

Fifth Series, Vol. III No. 17

Tuesday, June 15 1971
Jyaistha 25, 1893 (Saka)

LOK SABHA DEBATES

Second Session



सत्यमेव जयते

LOK SABHA SECRETARIAT

New Delhi

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No. 17—Tuesday, June 15, 1971|Jyaistha 25, 1893 (Saka)

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LOK SABHA DEBATES

LOK SABHA

*Tuesday, June 15, 1971/Jyaistha
25, 1893 (Saka)*

*The Lok Sabha met at Eleven
of the Clock.*

[MR. SPEAKER *in the Chair*]

Obituary Reference

MR. SPEAKER : I have to inform the House of the sad demise of Dr. Sisir Kumar Saha who passed away at Danapur on the 9th June, 1971 at the age of 76.

Dr. Sisir Kumar Saha was a Member of the Third and Fourth Lok Sabha during the years 1962-70 representing Birbhum constituency of West Bengal. He was a very amiable person and used to take active interest in the welfare of labour and backward classes.

We deeply mourn the loss of this distinguished friend and I am sure the House will join me in conveying our condolences to the bereaved family.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF HOME AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI INDIRA GANDHI) : Mr. Speaker, Sir, we join you in expressing our grief over the passing away of Dr. Sisir Kumar Saha. As you have said, as a Member of the Lok Sabha for two terms and earlier as a legislator in the West Bengal Assembly, Dr. Saha made many friends and left an impress of dedicated and selfless work. He was deeply interested in the upliftment of Harijans specially, and of the rural people as a whole. I shall be grateful if you would

kindly convey our deep sympathy and condolences to the late Dr. Saha's son and other members of his family.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, Dr. Sisir Kumar Saha is a great loss to all of us. Dr. Saha was not only a good doctor but he did a lot for the district which he represented here and also for the upliftment of backward classes. I will request you to kindly convey on my behalf and on behalf of my party our deep sympathy and condolences to the bereaved family.

SHRI SEZHIYAN (Kumba Konam) : Sir, on behalf of the D.M.K. Party, I associate myself with the sentiments expressed by you and the leader of the House at the sad demise of Dr. Sisir Kumar Saha. He was a member of the Third and Fourth Lok Sabha and he made a great contribution in championing the cause of the poor, down-trodden, labour and backward classes in the country. I request you to kindly convey our deep sympathy and condolences to the bereaved family.

DR. RANEN SIN (Barasat) : Sir, I associate myself with the sentiments expressed here at the sad demise of Dr. Sisir Kumar Saha. He was along with us in this House. He was an able parliamentarian and an old political worker of West Bengal. On my behalf and on behalf of the CPI group in Parliament, I request you to convey our condolences to the bereaved family.

श्री अटल बिहारी वाजपेयी (बनारस) :
प्रध्यक्ष महोदय, मैं अपनी ओर से और अपने
दल की ओर से डा० साहा के दुःखद देहावसान
पर गहरा शोक प्रकट करता हूँ और परमात्मा से

प्रार्थना करता हूँ कि उनकी आत्मा को सद्गति प्रदान करे। लोक सभा के सदस्य के नाते डा० साहा हम लोगों से परिचित थे। वह बोलते कम थे लेकिन ठोस काम करने में विश्वास करते थे। उनके निधन से जो क्षति हुई है उससे हम सब लोग दुखी हैं। आप उन के शोक सन्तप्त परिवार तक हमारी समवेदना पहुंचा दें।

DR. MELKOTE (Hyderabad) : Some of us were his colleagues in the Third and Fourth Lok Sabha. He was a man with very few words but extremely good-mannered. I associate myself with the sentiments expressed by you and by the Leader of the House and I request you to convey on behalf of our party our sentiments to the bereaved family.

SHRI SHYAMNANDAN MISHRA (Begusarai) : I associate myself with the sentiments expressed by you and by the Leader of the House on the passing away of Dr. Sisir Kumar Saha.

SHRI P. K. DEO (Kalahandi) : On behalf of the Swatantra Party I offer my condolences to the bereaved family.

PROF. S. L. SAKSENA (Maharajganj) : I offer my condolences on the death of Dr. Sisir Kumar Saha. I have known him only during the Fourth Lok Sabha. I am so very sorry that he has passed away so quickly. I offer my condolences to the bereaved family.

MR. SPEAKER : The House may stand in silence for a short while to express its sorrow.

[The members then stood in silence for a short while.]

ORAL ANSWER TO QUESTIONS

साइकिल टायरों के मूल्य में वृद्धि

*481. श्री अटल बिहारी वाजपेयी: क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इनलप इंडिया ने हाल ही में साइकिल टायर का मूल्य 5 रुपये 85 पैसे प्रति टायर से बढ़ाकर 6 रुपये 50 पैसे प्रति टायर कर दिया है ; और

(ख) यदि हां, तो क्या इस मूल्य वृद्धि से पूर्व कम्पनी ने सरकार की अनुमति मांगी थी ?

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) : (क) जी, हां।

(ख) जी, नहीं, इसकी आवश्यकता नहीं थी।

श्री अटल बिहारी वाजपेयी : दाम बढ़ाना आवश्यक नहीं है या इजाजत लेना आवश्यक नहीं है ?

श्री सिद्धेश्वर प्रसाद : इजाजत लेना। आने इजाजत लेने के बारे में पूछा है।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, क्या यह सच है कि 1 मार्च 1971 को जब सरकार ने रैशन धागा डोरी और फैब्रिक की कीमतों में 2 रुपये प्रति किलोग्राम की कर्पा की थी तो यह कहा था कि टायरों के निर्माताओं को अधिक मूल्य बढ़ाने की इजाजत नहीं दी जाएगी। क्या यह सच है कि इनलप कम्पनी ने जो दाम बढ़ाए उस के परिणामस्वरूप टायरों की कीमतें 11 प्रतिशत बढ़ गयी हैं और उस के फलस्वरूप आम प्रार्थकों के काम में आने वाली

साइकिल 1 रुपया 30 पैसा ज्यादा महंगी हो गई है।

श्री सिद्धेश्वर प्रसाद : माननीय सदस्य ने सवाल साइकिल टायरों के बारे में पूछा है लेकिन अभी वह रेशन धागे की बात कर रहे हैं जिसका इस्तेमाल साइकिलों के टायरों के बनाने में नहीं होता है...

श्री अटल बिहारी बाजपेयी : होता है। मुझे खेद है कि मंत्री महोदय को जानकारी नहीं है। रेशन टायर यान कार्ड और फंक्चनस यह 40 प्रतिशत काम में आते हैं टायर बनाने में। यह जानकारी मैंने विशेषज्ञों से इकट्ठा की है मैं मानता हूँ कि मंत्री महोदय विशेषज्ञ नहीं हैं, न मैं विशेषज्ञ हूँ। लेकिन वह पता लगा ले कि रेशन टायर यान कार्ड और फंक्चनस इस्तेमाल में आते हैं या नहीं ?

मैं दूसरा प्रश्न पूछता हूँ। मंत्री जी ने कहा कि सरकार से इजाजत लेना जरूरी नहीं है। क्या इसका अर्थ यह है कि पक्के माल के निर्माता अपने दामों में अनाप शनाप वृद्धि कर सकते हैं ? क्या कोई ऐसी प्रक्रिया नहीं है जिस के अन्तर्गत निर्माताओं को विवश किया जा सके कि माल बनाने की जितनी लागत होती है उस में उचित मुनाफा मिला कर वह दाम तय करें और क्या टायरों की कीमत का मामला भी सरकार किसी ऐसे बोर्ड को सौंपने का विचार कर रही है जो इस संबंध में उचित निर्णय दे सके।

श्री सिद्धेश्वर प्रसाद : श्रीमान्, टायर का सवाल और साइकिल टायर का सवाल दोनों अलग चीजें हैं। साइकिल का टायर बनाने में सूती धागे का इस्तेमाल होता है और मोटर तथा ट्रैक्टर के टायर बनाने में रेशन या नायलॉन

धागे का इस्तेमाल होता है। इसी लिये मैंने यह बात शुरू में ही स्पष्ट कर दी थी।

जहां तक माननीय सदस्य के प्रश्न के दूसरे अंश का सवाल है कि सरकार इस पर विचार करे और साइकिल टायर के निर्माताओं के साथ बात करे और इसके मूल्य को कम कराने का सुझाव उनके सामने रखे और इस के लिए प्रयत्न करे- यह सुन्दर सुझाव है, सरकार इस पर विचार करेगी।

श्री नारायण राम अहिरवार : एक तरफ सरकार कहती है कि उस टायर बनाने वालों से पूछ कर भाव तय करेंगे दूसरी तरफ किसान जाँ गल्ला पैदा करता है, उससे कमी नहीं पूछती कि कितना भाव रखना चाहिए, सरकार को उन से भी इस के बारे में पूछना चाहिए।

अध्यक्ष महोदय : जैसे इनका राजेश्चन मान लिया है वैसे आपका भी मान लिया है।

श्री अटल बिहारी बाजपेयी : कहाँ माना है।

SHRI G. VISWANATHAN : In view of the fact that the tyre prices have already gone up and they are sold in the market at abnormal prices to the consumers and so much blackmarketing is going on in the distribution of tyres, may I know what steps will be taken by Government to enable the consumers to get the tyres at normal prices without having to get them in the blackmarket ?

SHRI SIDDHESWAR PRASAD : We have issued orders under the Essential Commodities Act, and we have requested the State Governments to take necessary action in the matter.

**Land for Rehabilitation of Pong
Dam Oustees**

*483. SHRI VIKRAM CHAND MAHAJAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether only 90,000 acres of land is available in Rajasthan for the rehabilitation of Pong Dam oustees against the total demand of 1.25 lakh acres by June, 1971 and 3 lakh acres on the completion of the Dam itself ;

(b) if now, how much land is available at present and where ; and

(c) how much land will be available on the completion of Pong Dam and in which regions of Rajasthan ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER SHRI B. N. KUREEL (a) to (c) : A total area of 2.25 lakh acres is to be made available in the Rajasthan Canal area for resettling the Pong Dam (Reservoir) Oustees. 1.12 lakh acres is already available for allotment to the oustees this year. About 90,000 acres more will become available on completion of Stage-I by 1973-74 and the balance under Stage-II of the Rajasthan Canal Project.

SHRI VIKRAM CHAND MAHAJAN : Last year, a team of MPs visited Rajasthan and they gave a report that only 95,000 acres were available and the balance was not there ; in fact, the *khata* numbers of the lands were given by the Rajasthan Government to the MPs, and in that list, it was specifically mentioned that only 95,000 acres were available, and the Union Minister had promised that the balance also would be made available from the Jatsar farms which had 30,000 acres. May I know from the hon. Minister whether from the Rajasthan Government have made available the balance of the land ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : We have approached the Agriculture Ministry and they have kindly allotted some land out of the Jestar lands, and we have to get the lands. We have also found some areas in the canal irrigated area, and altogether, 1.12 lakh acres are available.

SHRI VIKRAM CHAND MAHAJAN : So far as the second stage is concerned, the Dam is expected to be completed by 1973 whereas the balance of the land of 90,000 acres and the additional land of 75,000 acres are to be available after the completion of the Rajasthan Canal, and 60 miles of that canal is still to be completed. Past experience shows that that particular portion of the Rajasthan canal would take ten years to complete, whereas the dam is going to be completed within two years. May I know from the hon. Minister how he will rehabilitate the oustees in that particular region without water and land ?

DR. K. L. RAO : The balance of land to be found is very little, because 1.12 lakhs are already there, and 90,000 acres will become available in 1973-74 on completion of Stage I, and that leaves only a small amount of about 23,000 acres, and for this, we have requested the Planning Commission to give us some extra funds to proceed with the second stage, and from the first portion of the second stage, we propose to allot the lands.

**Pending Applications for Industrial
Licences from Orissa**

*484. SHRI P. K. DEO : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the number of applications for industrial licences forwarded by the Government of Orissa which are pending with the Government of India ;

(b) the names of industries for which licences have been sought and the capital investment in each of them ; and

(c) the reasons for the delay in giving licences ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT SHRI SIDDHESHWAR PRASAD (a) to (c) : A statement is placed on the Table of the House.

Statement

(a) and (b) : During the last three years, i.e. 1968, 1969 and 1970, in all 59 applications were received for industrial licences for Orissa. Of these applications, licences have been issued in 6 cases and letters of intent in 12 cases. 17 applications have been rejected and 8 have otherwise been disposed of. The remaining 16 applications are under consideration. All these pending applications relate to 1970. Besides, 5 applications received during the current year (upto 30th April), are also under consideration. Details of the applications, on which decisions are yet to be taken, are not normally disclosed :

(c) Consideration of industrial licence applications necessitates fairly detailed examination of various aspects of the proposals and disposal of particular applications is often delayed due to various factors. In some of these cases, the applications did not provide all necessary particulars and additional information had to be obtained. In certain other cases, policy decisions on the industry as a whole had to be arrived at. However, efforts are being constantly made to dispose of the pending applications as quickly as possible.

SHRI P. K. DEO : The statement is very sketchy and misleading. There is no mention of the names of the industries and the capital investment, which have been asked for in reply to part (b) of the main question. I hope the hon. Minister will

come out with a full reply to my supplementary question. Even though we are swearing day in and day out by socialism and public sector undertakings, is it not a fact that the Industrial Development Corporation of Orissa asked for a licence for a sponge iron and polyester fibre plant but the licences were actually given to private people just before the elections ?

SHRI SIDDHESHWAR PRASAD : The hon. Member has referred to a particular project of which I am not aware. I require notice.

SHRI P. K. DEO : It is a very pertinent question.

MR. SPEAKER : He wants notice.

SHRI P. K. DEO : Are Government aware that basing their findings on the accepted principle that the allocation of industries is being made on political grounds and on the basis of the various pulls by the States on the Centre, the Rajamannar Committee has made a specific recommendation :

"All important industries have been brought under the control of Parliament, leaving practically no scope for initiative with the State Governments".

and they have recommended that entry 52 in the Union List should be suitably amended so that the State Government could get more powers.....

MR. SPEAKER : Let the hon. Member ask a straight question.

SHRI P. K. DEO : Government would not supply the details.

If I ask about particular industries, Government have no answer. If I ask him on policy matters, you say that I can not ask.....

MR. SPEAKER : Let him ask a direct question.

SHRI P. K. DEO : Is it not high time that the licensing system should be decentralised ?

SHRI SIDDHESHWAR PRASAD : That is not under contemplation.

श्री नवल किशोर सिंह : मैं जानना चाहता हूँ कि इण्डस्ट्रियल लाइसेंस के निस्तार के लिये कोई अवधि सरकार ने निश्चित की है कि इतने दिनों में जहाँ कोई खामी नहीं होगी, उसका अवश्य निस्तार (डिस्पोजल) कर दिया जायगा ?

MR. SPEAKER : The statement has been laid on the Table of the House.

SHRI N. K. SINHA : The statement says nothing about any time-limit for disposal of applications.

श्री सिद्धेश्वर प्रसाद : श्रीमन्, ग्रामतौर पर कोशिश यह की जाती है कि तीन महीने में इण्डस्ट्रियल लाइसेंस ईशू कर दिया जाय, लेकिन जैसा कि स्टेटमेंट में स्पष्ट किया गया है, कभी कभी ऐसी दरहवास्तें आती हैं, जिन में जो जानकारी माँगी जाती है, वह पूरी नहीं दी जाती है, उन से जानकारी मंगाने में देर लग जाती है। कभी कभी जो इण्डस्ट्रियल लाइसेंस मांगे जाते हैं, उन का कई पार्टियों से सम्बन्ध होता है, उन की छानबीन में देर हो जाती है।

RE : Q 485

MR. SPEAKER : Next question. Shri Hukam Chand Kachwai.

श्री अटल बिहारी वाजपेयी : उन को पुलिस ने गिरफ्तार कर लिया है, वह जेल में हैं सबाल कैसे पूछेंगे ?

अध्यक्ष महोदय : वह अपने आप उस तरफ चले गये, हम से तो पूछा नहीं। अगर हम से पूछ कर गये होते तो हम देखते।

Railway Ticket Racket

*487. SHRI B. K. DASCHOWDHURY: Will the Minister of RAILWAYS be pleased to state :

(a) whether a Railway ticket racket has recently been unearthed in Northern Railway ;

(b) if so, whether some arrests have been made in this regard ; and

(c) the steps Government propose to take in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAJIYA) : (a) No, Sir.

(b) This does not arise in view of reply to part (a) above.

(c) Checks at various levels are prescribed and all possible preventive measures are taken to deal with malpractices connected with tickets. I want to clarify that this reply to part (a) of the question does not mean that there is no racket at all. It is in reply to the specific question whether recently a racket has been unearthed.

As hon. Members are aware, I am not one of those who want to hide things, because the administration is as much yours as mine. Rackets are going on, and all possible efforts are being made. In fact, I am also going on inspection, and there is a non-official organisation on ticketless travel. I am happy to tell the House that only the day before yesterday an entire marriage party of 75 persons including

the newly wedded bride and bridegroom, found their way to the lock-up for travelling without tickets in the Kiul-Gaya Passenger train. They were caught in a surprise magisterial check near Jamnawan Railway Station. They were summarily tried and fined Rs. 75,000 and in default they were sent to jail. The marriage party had come from Pekai village, Mutsai Thana of Patna District.

Therefore, this ticketless travelling has become a feature of our administration, and I for one want to take very many steps to check this ticketless travel.

SHRI B. K. DASCHOWDHURY : I am glad my question has helped the Minister come out with a frank statement. However, the hon. Minister has confused two things. Here the specific question is whether the Railway Administration has unearthed a Railway ticket racket.

On the 19th May there appeared a press statement in the *Indian Express* by an officer of the Northern Railway, Mr. Kohli, who is the Divisional Superintendent. He has admitted that racketeering is going on within the four corners of the law, and that it is very difficult for the railway authorities to check it. So, my question is whether any instructions have been given to the Vigilance Department to investigate into this ticket racketeering and whether the Vigilance Department has totally failed, and secondly whether this racketeering in the Northern Railway has been going on because of some railway officials and unauthorised travel agents being in league.

SHRI HANUMANTHAIYA. In regard to the statement by Mr. Kohli, I have got that information. I concede that the Vigilance Department should work with better efficiency. I may inform the House that today I met the officers connected with this question and I have proposed very many modifications and improvements in the methods of finding out these rackets, and I will pursue it.

SHRI B. K. DASCHOWDHURY: The hon. Minister has not replied to my question about the vigilance department. He merely made a little observation.

MR. SPEAKER : In your case I have noticed that you do not come out direct with the question ; you add introductions and later on explanations. Kindly conform to the rule and put a straight question.

SHRI B. K. DASCHOWDHURY : My straight question is whether the ticketless travel racket is going on in collusion with some railway officials and some unauthorised travel agents.

SHRI HANUMANTHAIYA: Yes, Sir.

MR. SPEAKER : That is the best way of answering a question Yes, Sir ; or No, Sir.

SHRI HANUMANTHAIYA : The hon. Member wanted to know whether some unauthorised travel agents and some railway officials were involved and I made a straight answer. These people are involved and we are trying to find out. That is the real trouble... (*Interruptions*)

श्री एस० एन० पांडे : क्या मन्त्री जी बताने की कृपा करेंगे कि जब आपको मालूम है कि इस तरह की रिकेटिंग चल रही है तो उसको दूर करने के लिए आपने कौन से स्टेप लिए हैं और पहली बार आपको यह मालूम हुआ था ?

SHRI HANUMANTHAIYA: So far as the steps on the concerned, I have got a series of steps that have been taken and if you permit me I shall lead them ; they are about two pages.

MR. SPEAKER : You can lay it on the Table of the House.

SHRI HANUMANTHAIYA : The point is that we are taking continuous steps. We have to go on pursuing. There is no final solution to these matters.

Conversion of Howrah-Amta Section into Broad Gauge

*490. SHRI JYOTIRMOY BOSU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it has been represented to Government that the Howrah-Amta Section, which was closed down recently, if converted into broad gauge and extended, may provide an alternative route between Howrah and Kharagpur which is considered essential for the smooth running of South Eastern Railway trains; and

(b) if so, the action, if any, taken on the said representation ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) The major portion of the alignment of the Howrah-Amta Light Railway is on the District Board Roads. If a Broad Gauge is to be constructed, a different alignment would be essential. An alternative route between Howrah and Kharagpur is not considered necessary from the point of view of the existing rail facilities.

SHRI JYOTIRMOY BOSU : Is it not a fact that it was the opinion of people in the railways that the track between Howrah and Kharagpur was much too overworked and, if so, what steps do the Railways propose to take on that opinion ?

SHRI HANUMANTHAIYA : I have already answered that was not the opinion of the railway administration.

They have given me the information that between Kharagpur and Howrah, there are two lines and three lines track and they will be able to take all the traffic that can be secured.

SHRI JYOTIRMOY BOSU : I regret I am unable to accept this because I was told by very competent persons that the tracks were not enough. Anyway, I do not like to go into that *jagda* now. Would you kindly tell us if in view of the density of population that exists in that area, and also from the point of view of serving the industries, this conversion of the light railway into broad gauge will mean new business for the railways and, at the same time, whether production will go a long way ?

SHRI HANUMANTHAIYA : The hon. Member may be right in his assessment on the situation, but the fact is that we have no money for opening new lines and the proposal, if implemented, would cost Rs. 8 crores to Rs. 9 crores, and there is no money available in the Plan expenditure for that purpose. In fact, the hon. Member knows we want the restoration of the cut of Rs. 250 crores, and if that cut is restored we will be able to think about this thing.

SHRI A. P. SHARMA : The Minister has explained the difficulties in converting the narrow gauge line into broad gauge. But is this difficulty only in the case of the Howrah-Amta light railways or in the case of the other light railways also like the Shahdara-Saharanpur line, because, in that case it will altogether a major policy decision. We would like to see that wherever these lines are closed, they should be converted into broad gauge, because perhaps.

