ने और हमारे रेलवे मिनिस्टर ने ऐसी पालिसी बना रखी है कि जिसके खिलाफ हर मर्तबा मुझे जोर से भर्ज करना पड़ता है और वह यह कि मिनिस्ट्री कोई रेलवे लाइन खोलने को तैयार नहीं है जब तक कि लोकल गवर्नमेंट उसकी सिफारिश न करे। मैं भ्रदव में भर्ज करना चाहता हू कि यह उसूल माने जाने काबिल नहीं है। रेलवे मिनिस्ट्री का और गवर्नमेंट आफ इंडिया का यह अपना फर्ज है कि वह हर इलाके की जरूरत का देखे। इसके अन्दर स्टेट गवर्नमेंट का दायन नहीं होना चाहिए, हा उसकी राय ली जा सकती है। स्टेट गवर्नमेंट को यह हक नहीं होना चाहिए कि वह अपने फोवर्ड हिस्सा में रेलवे जारी कराये और दूसरे हिस्सों को महकूम रहने दे।

जब मैं सन् २७, २८ में पहली मर्तबा इस सदन में आया था तो एक रेलवे लाइन भिवानी से रोहतक तक तीस मील की रेलवे मिनिस्टर ने मजूर की थी। उम का सर्वे भी हुआ जिस पर तीन लाख रुपया खर्च हुआ, लेकिन आज पूरे तीस बरस हो गये इस लाइन का एक मील भी नहीं बना है। मैं भ्रदव से भर्ज करना चाहता हू कि यह लाइन सर्वे हो चुकी है और मैरिट्स पर भरी पायी गयी है, लेकिन आजतक उसका कोई जिक्र नहीं है।

इसी तरह से यहां से १८ मील पर जिला गुडगाव का इलाका है। मैं चन्द मर्तबा यह भर्ज कर चुका हू कि गुडगाव से अलवर तक का इलाका ऐसा है कि जहां कोई रेलवे की फैसिलिटी नहीं है। इस इलाके में गुडगाव

के जिले में दो सहूलियतें आती हैं फीरीजपुर बिरका और नूह। इनके हेडक्वार्टर्स पर भी रेलवे की फैसिलिटी नहीं है। यह इलाका जरखेज है लेकिन यहां पर रेलवे न होने से वहां के कास्तकारों को अपनी पैदावार की पूरी कीमत नहीं मिल पाती। इसके अलावा जो बहुत सी तकलीफें हैं उनका मैं जिक्र नहीं करना चाहता।

इस बात के लिए रेलवे का मुहकमा मुबारकबाद का मुस्तहक है कि जहां भी रेलवे लाइन निकल जाती है वहां के इलाके की हैसियत ही तबदील हो जाती है। और ब्राडगेज और मीटर गेज में भी बड़ा फर्क है। जहां ब्राडगेज होती है वहां पर सारी चीजें चौड़ी चौड़ी बनायी जाती हैं, लेकिन जहां पर मीटर गेज हाती है वहां पर सारी चीजें छोटी मकुचिन होनी हैं। जिला हिसार ऐसा बदकिस्मत जिला है कि वहां पर मीटर गेज है जब कि उसके पड़ोस के जिले राहतक और करनाल में ब्राडगेज है। इसलिए उन जिलों की हालत बेहतर है। यह गुडगाव का जिला है जिसके ऊपर कभी पंजाब गवर्नमेंट ने मेहरबानी नहीं की। मैं चन्द मर्तबा हम बारे में आपसे भर्ज कर चुका हू जिसकी वजह से पंजाब के और हिस्सों में रेलें बन गयीं लेकिन हम जिले का नम्बर नहीं आया। मुझे इतिना मिली थी कि मैकिड फाइव इम्र प्लान में इसकी तरफ कुछ खयाल किया जायेगा। लेकिन मैं देखता हू कि मैकिड फाइव इम्र प्लान चलती जा रही है पर इसका नम्बर नहीं आता। जिले हिसार में एक नहमील है फतेहपुराबाद जहां भाखरा कैनल की वजह से बहुत ज्यादा अनाज पैदा होने लगा है और यहां एक बड़ी मंडी बन गयी है। लेकिन उस इलाके का नम्बर अभी रेलवे लाइन के लिए नहीं आया। यह गवर्नमेंट की तजवीज है कि भाखरा कैनल की वजह से जहां मंडियां बनें वहां रेलवे लाइन जानी चाहिए लेकिन जहां तक इस इलाके का ताल्लुक है यह तजवीज

