

committees would continue during the period of intensive development. May I know whether he is aware that these District Magistrates throughout the country are not in a position to eradicate corruption in their own offices? If so, what is the special consideration because of which he wants this practice to continue?

**Shri S. K. Dey :** Corruption is a trait which is indivisible. I do not believe that the District Magistrates alone can eradicate corruption in this country. It is not corruption, which as a consideration prompted us to maintain the District Magistrates as Chairmen of these committees. It includes many other considerations—corruption the least.

**Dr. Ram Subhag Singh :** May I know the other considerations which have introduced corruption in any department and in the community development offices also?

**Shri S. K. Dey :** The question is not quite clear.

**Dr. Ram Subhag Singh :** I can cite examples of corruption in the community development projects.

**Mr. Speaker :** We are not getting into those details.

**Shri S. K. Dey :** The community development programme is being implemented in India in areas which are part of India. As I have indicated earlier, corruption as a trait is something indivisible. It is not quite possible to have islands of honesty on land.

**Shri Ramachandra Reddi :** Is it a fact that the Government is contemplating to appoint a committee to go into the question of community development projects administration and if so how is it going to be composed and when is it going to start work?

**Shri S. K. Dey :** There is a plan to go into the working of the community development programme in all respects according to the recommendations made by the National Development Council.

#### Misuse of Alarm Chains on Railways

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\*355. { **Shri Kajrolkar :**  
**Shri Bhagwat Jha Aasad :**

Will the Minister of Railways be pleased to state :

(a) whether the number of cases of unauthorised pulling of chains in railway compartments have shown an increase on certain railways :

(b) if so, what steps have been taken to prevent such misuse

(c) whether it is a fact that on certain railways the chain-pulling mechanism has been removed to prevent its misuse ; and

(d) if so, what alternative arrangements have been provided for passengers to stop the train in case of danger ?

**The Deputy Minister of Railways and Transport ( Shri Shahnawaz Khan ) :** (a) The number has shown an increase on the Central, Northern, South-Eastern and Western Railways, and a substantial decrease on the Eastern, North-Eastern, and Southern Railways.

(b) A statement is placed on the Table of the Lok Sabha [See Appendix II, annexure No. 44].

(c) Yes.

(d) There is no alternative arrangement in the compartments. But the vacuum brake remains operative on the train engine in the Guards' brake-van and in compartments set apart for ladies, and guards and engine crew have instructions to be specially vigilant and to stop the trains, when so required.

**Shri Kajrolkar :** Have there been any instances where the passengers have not co-operated in detecting the offenders? If so, how many and where?

**Shri Shahnawaz Khan :** It is very difficult to give such figures but I should like to say, generally, that in a number of cases the passengers have shown reluctance to co-operate with the railway authorities in apprehending the culprits.

#### Railway Employees

\*357. **Shri H. N. Mukerjee :** Will the Minister of Railways be pleased to state :

(a) whether it is a fact that 346 railwaymen on duty at Howrah station have been penalised on account of alleged abstention from duty for several hours on October 6, 1956;

(b) whether Government is not aware that the said "abstention" was due to the lack of any provision for protection of the said railwaymen from certain unruly members of the public ; and

(c) whether Government is also not aware that the said railwaymen resumed duty as soon as the protection was provided ?

**The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan:**

(a) No Railwaymen have been penalised but 344 railwaymen on duty at Howrah Station stopped work without due notice which resulted in break in service in respect of all of them.

(b) and (c). A strong police force was posted at the station for the Durga Puja rush and this was augmented at 12.15 hours. In spite of this, the men continued to abstain from work till 16.00 hours.

**Shri H. N. Mukerjee :** May I know if it is not a fact that the Divisional Superintendent described the unavoidable abstention from duty of these persons as an illegal strike and ordered certain punishments of a fairly severe nature ?

**Shri Shahnawaz Khan :** The men struck work soon after ten o'clock. The additional police force was called in. After, say, about mid-day they should have resumed work but they refused to go back to work till four o'clock in the afternoon.

**Shri H. N. Mukerjee :** May I know if the attention of Government has been drawn to editorial comments in newspapers, which support the Congress party and Government, suggesting that the conduct of the Divisional superintendent in regard to this particular incident should be examined and if necessary he should be removed on grounds of lack of sympathy with the railwaymen ?

**The Minister of Railways and Transport (Shri Lal Bhadur Shastri) :** I do not know how the hon. Member has come to the conclusion that the Divisional Superintendent was at fault. In fact, he tried to persuade the workers to resume work. It is true that some of the staff were assaulted by some passengers and there was some ground for agitation in the minds of the staff who were working there. The Divisional Superintendent simply persuaded them ; in fact requested them, cajoled them to resume work. The workers were not willing. So, when they refused to resume work and kept away from their duty till four O'clock some action had to be taken, and it became all the more necessary when another officer was assaulted by the staff. He was actually about to be assaulted. It is not such an easy matter in which we can come to a decision one way or the other, and say that the Officer was in the wrong.

But one point is quite clear, that there was a lightning strike up to four o'clock which was not proper, and I want to say that we cannot put up with such lightning strikes because they cause a lot

of inconvenience for the passengers. Therefore, it was decided that some action should be taken.