MR. SPEAKER : I admire your way of putting it. (*Interruption*)

AN HON. MEMBER : What is the answer ?

SHRI HANUMANTHAIYA : I agree with the hon. Member that there are many lines in India which deserve the kind of treatment that the hon. Member suggests. The only question is, its one of availability of funds and priority in the matter of taking up these lines.

श्री ईश्वर चौधरी : क्या रेल मंत्री महोदय बतायेंगे कि राष्ट्रीय महत्व की दिल्ली-हावड़ा ग्रान्ड ट्रंक रोड पर बिहार प्रान्त के गया जिला-न्तर्गत शेरघाटी पुल टूट जाने से सड़क यातायात बिल्कुल बन्द हो गया है जिस की वजह से रेल स्टेशनों पर पर्याप्त मात्रा में भीड़ जमा हो गयी है और यात्रियों को बड़ी कठिनाइयाँ हो रही है। कृपया क्या आप मुगलसराय से धनबाद तक अप और डाउन गाड़ी बड़ाने जा रहे हैं?

SHRI HANUMANTHAIYA : This is a new question.

श्री ईश्वर चौधरी : सम्भवतः मंत्री महोदय मेरा प्रश्न समझ नहीं पाये, मैं फिर दोहराने देना हूँ। मैं जानना चाहता हूँ कि राष्ट्रीय महत्व के दिल्ली-हावड़ा ग्रान्ड ट्रंक रोड पर गया जिले में शेरघाटी पुल के टूट जाने से सड़क यातायात बन्द है और इस वजह से रेलों पर यात्रियों की काफी भीड़ होने लगी है और गाड़ियाँ कम होने की वजह से यात्रियों को बड़ी कठिनाइयाँ हो रही हैं। इस बात को ध्यान में रखते हुए क्या मंत्री जी मुगलसराय-धनबाद के बीच में अप और डाउन गाड़ियों की व्यवस्था करने जा रहे हैं ताकि यात्रियों को आराम मिले?

अध्यक्ष महोदय : यह सवाल तो हावड़ा-आपसा सेक्शन तक महसूस है।

Separation of Judiciary from the executive.

*491. **SHRI S. M. BANERJEE :** Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the steps taken to separate Judiciary from Executive in various States ;

(b) the number of States which have not yet done so and the reason therefor; and

(c) the reaction of the Central Government in this regard.

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY) :
(a) A statement is laid on the Table of the House.

(b) and (c). The Government of Nagaland have expressed their inability to effect separation because of special situation prevailing in that State. The Code of Criminal Procedure is not in force in Nagaland but certain rules made under Section 6 of the scheduled Districts Act, 1874, govern the trial of offenders in the State. All criminal cases, except heinous crimes are settled according to local customary laws. The State Government in the circumstances do not consider it necessary to separate Judiciary from the Executive.

The subject 'Administration of Justice' falls in the State's sphere. It is primarily the responsibility of the State Government to take action for separation of the Judiciary from the Executive in Nagaland.

The Central Government have introduced a Bill in Parliament for the enactment of a new Code of Criminal

Procedure under which separation of the Judiciary will be made on an All India basis. The Bill is now before a Joint Committee of Parliament.

Statement

The Judiciary has been separated from the Executive in Gujarat, Haryana, Jammu and Kashmir (except Poonch Sessions Division) Maharashtra, Mysore, Punjab and West Bengal by Statute and by executive order in Kerala, Madhya Pradesh, Orissa, Tamil Nadu, Bihar, over substantial areas of Andhra Pradesh, Uttar Pradesh and in some areas of Assam and Rajasthan. The Punjab Separation of Judicial and Executive Functions Act, 1964, is in force in that part of Himachal Pradesh State which formed part of Punjab prior to 1.11.1956.

2. Among Union territories, statutory separation exists in Chandigarh where the Punjab Separation of Judicial and Executive Functions Act, 1964, is in force. The Union Territories (Separation of Judicial and Executive Functions) Act was enacted in 1969. It came into force in all the areas of the Union territory of Delhi with effect from 2nd October, 1969, and in all areas of the Union territory of Laccadive, Minicoy and Amindivi island with effect from the 1st day of March, 1970. In relation to the Union territory of Goa, Daman and Diu, 1st July, 1971, has been appointed as the date on which the said Act shall come into force in the Union territory. In other Union territories the Act has yet to come into force.

SHRI S. M. BANERJEE : From the statement it appears that the judiciary has been separated from the executive, in Gujarat, Jammu and Kashmir (except Poonch Sessions Division) etc. and "over substantial areas of Andhra Pradesh", etc. What exactly is the definition of "over substantial areas"? Why has it not been separated in the entire State? Also, why has Poonch Sessions Division been omitted in Jammu and Kashmir?

SHRI NITIRAJ SINGH CHAUDHARY : As I said, the administration of justice is a State subject. It is for them to separate the judiciary from the executive. Under article 50 of the Constitution, the Centre can give them advice and that is what we are doing. It is for the State Governments to decide where they should separate it and where they should not. As I said, we are amending the Criminal Procedure Code, so that the judiciary is separated from the executive on an all-India basis.

SHRI S. M. BANERJEE : About amending the Cr. P. C. may I know whether the views of State Governments have been obtained and if so, whether there is unanimity among them or whether there is difference of opinion? If so, which are the States which differ?

SHRI NITIRAJ SINGH CHAUDHARY : The Bill is before the Select Committee and all these aspects that have been raised will be considered.

MR. SPEAKER : He is asking whether the views of the State Governments have been ascertained on this.

SHRI NITIRAJ SINGH CHAUDHARY : I require notice of that question.

SHRI DINESH CHANDRA GO-SWAMI : Will the minister please state whether his attention has been drawn to certain opinions expressed by persons of eminence in the legal field that appointments of Judges of High Courts and Supreme Court either on the eve of their retirement or after retirement on different commissions affects the integrity and independence of the judiciary, because it is kept under the control of the executive?

MR. SPEAKER : I am sorry it does not arise out of this question. Are you a lawyer?

SHRI DINESH CHANDRA GO-SWAMI : Yes. Indirectly it arises because.....

MR. SPEAKER : Separation of the judiciary from the executive is a specific subject. You can give separate notice of this question.

SHRI R. V. BADE : The statement says that judiciary has been separated from the executive in M. P. But cases under sections 107, 117C and 145 of the Cr. P.C. are tried by revenue officers and not by judicial officers. How can you say that they have been separated ?

SHRI NITIRAJ SINGH CHAUDHARY : Sections 107 and 110 deal with offences relating to law and order questions. They are tried by revenue officers, who are also magistrates. In Madhya Pradesh in all other matters there is complete separation.

SHRI B. R. SHUKLA : In Uttar Pradesh there used to be complete separation of the judiciary from the executive with the result that magistrates attached to the executive side were not deciding cases arising under the Indian Penal Code. This policy was reversed by the government headed by Shri Charan Singh with the result that...

MR. SPEAKER : No speeches. Let him come to the question.

SHRI B. R. SHUKLA : May I know whether the executive magistrates in UP are now deciding cases arising under the Indian Penal Code ?

MR. SPEAKER : This is a specific question about separation of the judiciary from the executive.

SHRI B. R. SHUKLA : May I know whether there is any separation of judiciary from the executive with respect to the trial of cases arising under the Indian Penal Code in Uttar Pradesh ? I think my question is very very specific.

SHRI NITIRAJ SINGH CHAUDHARY : In the statement it has been

mentioned that in UP there is separation of the judiciary from the executive by an executive order.

श्री सतपाल कपूर : मैं आप की सफ़्त मिनिस्टर साहब से जानना चाहता हूँ कि जिन स्टेट्स में अभी तक जुडीशियरी एग्जिक्यूटिव से अलग नहीं हुई है क्या उन स्टेट्स को सेंट्रल गवर्नमेंट कोई हिदायत देगी कि कब तक जुडीशियरी एग्जिक्यूटिव से अलग कर दिया जाये ?

श्री नीतिराज सिंह चौधरी : आर्टिकल 50 के अनुसार हमें सलाह देने का अधिकार है हिदायत देने का नहीं। हम सलाह दे रहे हैं और कोशिश कर रहे हैं कि जुडीशियरी से एग्जिक्यूटिव को अलग कर दिया जाये।

SHRI B. K. DAS CHOWDHURY : May I know whether it is a fact that in view of the financial stringency in West Bengal the process of separation of judiciary from the executive has not yet been completed and whether the State Government of West Bengal has already approached the Centre for certain financial relief to complete this process of separation, as directed by the Constitution ?

SHRI NITIRAJ SINGH CHAUDHARY : I know it for a fact that in the State of West Bengal separation of the executive from the judiciary is not complete, but the reasons are not known to me. At least the Ministry is not aware of them.

Development of Light Industries Abroad with Indian Collaboration

492 **SHRI C. JANARDHANAN :** Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether many nations sought India's help in developing light industries in their respective countries;

(b) if so, the names of those countries; and

(c) whether Ghana asked for help and collaboration ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) Yes, Sir.

(b) The countries which have sought India's assistance to set up small scale industries including light engineering industries, include Malaysia, Iran, Afghanistan, Kenya, Mauritius, Libya, Fiji, Nepal, Bhutan, Zambia, Western Nigeria, Trinidad, Surinam, Tobago, Egypt, Ghana etc.

(c) Ghana had asked for India's assistance to set up an industrial estate and a workshop for the development of small scale industries. Machinery worth about Rs. 4.02 lakhs is being supplied to Ghana and shortly an officer of the Small Scale Industries Development Organisation may go to Ghana for its installation and putting it into operation.

SHRI C. JANARDHANAN : May I know the character of the assistance given to the various countries ? Is it limited to technical know how and machinery or are we establishing some industries there ?

SHRI SIDDHESHWAR PRASAD : It varies from country to country. To some countries we are giving only technical know-how while in the case of some other countries we are assisting them in the installation of industries. There are certain cases where we have joint ventures also.

SHRI C. JANARDHANAN : What are the agencies involved in giving assistance to the various countries—only the public sector industries or the private

sector also ? If the private sector is involved, are there any of the 75 monopoly business houses mentioned in the Report of the Monopoli Commission ?

SHRI SIDDHESHWAR PRASAD : There are some monopoly houses also involved in this, but mostly it is the Small Scale Industries Development Organisation which gives them technical know-how and helps them in erecting small-scale industries.

SHRI M. RAM GOPAL REDDY : What is the exact objection of the Government to allowing the monopoly houses to establish industries in other countries ?

SHRI SIDDHESHWAR PRASAD : I have just now replied to it.

SHRI M. RAM GOPAL REDDY : Why should we not give them full freedom ?

MR. SPEAKER : Nothing about this was mentioned in his reply so that it might prompt a question from you.

SHRI INDER J. MALHOTRA : One of the monopoly houses, that is the Birla group, had set up factories in Ethiopia and other African countries. Have any complaints from those governments been received about the working of the Birla group in those countries ?

MR. SPEAKER : This is going too much beyond the scope of the question.

SHRI SIDDHESHWAR PRASAD : The Birla group of industries have established some industries in some countries but I do not have the details with me.

DR. RANEN SFN : Will the Minister give us a rough figure as to the amount of help rendered by the public sector agencies in India to such countries in Africa and

the ratio it bears to the help rendered by the Indian big business to such countries ?

SHRI SIDDHESHWAR PRASAD : I do not have the figures with me at the moment.

SHRI SHYAMNANDAN MISHRA : Have Government any estimate of the amount of private investment that has taken place overseas and can they give us an idea about this ?

SHRI SIDDHESHWAR PRASAD : I do not have the total figures with me. In certain countries the private sector has gone and has established industries. But what is the total amount of investment, I do not have the figures with me.

SHRI SHYAMNANDAN MISHRA : What is the use of our asking question if he does not have the figures with him ?

SHRI PRABODH CHANDRA : Will the Minister be pleased to say if any of these big business houses have repatriated any foreign exchange earned by them by setting up factories outside India ?

SHRI SIDDHESHWAR PRASAD : These figures are with the Ministry of Finance.

Announcements in Hindi on Railway Stations in Hindi-Speaking States

* 495. **SHRI SAMAR GUHA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether in Hindi-Speaking States announcements at Railway Stations are made exclusively in Hindi; and

(b) whether Government propose to issue directions to the effect that Hindi announcements in Hindi-Speaking areas should be followed by English versions ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No Sir.

(b) As per existing practice announcements are made in Hindi and English in Hindi-speaking areas.

SHRI SAMAR GUHA : The Minister says, "No". What am I to believe, his 'No' or my own ears ? I have heard it in many places while coming from Howrah to Delhi. At many stations only Hindi announcements are made and not English. It may be a mistake, but it is being done in many places. I will be satisfied if the Government categorically says that it may be an individual lapse but it should not be done and everywhere in English, Hindi and regional language announcements should be made. If this is a categorical directive, I have no grudge.

SHRI HANUMANTHAIYA : I have stated the position so far as the railway administration is concerned. If in any place the direction of the railway administration is not carried out, as my hon. friend suggests, he may bring it to my notice and I will rectify matters.

SHRIMATI LAKSHMIKANTHAM-MA : How many people know English ? Announcements in English will not help many people ; so, it should be only in Hindi. What objection has the Minister got?

(इन्टरफ़ोन) देश के कितने लोग अंग्रेजी जानते हैं ? दो, तीन या चार परसेंट ? मुझे अपने प्रश्न का उत्तर चाहिये। क्या मंत्री महोदय रेलवे स्टेशनों में अंग्रेजी सूचनाओं के साथ ही हिन्दी में भी सूचनाएँ देगा ?

MR. SPEAKER : This is not a question but a suggestion for action.

SHRIMATI LAKSHMIKANTHAM-MA : I want to know whether they

are going to remove English announcements at the stations.

SHRI HANUMANTHAIYA : The Railway Administration cannot have a policy of its own in this matter. Whatever the hon. House decides we are going to have.

SHRI ATAL BIHARI VAJPAYEE : The House has decided that there should be bilingualism for sometime to come. May I know what is being done at the railway stations which are situated in non-Hindi speaking areas? Are announcements being made in Hindi also there?

SHRI HANUMANTHAIYA : The instructions are clear and, in fact, as the hon. Member knows, in south, the names are written in Hindi..... (*Interruption*)

SHRI ATAL BIHARI VAJPAYEE : Not in Tamil Nadu.

SHRI HANUMANTHAIYA : Whatever the directions, they have to be implemented all over India.

Broad gauge line from Rohtak to Bhiwani (Northern Railway)

*501. **SHRI MANI RAM GODARA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether any representation from the citizens of Bhiwani in Hissar District for a broad gauge line connection from Rohtak to Bhiwani was received; and

(b) if so, the action taken by the Railway Administration to meet the demand of the people?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) The representation was given due consideration, but it was found that sufficient traffic would not be generated to

make the proposed rail link economically viable. Its construction is therefore not being considered at present.

श्री मनोराम गोदरा : मंत्री महोदय ने उत्तर में कहा है कि इस पर विचार किया गया था लेकिन यह पाया गया कि यह रेल लिंक इकॉनॉमिकली वायवबल नहीं होगी। मैं जानना चाहता हूँ कि कौन सा क्राइटेरिया अपनाया गया जिससे आप इस नतीजे पर पहुँचे ?

MR. SPEAKER : He wants to know : What criteria were applied for arriving at this decision ?

SHRI HANUMANTHAIYA : It is the financial criteria.

श्री मनोराम गोदरा : यह रेल लिंक मुनाफा नहीं देगा इस फैसले पर जब आप पहुँचे तो कौन कौन से फैक्टर्स आपने कंसिडर किये थे। ट्रेफिक का किया था, लोडिंग का किया था, किस तरह के फैक्टर्स आपने कंसिडर किये थे ?

SHRI HANUMANTHAIYA : All these loadings and other things have ultimately to be measured in terms of income.

श्री भान सिंह भौरा : जब भी पत्र लिखे जाते हैं यही जवाब दे दिया जाता है। मैं जानता हूँ कि सर्वे करने वाली पार्टी में कौन कौन से अफसर होते हैं ? यही जवाब हर एक का होता है। मैं जानना चाहता हूँ कि कौन सी एजेंसी है जो इनवेस्टिगेट करती है ?

SHRI HANUMANTHAIYA : That is hardly a question for me to answer.

श्री मनीराम गोबरा : इन्होंने फेक्टज बताये हैं जिनकी वजह से मंत्री महोदय हर जिक्र को फाइनैशली साउंड नहीं समझते हैं। जिस तरह से इंडस्ट्री बढ़ रही है, एग्रिकल्चर को पैदावार बढ़ रही है, उसका देखते हुए आज बहुत फर्क पड़ गया है और पड़ता जा रहा है। मैं जानना चाहता हूँ कि इन चीजों को ध्यान में रखते हुए क्या प्रांत इसका दुबारा सर्वे करायेगा, दुबारा पता लगायेगा कि फाइनैशली यह रेल लिंक सूट करती है या नहीं करती है।

SHRI HANUMANTHAIYA : I have advisedly said 'at present'. If in future there is a possibility of this line being made financially viable, we shall consider that.

श्री सत पाल कपूर : जिन सरियाज से रिप्रिजेंटेशन आता है कि वहाँ रेलवे लाइन खाली जाए, वहाँ जब आपकी सर्वे पार्टी जाती है तो उस सर्वे पार्टी के साथ उस एरिया के मेंबर आफ पार्लिमेंट को भी सम्बद्ध किया जायेगा, उसके साथ उसको भी रखा जायेगा ताकि वह मदद कर सकें कि यह प्रांतीय फाइनैशना वायविल है ?

SHRI HANUMANTHAIYA : The technical people make survey. Whatever the survey may be, the survey report will be made available to Members if they want to see. I have no secrecy about it.

Development of Haldia Industrial Complex

*503. DR. RANEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government propose to develop Haldia as a big industrial area in order to give impetus to the industries in West Bengal; and

(b) if so, the steps taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) and (b). A number of steps are being taken to develop Haldia as an industrial area. A petroleum refinery is expected to be completed by the end of 1972. The Haldia Dock project is expected to be commissioned by middle of 1972. Besides there are certain proposals under consideration for setting up a fertiliser and petro-chemical complex and a shipyard in the Haldia region. The State Government are acquiring land for developing Haldia as a large industrial area. Industrial Estates are also planned by the West Bengal Industrial Development Corporation.

DR. RANEN SEN : May I know what is the progress made so far in respect of this project which is being contemplated to be started in Haldia ? (Interruption) What is the progress made so far ?

SHRI SIDDHESHWAR PRASAD : I have pointed out that the Petroleum refinery is supposed to be completed by the end of 1972 and the Haldia Dock Project is expected to be commissioned by this middle of 1972. Unless for other industrial estates and projects the land is acquired, progress cannot take place.

DR. RANEN SEN : May I know whether it is a fact or not that the West Bengal Government has already acquired the land and facilities are being given to the Government of India to establish this fertiliser plant and other ancillary industries. It is the Government of India which is negligent towards development in Haldia.

SHRI SIDDHESHWAR PRASAD : It is a situation we are faced with, namely, difficulty of getting land. Now, as the

hon. Member has stated, if it is correct, then, naturally other steps will be taken for the completion of the project.

DR. RANEN SEN : He neither agrees nor denies. That is my information. I want to know whether that is correct or not.

SHRI S. C. SAMANTA : Is it not a fact that the Government of India has recently informed us that the Haldia project will go on working from 1973? In that context may I know why the Government is making delay in asking industrialists to come and provide them with all facilities in the area? I would like to know whether this area is going to be regarded as free trade zone.

SHRI SIDDHESHWAR PRASAD : As far as the free trade zone, as far as I am aware, no decision has been taken. As to the other two points, two steps have been taken in this direction. One is that a cell has been created in the Home Ministry to look into West Bengal's problem including Haldia. Another is that the West Bengal Reconstruction Corporation has been set up and they will look into the financial aspects of West Bengal including Haldia.

SHORT NOTICE QUESTION

Supply of Power from Korba Thermal Plant to Uttar Pradesh

SN Q. 2. SHRI N. N. PANDEY: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Madhya Pradesh Government have discontinued the supply of Power from Korba Thermal Plant to Uttar Pradesh from the 8th June, 1971;

(b) if so, the reasons therefor; and

(c) whether the Central Government are proposing to resolve this matter?

THE MINISTER OF IRRIGATION AND POWER DR. K. L. RAO : (a) Madhya Pradesh Electricity Board discontinued the bulk power supply to Uttar Pradesh from midnight of 8th 9th June, 1971.

(b) The Madhya Pradesh Electricity Board had agreed to supply about 35 to 55 MW of bulk power to Uttar Pradesh State Electricity Board from their Korba power system on a mutually agreed basis. The power supply was commenced with effect from 24th August, 1970, and a tariff rate which worked out to an average of 8 paise per kwh was agreed to. However, the Madhya Pradesh Electricity Board had, by stages, increased the rate to an average of about 12 paise per kwh between the period of August, 1970 to May, 1971. The Uttar Pradesh State Electricity Board had been making payments on the basis of average rate of 8 paise per kwh plus coal surcharge as indicated by Madhya Pradesh Electricity Board from time to time. On the other hand, according to Madhya Pradesh Electricity Board the arrears of payment were of the order of about Rs. 1.23 crores in line with various increases intimated by them to Uttar Pradesh State Electricity Board.

(c) The power supply has been resumed with effect from 6 P. M. on 12th June, 1971, as a result of the discussions between the Chief Ministers of Madhya Pradesh and Uttar Pradesh.

श्री एन. एन. पांडे : मैं मंत्री महोदय से यह जानना चाहता हूँ कि जब सेंट्रल वाटर एंड पावर कमीशन की इंटरवेन्सन से 8 पैसे पर यूनिट का एक रेट तय हो गया, तो फिर यकायक रेट को 70 परसेंट बढ़ाने और हर साल बढ़ाते रहने का नया कारण था और नया सेंट्रल वाटर एंड पावर कमीशन ने कोई ऐसा स्टेप लिया, जिस में यह डिस्पूट रिजाल्ट किया जा सके।

DR. K. L. RAO : It is true there is some rise in the charges. But the MP Electricity Board contend that they have to get coal from a longer distance and therefore they have increased the rate. But this was not discussed between them. It is regrettable that power was cut off suddenly.