कोल्ड स्टोरेज में पड़ी हुई है और कोई इसका नाम भी नहीं लेता। मैं श्रद्ध से श्रद्ध करना चाहता हूँ कि अगर आप यह चाहें कि इस इलाके के लिए हम पंजाब गवर्नमेंट की सिफारिश लावें तो वह मुनासिब नहीं है। एक मर्तबा चाहे बैल का दूध म्यूसर हो सके पंजाब गवर्नमेंट इस इलाके की तरफ तबज्जह नहीं करेगी। जब श्री लाल बहादुर जी शास्त्री रेलवे मिनिस्टर थे तो वे यह सुनकर ताज्जुब में आ गये थे। मैं आपसे श्रद्ध से यह श्रद्ध करना चाहता हूँ कि गवर्नमेंट आफ इंडिया को और इस मिनिस्ट्री को अपना यह फर्ज श्रद्ध करना चाहिए कि जो पिछड़े हुए इलाके हैं उनकी तरफ तबज्जह दे और अगर आप इस उम्मीद में हो कि इसके लिए पंजाब गवर्नमेंट की सिफारिश आयेगी तो यह मुमकिन नहीं है। इसलिए मैं श्रद्ध से श्रद्ध करना चाहता हूँ कि इस मामले में आप अपनी पालिसी को तबदील कीजिये। जो इलाके पिछड़े हुए हैं और जहाँ यह सहूलियत नहीं है उनमें यह सहूलियत होनी चाहिए।

दूसरी कम्युनिकेशन लारीज और सड़कों की है। उसका कुछ हिस्सा आपके जूरिस्टिक्शन से बाहर है लेकिन मैं तो मागी गवर्नमेंट को श्रद्ध कर रहा हूँ। मैं ने स्विटजरलैंड में देखा है कि हर एंजलेंट में रेलवे की या सड़क की कम्युनिकेशन को फंसिलिटी है। जहाँ तक जिलों को लारीज वगैरह देने का मसाल है उनको पंजाब गवर्नमेंट ही परमिट देनी है जो कि बहुत ही आरबिट्रेरी तरीके से दिये जाते हैं। हमारे इलाके का हमेशा नजरअन्दाज कर दिया जाता है। और हमारे इलाके में कितने ही ऐसे गांव हैं हिसार जिले में कि जहाँ के लोगो ने न कभी रेलवे के इजिन की मीटी सुनी है और न कभी रेल देखी है। मैं समझता हूँ कि यह चीज हमारी रेलवे मिनिस्ट्री के लिए कोई बहुत ज्यादा मुबारकबाद की चीज नहीं है। इस वजह से हमको जो हमारी पैदावार है उसकी बहुत कम कीमत मिलती है। जो गल्ता बम्बई में २० रुपये मन बिकता

है उसकी कीमत हमारे यहाँ जमींदार को ६ रुपया मन मिलती है। यही वहाँ वालों को बिकता है। मैं श्रद्ध से श्रद्ध करना चाहता हूँ कि हमारी गवर्नमेंट को इस तकलीफ को देखना चाहिए और यहाँ के लोगो के साथ इन्साफ करना चाहिए। वहाँ के लोग अपनी पैदावार की पूरी कीमत नहीं पाते और वहाँ पर वे सहूलियत नहीं हैं जो कि दूसरी जगहों पर हैं।

हम सुनते हैं कि बम्बई और कलकत्ते में रेलवे ट्रेन बिजली में चलती है और उसको बढाने की स्कीम है। लेकिन हमारे यहाँ का जमींदार अगर इन चीजों को देखे तो वह यही कहेगा कि जो मोंटा ताजा है उसको ही ज्यादा दिया जाता है और जो पिछड़ा हुआ है उसको सिर्फ कुछ क्रम्बम दिये जाते हैं। मैं श्रद्ध से श्रद्ध करना हूँ कि उनके साथ भी थोड़ा सा इन्साफ होजिये और उनके केस को देखिये। इस मैकिड फाइव इन्चर प्लान में गवर्नमेंट आफ इंडिया ने ८४२ मील को रेलवे नई बनाने का इरादा किया था। लेकिन हम देखते हैं कि उसके बनाने को इस वकन रुपया नहीं मिल रहा है। मैं यह नहीं कहता कि रेलवे मिनिस्टर साहब इसको इसी वकत कर दें लेकिन मेरी श्रद्ध है कि जब उनके पास रुपया हा तो जो पिछड़े हुए और गरीब इलाके हैं उनके साथ इन्साफ किया जाये।

16.27 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

दूसरी चीज जो मैं आपकी खिदमत में श्रद्ध से श्रद्ध करना चाहता हूँ वह यह है कि जो पुल बनाने की आपकी पालिसी है उसमें कुछ तबदीली होनी चाहिए। मैं एक ऐसी जगह से आता हूँ कि जो जिले का हैडक्वार्टर है। सारे शहर की आमदोरफ्त दो रास्तों के भरिये होती है। सिविल कोर्ट्स को और दूसरी जगहों को इन्ही रास्तों से होकर आया जा सकता है। ये ही दो दरवाजे हैं जो कि शहर को उन जगहों से मिलाते हैं। ये दोनों दरवाजे