The action taken is, break in service. There too we have decided that only in the case of 11 persons some action will be taken. We have left out the rest of the workers. We have decided that no action will be taken against them. But those leaders who actually took a leading part and took part in an attempt to assault the officer, against them some action will be taken and this is the minimum that could be done.

**Shri M. K. Moltra :** May I know if the attention of the Government has been drawn to a letter by the District Magistrate of Howrah addressed to the Divisional Superintendent in which the District Magistrate has categorically said :

"In such circumstances, people generally get scared and very few of them may dare resume work. So the 'illegal strike' as it has been declared, is not a strike in the proper sense. It is obvious that the railway employees did not contemplate to go on strike as all of them resumed the work after the armed escorts had been provided for." ?

**Shri Lal Bahadur Shastri :** Firstly, the District Magistrate, in fact, should not have given that opinion at all. He has no authority to express opinion in such matters. It was purely a railway matter. But, for him to say that it was not an illegal strike is something which I am unable to understand. I personally think that it is not correct. The workers went on strike without giving any proper notice. They were not on duty till four O'clock. I could have understood if they had struck work for half an hour or even one hour, when actually this assault was going on. But when adequate police was posted there and the officers of the Railway gave an assurance to them that they will see to their safety, security and protection, they still continued to strike for a numbers of hours. How can the District Magistrate say that it was not an illegal strike? I think the Railway will have to take up the matter with the Bengal Government.

**Shri M. K. Moltra :** May I know if two trains carrying local passengers for offices in Calcutta arrived 37 and 17 minutes late respectively, and when the passengers were annoyed for that the District Commercial Superintendent who was present on the Howrah platform ordered for an intensification of checking of the tickets and the man who were on duty began to intensify the checking which created this trouble ?

**Shri Shah Nawaz Khan** : Owing to very heavy unprecedented rains the trains were delayed and the services were disrupted. As the trains steamed into the station one of our ticket checking staff saw a third-class passenger alighting from a second-class compartment. He went and asked for the ticket and in turn he was belaboured. That is all that happened.

### Food Production

\*358. **Shri Sanganna** : Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 1783 on 5th September, 1956 in respect of the food production and state :

(a) whether any State Governments have asked for additional allocation of the amounts; and

(b) if so, which are these States and with what results?

**The Minister of Agriculture (Dr. P. S. Deshmukh)** : (a) and (b). Yes. Additional allocations were asked for by the following (pre-reorganization) States by way of (a) increased provision for some of the schemes already included in the Plan and/or (b) provision for new schemes not included in the Plan :—

Assam, Bihar, Bombay, Madhya Pradesh, Madras, Orissa, Punjab, Uttar Pradesh, West Bengal, Madhya Bharat, Mysore, Pepsu, Rajasthan, Saurashtra, Ajmer, Travancore-Cochin and Vindhya Pradesh.

However, in reviewing the targets of agricultural production on the meetings held for the purpose, State Govts., in common with the Ministry of Agriculture and the Planning Commission, proceeded on the assumption that maximum possible efforts should be made by all concerned within the resources allotted for agriculture under the Plan.

Owing to the speeding up of certain parts of the programme it was recognised that at later stages it might be necessary in some instances to make small additions to the allotments available for agriculture, through internal adjustments and other ways. A few States also indicated possibilities of achieving higher targets than those recently agreed if additional schemes were approved. It is proposed to consider these schemes from time to time in the light of the progress made in actual implementation of the programmes agreed to in the discussions that have taken place.

**Shri Sanganna** : May I know whether the Government are in a position to give an idea of the present food situation keeping in view the recent country-wide flood disaster and the coming harvest season in the country?

**The Minister of Food and Agriculture (Shri A. P. Jain)** : Sir, two new factors have come into the food situation. One is the international crisis on Suez. So far as that is concerned, our supplies are not going to be seriously affected except that there may be some rise in freight. But, of course, there has been a sort of psychological development in the trade and they are trying to withhold stocks. I am sure that it is going to be a short-term phenomenon.

Another thing is the unprecedented floods in Bengal and Uttar Pradesh in particular. There have been quite a number of extra demands on account of these floods. We have been meeting those demands and we hope to meet those demands when the next harvest crop, particularly rice, is reaped, and it is coming up shortly. I do not anticipate any difficulty.

**Shri Sanganna** : May I know whether the observations made by the recent Indian Delegation to China have been intimated to the State Governments for their consideration?

**Shri A. P. Jain** : It is never the practice to intimate the observations of a Delegation to others. Of course, the observations are examined in the Ministry and only those portions of the observations which are accepted by the Ministry are communicated to the State Governments for implementation. A report may generally be sent for consideration of the State Governments but that is quite another thing.

### WRITTEN ANSWERS TO QUESTIONS

#### Ticketless Travel

\*338. **Shri Jhulan Sinha** : Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a magisterial checking of passengers travelling without tickets in certain trains was recently held at Kunraghat North Eastern Railway (sometime in early September 1956) and that out of 130 passengers travelling by that train as many as 60 were found to be Railway servants; and

(b) whether special steps have been or are proposed to be taken to deal with such cases?

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan)** : (a) On 10-9-56, in raids conducted by Ticket Checking Squads on 4 trains at Kunraghat Railway Station, 130 passengers were detected travelling without tickets, out of whom 60 were Railway employees.