Apart from this, the Government of India has got an organisation, the Central Electricity Authority which acts as arbitrator in these disputes. Unfortunately, this case was not referred to them. I think now it will be taken up by the Central Electricity Authority.

श्री एस. एन. पांडे : इस बात को देखते हुए कि उत्तर प्रदेश में इलैक्ट्रिसिटी की कमी है, क्या मंत्री महोदय एक सेंट्रल पावर प्रोजेक्ट बनाने पर विचार कर रहे हैं, जिस से इस कमी को दूर किया जा सके ?

DR. K. L. RAO : It is true there is a heavy shortage of power in UP. It is as much as 5 million units a day. We are fully aware that we should try to make it up as early as possible. We are trying to get power from DVC; we are also trying to see whether some more projects could be set up to produce power.

SHRI S. M. BANERJEE : Is the hon. Minister aware that the Irrigation and Power Minister of UP repeatedly approached the Central Government and apprised them of the serious power crisis in UP resulting in closure and partial closure of many textile and engineering units and even defence units? If so, what steps have been taken by Government to see that the Central Government comes to the rescue of the U.P. Government in the matter of supplying power from other States? Also, is it a fact that the agreement signed with the Birlas regarding power supply from the Riband Dam to their Aluminium Corporation is for 25 years? Is this not

a humiliating agreement by which they are bound to supply power at the cheapest rate to Birlas at the expense of the peasants and small industrialists? Will this agreement be scrapped and power supplied to other units?

DR. K. L. RAO : I have already said there is a heavy shortage of power in UP by as much as 5 million units a day. We are trying to get it from DVC as also from Madhya Pradesh and partly from Delhi. Bhakra is just picking up and there will be some surplus in Delhi which can be sent to UP. We are requesting Badarpur to come up in the next year. If it does, the shortage will be less. Still I would submit that for two or three years the power position in Uttar Pradesh will be difficult.

SHRI S. M. BANERJEE : What about scrapping the agreement with Birla? It seems the Riband Dam was constructed spending a huge amount only to supply to Birla's Aluminium Corporation as seen by the 25-year agreement of which there are still ten more years to run. The UP Government is ready to scrap the agreement. What about the Central Government.

MR. SPEAKER : It is not connected with this question.

श्री शशि भूषण : माननीय मिनिस्टर साहब जानते हैं कि मध्यप्रदेश में भी पावर शॉर्टेज बहुत ज्यादा है। मध्य प्रदेश में जो देश में सब से बड़ी और सब से तेज बहने वाली नदी नर्मदा है, अभी तक सरकार ने उस पर कोई बिजली उत्पादक बांध नहीं बनाया है। उत्तर प्रदेश को बिजली देने का क्या फायदा है जब वहाँ पर बिड़ला को वह बिजली तीन पैसा प्रति यूनिट के हिसाब में दे दी जाये? पहले उत्तर प्रदेश यह व्यवस्था करे कि बिजली को सही जगह

पिछड़े इलाके की तरफकी को इस्तेमाल किया जायेगा, वना मध्य प्रदेश सरकार ने यह बहुत अच्छा फैसला किया है। क्या मंत्री महोदय इस बारे में कोई उत्तर देंगे ?

MR. SPEAKER : This is a suggestion for action.

श्री शशि भूषण : उत्तरप्रदेश में, सस्ती बिजली से बिड़ला एलुमिनियम बनाते हैं और दूसरे इलाकों में, प्रांतों में ले जाता है। उत्तर प्रदेश के पूर्वी जिलों में एक भी इंडस्ट्री नहीं बनाई गई है। एलुमिनियम द्वारा सिर्फ वह एक्स प्लायट कर रहा है। सरकार ने नर्वदा पर भी कोई वांध नहीं बनाया है। बिजली कहां से पैदा होगी ?

SHRI R. V. BADE : The MP Government stopped supply of power to UP because the UP Government refused to pay arrears outstanding against them. Is this a fact ? If so, what is the total of arrears outstanding ?

DR. K. L. RAO : It is an agreement for transfer of power temporarily, for a few months. The agreement was entered into between UP and MP. Madhya Pradesh contend that in terms of agreement, they are entitled to further charges regarding duty and so on. UP contend that under the agreement that is not entertainable. So there is a dispute between the two and this can be settled by an arbitration body like the Central Electricity Authority.

SHRI D. N. TIWARI : The Minister said he will make up the deficit of power for UP from DVC. Have the requirements of power of Bengal and Bihar being met from DVC or is there any shortage of electricity in North Bihar and there is no supply from DVC ?

DR. K. L. RAO : There is no shortage as such in the eastern sector. By and large, the position is satisfactory. The hon. member is asking an entirely different question about Northern Bihar. In Northern Bihar, there is no power system.

SHRI D. N. TIWARI : Why not set up one ?

DR. K. L. RAO : We have got to establish it. This power we are also trying to get from Gaya, but there are no transmission lines. We have to establish large power stations in North Bihar. We are trying to do that.

SHRIMATI LAKSHMIKANTHAMMA : The Minister said the other day that there is nothing like Telengana power or Andhra power. So also there should be nothing like Madhya Pradesh power, U.P. power or Madras power. May I know whether the Minister knows that Madras has been reluctant to give Kalpakkam power to Andhra Pradesh, and if so, whether the Centre will intervene and see that power is supplied to the deficit areas of Andhra Pradesh.

MR. SPEAKER : This is not relevant.

SHRI PARIPOORNAND PAINULI : The other day hon. Minister was pleased to state on the floor of the House that he would go to Tehri and examine the feasibility of the Tehri dam. Would he be good enough to explain here what his final decision is about the construction of the dam at Tehri ?

DR. K. L. RAO : It is going to be taken up. I have examined the site. I visited the Tehri dam site. We are expecting to put up a power station. But unfortunately it is a big work, and it will take ten years before the power is commissioned.

WRITTEN ANSWERS TO QUESTIONS

Constitution and functions of Paper Corporation

Setting up of Hydel Power Station
at Jammu

* 482. SHRI NIHAR LASKAR :
SHRI P. GANGADEB :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Union Government have approved the proposal of the Jammu and Kashmir Government to set up one more hydel power station at Jammu;

(b) if so, the total expenditure involved; and

(c) when the work is likely to be started ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a). No proposal has been received from the Government of Jammu & Kashmir for setting up any new hydel power station near Jammu. At present Chenani is the only sizeable hydro generating station, the first stage of which is at an advanced stage of construction. It envisages the installation of three Units of 4.6 MW each. Two more sets of 4.6 MW will be installed in stage II during the Fourth Plan.

The other hydel project with an installed capacity of 270 MW comprising 3 generating sets of 90 MW each using the water of river Chenab at a head of 300 ft.

(b) The estimated cost of Salal Hydro Electric Project is Rs. 55.16 crores and that of Chenani is Rs. 8.8 crores.

(c) Preliminary works for Salal project have already commenced and project is expected to be completed by 1975-76.

* 485. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the date on which the Paper Corporation was constituted;

(b) its capital structure and names of its Chairman and Members of the Board of Directors; and

(c) the schemes which the Corporation proposes to take up and the progress made in implementing them ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) :

(a) The Hindustan Paper Corporation was registered on 29th May, 1970.

(b) The capital structure of Hindustan Paper Corporation is as under :

Authorised capital	Rs 30 crores
Subscribed capital	Rs. 30 crores
Paid-up Capital	Rs. 7.27 lakhs

The names of the Chairman and Members of the Board of Directors are as under :

1. Shri Abid Hussain Jt. Secy. Ministry of Industrial Development	Part - time Chairman- cum-Manager- ing Director
2. Shri P. D. Kasbekar Jt. Secy. Ministry of Finance.	Director
3. Shri N. Narasimhaiah	Director

(c) The Hindustan Paper Corporation have been entrusted with the implementation of the following projects :

1. Nagaland Pulp/Paper Project, Nagaland
2. Kerala Newsprint Project, Kerala.
3. Assam Pulp/Paper Project, Assam

The progress made in respect of the above three projects is indicated below :

(i) *Nagaland Pulp & Paper Project.*

The site for this project has been acquired and developed. The agreement for technical consultancy on turnkey basis between the Government of Nagaland and National Industrial Development Corporation is being negotiated. The Revised Detailed Project Estimates have been got prepared by the N.I.D.C and these are under examination. The laboratory and factory tests of the raw materials have been completed.

(ii) *Kerala Newsprint Project*

The site for the project has been identified and land-prices have been frozen by the Government of Kerala. Work relating to the preparation of the detailed Project Report has been entrusted to the National Industrial Development Corporation. The raw material tests are in progress.

(iii) *Assam Pulp & Paper Project.*

A candidate site in Assam has been selected for the project. On receipt of requisite date from the State Government, the site will be finalised. Work relating to the preparation of the Detailed Project Report has been entrusted to the National Industrial Development Corporation.

Besides arrangements have also been made for training of selected personnel

for all the above three projects in the Institute of Paper Technology at Saharanpur.

राजधानी एक्सप्रेस में नई दिल्ली से हावड़ा जाने वाले यात्रियों से प्रजित आय

*486. श्री हुम चन्द कछवाय: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष के दौरान राजधानी एक्सप्रेस में नई दिल्ली से हावड़ा जाने वाले यात्रियों की प्रति दिन औसत संख्या कितनी थी;

(ख) गत वर्ष के दौरान इस गाड़ी में किराये के रूप में सरकार को प्रतिदिन औसत कितना लाभ हुआ है ; और

(ग) गत वर्ष में इस गाड़ी के रखरखाव और संचालन पर सरकार द्वारा खर्च की गई प्रति दिन औसत राशि कितनी है ?

रेल मंत्री (श्री हनुमंतया) : (क) वातानुकूल शयन दर्जे में 17 और वातानुकूल कुर्सीयान दर्जे में 307 ।

(ख) लगभग 35 हजार रुपये प्रति फेरा ।

(ग) खर्च का लेखा-जोखा अलग-अलग गाड़ियों के हिसाब से नहीं रखा जाता । लेकिन राजधानी एक्सप्रेस के संचालन पर प्रत्यक्ष व्यय, अर्थात् डीजल तेल की खपत, इंजन कर्मिदल, गाड़ी कर्मचारियों आदि की लागत, सवारी डिब्बों और इंजनों पर व्याज और मूल्थहाम के

रूप में प्रति मास 2.40 लाख रुपये के खर्च का अनुमान लगाया गया है। इसमें गाड़ी के अन्दर की खान-पान सेवा का खर्च शामिल नहीं है। रेल पथ की व्यवस्था और उसका अनुरक्षण, सिगनल और दूर-संचार आदि तथा ऊपरी उपस्कर जैसी अन्य मदों के खर्च को जिससे अन्य गाड़ियों का भी सम्बन्ध है, इसमें शामिल नहीं किया गया है।

तदनुसार सामान्यतः वातानुकूल कुर्सीयान और 1 वातानुकूल शयनयान वाली राजधानी एक्सप्रेस पर प्रति फेरा 14,000 रुपये का प्रत्यक्ष व्यय आता है। भीड़ के दिनों में जब एक अतिरिक्त वातानुकूल कुर्सीयान लगाया जाता है, तो प्रति फेरा 1,000 रुपया अतिरिक्त व्यय आता है।

Revision of Electoral Rolls in West Bengal

*488. SHRI INDRAJIT GUPTA :
Will the Minister of LAW & JUSTICE
be pleased to state :

(a) whether the Chief Election Commissioner has decided that revision of the electoral rolls in West Bengal cannot be undertaken at present;

(b) if so, the reasons for this decision ;

(c) whether almost all political parties have complained that the said rolls are seriously defective and require early revision ;

(d) whether the authorities of 8 Districts have pleaded that due to heavy influx therein of evacuees from Bangla

Desh, revision of electoral rolls should be indefinitely postponed; and

(e) the reasons why this work cannot begin at least in the remaining Districts ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY) : (a). Yes, Sir. The Election Commission had decided that the revision of the electoral rolls in West Bengal should be postponed for the time being.

(b) The reasons are that all the District Election Officers and Collectors of all the Districts had pleaded in a Conference with the Chief Election Commissioner at Calcutta on the 9th May last that, owing to the heavy influx of refugees the district administration in all the districts was strained to the utmost and that it would be neither practicable nor desirable to undertake revision of the electoral rolls at present. If the electoral rolls are revised now, it would be practically difficult to exclude from the rolls, a large number of the refugees who have already mixed themselves with the general population in all the districts, including Calcutta. The inclusion of the names of the refugees in the rolls may give rise to the presumption that they are citizens of India.

(c) No, Sir. No such complaint has been received in the Election Commission.

(d) Yes, Sir.

(e) The Election Commission is presently considering whether the work of revision could begin in the non-border districts of West Bengal where the problems created by the influx of refugees are not as acute as in the border districts.

Low Production in Private Small and Medium Scale Industries in West Bengal

*489. SHRI SUBODH HANSDA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the existing private small and medium scale industries in West Bengal are not running to their capacities due to short supply of raw materials;

(b) whether the present distribution system of raw materials is one of the causes for low production; and

(c) if so, how Government propose to remove this bottle-neck ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) There is a general shortage of certain industrial raw-material like steel, including stainless steel, Caustic Soda, Soda Ash and Calcium Carbide etc. which is affecting the industrial production in certain industries throughout the country inclusive of West Bengal.

(b) By and large, the existing distribution system formulated by the various Ministries is working reasonably satisfactorily and is subject to periodical review from time to time depending on prevailing circumstances. The distribution system by itself is not the cause of low production, but is a device to avoid hardships resulting from shortage of raw materials.

(c) Supply position in respect of industrial requirements is reviewed periodically in order to identify shortages wherever they exist and to consider the necessary correctives to be applied. A number of steps have been taken to increase the production of items, which are currently in short supply and are likely to be in short supply in the near

future. A Press Note inviting applications for the grant of industrial licences in respect of 123 items which are or are likely to be in short supply, was issued in 1970. In addition, the licensing registration policy of the Government has been liberalised and the banned list for industrial licensing has been done away with.

The import policy concerning the import of industrial raw materials is being reviewed from time to time by the standing internal departmental committee to meet the short-term scarcity conditions. The import policy of 1971-72 contains special provisions for import of items which are in world short supply. The industries which are affected due to short supply of raw-materials arising from the world shortage are being permitted to apply for import of raw materials for over a period of six months at a time.

The import policy also provides for review of entitlements of Actual Users. The cases of Actual Users in which it is established that the operation of existing import policy has caused undue hardship and is likely to affect industrial production, will be considered for imports by the Sub-Committee under the C.C.I. & E. This arrangement is applicable particularly to small scale units.

Absorption of Educated Unemployed in Public Sector Undertakings.

*493. SHRI P. VENKATASUBBAIAH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether any guidelines were prepared as to make private sector to supplement the Government's efforts to absorb educated unemployed in the country; and

(b) if so, what are the proposals or guidelines ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) and (b). While no such specific guidelines have been drawn up, one of the main objectives of Government's industrial licensing policy is to stimulate industrial growth and, while doing so, to give preference to employment-oriented units. Reservation of more and more items for manufacture exclusively by the small-scale sector is also intended to provide more employment opportunities. A scheme for training engineers to take up new industries in the small scale sector and for providing financial assistance to engineer-entrepreneurs has been drawn up by Government. With a view to providing wider and greater freedom to newer and smaller entrepreneurs and also to the established entrepreneurs so as to create more employment opportunities in the country. Government have made significant liberalisations in industrial licensing policy by raising the exemption limit up to Rs. 1 crore from Rs. 25 lakhs and also providing for substantial expansion of industrial units without a licence by a maximum of Rs. 1 crore within the ceiling of Rs. 5 crore.

**Setting-up of Industrial Projects in
Madhya Pradesh during
Fourth Plan**

* 494. SHRI R. S. PANDEY : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the names of industrial projects which have been allocated under the public sector to be set up in Madhya Pradesh during the Fourth Plan;

(b) whether the State Government has asked for more aid to encourage setting up of industries in the backward areas; and

(c) if so, the reaction of the Central Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) The names of industrial projects to be set up during the Fourth Five Year Plan are given on pages 326-330 of the Fourth Plan document. The projects to be located in Madhya Pradesh during the Fourth Plan are also specified. A coal based fertilizer project at Korba and a paper and pulp plant in the Dandkarniya region in Madhya Pradesh are also likely to be taken up during the Fourth Plan.

(b) and (c). In deciding the location of public sector industries techno-economic and other considerations including the relative industrial backwardness of different regions have to be taken into account and subject to this, proposals for locations would certainly be given consideration. The following industrially backward districts of Madhya Pradesh have been selected for concessional finance from financial institutions for promotion of industries :

Bastar, Mandla, Surguja, Seoni, Jhabua, Balaghat, Bilaspur, Sindhi, Betul, Raigarh, Raipur, Dhar, Tikamgarh, Raigarh, Khargone, Shajapur, Shivpur, Chhindwara, Rewa, Panna, Dewas, Mandsaur, Chhatarpur, Guna, Datia, Morena, Vidisha, Narsimhapur, Raisen, Hoshangabad, Damoh, Blind, and Sagar.

**Reduction in Licence Fee of Licensed
Railway Porters**

* 495. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the Study Group appointed to enquire into the conditions of the licensed porters on the Railways has recommended to reduce the present licence fee of the licensed porters; and

(b) if so, whether Government are considering to reduce this; if so, when and to what extent ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) While no specific recommendation has been made by the Study Group for the reduction of licence fees of porters, they wanted the cost of supervision to be kept out of the licence fee which, if acted upon, might result in a reduction of the licence fee. This recommendation was not accepted by the Ministry.

(b) Does not arise.

Rise in the price of Tyres

* 497. SHRI FATEHSINGHRAO GAEKWAD :

DR. KARNI SINGH :

Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the prices of rayon tyre-yarn, cord and fabrics had been reduced by the Government on the express condition that the tyre manufacturers would sell tyres at lower rates;

(b) if so, whether some of the leading tyre manufacturing companies have raised the prices of bicycle tyres by about 15 per cent after the above reduction in price by the Government; and

(c) if so, the steps Government propose to take against the defaulting companies ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) By a Resolution of the Ministry of Foreign Trade dated the 27th February, 1971, Government have accepted the recommendations of the Tariff Commission for a reduction in the prices

of rayon tyre cord materials. The benefit of this reduction, when it has been effected, is to be passed on to the ultimate consumer by the automobile tyre manufacturers.

(b) and (c). The increase in the price of bicycle tyres is not related to the price of rayon cord material, as this is not used at all in the manufacture of bicycle tyres.

Broad Gauge Line for Jodhpur-Delhi Section (Northern Railways)

*498. RAJMATA KRISHNA KUMARI Jodhpur : Will the Minister of RAILWAYS pleased to state :

(a) whether Government are aware of the increased traffic load on the Jodhpur-Delhi section of the Northern Railway;

(b) if so, whether Government propose to convert the existing metre gauge line into broad gauge and if so, by when; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) and (c). Though there has been some increase in the train services during the last few years, the existing capacity on the Delhi-Jodhpur metre gauge section is adequate to cater to the requirements of present traffic, as well as any likely increases in the near future. This section has therefore not been included in the perspective Plan of gauge conversions on the Indian Railways to be implemented in the next ten to fifteen years or so.

Criteria Adopted for Location on Industrial Projects in States

*499. SHRI RAJDEO SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the criteria adopted by the Central Government for location of Industrial projects in the States; and

(b) the names of the States which have preferred claims for the location of such projects during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) and (b). Requests from several States have been received from time to time for setting up various industries in their States. In deciding the location of public sector industries, techno-economic and other considerations including the relative industrial backwardness of different regions have to be taken into account and subject to this proposals for locations are given consideration.

Criteria for categorising Kashmir as a backward State

*500. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government of India have declared Kashmir as a backward State for the purpose of industrial development ;

(b) the criteria followed in categorising the State as a backward state; and

(c) whether any deviation has been made in evolving the present criteria from

the established ones and if so, the particulars of the deviations made and the reasons for the same ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) to (c), Jammu and Kashmir has been declared as a backward State for the purpose of industrial development. The main criteria adopted by the Working Group for identification of Industrially Backward States and Union Territories were :

- (i) Total *per capita* income ;
- (ii) *per capita* income from industry and mining ;
- (iii) number of workers in registered factories ;
- (iv) *per capita* annual consumption of electricity ;
- (v) length of surfaced road in relation to (a) the population, and (b) the area of the State; and
- (vi) Railway mileage in relation to (a) the population, and (b) the area of the State.

In the past different committees like the Committee on Dispersal of Industries, Working Group on Rural Industries Project and the Planning Study Group for the Fourth Plan formulated their own different criteria for their purposes. The objective underlying the terms of reference of the Paunde Working Group was to correct or to minimise regional imbalances by encouraging the establishment of industries of all sizes in selected backward areas or regions through financial and fiscal incentives including investments from financial and banking institutions. This Group

evolved its own criteria which are detailed above.

**Consideration of Representations from
Unrecognised Unions Association.**

*502. SHRI CHANDRIKA PRASAD :
Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway employees in the most of the categories have formed their own categorical Unions/Associations supported by majority of the employees ;

(b) whether these categorical Unions/Associations have formed into a new Confederation recently;

(c) whether there is any proposal to recognise the new Confederation on their claim of membership ;

(d) whether there were instructions from Government to consider the representations coming from unrecognised unions also; and

(e) whether these instructions are now changed and only representations from recognised Unions are being considered and if so, the reasons for such change ?