[पंडित ठाकुर दास भार्गव]

आपके कब्जे में हैं। आप चाहें तो इनमें से किसी धरुस को न जाने दें। हमने कम्युनिकेशन्स मिनिस्टर का यह काम तो सुना है कि लोगों को यातायात की सहूलियतें दें लेकिन यह कभी नहीं सुना कि इस सहूलियत का दरवाजा लोगों के लिए बन्द कर दें। लेकिन हमारे यहाँ यही होता है। ये पुल एक एक दो दो घंटे के लिए बन्द रहते हैं और लोग इनसे नहीं निकल सकते। यह शिकायत और मेम्बरो ने भी की है। मैं पहले भी इस बारे में भर्ज कर चुका हूँ। हिसार में रेलवे को एक पुल तो जरूर बनाना चाहिए जिससे लोगो को जाने में सहूलियत हो। यहाँ पर दो दो घंटे लोग और गाड़िया खड़ी रहती हैं, गटिंग होता रहता है और दोनो दरवाजे बन्द हो जाते हैं। मैं भदब से भर्ज करना चाहता हूँ कि पालिसी यह होनी चाहिए कि कम्युनिकेशन्स को आसान बनाया जाये लेकिन यहाँ यह हांता है कि रास्ता रोक दिया जाना है। मैं भर्ज करता हूँ कि यह किसी को हक नहीं है कि हजारो लाखो आदमियो का इस तरह से रास्ता बन्द कर दे कि न एक आदमी जा सके और न एक गाडी जा सके। इस सिलमिले में आप के रूख मौजूद हैं कि उस को उतनी देर बन्द रखना चाहिए, जितनी देर कि ऐसा करना मुनासिब हो। लेकिन हम रोज देखते हैं कि ये रूख प्रिक्टिस में तोड़ दिये जाते हैं। मुझे खुद इस का तजुर्बा है, क्योंकि मेरे साथ भी एक बार ऐसा वाक्या हुआ। डेढ घंटे तक मैं खड़ा रहा और आदमियो को धावाजे देता रहा। दरवाजे पर जो आदमी था, वह और-हाजिर था। मैं ने उस की शिकायत करने का इरादा किया किन भगले रोज मैं ने सोचा कि अगर मैं ने शिकायत की, तो वह तो मर जायगा, इसलिए मैं ने उस की शिकायत नहीं की। इस मामले में किसी एक आदमी के खिलाफ शिकायत नहीं है—असली शिकायत तो यह है कि पुल नहीं बनाया जाता है। मैं मुजारिस करना चाहता हूँ कि

इस काम को प्रायर्टी दी जाय और वहाँ पर कम से कम एक पुल जरूर बनाया जाय।

इस के बाद मैं रेलवे की पंक्चुएलिटी और स्पीड के बारे में कुछ भर्ज करना चाहता हूँ ॥ इस स्पूटनिक के जमाने में, एरोप्लेन के जमाने में, रेलो की तेज रफ्तारी के जमाने में जो अगर हमारी रेलो की रफ्तार उतनी ही रडी, जितनी कि बताई जाती है और जिस के बारे में शिकायत की जाती है, तो मेरे क्यूल में वह कोई ऐसी बात नहीं है, जिस पर हम फध कर सके। हम देखते हैं कि घाजकल पंक्चुएलिटी का बुरा हाल है। अगर आप एक रेल में देर करते हैं, तो आप एक आदमी नहीं बल्कि सैकडो हजारो आदमियो की जिन्दगी का उतना बक्त जाया करते हैं। पंक्चुएलिटी न रखने के मानी ये हैं कि कितनी के काम बिगड जाते हैं, आदालत में देर से पहुचने से मुकदमे खत्म हो जाते हैं, एग्यंटमेंट्स खत्म हो जाते हैं। मैं निहायत भदब से भर्ज करना चाहता हूँ कि इस तरह आप देश में एक अच्छा कुरा-हुवाई पेश नहीं कर रहे हैं। इस लिए यह निहायत जरूरी है कि रेलो के चलने वगैरह में देर नहीं होनी चाहिए। देर होने की बहुत सी वजुहात हैं, लेकिन इस वक्त मैं उन में नहीं जाना चाहता हूँ। जहा तक हो सके, देर कम से कम होनी चाहिए।