THE MINISTER OF RAILWAYS (SHRI HANUMATHAIYA) : (a) As far as Government are aware, there are about 60 category-wise Unions/Associations on the Railways. Government have no precise information about their membership. The majority of Railwaymen are, however, members of the recognised Unions affiliated to the National Federation of Indian Railwaymen and the All India Railwaymen's Federation.

(b) It is understood that 15 such category-wise Unions/Associations have formed into a Confederation.

(c) No, Sir.

(d) Instructions were issued to the Railways to the effect that genuine, grievances of staff coming from any source, including unrecognised unions, should receive the attention of the appropriate authorities, but that no correspondence should be entered into with unrecognised bodies.

(e) These instructions are still in force.

**Utilization of Maximum Licensed
Capacity of Moped Manufacturing
Unit, Tirupati (A.P.)**

*504 SHRI P. NARASIMHA REDDY :
Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the production at the Mopeds manufacturing Unit in Private Sector located at Tirupati (A.P.) has attained maximum licensed capacity; and

(b) whether any expansion of capacity has been licensed for that Unit ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) The rate of production during the last few months has been about 700 mopeds which corresponds to an annual capacity of more than 8,000 as against their original licensed capacity of 7,500 per year.

(b) An industrial licence has been granted to the party on 18.2.71 for expansion of their capacity to 15,000 mopeds per annum on double shift working.

Statement of water disputes between States

*505. SHRI SHASHI BHUSHAN : Will the Minister of IRRIGATION & POWER be pleased to state :

(a) the names of States which have water disputes with other States;

(b) the stage at which each of these water disputes is at present;

(c) whether another water dispute has arisen between the States of Madhya Pradesh and Bihar over the waters of the Sone river;

(d) if so, the main points of dispute; and

(e) how Government propose to settle these disputes amicably between the States and the time by which a settlement is likely to be reached ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) to (e). Water disputes on the Krishna between Andhra Pradesh, Maharashtra and Mysore; the water disputes on the Godavari between Andhra Pradesh, Mysore, Maharashtra, Madhya Pradesh and Orissa, and water disputes on the Narmada between Madhya Pradesh, Gujarat, Maharashtra, and Rajasthan have been referred for adjudication to the Tribunals constituted under the Inter-State Water Disputes Act, 1956. While efforts are being made by the Tribunals to complete their work as expeditiously as practicable, it is not possible at this stage to indicate when the adjudication proceedings are likely to be over.

All the aspects of the disputes over the Cauvery waters amongst the State of Kerala, Mysore and Tamil Nadu are under careful consideration of Central Government with a view to finding out how the differences can be resolved.

On the Sone River, the Madhya Pradesh Government have proposed the Bansagar Project. The Government of Bihar have protested against the Bansagar Project as proposed by the Government of Madhya Pradesh involving diversion of the Sone waters to the Tons river, on the ground that it will affect the large irrigation system in Bihar from the Sone lower down where the position of supplies is stated to be already critical.

The Government of Uttar Pradesh have been urging that the Bansagar Project is the only source of irrigation to the famine stricken plateau areas in Mirzapur district and that the Bansagar Project proposed by the Madhya Pradesh Government should be modified to make provision for irrigation in this area also.

Efforts are being made by engineers of the Central Government in consultation with engineers of Madhya Pradesh, Uttar Pradesh and Bihar Governments to evolve, as early as possible, revised proposals for the Bansagar project which might be acceptable to all the three States.

Increase in rent of Railway Quarters (Southern Railway)

*506. SHRI PRAVINSINH SOLANKI : Will the Minister of RAILWAYS be pleased to state :

(a) on how many occasions the rent of Railway quarters was increased during the last ten years;

(b) whether there was any additional capital outlay on the existing quarters justifying the increase;

(c) whether it is the policy of Government to increase the rent periodically, without any additional investment;

(d) whether the periodical maintenance of Railway quarters is not being done on the Southern Railway; and

(e) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The rents on Southern Railway were revised in 1961, 1964 and 1967.

(b) Expenditure is incurred on some of the existing old quarters in providing certain amenities and in making improvements. The increase of rent, however, is not due only to such expenditure. The rent is not calculated separately but by pools of quarters. The assessed rent of quarters in each pool is worked out periodically on the basis of 6% of the total cost of the pool, to take into account the cost of quarters constructed since the last revision. At the cost of construction is going up the assessed rents of quarters in a pool including those for old quarters tend to rise over a period. The recovery of rent from the staff is however limited to 10% of the emoluments or the assessed rent whichever is lower; in the case of staff drawing below Rs. 220/- per mensem in the authorised scales, a lower limit of 7½% of emoluments applies.

(c) In order to bring the position at par with the other Departments of the Government as recommended by the Pay Commission in 1959, instructions were issued in 1960 to revise the assessed rent of the quarters so as to give a return of 6% instead of 4% as hitherto on the costs of the quarters in each class. Apart from this whole sale revision carried out in 1961 the increase of assessed rents has been the result of additional investments either in making improvements in the old quarters or in constructing new quarters falling in a pool as explained above in reply to (b) above.

(d) Systematic periodical maintenance of quarters is being done on Southern

Railway.

(e) Does not arise.

A.R.C.'s recommendation regarding setting up of a standing Committee of Parliament to scrutinise working of Railways.

* 507. SHRI M. KALYANASUNDARAM : Will the Minister of RAILWAYS be pleased to state the action taken on the recommendation of the Administrative Reforms Commission for setting up a Committee of Parliament to scrutinise the working of the Railways ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : The recommendation is under the consideration of the Government.

Generation of electricity in Kerala

* 508. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government propose to conduct any survey with a view to generating electricity from the waters of various rivers in Kerala;

(b) if so, the number of places where electricity can be produced for commercial purposes as also its quantity; and

(c) the number of places out of them where generation of electricity has been started and the amount of electricity being produced and the criterion followed in its distribution ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) Between 1952 to 1959, the Central Water and Power

Commission conducted a preliminary country-wide hydro electric survey of the river basins in the country including Kerala on the basis of available to photographic data. The Kerala State authorities are conducting detailed investigations at present.

(b) A statement giving the sites in Kerala where electricity can be produced

together with their firm power potential is given in *Statement I*.

(c) A statement giving the places where generation of electricity has started together with the quantity of electricity produced therein is given in *Statement II*. The power generated at the various sites are fed into the Kerala Grid network and utilised for domestic, commercial, agricultural and industrial purposes.

Statement I

Sites in Kerala where electricity can be generated together with their firm power potential

Name of Sites	Firm power potential at 60% load factor (MW)
1. Pamba-Kakki on River Pambiar Kakkiar	226.0
2. Kakkad on River Pambiar	50.0
3. Idikki on River Periyar	348.0
4. Kellar on River Kellar	18.0
5. Perinjakutty on River Perinjakutti	120.0
6. Pellivasal on River Mudirapuzha	53.3
7. Lakshmi on River „	30.0
8. Sengulam on River „	55.0
9. Neriamangalam on River „	58.5
10. Panniar on River Panniar	26.0
11. Lower Pariyar on River Pariyar	91.0
12. Puyankutti on River Puyankutti	25.0
13. Sholiar on River Sholiar	41.5
14. Poringalakuthu L. B. on River Chalakudi	25.0
15. Poringalakuthu R. B. on „ „	92.0
16. Lower Chalakudi on River „	78.5
17. Silent Valley on River on Kundi-Puzhu	78.0
18. Kuttiadi on River Kuttiadi	67.7
19. Barapole II on River Barapole.	56.0
Total	1539.5

Statement II

Places where generation of electricity has started together with the quantity of electricity produced.

SCHEME	CAPACITY (KW)	FIRM POWER (KW)	GENERATION 1970-71 (Million units)
PAI.IIVASAL	37500	32500	102.2
SENGULAM	48000	20800	151.0
NERIAMANGALAM	45000	27300	244.5
PORINGALKUTHU	32000	16900	186.7
PANNIAR	30000	19500	59.2
SHOLAYAR	54000	26600	247.7
SABARIGIRI	300000	138500	1133.3
			2,124.6

Besides, the above, the Kuttiadi Project and the Idikki Hydro Electric Project are under construction. The Kuttiadi Project, with an installation of 75 MW (3x 25 MW) is expected to be completed by July, 1971. The first stage of the Idikki Project envisages installation of 3 units of 130 MW each. The first unit of 130 MW at this station is expected to be commissioned in 1973-74 and other two units in early Fifth Plan period. The second stage extension of this project involving installation of three more units of 130 MW, which would enable the station to be operated as a peaking station, has recently been cleared for implementation by the Advisory Committee. 245 million kwh will be available from Kuttiadi and about 1865 million kwh from Idikki Project respectively.

Ring Railway for De hi

* 509. SHRI A. N. CHAWLA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the construction of Ring Railway in Delhi will be completed according to the time schedule;

(b) the present stage of construction of this Railway; and

(c) by which date this Railway will commence operation ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAJIYA) : (a) to (c). There is no proposal for the construction of a Ring Railway in Delhi.

A Study Team on Metropolitan Transport was set up by the Planning Commis-

sion, in 1965, to study the transport requirements of Calcutta, Bombay, Delhi and Madras. The preliminary investigations by this Team indicated that a Mass Rapid Transit System (Metropolitan Railway System) would be required for Delhi.

The comprehensive Traffic & Transportation Study for Delhi, entrusted by the Metropolitan Transport Team to the Central Road Research Institute, has been completed. From a consideration of the data available from the Study, the Metropolitan Transport Team is expected to arrive, shortly, at conclusions as regards the 'corridors' along which Metropolitan Rail Lines are required; *i.e.*, whether radial, circular or other alignments. After the Metropolitan Transport team's recommendations are available, the Railways would take up the Techno-economic Feasibility Studies to decide on the most suitable system; overhead or underground—for Metropolitan Rail System for Delhi. Provision of funds has been made in the Railways' Budget for the current year for these Studies.

**Broad-Gauge line between
Salem and Neyveli**

*510. SHRI BHUVARAHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of Government to introduce a Broad Gauge line between Salem and Neyveli in view of the importance of the Salem Steel Plant; and

(b) if so, when the work in that connection will be started ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) Does not arise.

**Writ Petitions filed in High Courts
by staff of Railway
Electrification**

2109. SHRI S. M. BANERJEE : Will the the Minister of RAILWAYS be pleased to state :

(a) whether a majority of Class III staff of Railway Electrification have filed writ petitions in different High Courts;

(b) whether in most of the cases, the Railway administration have lost the cases and a large expenditure has been incurred by Government in this connection;

(c) if so, the expenditure including salaries of staff concerned; and

(d) whether some Members of Parliament have requested the Railway authorities to settle all these matters through negotiations and if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (d). The information if being collected and will be laid on the Table of the Sabha.

**मध्य रेलवे पर कुछ गाड़ियों का चलाना
बंद करना**

2110. श्री गंगा चरण दीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने मध्य रेलवे पर कुछ यात्री रेलगाड़ियों का चलाना बंद कर दिया है ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री हनुमंतैया) : (क) और (ख). जी हां, भुसावल-इटारसी खण्ड पर एक जोड़ी गाड़ी नं० 349/350 रद्द कर दी गयी और यवतमान-अचलपुर छोटी लाइन खण्ड पर दो जोड़ी मिली-जुली गाड़ियां, अर्थात् 633/334 और 641/642 तथा जालंब-खामगांव खण्ड पर एक जोड़ी मिली-जुली गाड़ी अर्थात् 425/424 रद्द कर दी गयी।

गाड़ी नं० 349/350 अगस्त 1968 में रद्द की गयी थी ताकि पश्चिम रेलवे की उन गाड़ियों के लिये लाइन उपलब्ध हो सके जिन्हें पश्चिम रेलवे पर टूट-फूट के कारण भुसावल-इटारसी मध्य रेलवे मार्ग होकर चलाना पड़ा था।

लेकिन इस खण्ड के कुछ महत्वपूर्ण स्टेशनों पर नं० 57/58 और 41/42 एक्सप्रेस गाड़ियों को ठहराने की मंजूरी देकर एक वैकल्पिक गाड़ी की व्यवस्था की गयी थी। इसके अलावा 1-4-71 से भुसावल-इटारसी खण्ड में नं० 457/358 सवारी गाड़ी के समय में भी हेर-फेर किया गया है ताकि वे प्रभावित यात्रियों के लिए सुविधाजनक हो सकें। 633/634 और 641/642 नं० की छोटी लाइन की मिली-जुली गाड़ियां रद्द कर दी गयीं जिसका कारण यह था कि इंजन गलतगु हो गये थे और उनकी सेवा असन्तोषजनक थी तथा मैन्यूल प्रॉब्लम रेलवे कम्पनी, जो उन इंजनों की मालिक है और जिसकी ओर से मध्य रेलवे इस छोटी लाइन का काम संभालती है, इनके बदलाव का खर्च उठाने का राजी नहीं हुई। 1-4-71 से नं० 641/642 मुर्तजापुर-यवतमान मिली-जुली गाड़ियां फिर चालू कर दी गयीं हैं।

बम्बई दिल्ली और बम्बई-इलाहाबाद के बीच नई गाड़ियों का चलाया जाना

2111 श्री गंगा चरण दीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अनेक वर्षों से बम्बई-दिल्ली और बम्बई-इलाहाबाद के बीच स्थानीय गाड़ियों की कमी होने के बावजूद भी, केवल जनता एक्सप्रेस को छोड़कर इन नगरों के बीच और किसी नई गाड़ी को नहीं चलाया गया है;

(ख) क्या सरकार का विचार उक्त मार्ग पर कोई नई गाड़ियां चलाने का है; और

(ग) यदि हां, तो ये गाड़ियां कब तक चलाई जायेंगी।

रेल मंत्री (श्री हनुमंतैया) : (क) जी नहीं। 1-4-1970 से बम्बई और इलाहाबाद के बीच एक जनता एक्सप्रेस गाड़ी सप्ताह के पांच दिन और चलाई गई है। पहले यह गाड़ी सप्ताह में दो दिन चलती थी जो अब सातों दिन चला करेगी। 1-4-1971 से इलाहाबाद होकर चलने वाली नं० 7/8 बम्बई-हावड़ा डाकगाड़ी डीजल इंजन से चलाई जा रही है और इनमें तीन और सवारी डिब्बे बढ़ा दिये गये हैं। बम्बई-दिल्ली मार्ग पर नं० 5/6 पंजाब डाक और नं० 57/58 अमृतसर एक्सप्रेस गाड़ी डीजल रेल इंजन से चलाई जा रही है जिसके परिणामस्वरूप प्रतिदिन 6 और सवारी डिब्बों की व्यवस्था हो गयी है।

(ख) और (ग). बम्बई बी. टी. और बीना के बीच एक साप्ताहिक जनता एक्सप्रेस गाड़ी चलाने के प्रस्ताव पर विचार किया जा रहा है। इस प्रस्ताव का क्रियान्वयन बीना में

अतिरिक्त सुविधाओं जिनकी व्यवस्था करने में सम्भवतः लगभग एक वर्ष लगेगा, की उपलब्धता पर निर्भर करता है।

भुसावळ और इटारसी रेलवे स्टेशन के बीच यात्री गाड़ियों की कमी

2112. श्री गंगा चरण दीक्षित : क्या रेल मंत्री यह वतान की कृपा करेंगे कि :

(क) क्या भुसावळ और इटारसी रेलवे स्टेशनों के बीच चलने वाली गाड़ियों को बंद कर देने के बाद उन स्टेशनों पर गाड़ियों की भारी कमी अनुभव की जा रही है ;

(ख) क्या उक्त दो रेल स्टेशनों के बीच आने वाले छोटे स्टेशनों पर उतरने वाले तथा वहाँ से चढ़ने वाले यात्रियों को भारी अविधा हो रही है ;

(ग) यदि हाँ, तो क्या सरकार का विचार उक्त क्षेत्र में यात्री गाड़ियों की संख्या में वृद्धि करने का है ; और

(घ) यदि हाँ, तो इसके बारे में क्या तद प्रवृत्त किया जायेगा और वहाँ पर कितनी अतिरिक्त गाड़ियाँ चवाने का प्रस्ताव है।

रेल मंत्री (श्री हनुमंतैया) : (क) जी नहीं।

(ख) जी नहीं। जो लोग पहले 229 डाउन 350 अप भुसावळ-इटारसी गवारी गाड़ी पकड़ा करते थे, उनकी अविधा भुसावळ और इटारसी के बीच 357 डाउन 358 अप गवारी गाड़ी समय में 1.4.41 से हेर-फेर करने बहुत कुछ दूर कर दी गयी है और इस

तरह अब उन्हें इटारसी की तरफ जाने के लिए सुबह की सुविधाजनक गाड़ी और इटारसी से खण्डवा की तरफ के लिए शाम की गाड़ी उपलब्ध हो गयी है। उनमें से कुछ स्टेशनों पर नं. 57/58 और नं. 41/42 एक्सप्रेस गाड़ियों के ठहराव की व्यवस्था भी कर दी गयी है, ताकि प्रभावित यात्रियों की आवश्यकता पूरी हो सके।

(ग) और (घ). बम्बई बी. टी. और बीना के बीच 1972 में किसी समय एक साप्ताहिक जनता एक्सप्रेस शुरू करने का विचार है।

Quick disposal of pending cases in Courts

2113. SHRI SOMCHAND SOLANKI : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the number of appeals that are pending in different High Courts of India pertaining to industrial disputes between owners and labourers regarding their demands and for how long;

(b) how many of them have been decided last year; and

(c) whether Government of India have instructed the High Courts of different States to dispose them of immediately ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) to (c). The information is being collected and will be laid on the Table of the House.

**Rajdhani Express between
Delhi and Ahmedabad**

2114. SHRI SOMCHAND SOLANKI: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to run a Rajdhani Express between Delhi and Ahmedabad on Metre Gauge line;

(b) if so, when the proposal will be implemented; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) Ministry of Railways have accepted in principle the need for introduction of a Rajdhani Express between Delhi and Ahmedabad on Metre Gauge line.

(b) and (c). The introduction of this train would depend on the out-come of the feasibility studies, which are being carried out.

**Removal of Tariff Control on
Paper Industry**

2115. SHRI MANORANJAN HAZRA: Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether prices of blue match paper and other varieties of paper required for the match Industry were increased abnormally during the last two years because of the removal of tariff control on paper industry ;

(b) if so, the reasons for the removal of tariff control; and

(c) the steps taken by the Government to control the prices of blue match paper and other varieties ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (c). Statutory control on paper, including match paper was lifted in May 68. The prices of paper of different varieties are now up by about 20% over what they were in May '68.

The control was removed so as to encourage more paper production in the country. The Paper Industry requires fairly heavy investment, which was not forthcoming during the period of control. Also the supply position in 1968 was comparatively easy.

The Central Government has set up and *Ad-hoc* Paper Committee with representations of manufacturers, converters, users and of government to keep a constant watch on the situation and to take such remedial measures as are called for in regard to manufacture, supply, prices and other connected aspects. This Committee has been meeting frequently and has taken suitable action as required.

**Expansion of Pinjore Unit of
H. M. T.**

2116. SHRI S. M. BANERJEE :
SHRI D. K. PANDA :

Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Hindustan Machine Tools Ltd., has planned for further expansion in Pinjore;

(b) if so, the salient features thereof; and

(c) whether employment potential will also increase along with this expansion ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) A tractor project is proposed to be set up in the Pinjore Unit of Hindustan Machine Tools Limited during the Fourth Five Year Plan period.

(b) and (c). It is envisaged that the tractor project at full production would produce 12,000 'HMT-ZETOR' tractors valued at approximately Rs. 20 crores per annum, in technical collaboration with Messrs Motokov Foreign Trade Corporation, Praha (Czechoslovakia). The Company has taken up preparation of the Detailed Project Report. The investment in this project is expected to be of the order of Rs. 4.91 crores. The total number of persons estimated to be employed additionally in the project at full production in respect of this project will be known only after the Detailed Project Report is completed.

Talks between India and Pakistan of Farakka issue

2117. SHRI H. M. PATEL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of India or Pakistan have taken any initiative to renew talks on the Farakka issue ; and

(b) if so, the result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION & POWER (SHRI B. N. KUREEL) : (a) and (b). In their communication in January, 1971, the Government of India suggested the holding of a meeting between India & Pakistan at the level of Secretaries. This has been agreed to by the Government of Pakistan. The date of the meeting has not yet been decided.

Price of Amul Baby Food

2118. SHRI DINESH BHATTACHARYYA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government were approached by the Amul Baby Food producers to increase the price of the baby food by about 8 per cent; and

(b) if so, the reaction of Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) Yes, Sir.

(b) The firm have been authorised to increase the price of milk food for infants by 4% as an interim measure, pending further detailed examination.

Stealing of Copper Wire from Delhi Electric Supply Undertaking Godown

2119. SHRI K. LAKKAPPA : Will the Minister of IRRIGATION & POWER be pleased to state :

(a) whether a case of theft of copper wire from the Delhi Electric Supply Undertaking Godown at Rohtak Road, Delhi, was reported in the year 1968;

(b) whether any inquiry had been made and if so, the result thereof; and

(c) the action taken by Government against the persons found guilty ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION & POWER (SHRI B. N. KUREEL) : (a) Yes, Sir. Cables of various sizes totalling 935 meters were found missing from the drums in the Delhi Electric Supply Undertaking godown at Rohtak Road on 6-12-1968.

(b). On the basis of the report of theft lodged with the Punjabi Bagh Police Station, a case under Section 409 of the Indian Penal Code was registered. However, as no clue of the alleged theft could be found, the case was filed as untraced by the Police on 25-3-1969. It is understood that the Delhi Municipal Corporation has recently decided to refer the matter to C.B.I.

(c) Does not arise in view of reply to (b) above.

Pending Cases before Mysore High Court

2120. SHRI K. LAKKAPPA : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the number of cases pending before the Mysore High Court as on 1st April, 1971;

(b) the number out of them which are pending for more than one year; and

(c) whether Government propose to appoint some more Judges to finalise the pending cases in the High Court of Mysore and if not, the reasons thereof ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) 18,877 as on 1st January 1971. The figures as on 1st April, 1971 are not readily available.

(b) 7,220.

(c) It is for the State authorities to propose increase in the Judge strength if the existing strength is not considered adequate to cope with the institutions and the pendency. No proposal for such increase in the Judge strength has been received by the Government of India.

Reported observation of Chief Justice of India regarding undermining the prestige of judiciary

2121. SHRI H. M. PATEL : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether attention of Government has been drawn to the views expressed by the Chief Justice of India while inaugurating the Punjab and Haryana High Court Bar Association Conference, as reported in the *Sunday Standard* of 14th March, 1971, deploring the "insidious efforts being made in some quarters to undermine the prestige of the judiciary in the country"; and

(b) if so, the reaction of Government in regard thereto ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) Government have seen the Press Report referred to.

(b) Government are not aware of any such attempts being made to undermine the prestige of the judiciary. The independence of judiciary is fully guaranteed by the Constitution.

विद्युत कर्मचारी संघ, मध्य प्रदेश द्वारा जापन

2122. श्री हुकमचन्द कछवाय : क्या सिवई और विद्युत मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार को विद्युत कर्मचारी संघ कोरवा (मध्य प्रदेश) से कोई जापन मिला है जिसमें तापीय बिजली घर, कोरवा के कार्य-करण की उच्चस्तरीय जांच कराने की मांग की गई है ;

(ख) यदि हाँ, तो उसमें किन आरोपों का उल्लेख किया गया है ; और

(ग) इस सम्बन्ध में सरकार ने क्या कार्य-वाही की है ?

सिंचाई और विद्युत-मंत्रालय में उपमंत्री (श्री जैजनाथ कुरील) : (क) जी, हाँ।

(ख) और (ग), प्रश्न नहीं उठता।

Progress of work of Irrigation
Commission

2123. SHRI SHYAMNANDAN MISHRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the progress made in the work of the Irrigation Commission so far; and

(b) whether the Commission has been asked to submit any interim report ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) The Commission has visited Andhra Pradesh, Gujarat, Jammu & Kashmir, Kerala, Madhya Pradesh, Maharashtra, Mysore, Nagaland, Tamil Nadu and Uttar Pradesh, and has held discussions with the State Governments, Heads of Departments, M.Ps. M.L.As. and farmers. Data has been collected from various Central agencies. Replies to Questionnaire received from the States have been examined. The Commission is at present engaged in drafting its Report.

(b) No request has been made to the Commission to submit an interim report as the report is expected to be submitted by the end of the current financial year.

Licence for manufacture of Tractors
in collaboration with Japan

2124. SHRI SHASHI BHUSHAN : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether a licence has been given to a firm for manufacture of tractors in collaboration with Japan;

(b) if so, the location of the proposed factory and capital likely to be invested therein;

(c) the estimated annual production and when the tractors manufactured in this factory would come in the market; and

(d) the foreign components of these tractors and the estimated cost at which it would be sold to the individuals ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir. A letter of intent has however been issued on 12-11-1970 for grant of an industrial licence to M/s. Byford Private Ltd., New Delhi for setting up a new industrial undertaking for the manufacture of 'Shibaura' (37 HP) Agricultural tractors in collaboration with a Japanese firm.

(b) The party proposes to set up the factory at villege Mohali, near Chandigarh, with a total capital of Rs. 3.55 crores.

(c) Letter of Intent has been granted to the firm for a manufacturing capacity of 6,000 tractors per annum. It is not possible at this stage to say categorically as to when the tractors proposed to be manufactured by the firm will be made available for sale to the public.

(d) They would start manufacture with 50% foreign components in the first year, and will reach as near 100% indigenous manufactures possible in the third year of production. They have, however, estimated that the ex-factory cost of the tractor would be amount Rs. 21,600/-

कमला बालान बाँध, बिहार की प्रगति

2125. श्री रामभगत पासवान : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोसी बांध के साथ सम्बद्ध कमला बालान बाँध (दरभंगा जिला बिहार) का निर्माण कार्य दारजिया में रुक गया है ;

(ख) क्या जनता ने सरकार से अपील की है कि इस बाँध का बरास्ता तिलकेश्वर दारजिया से अगर घाट तक विस्तार किया जाना चाहिए ; और

(ग) यदि हाँ, तो क्या सरकार का विचार जनता के हित में इस बाँध को शीघ्र पूरा करने का है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बंजनाथ कुरील) : (क) से (ग). कमला बालान के तटबन्ध दरजिया तक निर्मित हो चुके हैं। सरकार तटबन्धों के विस्तार की लोगों की माँग के प्रति सचेत है। तटबन्धों के विस्तार के लिए व्यवहार्यता रिपोर्ट तैयार करने के लिए अनुसंधान बिहार सरकार द्वारा शुरू कर दिए गए हैं।

बिल्सी बाँध का निर्माण

2126. श्री रामभगत पासवान : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विरौल डिवीजन के दरभंगा जिला (बिहार) में भंठा से रजवा तक विल्ली बाँध बनाने का कोई प्रस्ताव है ; और

(ख) यदि हाँ, तो इस बांध को सरकार का कब तक पूरा करने का विचार है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बंजनाथ कुरील) : (क) और (ख). बिहार सरकार से जानकारी एकत्र की जा रही है और यथा-शीघ्र सभा-पटल पर रख दी जाएगी।

चौथी पंच वर्षीय योजना में मध्य प्रदेश की नदी जल परियोजनायें

2127. डा० लक्ष्मी नारायण पांडे : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) योजना आयोग ने चौथी पंचवर्षीय योजना में मध्य प्रदेश के लिए किन-किन नदी जल परियोजनाओं को स्वीकृति दी है ;

(ख) उपयुक्त प्रत्येक स्वीकृत परियोजना पर कुल कितनी राशि खर्च किए जाने की सम्भावना है ; और

(ग) ऐसी परियोजनाओं की संख्या तथा नाम क्या हैं जिन पर प्रारम्भिक कार्य आरम्भ कर दिया गया है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री बंजनाथ कुरील) : (क) और (ख). मध्य प्रदेश की चौथी योजना में शामिल करने के लिए निम्नलिखित पांच नई स्कीमें योजना आयोग द्वारा स्वीकृत हो गई हैं :

स्कीम का नाम	अनुमानित लागत (लाख रुपये)
1. बारगूर	71.74
2. पुटकानाला	63.53
3. जमनी बाँध	61.26
4. मयाना टेंक	51.40
5. कंवरपुर	98.83

(ग) योजना आयोग ने किन्हीं अन्य परि-योजनाओं पर प्राथमिक अथवा अन्य कार्य प्राधिकृत नहीं किये हैं।

Penalisation of industrialists for shortages due to pilferages in trains

2128. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Industrialists and Small Scale Enterprises are being heavily penalised for the shortages on account of pilferages in the trains and due to delay in settling their claims; and

(b) if so, the steps proposed by Government to redress their grievances ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

Plans to prevent floods in Uttar Pradesh

2129. SHRI RAJDEO SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Central Government have recommended to the Government of Uttar Pradesh to make detailed plans to prevent floods in the State; and

(b) if so, the response of the State Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) The Central Flood Control Board, at their 15th meeting held in November 1970, had recommended preparation of a comprehensive plan of flood control indicating the priority works, within two years

Accordingly all State Governments including the Government of Uttar Pradesh have been requested to prepare their plans by the end of 1972.

(b) The Government of Uttar Pradesh have stated that an estimate of Rs. 93 lakhs has been prepared to carry out necessary surveys and investigations of the various rivers in the State in connection with the preparation of the comprehensive plan and the same is being processed.

नींब लूनाकरण उठाऊ सिंचाई नहर के दोनों ओर के देहातों में पीने के पानी की व्यवस्था

2130. श्री पन्ना लाल बारूपाल : क्या सिंचाई और विद्युत मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या लूनाकरण उठाऊ सिंचाई नहर जो कि राजस्थान नहर की एक शाखा है के दोनों ओर स्थित देहातों के निवासियों की पीने के पानी की समस्या को हल करने के विचार से कोई योजना बनाई गई है ;

(ख) यदि हाँ, तो उद्युक्त योजना कब तक पूरी हो जाएगी ; और

(ग) क्या उठाऊ सिंचाई योजना के अन्तर्गत श्रीकानेर जिले के ग्रामीण क्षेत्रों को सिंचाई और पीने के पानी की सुविधाएँ दी जाएंगी ?

सिंचाई और विद्युत मन्त्रालय में उपमन्त्री (श्री बैजनाथ कुरील) : (क) और (ख). पीने के वास्ते पानी सफ़ाई करने के लिए कोई अलग स्कीम नहीं है। राज्य में प्रचलित पद्धति के अनुसार उन ग्रामों को, जो नहर के कमान क्षेत्र के अन्तर्गत आते हैं, नहर से पीने का पानी

दिया जाता है। लूनकरणसार बीकानेर लिफ्ट सिंचाई स्कीम के 1972-73 के अन्त तक पूर्ण होने की सम्भवना है।

(ग) इस स्कीम से लूनकरणसार तहसिल के 35 ग्राम तथा बीकानेर तहसील के 41 ग्राम लाभान्वित होंगे।

गंगानगर संसदीय निर्वाचन क्षेत्र में
फर्मों को माल डिब्बों के आबंटन
में कथित भेदभाव

2131. श्री पन्ना लाल वारूपाल : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के गंगानगर संसदीय निर्वाचन क्षेत्र में किसी फर्म को गत मार्च में श्रीखपुर, केसरी सिंहपुर, कलयामार्केट और रामगिहपुरट मार्केट में 20 माल डिब्बों के हिसाब से 80 माल डिब्बे अलाट किये गये थे जबकि अन्य व्यापारियों को जिन्होंने इस प्रकार की प्रार्थनाएं की थीं, एक भी माल डिब्बा अलाट नहीं किया गया था ; और

(ख) यदि हाँ, तो इसके क्या कारण हैं ? रेल मन्त्री (श्री हनुमत्तैया) : (क) जी नहीं। मार्च, 1971 के अन्त में बीकानेर एण्डल में रामसिंहपुर और श्री विजय नगर स्टेशनों से एक फर्म को सरसों से लदे केवल 6 माल डिब्बों के संचलन के लिए तदर्थ सहायता दी गयी थी क्योंकि फर्म ने उत्तर रेल प्रशासन को लिखा था कि तेल की मिल को बन्द होने से बचाने के लिए उसे संकटकालीन माल डिब्बों का आबंटन किया जाये। अप्रैल, 1971 में इस क्षेत्र के स्टेशनों से चार अन्य

फर्मों को भी सरसों की ढुलाई के लिए इसी तरह की तदर्थ सहायता दी गयी थी।

(ख) जब कभी भी किसी विशेष मार्ग के रास्ते माल की बुकिंग पर प्रतिबन्ध लगा रहता है या माल की बुकिंग को लम्बे अर्से तक नियमित करना पड़ता है, तो उद्योगों को बन्द होने से बचाने के लिए उचित मामलों में फर्मों को कुछ माल डिब्बों के संचलन के लिए तदर्थ सहायता दी जाती है।

Commission of theft in station
on North Lakhimpur Railway
Station

2132. SHRI MUHAMMAD SAERIFF :
SHRI B. K. DASCHOWDHURY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether any enquiry was held into the theft from the office of the Station Master, North Lakhimpur Railway Station on the night of 13th May, 1971; and

(b) if so, the action taken by the Government in the matter ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Yes.

(b) The Government Railway Police, North Lakhimpur have registered a case and arrested the Station Master and Assistant Station Master, North Lakhimpur. Departmental action against other delinquent staff is also in progress.

Deployment of additional staff in
Foreign Traffic Accounts Office
Western Railway Delhi

2133. SHRI MOHAMMAD ISMAIL :
SHRIMATI BIBHA GHOSH :

Will the Minister of RAILWAYS be pleased to state :

(a) the justification submitted by the Western Railway, for the develop-

ment of additional staff in the Foreign Traffic Accounts Office, Western Railway, Delhi for the increased quantum of work;

(b) the items of work for which staff has been sanctioned; and

(c) the items of work for which staff has not been sanctioned and reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). The Western Railway Administration asked for Railway Board's approval to the creation of 33 clerical posts for the Foreign Traffic Accounts Office, Delhi and the deployment of surplus staff against the posts to be so created. Their justification covered two aspects—

- (i) increase in quantum of traffic and the resultant increase in the workload; and
- (ii) additional requirements for the processes connected with simplification and mechanisation of accounting procedures relating to Traffic Accounts.

Keeping in view the need for economy in administrative expenditure and after careful examination and taking in view the overall position, creation of 17 posts only was agreed to; these posts were to be utilised by the Railway Administration for such items of work as were considered necessary.

Re-instatement of Casual Employees of Railways Electrification

2134. SHRI CHANDRIKA PRASAD :
SHRI S. M. BANERJEE :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of casual employees of Railway Electrification who went to jail have not been taken back to duty inspite of the then Railway Minister's orders for re-instatement of all the casual employees;

(b) whether complaints have been received that the controlling officers of Railway Electrification are not re-instating casual employees according to their seniority;

(c) whether the addresses of these casual employees are available in the records of the different subordinate offices; and

(d) if so, the reason for reinstating junior staff ignoring the claim of seniors ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (d). At no stage was a decision taken to re-engage all discharged casual labourers irrespective of availability of work. Due to reduction in work, the Railway Electrification Organisation cannot hold on to as many casual labourers as were in position before the casual labourers went to jail. Those among the discharged casual labourers who were more suitable were taken back displacing outsiders. In some cases juniors presented themselves immediately when they were required for employment. Addresses of casual labourers were not available in some cases.

Reduction in expenditure of Railways

2135. SHRI NIHAR LASKAR :
SHRI S. M. KRISHNA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways are considering some proposals by which expenditure on Railways could be reduced;

(b) if so, what are the items on which the expenses would be cut; and

(c) what is the total amount likely to be saved thereby ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) *Adhoc* reductions under ordinary working expenses of the Railways are proposed to be made.

(c) it is too early to give a firm estimate of the saving on this account at this stage.

Suggestions by Wanchoo Committee on Railways

2136. SHRI N. SHIVAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have examined the suggestions made by Wanchoo Committee on Railways; and

(b) if so, the decisions taken by Government in that regard ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Yes

(b) The Railway Accidents Inquiry Committee 1968 (Wanchoo Committee) submitted their Report in two parts - first part in November, 1968 and the second and final in August, 1969 respectively.

Part I of the Report was examined in detail and the "Views of the Ministry of Railways (Railway Board)" on this part of the Report were incorporated in a printed pamphlet, copies of which were circulated along with the Railway Budget

documents in February, 1969. There are in all 229 items in this Part, of which 139 are in the nature of observations and 90 are recommendations. All these recommendations have since been accepted.

Part II of the Report which covers many facets of railway working has also been examined in detail and the "Views of the Ministry of Railways (Railway Board)" on this Part of the Report were incorporated in a printed pamphlet, copies of which were laid on the Table of the House on 24-2-1970. There are in all 500 observations and recommendations contained in this Part of the Report, of which 51 are essentially in the nature of observations and remaining 449 in the nature of recommendations. Of these, 292 recommendations (including 74 which are in conformity with the policy or practice in vogue) have been accepted, another 29 partially accepted and 63 recommendations have not been accepted. The remaining 65 recommendations are being examined as many of these require consultation with other departments or Ministries and others involve a detailed examination of their implications. The examination is being processed and a close watch is being maintained with a view to expediting the finalisation of decisions on these recommendations.

Action, as necessary, on the various items of observations and recommendations, in both the parts of the Report along the line of the "Views of the Government" on these has already been initiated and the implementation is being vigorously watched. Several of the accepted recommendations have already been implemented.

Loss to Railways due to Pilferage of Goods, Wagon breaking, etc.

2137. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) the amount of loss sustained by the Railways on account of pilferage of

parcels and goods during the years 1968-69 and 1969-70.

(b) the amount of loss sustained by the Railways on account of wagon breaking during the same period;

(c) the total loss sustained on account of theft of Railway properties during the said period;

(d) the amount spent during the period on the maintenance of Railway Protection Force for prevention of theft/pilferage/wagon breaking etc; and

(e) the remedial measures adopted by the Railway Administration in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The only reliable index for losses sustained by the Railways on account of pilferage is the amount of compensation paid under this head. The amount of compensation paid on account of pilferages during the years 1968-69 & 1969-70 are Rs. 4,33,76,371 and Rs. 4,87,29,403 respectively.

(b) The figures of losses sustained by the Railways on account of wagon breaking are not maintained separately.

(c) The total loss sustained by the Indian Railways on account of theft of Railway properties during the above period is Rs. 32.08 lakhs and Rs. 35.68 lakhs respectively.

(d) The amounts spent on maintenance of Railway Protection Force during the period 1968-69 and 1969-70 was Rs. 10.82 crores and Rs. 11.40 crores respectively.

(e) A statement is laid on the Table of the House. [*Placed in Library See No. L.T. 412/71*].

Shifting of Major Law Courts of Manipur to new sites

2139. SHRI N. TOMBI SINGH : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government of Manipur is considering a plan to shift the major Law Courts of Manipur to a new site; and

(b) if so, the main features thereof ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) Yes, Sir.

(b) Civil and Sessions Courts are proposed to be shifted to Lamphelpat and a plan has been prepared for this purpose. A site has also been provisionally selected for construction of High Court building as and when this becomes necessary.

Quick disposal of cases in the Law Courts of Manipurs.

2140. SHRI N. TOMBI SINGH : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether any step has been taken to quicken the disposal of cases in the law courts of Manipur; and

(b) if so, the details thereof ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) Yes, Sir.

(b) Instructions have been issued by the Judicial Commissioner directing the District & Sessions Judge to hold a monthly meeting with the Presiding Officers of

the Courts under the administrative control of the Judicial Commissioner to determine ways for early disposal of old cases. The District and Sessions Judge has been directed to submit a monthly statement in respect of each Sessions case and time taken in its investigation, committal proceeding and trial. Such statements are personally examined by the Judicial Commissioner and if any officer is found to have committed laxity, report is called for from the Presiding Officer and where necessary, suggestions are made for guidance in future. In FIR cases, the Inspector General of Police has been advised to instruct the investigation officers to submit the charge sheets within a reasonable time from the registration of the case. The Judicial Commissioner personally inspected all the Courts under his administrative control and issued necessary instructions on the basis of the lacuna found during inspections as to how to avoid adjournments and expedite disposal of the cases. As a result of steps taken by the Judicial Commissioner, the figures of old pending cases have considerably come down. Pending cases in the Court of Judicial Commissioner have come down from 397 on 30-4-1969 to 214 on 30-4-1971. Similarly, during the above period pending cases in the Court of District and Sessions Judge have come down from 180 to 141, in the Court of Additional District & Sessions Judge from 166 to 94, in the Court of Sub-Judge from 395 to 186 and in the Court of the five Munsiff Magistrates from 1140 to 633.

Setting up of Industries based on Forest products in Manipur

2141. SHRI N. TOMBI SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state whether Government have taken up any measures to establish suitable industries from forest products of Manipur ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : In the Annual Plan for 1971-72,

a scheme for setting up of a paper mill based on pine and bamboo resources in the Union Territory of Manipur was suggested by the Manipur Administration. This was considered by the Working Group for Large and Medium Industries in the Planning Commission which recommended that a forest survey was necessary to fully prove the availability of forest resources for the project. A token provision for the scheme has been made for preparing a feasibility report after completion of the forest survey.

Extension of Railway lines upto Jiribam Sub-Division of Manipur

2142. SHRI N. TOMBI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering a proposal to extend Railway lines from a convenient station in Cachar upto Jiribam Sub-division of Manipur; and

(b) if so, when a decision is likely to be taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

Applications for Licence for manufacture of Auto-cycles

2143. SHRI S. N. MISHRA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the particulars of applications for licence for manufacture of auto-cycles received in his Ministry during the last three years;

(b) whether any licence for manufacture of auto-cycles has been granted to any firm; and

(c) if so, the name of the firm, the place where auto-cycles will be manufactured and the cost estimate of the Project ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) The following applications were received for the manufacture of auto-cycles since 1968 :

1. M/s. Madras Machine Tool Manufacturers Ltd., Coimbatore. They submitted their application in November 1969 for setting up a new unit at Coimbatore for manufacture 3,600 auto-cycles per annum. They later on withdrew their application.
2. M/s. Pradeep Industries, New Delhi. They submitted their application in January, 1970 for

setting up a new unit at Palwal in Haryana for the manufacture 10,000 auto cycles per annum. Since the application was not covered under the provisions of the Industries (Development and Regulation) Act, 1951, they were advised to approach the concerned authority and their application was therefore treated as withdrawn.

3. M/s. Kanpur Industrial Cooperative Society Ltd., Kanpur. They submitted a composite scheme for the manufacture of scooters as well as auto-cycles in January, 1970. As their scheme was not properly conceived, it has been rejected.

(b) and (c). The following firms have been granted industrial licences for the manufacture of auto-cycles with an annual capacity of 50,000 units each during the last three years:—

Name of the party	Date of issue of industrial licence	Location	Cost of project as indicated by the firm in their application
			Rs. in lakhs
1. M/s. Laxmi Auto Cycles Ltd., Madras	10-3-69	Dandakaranya in Orissa	31.00
2. M/s. Sen & Pandit Private Ltd., Calcutta.	6-2-70	Calcutta in West Bengal	235.00
3. M/s. Atlas Cycle Industries, Sonapat (Haryana)	10-12-70	Sonapat in Haryana	49.00

In addition, two more parties mentioned below have been granted letters of intent for the manufacture of Auto-cycles with an annual capacity of 50,000 Nos. each:

Name of the Party	Date of issue of Letter of Intent	Location	Cost of project as indicated by the firm in their application
			Rs. in lakhs.
1. M/s. Hindustan Steel Products, New Delhi.	17-1-67	Ghaziabad in U.P.	33.00
2. M/s. J. J. Industrial Corporation, Calcutta	17-1-67	Ranchi in Bihar	37.00

As soon as they fulfil the conditions of the letter of intent, they will also be granted industrial licences.