एक बात और मैं भर्ज करना चाहता हूँ। मुझे मालूम नहीं कि कहा तक आप उस का इन्तजाम कर सकेगे, लेकिन फिर भी मैं उस का जिक्र कर देना मुनासिब समझता हूँ। बन्द रोज हुए मेरे पीछे से राजस्थान के एक आनरेबल मेम्बर ने मोटररोज की शिकायत की थी। वह वाक्या है कि मोटररोज के साथ जो सलूक होना चाहिए, वह नहीं होता है और उस इलाके की तरफ जो तबज्जह दी जानी चाहिए, वह नहीं दी जाती है। लेकिन मैं एक दूसरो बात का जिक्र करना चाहता हूँ। राजपड़ से एक रेल लोहाक तक जाती है। वह दिल्ली

को भी जाती है। उस रेलवे में बैठने का मुझे इतिहास हुआ। बैसे भी मैं मीटरगेज में बहुत थका बैठा हूँ। मीटरगेज में मोने में थकत होती है। वह फ़ोर-व्हीलर गाड़ी इतना हिलती है कि पेट का पानी भी हिला देती है। जितनी थकत राजगढ़ से लोहाक तक जाने में होती है, उतनी कहीं नहीं होती है। अगर कोई अच्छा भला भादमी भी उस रेल पर थोड़ा सा ट्रेवल करे, तो मुझे यकीन है कि वह बीमारी की शिकायत करने लगेगा, लेकिन कोई बीमार भादमी सही-सलामत अपनी मंजिले-मकसूद पर पहुँच जायगा, इस में मुझे शक है। वहा पर इतनी जोल्टिंग और आसलिंग होती है।

उपाध्यक्ष महोदय : क्या फ़ायदा कुछ नहीं करती है। मैंने समझा कि इस जोल्टिंग और आसलिंग से लोग बीमारी से राजी हो जाते हैं।

पंडित डाक्टर बास भार्गव : इस तरह का एक केस मुझे मालूम है कि एक शस्स टांगे में गिरा और उस की एक पुरानी बीमारी दूर हो गई। अगर आप उस रेल पर एक दफा सफ़र कर के देखें, तो आप को मालूम होगा कि मैं ठीक भ्रज कर रहा हूँ या नहीं। लोग कहते हैं कि रेल का सफर बड़ा अच्छा और कम्फर्टेबल होता है, लेकिन वहा ऐसा नहीं है। बल्कि बिलकुल उल्टा है।

यहा पर एक्सिडेंट्स की भी शिकायत की गई। रेलवे वाले भी इस के लिए कोशिश करते हैं, लेकिन इस गाड़ी का सफर तो कान्टीन्यूअस एक्सिडेंट्स के बराबर है। मुझे कोई शक नहीं कि इस रेल पर जब कोई भादमी अपनी मंजिले-मकसूद पर पहुँचेगा, तो उस की हालत वैसी हो जायगी, जैसी कि किसी एक्सिडेंट में ज़रूमो शस्स की होती है। मैं आनरेबल मिनिस्टर साहब से दरखास्त कर्ना कि वह एक दफा राजगढ़ से लोहाक तक तथरीक़ लावें। मैं उन को अपने ज़िले में खाने की दावत देता हूँ। वह हमारे यहाँ भावें और लोहाक की रैर करें। मीटरगेज में राव

को खाने की सीटों की बात की जाती है। थर्ड क्लास में स्लीपिंग एकाकोमोडेशन दी जाती है—अगर इस बकल नहीं दी जाती है, तो आप उस को कुछ देर बाद देंगे, लेकिन उस का क्या फ़ायदा होगा? वह इतना अन-कम्फर्टेबल सफ़र है कि ग्राउगेज पर सफर करने वाला कोई भलामानस तो उस रेल को बीच में ही छोड़ कर चला जायगा। हमें तो भादत पडो हुई है, हमें फ़र्क़ नहीं पड़ता है। अगर हो सके, तो किसी किसी किस्म के शाक-एबजाबंर लगाये जायें, ताकि इस जोल्टिंग को कम किया जा सके।

Shri D. C. Sharma: (Gurdaspur): Mr. Deputy-Speaker, I have on the floor of this House looked at Supplementary Demands of several kinds relating to several Ministries of the Government of India, but I have seldom come across Supplementary Demands of the kind which have been presented to us by the Central Government on the Railways. These Supplementary Grants should have some relation to the original Budget I cannot lay down the ratio between the original Budget and the Supplementary Demands but I think they should not be oversize and such as to make one think that the original Budget was framed by the Ministry in a fit of absent-mindedness. When I look at the Supplementary Demands covering Rs. 40 or 45 crores, I doubt how the Railway Board is doing its duty by the Indian Railways and how the officers of the Railway Ministry are discharging their functions so far as the budgeting and the carrying into effect of the provisions of these Budgets are concerned. I feel very distressed when I contemplate that scene.