Per capita production and consumption of power in states

2144. SHRI S. N. MISRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the *per capita* power production in the country and *per capita* consumption of power in each State as on the 31st March 1971; and

(b) the names of new power projects taken up during the last three years, (State-wise) ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. N. KUREEL) :

(a) The *per per capita* production in the country for 1970-71 is estimated at 109 kwh.

The *per capita* power consumption in each State is given in the table below :

Name of State	Per capita consumption (kwh)
Andhra Pradesh	52
Assam	... 21
Bihar	... 68
Gujarat	... 135
Haryana	... 93
Himachal Pradesh	18
Jammu & Kashmir	41
Kerala	71
Madhya Pradesh	57
Maharashtra	153
Mysore	91
Nagaland	6
Orissa	94
Punjab	159
Rajasthan	45
Tamil Nadu	128
Uttar Pradesh	53
West Bengal	118

Delhi	273
Chandigarh	223
Manipur	5
Pondicherry	185
Tripura	1
All India	... 87

(b) A statement showing new projects taken up during the last three years is laid on the table of the House. [*Placed in Library See. No. LT-413/71*]

All India Cadre for District and Sessions Judges

2145. SHRI S. N. MISRA : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government have a proposal to form an All India Cadre for District and Sessions Judges ; and

(b) if so, when this proposal is likely to be implemented ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) No, Sir,

(b) Does not arise.

Inter-State transfer of Judges of High Courts

2146 SHRI S. N. MISRA : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government are contemplating Inter-State transfer of Judges of High Courts ;

(b) if so, whether any scheme has been drafted for the purpose ; and

(c) the time by which it is likely to be given effect to ?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE) : (a) No, Sir.

(b) and (c) Do not arise.

Complaints against officials regarding issue of Industrial Licences

2147. SHRI S. N. MISRA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether serious complaints have been made against the Officials responsible for Industrial Licensing and no Committee Officials, or otherwise, have been appointed to investigate about such loopholes and conduct ; and

(b) whether Government propose to appoint a Committee of the Members of Parliament to look into the complaints made about the licensing of Industrial Development concerns ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No serious complaints against any individual Officials responsible for industrial licensing has been received lately. As and when complaints are received about delay or discrimination in the processing of licensing applications, the matter is always enquired into and grievances, if any, redressed.

(b) Does not arise.

Railway line Linking Tarakeswar and Bankura Via Arambagh

2148. SHRI ROBIN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any

plan to open new Railway line linking Tarakeswar and Bankura via Arambagh ; and

(b) if so, the time to be taken for implementing the scheme ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

**Breaking of seals of Goods Wagons
on Gorakhpur to Nautanwa
Branch Line**

2149. PROF. S. L. SAKSENA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of occasions when seals of Railway goods wagons had been broken and goods stolen during the last two years on Gorakhpur to Nautanwa Branch Line ;

(b) the amount of money paid as compensation claims, on each occasion ; and

(c) in how many cases the thieves were arrested and convicted ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Two cases in 1969-70 and three cases in 1970-71 of thefts from wagons in yards and running trains were reported in this sections ;

(b) The information is being collected and will be placed on the table of the House.

(c) No arrests have been made.

Shortage of Raw Materials in Industry

2150. SHRI S. R. DAMANI :
SHRI T. S. LAKSHMANAN :

Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state ;

(a) whether Government have under taken a study to identify industrial raw materials, components and other consumer items which are in acute short supply ;

(b) if so, the nature of the studies made and the items so identified ; and

(c) the steps taken either to increase their internal production or to import them in order to meet the demand fully ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (c). The supply position in respect of industrial requirements is kept in constant review. Whenever any serious shortage comes to or is brought to the notice of Government steps are taken to overcome the shortages. Recently, for instance, applications for grant of industrial licences have been invited in respect of 123 items which are currently in short supply. Another 121 items, in which technological gaps exist at present, have also been identified and publicised. In addition, the licensing registration policy of the Government has been substantially liberalised and the banned list for industrial licensing has been done away with so that production and supply of industrial goods might not suffer.

Further, a Standing Inter-departmental Committee meets periodically to review the import policy concerning the import of industrial raw materials and components etc. The import policy for 1971-72 contains special provision for the import of items which are in world shortage. Industries with long delivery dates of supply of raw materials arising from world

shortage have been permitted to apply for their import requirements over a period longer than six months at a time. The policy also provides for review of entitlement of Actual Users. The cases of Actual users in which it is established that the operation of the existing import policy creates undue hardship and is likely to affect industrial development is considered for imports by a Special Committee under the Chief Controller of Imports and Exports.

Applications for setting up of Industries in Backward Areas

2151. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the number of applications received during 1970-71 for starting industries in backward areas and for which items ;

(b) the number out of them approved and for which items ;

(c) whether any party or parties asked for special concessions or relaxations and if so, Government's reaction thereto ; and

(d) the number of applications rejected and the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a), (b) and (d). Separate statistics of applications on area-wise or district-wise basis are not maintained at present. Such figures are maintained on a State-wise basis only.

(c) The applications for industrial licences are dealt with in the various Ministries/Departments concerned. It is likely that some of the applicants may have approached the Ministries/Departments

concerned, for certain concessions or relaxations. Such requests are dealt with on merits as and when they arise. However, data in this regard is not collected and maintained in any central place.

Profit or Loss resulting from Departmental Catering Service on Railways

2152. SHRI S. R. DAMANI : Will the Minister of RAILWAYS be pleased to state :

(a) the profit or loss resulting from the departmental catering service on the Railways during 1970-71 and how it compares with the previous two years' working ;

(b) whether complaints have been received about the large-scale pilferage and the poor service rendered ; and

(c) the action taken to improve the quality of service ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The profits earned by the Departmental Catering units on Indian Railways during the year 1970-71 amounted to Rs. 26.13 lakhs approximately, as compared with profits of Rs. 23.42 lakhs and Rs. 20.61 lakhs earned during 1968-69 and 1969-70 respectively.

(b) There have been no complaints about large scale pilferage in the Departmental Catering but some complaints have been received about poor quality of service.

(c) Some of the measures taken to improve quality of service include tightening up of supervision in regard to purchase and supply of good quality raw materials, laying down proper schedules for preparations, training of catering staff in the culinary art in Departmentally managed units and ensuring general cleanliness arrangements.

उत्तर प्रदेश में सिंचाई और विद्युत प्रजनन
योजना का बनाया जाना

2153. श्री नरेन्द्र सिंह बिष्ट : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) तीसरी पंचवर्षीय योजना के दौरान और चौथी पंचवर्षीय योजना में अब तक उत्तर प्रदेश के लिए बनाई गई बड़ी, मध्य दर्जे की और छोटी सिंचाई और विद्युत-जनन योजनाओं के सम्बन्ध में कितनी प्रगति हुई है ;

(ख) इन योजनाओं पर कितनी राशि खर्च की गई है और इनसे कितने एकड़ भूमि में सिंचाई होती है और कितनी बिजली पैदा होती है।

(ग) उत्तर प्रदेश तथा अन्य राज्यों में इस प्रकार के किए गये निर्माण कार्यों के तुलनात्मक आंकड़े क्या हैं ; और

(घ) यदि उत्तर प्रदेश के इस क्षेत्र में पर्याप्त प्रगति नहीं हुई है तो इस स्थिति में सुधार करने के लिए क्या कार्यवाही की जा रही है या करने का विचार है ;

सिंचाई और विद्युत मंत्रालय में उपमन्त्री (श्री बंजनाथ कुरील) : (क) से (ग). तीसरी योजना और 1966-69 को वार्षिक योजनाओं में और चौथी योजना के शुरू के दो वर्षों में विभिन्न राज्यों के वृहत् और मध्यम सिंचाई सेक्टर और विद्युत सेक्टर के कार्यक्रमों के परिव्यय और लाभ सभा पटल पर रखे गये चार विवरणों में दिये जाते हैं [ग्रन्थालय में रख दिये गये। देखिए संख्या LT-413/71]।

कृषि मंत्रालय द्वारा संचालित लघु सिंचाई के संबंध में इसी तरह की सूचना, जहाँ तक उपलब्ध हो सकी है, सभा पटल पर रखे गये विवरण पाँच और छः में दी जाती है। [ग्रन्थालय में रख दिए गए। देखिए संख्या 414/71]।

(घ) सिंचाई और विद्युत राज्यों के विषय हैं और इसके लिए धन की व्यवस्था राज्य सरकारों द्वारा उनकी वार्षिक योजनाओं के ढांचे के भीतर ही की जाती है। राज्य सरकारों से जिसने उत्तर प्रदेश भी है यह आग्रह किया गया है कि इन प्रमुख सेक्टरों में यथासम्भव अधिक से अधिक अतिरिक्त परिव्यय किया जाए।

भारत हेवी इलेक्ट्रिकल्स लिमिटेड,
हारद्वार में स्थानीय लोगों को
रोजगार दिया जाना

2154. श्री नरेन्द्र सिंह बिष्ट : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत हेवी इलेक्ट्रिकल्स लिमिटेड में कार्य करने वाले विभिन्न ग्रेडों के कर्मचारियों की संख्या कितनी है और उनके वेतनमान क्या हैं ;

(ख) क्या यह सुनिश्चित करने के लिए कि इस सरकारी उपक्रम में 50) रुपये से अनधिक वेतन वाले अधिकतम पदों पर स्थाई लोगों की अथवा निकटवर्ती क्षेत्रों के निवासियों को ही नियुक्त किया जाए, वित्त मंत्रालय (ब्यूरो ग्राफ पब्लिक एंटरप्राइज) के आदेशों का पालन किया जा रहा है ; और

(ग) भारत इलेक्ट्रिकल्स के कर्मचारियों में ऐसे पदों पर स्थानीय लोगों और निकटवर्ती क्षेत्रों के निवासियों की प्रतिशतता क्या है

जिनके वेतनमान 500 रुपये प्रति मास से अधिक नहीं हैं ?

औद्योगिक विकास मन्त्रालय में उप-मन्त्री (श्री सिद्धेश्वर प्रसाद) : (क) एक विवरण सभा पटल पर रखा जाता है। [अध्यालय में रख दिया गया। देखिए संख्या LT—415/71]

(ख) जी, हाँ।

(ग) लगभग 80 प्रतिशत।

ग्वालियर स्थित कैरिज एण्ड वैन वर्कशाप द्वारा छोटी लाइन के तीसरी श्रेणी

के यात्री डिब्बों का निर्माण

2156. श्री हुकम चन्द कछवाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे की ग्वालियर स्थित कैरिज एण्ड वैन वर्कशाप के कर्मचारियों ने रेलवे सप्ताह के दौरान अपने द्वारा निर्मित तीसरी श्रेणी के यात्री डिब्बों को चलाया था।

(ख) इसके निर्माण में कर्मचारियों को कितना समय लगा था और उसकी उत्पादन लागत क्या है ; और

(ग) इसके निर्माताओं को किस प्रकार के पुरस्कार दिए गए ?

रेल मन्त्री (श्री हनुमन्तैया) : (क) कोई नए डिब्बे का निर्माण नहीं किया गया था, बल्कि अकस्मात् जल गए एक वर्तमान डिब्बे की भारी मरम्मत कर के उसे लाइन पर फिर से चलाने योग्य बना दिया गया था।

(ख) डिब्बे को लाइन पर फिर से चलाने

के योग्य बनाने के लिए अपेक्षित मरम्मत के काम में लगभग 4 महीने का समय लगा और मरम्मत की लागत लगभग 11,500 रुपये आयी।

(ग) फोरमैन और वटई को क्रमशः 40 रुपए और 20 रु० का नकद पुरस्कार दिया गया क्योंकि इन्होंने डिब्बे की मरम्मत करके, उसे लाइन पर फिर से चलाने के योग्य बनाने में अपनी उत्कृष्ट सूझबूझ और योग्यता का परिचय दिया था और इस सम्बन्ध में अन्य कर्मचारियों ने जो अच्छे काम किए, उसके लिए उन्हें प्रशंसा पत्र दिए गए।

उत्तर प्रदेश में ट्रेक्टर कारखाना

2157. श्री हुकम चन्द कछवाय :
श्री जगन्नाथ राव जोशी :
श्री एस० एम० बनर्जी :

क्या औद्योगिक विकास मन्त्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1971-72 के दौरान उत्तर प्रदेश के किस जिले में ट्रेक्टर कारखाना स्थापित किया जा रहा है :

(ख) उक्त कारखाने में प्रतिवर्ष कितने ट्रेक्टरों का निर्माण किए जाने की सम्भावना है और कारखाने के कब तक चालू हो जाने की सम्भावना है ;

(ग) उक्त कारखाना सरकारी क्षेत्र में होगा क्या गैर-सरकारी क्षेत्र में ; और

(घ) केंद्रीय सरकार द्वारा राज्य सरकार को कितनी राशि की वित्तीय सहायता दिए जाने की सम्भावना है ?

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) : (क) और (ख), उत्तर प्रदेश के जिलों में जैसा कि प्रत्येक के नाम

के सामने दिया गया है ट्रैक्टर के कारखानों को स्थापित करने के लिये निम्नलिखित एककों को लाइसेंस स्वीकृत दी गई हैं :—

ट्रैक्टर बनाने वाले एकक का नाम	कृषि के ट्रैक्टर का मेक, माडल तथा वार्षिक क्षमता	स्थापना स्थल तथा जिला
1	2	3
(क) जारी किये गये औद्योगिक लाइसेंस		
मे० हर्ष ट्रैक्टर लि०, नई दिल्ली	डी०टी-14बी/टी 25 (25 आ०श०) 10,000 संख्या	लोनी (गाजियाबाद)
(ख) जारी किये गये आशयपत्र		
1. मे० आटोमोबाइल प्रोडक्ट्स आफ इण्डिया लि०, बम्बई	लेलेड-नफील्ड-154 (20 आ०श०) 5,000 संख्या	जिला प्रताप गढ़ ।
2. मे० प्रीमियर इरिगेशन इक्विपमेंट	'डेविड ब्रान' (55 आ०श०) 5,000 संख्या	शाहाबाद (गाजियाबाद)
3. मे० लारसेन एण्ड टर्बो लि०, बम्बई ।	'जान डीयर' (52 से 82 आ०श०) 6,000 संख्या	बंदी

मे० हर्ष ट्रैक्टर लि०, नई दिल्ली ने जिन्हें 10,000 ट्रैक्टर प्रतिवर्ष बनाने के लिये 9.2.1971 को लाइसेंस दिया गया है, यह बताया है कि वे आगामी वर्ष 1972 में

उत्पादन प्रारम्भ करेंगे। अन्य एककों में 1972 में उत्पादन होने की सम्भावना नहीं है।

(ग) सभी उपयुक्त एकक गैर सरकारी

क्षेत्र में होंगे।

(घ) उत्तर प्रदेश राज्य की सरकार ने ट्रेक्टर कारखाने के लिये अब तक किसी वित्तीय सहायता की मांग नहीं की है।

मध्य प्रदेश, में नई रेलवे लाइनें

2158. श्री हुकम चन्द कछवाय :

श्री फूल चन्द वर्मा :

क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1969-70 और 1970-71 के दौरान मध्य प्रदेश में बिछाई गई नई रेलवे लाइनों का व्यौरा क्या है तथा उनकी लम्बाई

कितनी है ; और

(ख) राज्य में वर्ष 1971-72 में बिछाई जाने वाली नई रेलवे लाइनों का और छोटी मीटर गेज लाइनों से बड़ी लाइनों में बदली जाने वाली लाइनों का व्यौरा क्या है ?

रेल मन्त्री (श्री हनुमंतैया) : (क) रेलवे विकास का कार्यक्रम किसी राज्यवार या क्षेत्रवार आधार पर नहीं बल्कि राष्ट्रीय हित में समग्र विकास की दृष्टि से तैयार किया जाता है। फिर भी, ओवरा-सिंगरौली लाइन, जिसकी कुल लम्बाई 57.56 कि० मी० है, का 19.89 कि० मी० भाग मध्य प्रदेश में पड़ता है जिसे 30-4-1971 को यातायात के लिए खोल दिया गया था। इसके अलावा निम्न-लिखित लाइनें बनायी जा रही हैं :

विवरण	आमान	लम्बाई (कि० मी० में)	पूरी होने की निर्धारित तारीख
(1)	(2)	(3)	(4)
1. मोरवा (सिंगरौली) कटनी	बड़ी लाइन	254.00	मार्च, 1972
2. गुना-मक्सी	बड़ी लाइन	192.22	जुलाई, 1973

(ख) 1971-72 में राज्य में कोई नयी लाइन बनाने या आमान परिवर्तन का काम शुरू करने का विचार नहीं है। फिर भी नयी लाइनों के सर्वेक्षण आमान परिवर्तन का जो काम चालू प्रस्तावित है, उन पर काम शुरू करने का कार्यक्रम इस प्रकार है :

I. चालू काम :

(i) दिल्ली राजहरा—दातिवाड़ा/जगदल

पुर।

रेलसम्पर्क—1965-66 के अध्ययन दल द्वारा दी गयी रिपोर्ट की व्यवहारिकता और लागत का पुनर्मूल्यांकन।

(ii) रायपुर—धमतारी छोटी लाइन खंड का बड़ी लाइन में बदलाव-यातायात सर्वेक्षण।

II. 1971-72 में किया जाने वाला प्रस्तावित सर्वेक्षण

सतपुड़ा छोटी लाइन रेल प्रणाली के उत्तरी खंड का बड़ी लाइन में बदलाव-यातायात सर्वेक्षण।

Legal Aid to Lower Income Group People

2159. SHRI BHOGENDRA JHA :
SHRI RAMAVATAR SHASTRI :

Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government are aware that seeking legal justice is a costly affair under the present conditions, particularly for lower income group people ;

(b) whether Government propose to ensure exemption from court fees or stamp duties, free provision of lawyers and certified copies etc. to all those owing less than 2½ acres of irrigated and 5 acres of non-irrigated land and to all those families having an annual income of less than Rs. 1500; and

(c) if so, main feature of the scheme in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY):

(a) Government, are aware that in some cases difficulty is experienced by lower income group people while seeking justice on account of paucity of funds.

(b) and (c). There is no such proposal under the consideration of the Central Government. However, some provisions have been made in the Advocates (Amendment) Bill, 1970 with a view to providing legal aid to the poor through the agency of the Bar Council of India and the State Bar Councils.

Setting up of New Unit by H.M.T.

2160. SHRI DHARAMRAO AFZAL-PURKAR : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Hindustan Machine Tools Ltd., (Bangalore) has planned to set up five more units by 1973-74;

(b) if so, the particulars of the units and likely investment therein ; and

(c) the number of persons likely to be employed thereby ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) and (b). Hindustan Machine Tools contemplate six new projects during the IV Plan period. The names, location of the projects and the estimated investment thereon are as under :

Name of the Project & location	Investment (Rs. lakhs)
1. Bangalore Watch Factory expansion	366
2. Srinagar Watch Factory	425
3. Tractor Project, Pinjore	491
4. Printing Machinery Project, Kalamassery	330
5. Metal forming presses, Hyderabad	330
6. Plastic Injection Moulding Machine Project, Bangalore, (non-plan)	105

(c) The total number of persons estimated to be employed additionally at full production in respect of all the new projects excluding tractor project would be approximately 3,720. The total number of personnel estimated to be employed additionally in full production, in respect of the tractor project, will only be known after Detailed Project Report is completed.

**Seniority of Clerks Grade II Workshop
Accounts Office, Dohad
(Western Railway)**

2161. SHRI JAGDISH BHATTACHARYYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether he had received a representation regarding wrong fixation of the seniority of the Clerks grade II of the Workshop Accounts Office, Western Railway, Dohad on 22nd/25th July, 1970; and

(b) if so, the decision taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Two representations dated 30.6.70 from two employees of the Workshop Accounts Office, Dohad addressed to the Secretary, Railways Board, were received on 2.7.70 regarding wrong fixation of their seniority. These were examined and their seniority fixed appropriately.

**Arrears of House Rent Allowance
to Staff at Bajuva, Gujarat
Refinery Siding etc.**

2152. SHRI RATTANLAL BRAHMAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether the payment of arrears regarding House Rent Allowance to the staff working at Bajuva Gujarat Refinery Siding, Fertilizer siding etc. has since been made ; and

(b) if not, the reasons for the delay and the steps taken by Government for arranging payment to the staff ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) Yes.
(b) Does not arise.

**Complaints against A.P.O.I. and others
Ajmer Division**

2163. SHRI RATTANLAL BRAHMAN:
SHRI B. K. MODAK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of complaint against the Assistant Personnel Officer, I, Divisional Superintendent's Office, Dy. C.A.O. (TA) and A.A.O. (General) Western Railway, Ajmer regarding anti-labour attitude and misappropriations were brought out by the organised labour in certain posters during the months of January and February, 1971; and

(b) if so, the steps taken by Government in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Information is being collected and will be laid on the table of the Sabh.

**Control of flood in Lower Damodar
Region of West Bengal**

2164. DR. SARADISH ROY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Irrigation Department has finalised a scheme for the control of flood in Lower Damodar region of West Bengal; and

(b) if so, the main feature of the scheme and when it will be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) and (b). The Government of West Bengal have planned a comprehensive scheme for flood control and drainage improvement in the Lower Damodar area and have prepared a detailed report for phase I of the scheme estimated to cost Rs. 6.8 crores, which envisages the following main works :

- (i) Resectioning of the Amta Channel for a length of about 50 Km from the outfall of Madaria khal in Amta upto the river Hooghly to accommodate the drainage of the entire local basins on its left bank ;
- (ii) Construction of an outfall sluice on the Amta channel for preventing the tidal influx ;
- (iii) Closing the off take of the Amta channel near Beguahana by 3 Km long embankment ;
- (iv) Excavation of the drainage channels such as Madaria, Dekatia, Guzarpur, Gaighata, Chesopati, Bainan, Dewantala etc., and construction of allied works.

The scheme has been approved by the Planning Commission. The Government of West Bengal have made a provision of Rs. 1.40 crores for this scheme in the State's Fourth Five Year Plan. The scheme has already been taken up for execution by the State Government:

Promotion of Clerks Grade I against Reserved Quota in Foreign Traffic Accounts Office, Delhi (Western Railway)

2165. SHRI R. P. DAS : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 2142 on the 24th November, 1970 regarding promotion of Clerks Grade

I against reserved quota in Foreign Traffic Accounts Office, Western Railway, Delhi and state the details of instructions issued on the subject ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) As already stated in reply to Lok Sabha Unstarred Question No. 2142 on 24th November, 1970, the Railway Administration was advised on 17th November, 1970 that the Railway Board had examined the case and decided that three employees, Sarvashri D. P. Mathur, D. B. Datt and T. D. Chhabra, were not eligible for promotion and payment of arrears against the upgraded posts with effect from 1.4.1956, because the additional vacancies that occurred on 1.4.1956 in the Accounts Department, had already been correctly filled.

Supply of Winter Uniforms to class IV Employees (Northern Railway)

2166. SHRI R. P. DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether class IV employees working on the Western Railway are supplied winter uniforms after three years while on the Northern Railway and other Zonal Railways the winter uniforms are supplied after two years; and

(b) if so, the reasons for this discrimination and the steps taken to remove the disparity ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) and (b). In terms of the orders in force on the Railways, the periodicity of supply of uniforms to class IV employees, vary from Railway to Railway and from category to category.

The entire question of supply of uniforms to the various categories of Railway staff as a result of the recommendations of the Uniforms Committee, 1970 is under examination and the decision taken will meet the requirement.

Adverse effect of setting up of barrage over Kosi, Gandak, Sarju and Ghagra on Farrakka Barrage

2167. SHRI R. P. DAS : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the attention of Government has been drawn to the fact that the implementation of the schemes to set up barrage over the Kosi, Gandak, Sarju and the Ghagra and the Rihand dam in West Bengal will leave no water for Farrakka Barrage; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). No reduction in the benefits envisaged under the Farakka Barrage Project as sanctioned would occur by the implementation of these projects in the Basin.

Overbridge at Railway Crossing of National Highway No. 10 at Hissar

2168. SHRI MANI RAM GODARA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any overbridge on the Railway Crossing at National Highway No. 10, at Hissar has been sanctioned; and

(b) how long it will take to complete the over-bridge ?

THE MINISTER OF RAILWAYS (SHRI HANU MANTHAIYA) : (a) Yes. The work for provision of road overbridge in replacement of the existing level crossing at

Hissar has been included in the Railway's Works Programme for 1971-72.

(b) The estimate for the work has been submitted to the State Government for acceptance of their share of the cost. As soon as necessary formalities are completed, railway would sanction the estimate and plan execution of their portion of the work on the bridge proper so as to complete the same simultaneously with the approaches which are to be constructed by the State Government.

Recognised Associations engaged in forward trading

2169. SHRI BRIJ RAJ SINGH-KOTAH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the names of the recognised Associations in the country conducting forward trading; and

(b) the names of the commodities in which forward trading is allowed ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b) A statement is laid on the table of the House. [*Placed in Library* See. No. LT-416/71.]

Rail link between Bikaner and Barmer via Jaisalmer

2170. SHRI BRIJ RAJ SINGH-KOTAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme under Government's consideration to provide rail link between Bikaner and Barmer via Jaisalmer; and

(b) if so, the time by which it will be implemented ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) No.

(b) Does not arise.

**Congestion at Delhi Railway Station on
account of heavy summer exodus**

2171. SHRI B. K. DASCHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether great inconvenience is being faced by passengers due to congestion at Delhi Railway Station on account of heavy summer exodus from the Capital; and

(b) if so, the arrangement so far made by his Ministry in this regard ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Yes, there is heavy rush at Delhi Jn. station at present due to the summer exodus.

(b) The following steps have been taken to clear the current summer rush :

(i) 50 special trains have been run upto 31-5-1971 and 17 more are proposed to be run during June, 1971.

(ii) Extra coaches are attached on important trains leaving Delhi and New Delhi.

(iii) Two extra counters have been opened at Delhi station and 3 at New Delhi station.

(iv) The staff strength in Booking and Reservation offices at Delhi and New Delhi has been augmented by posting additional hands.

(v) Regular and surprise checks are being conducted with a view to

tightening up of supervision on booking and reservation offices to ensure proper system of reservation and issue of tickets.

**Approved duty roster for Commercial
Clerks at New Delhi Station
(Northern Railway)**

2172. SHRIP RAVINSINH SOLANKI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Commercial Clerks are working at some big Railway Stations without approved Duty Roster or Duty list;

(b) whether New Delhi Railway Station is one of them; and

(c) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) to (c). Information is being collected and will be laid on the table of the Sabha.

**Appointment of a qualified Secretary in
National Industrial Development
Corporation Ltd., New Delhi**

2173. SHRI INDRAJIT GUPTA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether his Ministry had asked the National Industrial Development Corporation Limited, in February, 1968 to appoint a qualified Secretary as required by the Department of Company Affairs;

(b) if so, whether any such qualified Company Secretary has been appointed by the National Industrial Development Corporation Limited so far; and

(c) if not, the reasons for the delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD): (a) to (c). The instructions issued by this Ministry in 1968 to all the Public Sector Undertakings under the charge of this Ministry were to the effect that in making appointments of Secretaries in future special consideration should be given to candidates who are qualified Secretaries. The present Secretary of the NIDC was appointed in the year 1965 before the issue of the general instructions.

Amenities in Sweepers' Colony at Kharagpur Railway Town.

2174. SHRI SUBODH HANSDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Sweepers Colony in the Kharagpur Railway Town has been provided with all the necessary amenities;

(b) if not, whether Government have any plan to provide them with essential amenities like light, water and educational facilities in this Colony; and

(c) if so, the main features thereof ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) All the necessary amenities are available in the 5 Sweeper colonies at Kharagpur settlement excepting one colony near Durga Mandir, where electric lights in individual units have not yet been provided.

(b) In the Colony near Durga Mandir, where individual units do not have lights, 30% are being provided in the current year and balance will be programmed in future years according to availability of funds. Primary schools are located in all the settlements at Kharagpur. Near Durga Mandir Colony, Higher Secondary schools for girls as well as boys also exist.

(c) As in (b) above.

Vacancies of Safaiwalas in Foreign Traffic Account Office, Delhi (Western Railway)

2175. SHRI SAROJ MUKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether some vacancies of Safaiwalas exist in the Foreign Traffic Accounts Office of the Western Railway at Delhi; and

(b) if so, the steps taken by Government to fill up the vacancies ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) No.

(b) Does not arise.

Promotion of Clerks who passed Appendix II-A Examination

2176. SHRI SAROJ MUKHERJEE : Will the Minister of RAILWAYS be pleased to state ;

(a) the total number of Clerks in the Accounts Department who have passed the Appendix II-A examination and are awaiting promotion on each Zonal Railway ; and

(b) the steps taken by Government for their promotion in the higher grades ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA):

(a) Central	139
Eastern	411
Northern	243
North Eastern	274
Northeast Frontier	16
Southern	429
South Eastern	296
South Central	145
Western	446

(b) The Appendix II-A qualified Clerks Grade II are promoted as Clerks Grade I according to the quota of vacancies reserved for them as and when such vacancies arise.

Floods in West Bengal and Relief Operations

2177. SHRI SAROJ MUKHERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have assessed the total loss sustained by the people of West Bengal due to floods in the year 1970 ; and

(b) the steps taken by Government to assist the victims of flood ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) According to the assessment made by the Government of West Bengal, the total damage due to floods in the State during the year 1970, was Rs. 87 crores. Out of this, the damage to crops, houses and public utilities was assessed as Rs. 61 crores, Rs. 11 crores and Rs. 15 crores respectively.

(b) The Government of West Bengal carried out rescue and relief operations in the flood affected areas, obtaining the assistance of the army authorities wherever necessary. Assistance given by the State Government to the flood victims included, sanction of gratuitous relief, house building loans, test relief works, rehabilitation assistance to non-agriculturist families, supply of medicines, provision of drinking water, book grants, remission of fees, cattle purchase loans, taccavi loans etc.

The Central Government gave financial assistance of Rs. 18.91 crores, to the State

Government towards flood relief expenditure during 1970-71, based on the recommendations of the Central Team, which made an assessment of the flood damage and extent of relief measures in the State during the 1970 floods. In addition, the Central Government gave Rs. 5 crores to West Bengal Government, as short-term loan for the purchase of seeds, fertilisers, etc.

Running of Trains with Diesel Engines in Kerala

2178. SHRI PHOOL CHAND VERMA: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under Government's consideration to use diesel engines for running trains in Kerala ; and

(b) if so, when the proposal is likely to be implemented ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIA) : (a) and (b). A large number of goods trains and three Mail/Express trains running into Kerala are already dieselised. More trains are programmed to be dieselised² in Kerala during the Fourth Plan as part of a phased programme for dieselisation. The allotment of diesel locomotives will depend upon their availability and the relative operating requirements for the various sections.

Book value of Light Railways

2179. SHRI JYOTIRMOY BOSU : Will the Minister of RAILWAYS be pleased to state the present book value of the Howrah-Amta and Howrah-Sheakhala Light Railways owned and controlled by M/s. Martin Burn and Company ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIA) : The Howrah-Amta Light Railway is owned by the

Howrah-Amta Light Railway Company Limited. Similarly the Howrah-Sheakhala Light Railway is owned by the Howrah-Sheakhala Light Railway Company Limited. As per the published Balance Sheets as at 31-3-70, of these Companies, Martin Burn

Ltd. are the Secretaries to these Companies.

In the published Balance Sheets the assets and liabilities of these Railway Companies are shown as under:—

Howrah-Amta Light Railway

Liabilities	Rs.	Assets	Rs.
Share Capital	26,00,000	Fixed Assets	48,84,197
Reserve & Surplus	2,92,116	Investments	67,313
Loans	10,91,407	Current Assets, Loans & Advances	20,34,006
Interest accrued	65,129		
Current Liabilities and Provisions	29,36,864		
	69,85,516		69,85,516

Howrah-Sheakhala Light Railway

Liabilities	Rs.	Assets	Rs.
Share Capital	6,00,000	Fixed Assets	13,64,168
Reserve & Surplus	3,38,108	Current Assets, loans & Advances	1,00,966
Current liabilities & provisions	5,27,026		
	14,65,134		14,65,134

New investment in industries in West Bengal

2180. SHRI JYOTIRMOY BOSU : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the details of new investment in West Bengal (industry-wise) during 1969-70 and 1970-71 (month wise) and during the

first month of the current year; and

(b) the factors responsible for increase or decrease in investment in each case ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Details of new investment actually made in West Bengal

(industry-wise) during 1969-70 and 1970-71 are not available. However, some information about estimated investments which

is limited to letters of intent issued for industrial projects in West Bengal as from May 1970 onwards is given below:—

Month	Industry	Investment (Rs. in lakhs)
May, 1970	Glass Bottles	12.75
June, 1970	Potentiometer	85.20
July, 1970	Baby Food, Aerial, rope way	71.00
August, 1970	Aluminium, Card Staves, Aerodrome Runway Lamps	0.38
November, 1970	Industrial Furnace	Not available
December, 1970	G.L.S. Lamps	17.11
January, 1971	Truck mounted cranes, Disc Tumbler, Locking Devices, Door Lock Remote Control and Window Regulators.	7.00
February, 1971	Industrial X-Ray Machines Record Playing Equipment	6.15
March, 1971	Stereo Cartridges, Automatic Train Control Equipment, Agricultural Tractors, Pulp and Paper	254.64
April, 1971	OTS Cans General line containers, Vision Sighting Equipment, Band change switches, Hacksaw Blades, Recorders and Indicators, Scooters.	207.75
TOTAL :		66.198

Generally during 1969, 1970, a number of factors, including recession in certain industrial sectors, shortage of raw materials, strikes and lock-outs, and difficult labour-management relations have contri-

buted towards slowing down of industrial growth in West Bengal.

Going by the figures of the number of letters of intent issued up to April, 1971,

and the number of licences granted as compared to the previous year, 1970, the industrial situation appears to be picking up.

Generation of power by the recently developed 'Gas Producer'

2181. SHRI JYOTIRMOY BOSU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether India's entire power needs can be met and there would even be a surplus capacity if the "Gas Producer" recently developed is used for generation of power;

(b) if so, the particulars of the 'gas producer' developed; and

(c) whether Government have made study of the process and if so, the result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (c). Gas producer plants have been in use in the past for feeding gas engine driven generating sets, but have not proved economical. Power generation from producer gas obtained from burning coal has also not proved economical when compared with large modern coal burning stations. Techniques of underground gassification of low grade coal are being developed in recent years in some countries. These may be of significance for India when developed sufficiently. Presently, these are uneconomical for Indian conditions.

Quota for allotment of quarters to staff of Foreign Traffic Accounts Office, Delhi (Western Railway)

2182. SHRI JYOTIRMOY BOSU : Will the Minister of RAILWAYS be pleased to state :

(a) whether question of fixation of the quota for allotment of quarters to

the staff of the Foreign Traffic Accounts Office of the Western Railway at Delhi by the Northern Railway is under examination ; and

(b) if so, when a decision is likely to be taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). The matter is under examination and a decision is likely to be taken shortly.

Pending applications for licences letters of intent from Madhya Pradesh

2183. SHRI JAGANNATH RAO JOSHI : DR. LAXMINARAIN PANDEY :

Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the number of applications pending with the Government of India for granting licences/letters of intent for setting up of industries in Madhya Pradesh;

(b) the reasons for the pendency of these applications; and

(c) the time by which a decision is likely to be taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) (a) During the last three years i.e. 1968, 1969 and 1970, in all 63 applications for the setting up of New Industrial Undertakings in Madhya Pradesh were received. Of these applications, licences have been issued in 3 cases and letters of intent in 7 cases. 23 applications have been rejected and 4 have otherwise been disposed of. The remaining 26 applications are under consideration. Besides, 13 such applications received during the current

year (upto 30th April) are also under consideration.

(b) and (c). Consideration of industrial licence applications necessitates fairly detailed examination of various aspects of the proposals and the disposal of particular applications is often delayed due to various factors. In some of these cases, the applications did not provide all necessary particulars and additional information had to be obtained. In certain other cases, policy decisions on the industry as a whole had to be arrived at. It is difficult to indicate precisely the time by which the pending applications will be disposed of. However, Government are conscious of the need for expeditious disposal of all licence applications and it is being sought to ensure that, as far as possible, decisions on licence applications are taken within 3 months of receipt of application or receipt of full information from the applicant party, whichever is later.

Delay in Completion of Jarau-Harabhangi Irrigation Project, Orissa

2184. SHRI D. K. PANDA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether 'Jarau Harabhangi' Irrigation Project in Ganjam District in the State of Orissa was included in the Third Five year Plan and whether the same is under investigation;

(b) the reasons for its non-inclusion in the Fourth Five Year Plan;

(c) whether Government had received the first report in 1963 and second report in 1967 relating to the 'Jarau-Harabhangi' Irrigation Project; if so, the reasons for not taking up the work this year; and

(d) when the Project will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL):(a) to (d). A preliminary report on the Jarau Harabhangi Scheme was received by the Central Water & Power Commission in 1964. It was suggested to the State engineers that detailed investigations might be carried out. In June 1967, the Union Minister of Irrigation and Power inspected the site and suggested that an alternative site for the dam, a spillway and water conductor system might be investigated with a view to economising on the cost of the scheme. It is reported by the State Government that these investigations are still in progress.

The project can be considered for inclusion in the developmental plans of Orissa after the project report, based on detailed investigations, is received from the State Government.

Payment of Hoararium to Staff of Foreign Traffic Accounts Office, Delhi and Traffic Accounts Office, Ajmer

2185. SHRI SAMAR MUKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the work regarding extraction of branch line earnings for the year 1969-70 was done by the staff of the Foreign Traffic Accounts Office, Western Railway, Delhi and Traffic Accounts Office at Ajmer on honorarium basis;

(b) if so, whether the honorarium has since been paid to the staff; and

(c) if not, the reasons for the delay and when its payment will be made ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) Yes

(b) No.

(c) The information compiled by the staff detailed out to work on honorarium basis was test checked and certain variations in the earnings figures of some of the branch lines were noticed. A review is in hand. However, pending further scrutiny, the payment of honorarium to the staff is under process and the payment is expected to be made shortly.

Strength of Traffic Accounts Office at Delhi and Ajmer

2186. SHRI SAMAR MUKHERJEE : Will the Minister of RAILWAYS be

pleased to state :

(a) the strength of the Foreign Traffic Accounts Office, Western Railway, Delhi, the Traffic Accounts Office of the Western Railway at Ajmer and the Traffic Accounts Office of the Northern Railway at Delhi; and

(b) the number of class IV employees working in the above offices separately for each category and for each unit ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA)

(a) *Staff Strength*

	Western Railway F.T.A Delhi 276	Traffic Accounts Office, Ajmer 1034	Northern Railway Traffic Accounts Office, Delhi 946

(b) *Number of Class IV staff*

1. Record Sorter	2	1	2
2. Record Lifter	—	—	4
3. Daftry	6	7	15
4. Gestetner Operator	—	—	1
5. Peon	16	45	57
6. Hamal	6	33	—
7. Farash	—	—	1
8. Safaiwala	4	7	8
9. Office Khalasis	—	—	10
10. T.T.A. Khalasis	—	—	23
11. Mali	—	1	1
12. Cart Khalasi	—	—	1

**Supply of Hydro Electricity to
Devgarh—Orissa**

2187. SHRI P. GANGADEB : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government propose to supply hydro-electricity to Devgarh in Orissa by the end of 1972 ; and

(b) if so, whether the sanctioned scheme of extending the said electricity, from Bonai to Barkote and from Barkote to Devgarh will be implemented before the end of 1971 ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) Yes, Sir,

(b) The 33 KV transmission line from Bonai to Barkote and from Barkote to Devgarh is expected to be commissioned by the end of 1971.

**Supply of Cheaper Power to Aluminium
Corporation of Birlas from
Rihand Dam**

2188. SHRI S. M. BANERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the power supplied to Aluminium Corporation of Birlas from Rihand Dam is cheaper than the power supplied to the peasants and small units in that area ;

(b) if so, whether any agreement was executed with Birlas for 25 years ;

(c) whether as a result of this agreement Government have suffered heavy financial loss ; and

(d) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) Yes, Sir,

(b) An agreement exists between the U. P. Government and the Hindustan Aluminium Corporation Ltd. for supply of power to the latter from Rihand Hydro Electric Project. The period of agreement is 25 years, but the rate is firm for a period of 16 years from the commencement of supply. Thereafter, the rate could be revised and enhanced subject to the condition that the enhancement does not exceed 10% of the specified rate.

(c) and (d). There is no indication of the Government having suffered heavy financial loss on account of this agreement.

**Appendix II-A Examination qualified
Clerks Grade II**

2189. SHRI MANORANJAN HAZRA : Will the Minister of RAILWAYS be pleased to state the total number of Clerks Grade II in the Accounts Department on each Zonal Railway who are Appendix II-A Examination qualified and unqualified separately ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : Information is being collected and will be laid on the Table of the Sabha.

**Irregular Provision of Clerks Grade-I
Foreign Traffic Accounts Office, Delhi
(Western Railway)**

2190. SHRI MANORANJAN HAZRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the former Railway Minister received a representation dated the 18th October, 1970 regarding the procedure followed for promotion rever-

sion of Clerks Grade—I in the Accounts Department of the Western Railway and also the irregular reversion of certain officiating Clerks Grade-I in the Foreign Traffic Accounts Office, Western Railway, Delhi ; and

(b) if so, the decision taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) The matter is under consideration.

Corporation to Manufacture Wheels Axles and Steel Tyres for Railways

2191. SHRI C. JANARDHANAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to set up an autonomous Corporation to manufacture wheels, axles, and steel tyres for the Railways ; and

(b) if so, when the Corporation is likely to be set up ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) A proposal for setting up a wheel and Axle plant as a Departmental Unit or in the Public Sector is under consideration.

(b) Does not arise at this stage.

गाजियाबाद से चलने वाली रोहतक शटल गाड़ी को गाजियाबाद की बजाय दनकौर से चलाना

2162. श्री कमल मिश्र मथुरा : क्या रेल मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या रोहतक शटल गाड़ी पहले

गाजियाबाद से प्रातः 7 बजकर 50 मिनट पर चलती थी;

(ख) क्या उक्त शटल गाड़ी गाजियाबाद के बजाय अब दनकौर से चलती है और प्रायः देरी से चलती है;

(ग) उक्त शटल गाड़ी के गाजियाबाद के बजाय दनकौर से चलने के क्या कारण हैं; और

(घ) उक्त शटल गाड़ी को दनकौर के बजाये गाजियाबाद से चलने अथवा यह सुनिश्चित करने के लिए कि गाड़ी विलम्ब से न चले सरकार का विचार कुछ प्रबन्ध करने का है ?