Barring some unforeseen expenses which are bound to be there in the case of any big country there are several items here which show that the Budget is prepared in the most perfunctory manner. It is done in a manner which does not take into

[Shri D. C. Sharma]

account the present needs or the future needs in terms of one year only. On the top of it we are told that the Ministry has dispersed its offices in three places. We are told that the postage charges have increased and that the telephone charges have increased or that furniture has to be increased or that the charge for the transport has to be augmented. We are also told that office accommodation has been enlarged and so on.

In spite of the fact that we are asked to vote so many lakhs of rupees for all these things, why cannot the Railway Board and the Ministry give us a better account of its forecast and its anticipated expenditure and probable income. Why cannot it do all these things? If you do not consider it an anti-climax, the Railway Board has increased its charges for postage, no doubt but do you know the Members of the Railway Board have no time to reply even to Members of Parliament? I do not know what for these charges on postage and telephones are meant

I was the person who said about a year back that I was very happy that the Railway Board had not a new look I complimented the Minister at that time for doing that I feel very sorry to say that my remarks that day are being belied by the Railway Board. The Railway Board should be the brain trust of the railways—the real operative brain part of the railways. But I find that they are not doing the job well from the way they are getting money in the Supplementary Demands even after the reconstitution and after acquiring a new character and a new complexion.

I do not understand why we are asked to pay to owners of branch lines? It was said by the Minister just now that the lines are giving good account of themselves. Why should we spend any money in buying them? Why should we invest our money in them? They are working well. That

is what he said. I look upon these privately owned lines in the same way in which some persons might have looked upon the princely States. Some of these States were doing very good work and were run efficiently. I do not want to name them. Still we took them over. Why? It is because we wanted that the map of India should not be variegated like a patch work. Here also, we want that the railway map should be of one hue and one complexion; it should not be dotted with things, good, bad and indifferent. We want it to have one kind of character and personality. But what I find is that outmoded things and out-dated things are allowed to go on, and I do not know for whose benefit. I may tell you that there is a law of economics that bad currency drives out good currency. When we talk about efficiency of the railways, I submit most respectfully that some of these lines which do not show very good efficiency are pulling down the efficiency of the other railways also. But I would submit that we should not look at this problem only in terms of money or other things, but we should contemplate it in terms of the efficient running of the railways; and these lines are not the examples of efficiency, and, therefore, I say that they should be taken over as soon as possible.

One of the lines in the *Explanatory Memorandum* in the foot-note under Demand No 5 makes very sorry reading, and it reads thus:

"The increase of Rs. 17 lakhs under 'Maintenance of Signal and telecommunication services' is mainly due to higher expenditure on maintenance and rehabilitation of old equipment due to non-availability of new signal and interlocking material and additional staff due to reorganisation of the department on certain railways..."

those of us who have read the reports on these railway accidents and those of us who follow the working of the railways in this country as well as in other countries will come to know that if there is one thing which is the key-stone of the efficient running of the railways, it is the signals and the interlocking material.

We have been told in some of these reports that sometimes the disasters have been due to failure of signals. I do not want to refer to any particular inquiry. Sometimes, the disasters have also been due to faulty working of the interlocking system. I should say that these are some of the primary and urgent needs of the railways. But I find that they are not available, and I do not know why they are not available. Perhaps, the indents have not been placed in the right time, and perhaps there is a shortage of foreign exchange. All these things may be there. They might be explained away, and some reasons may be given for not having got them. But I would say that in spite of all the assurances that the Minister may give and all the bouquets that may be thrown upon the Railway Ministry, if this kind of thing is there, it will put some kind of diffidence into the minds of all those who are travellers. If our signed system is not good, if the interlocking system is not up to the right pitch of efficiency, I do not know what we are going to do.

We are used to superannuated engines, and we are used to bogies whose roofs have been blown away. Shri Feroze Gandhi referred to bogies whose roofs had been blown away. We are used to all these kinds of things, and we can put up with them. I live in a place which is on a branch line, and I am used to superannuated engines, and I like them. But I would say that the roofs of the wagons may be blown away and superannuated engines also may work, but I would not like that our signal system and our interlocking system should be in that state of inefficiency which is

shown in this foot-note. This is a very distressing thing which the Explanatory Memorandum has shown to us.

Again, I wish to submit very respectfully that the Supplementary Demand No. 8 shows a lack of administrative efficiency in the Railway Ministry. It is noted here 'compensation for goods lost or damaged'. I think there was a committee whose function was to find out the causes of corruption in the railways. I do not know what action has been taken on that matter. Perhaps, suitable action has been taken on that. When I come to goods 'lost or damaged', I can understand goods being damaged, but what is 'goods lost'? How are these goods lost? Why are they lost? Why is the incidence of loss so great? It is because all the forces that we have, the Railway Protection Force, this force and that force, are not functioning well. We have been multiplying all these supervisory agencies all these years and perhaps we have done well in doing so, but I would say that goods which are being lost show lack of supervisory efficiency in the Ministry. I would like to know from the Deputy Minister who is a gentleman—who likes to help us, Members of Parliament, as to why it is so.

Mr. Deputy-Speaker: Why should there have been a pause between 'gentleman' and something that followed?

Shri D. C. Sharma: I said he liked to help Members of Parliament.

I was saying that this showed that all this talk of efficiency, Efficiency Bureau, Railway Protection Force, supervisory force, this that and the rest, Vigilance Organisation—all these things are (An Hon. Member: Eye-wash) not up to much. Of course, my hon. friend has suggested a word, but that is a very hard word. I do not want to use it, though it was a good word.

Mr. Deputy-Speaker: The hon. Member should not take any suggestions from behind.

Shri D. C. Sharma: I do not propose making use of the word which he gave.

I say that this is a very sorry state of affairs. I would like to know from the hon. Minister whether anything is being done in this direction. In this Supplementary Demand, we have to give so much and I do not know what will happen in the overall picture of railway finance.

Of course, there is one Demand which I would support with the utmost pleasure, and that is Demand No. 13. Labour welfare, hospitals, dispensaries, schools, sports grounds, reading rooms, all these things are welcome because they promote the efficiency of our workers. They also add to their faith in the working of the railways, and also give them some glimpse of the Welfare State in which we are living. All these things are very useful, but I would like to ask the hon. Minister what is the percentage of revenues, of the Railway Budget, which is being spent on these welfare measures. Has there been any stepping up of this percentage? Has there been *pro rata* increase in the welfare amenities? Have we got any calculus to measure the amount of money that is to be spent on these welfare measures, in terms of men, or in terms of their needs, or in terms of the climate in which they live, or in terms of the locality in which they live? Have we any determinant of that; or, do we go on by a rough and ready method?

All of us, Members of Parliament, have willy-nilly to travel. And, as we go about, we hear about hospitals and schools and other things. I do not

say that all these complaints are justified. But, one feeling is there and that feeling is engendered in our minds that the railway workers are not getting that due attention in terms of welfare benefits which should be their due. They have got to be stepped up, because, it is only on account of that they can get some idea of the new spirit that has come over India.

I wanted to say something about the new railway lines. But, the speech made by my *guru*, Pandit Thakur Das Bhargava has damped my spirits.

Shri Braj Raj Singh (Ferozabad):
Guru in Parliament also!

Shri D. C. Sharma: He came to Parliament in 1928; and, you must remember that it is now 1958. It is 30 years and I am only 5 years old. So, he is my *guru*.

His speech has been very faint-hearted for the simple reason that what he has been saying for the last 30 years has not been attended to by the Ministry. That is what he said. (*Interruption.*) Thirty years have passed and he has been repeating the same thing. The Railway Ministry has not taken heed of what he has said. I cannot understand whether it is due to the feebleness of the voice of my *guru* or the roeky, I should say, obduracy of the Railway Ministry. I cannot understand to what it is due. But, I would say that so far as the art of persuasion goes, Pandit Thakur Das Bhargava yields to none; but, so far as the hard-heartedness of the Railway Ministry to listen to suggestions is concerned, nobody can beat them.

Therefore, I say that so far as the new lines go, something must be done. Of course, I do not want to have any hard and fast rule about them. I do not want that you should change your policy. But, there are certain lines which are called for by the exigencies of the case, which are necessitated by

the new circumstances that have arisen in this country.

For instance, there is a line from Nangal to Una. I heard about its survey and all these things and yet, I think, that line exists only in my imagination and not anywhere else. It is only a stretch of 9 miles—I do not speak of my constituency now—and I must support a good cause. Nangal is to have a factory and the Bhakra Dam. And yet this line, a stretch of 8 or 9 miles is still to be seen nowhere.

Again, some of my friends have been asking for a line from Pathankot to Srinagar. Of course I would not be so foolish as to say that the Railway Ministry should, like one of our Gods, cross the ocean by one jump. I do not say that. But I would say that they should have built a line from Pathankot to Jammu. I think it is only a stretch of fifty and odd miles. They should build that line. I would say that if they do that, it will mean not only closer integration—of course Jammu and Kashmir are already integrated—it would be not only a closer integration of Jammu and Kashmir with India, but it would mean a more emotional integration, a more geographical integration. I do not see any reason why the Railway Ministry should turn a deaf ear to this very normal, very legitimate, very pressing demand of the people.

I would say in the end that the Railway Ministry should be so good as to observe some sense of proportion between the original budget and the supplementary demands. I know the Railways are a very big, colossal undertaking. It is the biggest Ministry here, I know, and it deals with millions of people and all that kind of thing. I know that. But still I feel that proper budgeting can be done even when you have to deal with colossal sums, with millions of human beings and with very very complicated and knotty problems. It can be

done. It has been done. I would say that the supplementary demands should not be something like the original demands themselves. When we are discussing supplementary demands, we should be given only those things which could not have been foreseen, which could not have been forestalled, which could have come about only as some kind of surprise, which could have been brought about by some kind of accident—I do not want to go into those details. They should not give us supplementary demands which show that, whatever else the Railway Ministry may know—and it knows a great many things its budgeting procedure is yet not as good as it should be.

Shri Naushir Bharucha: Mr. Deputy-Speaker, I fully agree with my hon. friend who preceded me in that the budgeting by the Railways leaves much to be desired. It is rather surprising that in a budget of less than Rs. 400 crores demands to the extent of Rs. 45 crores should have been in the nature of supplementary demands. That indicates that the budget has gone wide of the mark by nearly ten to twelve per cent. This is a very serious state of affairs and I do not think it speaks well of those whose responsibility it is to frame the estimates.

In the first place in almost every demand we find that one thing is noticeable, namely, that all this expenditure could have been foreseen. There is no excuse for coming with supplementary demands on the ground that certain things could not be foreseen. I could understand a case where, after the framing of the budget, for instance the statutory price of coal has shot up; one could understand if certain charges over which the Railway Board had no control have been pushed up. But barring such exceptional cases—and these are of a limited nature—I am afraid the way

[Shri Naushir Bharucha]

in which the budget has been presented to the House in the beginning was very unsatisfactory.

17 hrs.

In fact, Sir, it means that the House is asked to sanction amounts which are smaller to begin with and with Supplementary Demands they are inflated sometimes beyond record. If we turn to the various items, and I will take first the item with regard to.....

An Hon. Member: It is five o'clock.

Shri Naushir Bharucha: Shall we continue tomorrow, Sir?

Mr. Deputy-Speaker: Yes, the hon. Member may continue tomorrow.

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 4th March, 1958.

[Monday, 3rd March, 1958]

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612	Bio-Chemistry Institute .	3043-44
614	Recovery of Ex-Hyderabad States' Money from a London Bank .	3044-45
616	Jantar-Mantar at New Delhi .	3045-47
617	Student Homes, Clubs and Health Centres .	3048-49
618	Educational Facilities in Delhi .	3049-51
619	Cantonment Act .	3051-53
620	Pay Scales of College Teachers .	3053-56
621	Regional Languages in Universities .	3056-58
622	Language Dispute in Punjab .	3058-60
623	Visit of U.S. Army Chief of Staff .	3060-61
624	Second Five Year Plan .	3061-64
625	Balance of Payments .	3064-65
626	Consolidation of Holdings in Himachal Pradesh .	3065-66
627	Suicide Cases .	3066-67
628	Teachings of Gandhiji .	3067-70
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632	Holidays .	3072-74
633	Petroleum Products .	3074-75
634	Archaeological Survey of Punjab .	3075-76

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631	Gramdan Movement .	3077
635	Scholarships to Scheduled Castes Students .	3078
636	I.C.S. and I.A.S. Officers in Autonomous State Corporations .	3078-79
637	Hunger Strike in Manipur Jail .	3079-80
638	Foam Glass .	3080
639	Retired Governors .	3080-81
640	Central Committee on Prohibition .	3081
641	Rajasthan Capital Enquiry Committee .	3081-82

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644	Delhi State Teachers .	3083
645	Colourisation of Varnaspati .	3083
646	Basaras ayurvedic College Students' Strike .	3083-84
647	Pakistan Nationals in India .	3084
648	Employment Organisations for the Handicapped .	3084-85
649	Mineral Survey of Himachal Pradesh .	3085
650	UNESCO .	3085-86
651	Delhi Jail Prisoners .	3086
652	Pakistan Saboteurs .	3086-87
653	Central Advisory Board of Anthropology .	3087-88
654	Historical Forts in Punjab .	3088
655	Pay Commission .	3088-89
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767	School for Blind Children at Dehra Dun .	3089
768	Foreign Students in India .	3089
769	Primary School in T. ipu.a .	3089-90
770	Scheduled Castes Employees .	3090
771	Untouchability in Punjab .	3090-91
772	Secondary Education in Rajasthan .	3091
773	Naga Hostiles in Manipur .	3091-92
774	Survey of India Staff .	3092
775	Delhi School Headmasters .	3092-93
776	Schools in Andamans .	3093
777	Village Panchayat Elections, Delhi .	3093
778	Republic Day Celebrations .	3094-95
779	Buddhist Converts .	3095-96
780	Tribal Populations .	309
781	Synthetic Rice .	3097
782	Janata Colleges .	3097-98
783	Vijay Mandir .	3098
784	Ranjnas Colleges Society, Delhi .	3098-99

Subject
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786	Children's Literature	3099
787	Relief work in Natural Calamities	3099-3100
788	Tobacco Cultivation	3100
789	Lok Sahayak Sena	3100-01
790	Compensatory Allowance Rules in Himachal Pradesh	3101
791	Thana Pingla School	3101-02
792	Defence Services (Revision of Pay) Rules	3102-03
793	Separation of Judiciary from Executive	3103
794	Publication of Manuscripts	3104
795	Exemption of Cotton goods from Sales Tax	3104-05
796	Kitaras Community of Kerala	3105
797	Naga Raids	3106
798	Political Sufferers in Delhi Territory	3106
799	Geological Survey of Kolaba	3106-07
800	Orderlies and Batmen	3107-08
801	Economy in Use of Cement	3108
802	Research Centres	3108
803	Oil Refineries	3109
804	University in Patiala	3109
805	History of Hindi Literature	3109-10
806	Reservation for Scheduled Castes and Scheduled Tribes	3110
807	Language Dictionary	3110-11
808	Language Dictionary	3111-12
809	Literary activities of Government Servants	3113
810	Harijans from Pakistan	3113-14
811	State Bank of India	3114
812	Ex-Criminal Tribes in Punjab	3114
813	Illegal Activities of Ships	3114
814	Pakistani Women in India	3114-15
815	Pathankot Aerodrome	3115
816	Smuggling	3115-16
817	Hindi in Matriculation Examination	3116

Subject
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QUESTIONS—*contd.*

<i>Subject</i>	COLUMNS
818 Prevention of Corruption Act	3117-18
819 Botanical Survey	3118
820 Election Petitions	3119

OBITUARY REFERENCE

The Speaker made a reference to the passing of Shri Durga Charan Banerjee who was a member of First Lok Sabha. Thereafter Members stood in silence for a minute as a mark of respect.

PAPERS LAID ON THE TABLE

3119

The following papers were laid on the Table :—

(1) A copy of the Report of the University Grants Commission for the period December, 1953 to March, 1957, under Section 18 of the University Grants Commission Act, 1956

(2) A copy of Notification No. G.S.R. 34, dated the 22nd February, 1958, under section 38 of the Central Excise and Salt Act, 1944 making certain further amendments to the Central Excise Rules, 1944

MESSAGES FROM RAJYA SABHA

3120-21

(1) Secretary reported the following messages from Rajya Sabha :—

(i) That Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Central Sales Tax (Amendment) Bill, 1958, passed by Lok Sabha on the 25th February, 1958

(ii) That Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Appropriation Bill, 1958, passed by Lok Sabha on the 26th February, 1958

(iii) That Rajya Sabha, at its sitting held on the 27th February, 1958, had agreed to the amendments made by Lok Sabha on the 18th February, 1958 on the Indian Reserve Forces (Amendment) Bill, 1957,

MESSAGES FROM RAJYA SABHA—*contd.*

(2) Secretary reported a message from Rajya Sabha that Rajya Sabha concurred with the motion to refer the Merchant Shipping Bill to a Joint Committee.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Shri Atal Bihari Bajpayee called the attention of the Prime Minister to the talks held with Dr. Graham on the Kashmir issue during his recent visit to India.

The Prime Minister (Shri Jawaharlal Nehru) made a statement in regard thereof and also laid on the Table copy of the Resolution adopted by the Security Council at its 808th meeting on the 2nd December, 1957.

STATEMENT BY MINISTER

The Deputy Minister of Finance (Shri B.R. Bhagat) made a statement correcting the reply given on the 18th November, 1957, to a supplementary by Shri Morarka on Starred Question No. 219 regarding under-writing of

COLUMNS

3122-23

3123-24

shares by the Life Insurance Corporation of India and also laid on the Table copy of a statement giving information relating to Bonds and Shares under-written by the Corporation up to the 30th September, 1957.

BILL INTRODUCED

The Rice Milling Industry (Regulation) Bill:

RAILWAY BUDGET—GENERAL DISCUSSION

Further discussion on the Railway Budget for 1958-59 concluded.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1957-58 .

Discussion on Demands for Supplementary Grants in respect of the Budget (Railway) for 1957-58 commenced.

AGENDA FOR TUESDAY, 4TH MARCH, 1958.

Further discussion on the Demands for Supplementary Grants in respect of the Budget (Railway) for 1957-58 and discussion of Demands for Grants in respect of Railways.

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3124-3209

3209-40