रेल मंत्री (श्री हनुमताया) (क). जी हाँ ।

(ख) और (ग). दैनिक यात्रियों की मांग के जवाब में पहले की। आर डी जी गाजियाबाद-रोहतक शटल का चालन क्षेत्र बढ़ा कर उसे 10-10-70 से दनकौर से और 1-6-71 से खुर्जो से रोहतक तक चलाया जाने लगा है। बड़े हुए चालन क्षेत्र वाली इस गाड़ी का समय पालन प्रायः सन्तोषजनक रहा है।

(घ) सवाल नहीं उठता ।

Construction of Srisaïlam Hydro Electric Project Andhra Pradesh

2193. SHRI P. VENKATASUBBAIAH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the progress made so far with regard to the construction of Srisaïlam Hydro Electric Project in Andhra Pradesh ;

(b) whether the construction of the Project will be completed within the target date ; and

(c) the amount so far spent out of the total sanctioned amount ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) The work on the main dam in both the spillway portion as well as gravity dam portion is in progress. The difficult works of foundations in the deep river bed portion have been completed and masonry filling has been brought up to the average river bed level. Drilling and grouting in the deposit foundations in the river bed have been completed. The same are in progress in the higher elevations of foundations. The problems regarding foundations at the abutments have also been resolved and the work on these is in progress. A number of special instruments like stress meters, rock deformation meters, etc., are being installed in the dam in the course of construction work. The power house location has been finalised and the work thereon is being taken up.

(b) The project was earlier scheduled to be completed by 1975-76. However, in a recent meeting of the Project Working Committee, progress of construction was revised, according to which it would be possible to commission the first set during 1977-78 and the remaining three sets in 1978-79.

(c) The expenditure incurred upto the end of February, 1971 was Rs. 28.36 crores.

Decision of the tribunal on Krishna-Godavari river waters dispute

2194. SHRI P. VENKATASUBBIAH : Will the Minister of IRRIGATION AND POWER be pleased to state ;

(a) whether the Tribunal constituted

to settle the Krishna-Godavari River Waters Dispute has concluded its deliberations; and

(b) if so, the time by which the Tribunal is going to give its award ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). The Krishna Water Disputes Tribunal and the Godavari water disputes were constituted by the Central Government on 10.4.1969 and the adjudication proceedings are in progress. While efforts are being made by the Tribunals to complete their work as expeditiously as practicable, it is not possible at this stage to indicate when the adjudication proceedings are likely to be over.

Rate of production of Rail Wagons

2196. SHRI R. S. PANDEY :

SHRI P. NARASI MAHAREDDY :

Will the Minister of RAILWAYS be pleased to state :

(a) the present rate of production of Rail wagons of various types in the country;

(b) the present requirements of Rail wagons in the country which have a demand abroad; and

(c) whether it is proposed to give licence to the private industrialists to manufacture Rail wagons to meet the demands in the country and abroad ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The average rate of production of various types of wagons in the country during the last three years is about 14000 wagons per year in terms of four-wheelers.

(b) The requirement of wagons on Indian Railways is worked out on the anticipated development of traffic during a Five Year Plan period and annual procurement is undertaken to suitably phase out the production load. There is, therefore, no fixed requirement of wagons as such.

The present installed capacity in the country is sufficient to meet the internal as well as export demands.

(c) Does not arise.

Keeriakitti Kerappan Irrigation scheme, Kerala

2197. SHRI M. K. KRISHNAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the attention of Government has been drawn to the urgent need for taking up Keeriakitti Kerappan Irrigation Scheme in Palghat District, Kerala;

(b) if so, the main features of the Scheme;

(c) whether Government have received any memorandum from the Members of Parliament from Kerala regarding this issue; and

(d) if so, the action taken by Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREFI) : (a) to (d). Some Members of Parliament urged the undertaking of the Keeriakitti Kerappan irrigation scheme. Since no proposals have been received about this project, enquiry was made from the Government of Kerala who have indicated that investigations for this project are, about

to be completed and that the project report and estimates are under preparation.

Re-instatement of casual labourers of Ernakulam Railway Station (Southern Railway)

2198. SHRI M. K. KRISHNAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of casual labourers have been retrenched in the Ernakulam Junction Railway Station, Kerala recently ;

(b) if so, the total number of workers retrenched ;

(c) whether Government have taken any steps to re-instate them or absorb them in alternative jobs ; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAJIYA) : (a) and (b). 273 casual labourers were discharged on completion of the construction of the Marshalling Yard near Ernakulam.

(c) and (d). 20 casual labourers have been re-engaged. The rest cannot be re-engaged at present as there is no work in that area. They will be absorbed when new works are taken in hand.

Regularisation of appointment of senior casual labourers as substitute gangmen under P.W.I. Kalupara Ghat (South-Eastern Railway)

2199. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there are 50 senior casual labourers working as substitute Gangman under P.W.I., Kalupara Ghat on South-

Eatern Railway for the last 7 years against regular vacancies, but havenot been regularised so far;

(b) whether Government are aware of that these labourers have put in more than 10 years service as casual labourers prior to their appointment as substitutes; and

(c) when the Administration propose to put them as permanent Gangman?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Handling Rate for Hammals working at Goods Shed, Puri Station. (South Eastern Railway)

2200. SHRI CHINTAMANI PANI-GRAHI : will the Minister of RAILWAYS be pleased to state :

(a) whether the Hemmals working at Goods Shed at Puri Station on the South-Eastern Railway argetting handling rate at 6 paise per Quintal, that is Rs. 25.00 for 400 quintals;

(b) whether Government propose to increase this handling rate immediately;

(c) the name of the contractor entrusted with this work at Puri Station; and

(d) the reasons for the continuation of the "handling contract system" of 1857 of the Railways Act at Puri even now?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) No.

(c) The Station Master Puri.

(d) The reference to "Handling Contract System of 1857 of the Railway Act" is not understood. This system of handling contracts is generally in vogue on the Indian Railways.

Lack of Resting Accommodation for licensed porters in stations in Khurda Division of South Eastern Railway

2201. SHRI CHINTAMANI PANI-GRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the lack of resting accommodation for the licensed porters in all the stations in Khurda Division of the South Eastern Railway; and

(b) if so, whether Government are considering to provide them with suitable resting accommodation ?

THE MINISTER OF RAILWAYS (SHRI HANUMANIHAIYA) : (a) Licensed Porters on the Khurda Division have been permitted to make use of the facilities at III Class waiting Halls provided at the stations where they are licensed to work.

(b) Does not arise.

रतलाम और नीमच (पश्चिम रेलवे) पर लोकोशेडों का विस्तार

2202. डा० लक्ष्मीनारायण पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रतलाम और नीमच के लोकोशेडों का विस्तार किया जा रहा है;

(ख) क्या हां, तो रतलाम बड़ी रेलवे लाईन, छोटी रेलवे लाईन रतलाम और नीमच की छोटी रेलवे लाइनों पर इस समय कितने इंजन चल रहे हैं और लोकोशेडों की कितनी क्षमता है; और

(ग) प्रस्तावित विस्तार योजना से उप-रोक्त स्थानों पर कितनी अतिरिक्त क्षमता बनाने की सम्भावना है और प्रस्तावित कार्य कब तक आरम्भ हो जायेगा ?

रेल मंत्री (श्री हनुमंतैया) : (क) रतलाम में बड़ी लाइन के डीजल इंजन शेड का विस्तार किया जा रहा है ताकि उसमें बड़ी लाइन के 100 इंजन खड़े किये जा सकें। रतलाम और नीमच के मीटर लाइन के भाप इंजन शेडों का विस्तार नहीं किया जा रहा है।

(ख) रतलाम और नीमच में भाप के और डीजल शेडों की क्षमता तथा वहाँ खड़े किये गये इंजनों की संख्या इस प्रकार है :—

शेड	क्षमता	खड़े किये इंजनों की संख्या
रतलाम डीजल (बड़ी लाइन)	50	75
रतलाम भाप (बड़ी लाइन)	100	42
रतलाम भाप (मीटर लाइन) (बाहरी)	कुछ नहीं	कुछ नहीं
नीमच भाप (मीटर लाइन)	35	34

(ग) रतलाम डीजल इंजन शेड का विस्तार करने का विचार है ताकि उसमें बड़ी लाइन के 100 डीजल इंजन खड़े किये जा सकें और चालू वर्ग में यह काम शुरू कर दिया जायेगा।

मध्य रेलवे के तस्पुरा स्टेशन, मंदसौर पर सवारी गाड़ी का ठहरना

2203. डा० लक्ष्मीनारायण पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे के मंदसौर जिले के तस्पुरा रेलवे स्टेशन पर सवारी गाड़ी ठहरती है;

(ख) क्या यात्रियों को उस स्टेशन से अगले स्टेशनों के लिए टिकट नहीं मिलते यद्यपि उस स्टेशन पर आवश्यक कर्मचारियों की व्यवस्था है;

(ग) क्या उक्त स्टेशन पर यात्रियों के लिए शेड की व्यवस्था नहीं है; और

(घ) यदि हाँ, तो इस सम्बन्ध में कब तक आवश्यक सुधार किये जाने का प्रस्ताव है ?

रेल मंत्री (श्री हनुमंतैया) : (क) मध्य रेलवे पर मंदसौर जिले में तस्पुरा नाम का कोई यात्री बुकिंग स्टेशन नहीं है।

(ख) से (घ). सवाल नहीं उठता।

खण्डवा और अजमेर के बीच 70 पाउण्ड की रेल पटरी डालना

2204. डा० लक्ष्मीनारायण पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खण्डवा और अजमेर के बीच की छोटी रेलवे लाइन को 70 पाउण्ड रेलवे लाइन में परिवर्तित कर दिया गया है ;

(ख) यदि हाँ, तो खंडवा और अजमेर के बीच रेलवे लाईन के कितने भाग को परिवर्तित कर दिया गया है और कितना भाग अभी परिवर्तित किया जाना बाकी रह गया है;

(ग) उक्त मार्ग पर 70 पाउण्ड की रेलवे लाईन डालने के क्या कारण हैं;

(घ) क्या इस मार्ग पर यह परिवर्तन मेल रेल गाड़ियाँ चलाने के लिये किया गया है जिस के लिये उस क्षेत्र के लोग बार-बार मांग करते रहे हैं; और

(ङ) यदि हाँ, तो इस बारे में क्या कार्यवाही की जा रही है ?

रेल मंत्री (श्री हनुमंतैया) (क) जी नहीं ।

(ख) से (ङ). सवाल नहीं उठता ।

इस खण्ड में डाक गाड़ी चलाने का भी कोई प्रस्ताव नहीं है ।

गोधरा से कोटा तक रेलवे लाईन

2205. डा० लक्ष्मीनारायण पांडे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड को एक ज्ञापन प्राप्त हुआ है जिसमें गोधरा (गुजरात) से कोटा (राजस्थान) तक एक नई रेलवे लाइन का निर्माण करने की मांग की गई है; और

(ख) यदि हाँ, तो इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

रेल मंत्री (श्री हनुमंतैया) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

मध्य प्रदेश में पुनासा सिंचाई परियोजना

2206. श्री गंगा चरण दीक्षित : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश की पुनासा सिंचाई परियोजना का इस बीच अनुमोदन कर दिया गया है;

(ख) यदि हाँ, तो परियोजना पर कितनी लागत आयेगी; और

(ग) परियोजना की क्रियान्विति में कितनी प्रगति हुई है ?

सिंचाई और विद्युत मंत्रालय में उपमंत्री बंजनाथ कुरील : (क) भारत सरकार यह उचित नहीं समझती कि नर्मदा बेसिन में किन्हीं नई परियोजनाओं की स्वीकृति पर विचार किया जाए जबकि नर्मदा नदी और उसकी घाटी के बारे में जल-विवाद न्यायाधिकरण के विचाराधीन है ।

(ख) और (ग). प्रश्न नहीं उठता ।

बम्बई तथा अमृतसर के बीच चलने वाली अमृतसर एक्सप्रेस रेलगाड़ी

2207. श्री गंगा चरण दीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बम्बई और अमृतसर के बीच चलने वाली एक्सप्रेस रेलगाड़ी अन्य एक्सप्रेस गाड़ियों की तुलना में धीमी गति होने के कारण वह लोकप्रिय नहीं है; और

(ख) यदि हाँ, तो इस एक्सप्रेस रेलगाड़ी

की गति तेज करने के लिए सरकार ने क्या कार्यवाही की है ?

रेल मंत्रा (श्री हनुमंतैया) : (क) जी नहीं, मार्ग में अधिक स्टेशनों पर टहरने तथा मनमाड, चालीसगांव भुसावल और अन्य स्टेशनों पर रिलप और निर्धारित कार्यक्रम के अनुसार चलने वाले डिब्बों की शंटिंग के लिए अधिक समय तक टहरने के कारण 57 डाउन/58 अप एक्सप्रेस गाड़ी का यात्रा समय 5'6 डाक गाड़ी के यात्रा समय से लगभग 5 घंटे अधिक है। इस तथ्य के बावजूद भी बम्बई और अमृतसर के बीच चलने वाली 57 डाउन/58 अप एक्सप्रेस गाड़ियों में काफी संख्या में यात्री चलते हैं।

(ख) सत्राल नहीं उठता।

Supply of Power at Cheaper Rates to small Farmers

2208. SHRI RAJDEO SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have formulated certain schemes to increase agricultural production in the country by providing power to the farmers at cheaper rates;

(b) whether small farmers have to pay more charges for power in comparison to commercial concerns; and

(c) if so, the attempts Government have made to remove the difficulty of small farmers ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI KUREFI) : (a) : The State Electricity Boards fix different tariffs for supply of electricity, having

regard to the nature of supply, the purpose for which supply is required and other relevant factors. With a view to encourage agricultural production, promotional tariffs for agricultural purposes have been introduced by the State Electricity Boards. The Rural Electrification Corporation has been set up in the Central Sector for financing the schemes of rural electrification of State Electricity Boards, with a bias towards energisation of irrigation pumping sets. The Corporation sanctions loans on concessional terms for rural electrification schemes in backward areas.

(b) and (c). Power supply for agriculturists is generally at 400 volts involving expenditure on transformation from high voltage. As compared with the rates of small industries which are also supplied at the same voltage as the agriculturists, the tariff rates for agricultural purposes are either the same or lower in most of the States.

Loans given to U.P. Industrial Concerns

2209. SHRI RAJDEO SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the amount of loans granted to industrial concerns in Uttar Pradesh by the Central Government during 1968-69 and 1969-70; and

(b) the purposes for which the said loans were granted and the terms and conditions thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). No loans have been granted during the period to the individual private industrial concerns in Uttar Pradesh by the Ministry of Industrial Development directly. However, the Government of India provides loans to

State Governments for granting loans to Small Scale industries under the State Aid to Industries Act/Rules. During 1968-69 the Government of Uttar Pradesh had sanctioned 138 loans and disbursed Rs 37 53 lakhs. Similar data for 1969-70 is not available.

Central Industrial Projects

2210. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) the number of Central Industrial Projects which will be launched for the first time in 1971;

(b) the number of industrial projects that will be launched in 1971 in Collaboration with foreign firms in India; and

(c) the total amount of Foreign investment that will be made in both the spheres separately ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) to (c). The names of Central Industrial projects to be set up/completed during the Fourth Plan are mentioned on pages 326-330 of the Fourth Five Year Plan Report. The continuing and new schemes and the outlay proposed thereon are also mentioned. While it is not possible, at this stage to specify as to which central industrial project will be launched or commissioned for the first time in 1971, a list of important industrial projects in the Central sector on which preparatory work/construction is expected to be taken up during 1971-72 is given below :

1. Expansion of Bhilai Steel Plant,
2. Refractory plant,
3. Expansion of Alloy Steel Plant, Durgapur.

4. New Steel Projects at Salem, Vizag and Hospet.
5. HMT Watch Factory in J & K.
6. Zinc Smelter, Vizag.
7. Assam Refinery.
8. Pump and Compressor Project.
9. Expansion of Trombay Fertilizer Project.
10. Fertilizer Projects at Talcher and Ramagundam.

A substantial industrial base having been created and foreign collaboration already extended to various fields of industry, both capital and consumer goods, a greater degree of selectivity is now being exercised with a view to ensure that foreign investment and collaboration is not unnecessarily channelised in sectors where technical know-how has developed at an adequate level within the country. Proposals for foreign collaboration and participation in investment are considered on merits and subject to certain conditions.

"Wage Freeze" for Railway Employees

2211. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have under consideration any scheme to introduce "Wage Freeze" for Railway employees or to link wages to productivity;

(b) if so, the reasons therefor; and

(c) the main features of the scheme ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No.

(b) and (c). Do not arise.

Inter-Division transfers of Class II Officers (Southern Railway)

2212. SHRI C. CHITTIBABU : Will the Minister of RAILWAYS be pleased to state :

(a) how many class II Officers are attached to signal and Telecommunications Department on Southern Railway Division R.M. Workshops and M/W separately;

(b) the number out of them who are in the same division for over three years;

(c) whether some Class II officers of the Signal and Telecommunications Department are in the same division for over three years ever since their promotion to Class II, and

(d) if so, the reasons for not effecting inter-divisional transfers of such of those, Class II officers promoted in the same division from Class III ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) The number of Class II officers of the Signal and Telecommunication Department working on Southern Railway is as under :

(i) Headquarters	3
(ii) Divisions	5
(iii) Remodelling/Works Construction	3
(iv) Workshop	1
(v) Microwave Construction	1
Total :	13

(b) Two in the Divisions.

(c) Yes, one in the Division.

(d) No rigid period of stay of officers at one place has been fixed. Transfers are periodically made keeping in view the administrative requirements.

Non-Payment of Night Duty Allowance to Certain Staff (Southern Railway)

2213. SHRI C. CHITTIBABU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Night Duty Allowance even though coming under the purview of the payment of Wages Act has not been paid to staff of the Signal and Telecommunications Department and Engineering Gangmen on the Madras Division since February 1971 and to Wireless Operators at Guntakal since October, 1970 ;

(b) whether several categories of staff on all Divisions of Southern Railway are not being paid Night Duty Allowance within the Statutory time limits;

(c) whether at times Night Duty Allowance Bills are delayed in the Divisional Accounts Office thus infringing the payments of Wages Act; and

(d) if so, the remedial steps taken by Government in the matter ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) : Night Duty Allowance to Signal & Telecommunication staff of Madras Division, except in a few cases, has been paid upto April, 1971.

In the case of Gangmen of a number of Engineering Units, bills for Night Duty Allowance have been sent to the Divisional Accounts Office for arranging payment.

As for the Wireless Operators of Guntakal Division, Night Duty Allowance for the months of October and November 1970 has been paid to them, Allowance due for the months of December '70 to April '71 has been claimed and the bills sent to Divisional Accounts Office, Guntakat, for arranging payment to the staff concerned.

(b) Efforts are invariably made to make payment of Night Duty Allowance to most of the staff within the stipulated time limit as far as possible.

(c) Bills are generally passed by the Divisional Accounts Officers for payment without avoidable delay. However, in actual practice there is delay in receipt of the claims for various reasons such as:

- (i) Wage period for all departments is not the same.
- (ii) Payment of allowances is claimed on assumed attendance making adjustments as may be necessary in the subsequent wage period.
- (iii) Night Duty Allowance can be preferred only after the closure of the wage period on receipt of the claims from various units and the Bill Drawing Officers have to prepare bills for the full wage period after checking the claims, obtaining appropriate sanction and forwarding the bills to Accounts for arranging payment.

(d) Instructions have been issued to all concerned reiterating the need for adhering to the time limit laid down for payment of Night Duty Allowance.

**Decline in the strength of
Commercial Clerks**

2214. SHRI CHANDRIKA PRASAD :
SHRI PILOO MODY :

Will the Minister of RAILWAYS be

pleased to state :

(a) the number of staff in the categories of Assistant Station Masters, Guards, Travelling Ticket Examiners, Ticket Collectors, Office Clerks, Commercial Clerks, Accounts Clerks, Class I & II Officers in Railway in each Zone, Division-wise, as on 1st January, 1968 and 31st March, 1971;

(b) whether the strength of the Commercial Clerks has shown a steady decline during the period, inspite of overall increase in traffic; if so, the reasons therefor;

(c) the number of posts surrendered in the category of Commercial Clerks during the period from 1st January 1968 to 31st March, 1971 in each Zone, Division-wise; and

(d) the number of posts so surrendered in the categories of Assistant Station Masters, Guards, Travelling Ticket Examiners, Ticket Collectors, Office Clerks, Accounts Clerks, Class I & II Officers ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) to
(d). Information is being collected and will be laid on the table of the Sabha.

**Free Uniforms to Trainees of Refresher
Courses at Zonal Training School
Udaipur (Western Railway)**

2215. SHRI CHANDRIKA PRASAD :
Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway employees attending the Refresher Courses at Zonal Training School, Western Railway, Udaipur, are required to put on certain specific uniform while under Refresher Course training;

(b) if so, the description of the uniform prescribed by the above said school authorities and its appropriate cost;

(c) whether some of the trainees who are not provided free uniform are compelled to purchase the prescribed uniform at their own cost;

(d) the reasons for which the employees are compelled to purchase the uniform for only 15 or 20 days while attending the Refresher Course training; and

(e) whether Government now propose to provide free uniforms to all trainees?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (e). The information is being collected and will be placed on the table of the Sabha.

Outstanding amount of Undercharges on the Consignments

2216. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether green chillies, onions and potatoes are charged at some higher rate

than the rates applicable to other vegetables when booked by passenger train;

(b) if so, the reasons therefor;

(c) whether the Railway Accounts Offices have worked out the huge undercharges on the consignments of the commodities referred to in part (a) above booked during April, 1970 to January, 1971;

(d) if so, the total amount of undercharges worked out alongwith the amount recovered and outstanding separately of each of the Zonal Railway; and

(e) the arrangements made by the Railways to recover the undercharges?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) It is considered that vegetables of comparatively more perishable nature deserve a lower scale of charges.

(c) and (d). A statement furnishing the requisite information is attached.

(e) Efforts are being made to recover the balance amount of the undercharges.

Statement

RAILWAY	Total amount of under charges	Amount realised	Balance still to be recovered
1	2	3	4
	Rs.	Rs.	Rs.
Central.	1,962.90	61.70	1,901.20
Eastern.	145.10	1.60	143.50
Northern.	63.35	21.35	42.00
North Eastern.	762.97	Nil	762.97
Northeast-Frontier.	Nil	Nil	Nil
Southern.	1,132.50	26.60	1,105.90
South Central.	11,191.88	37.30	11,154.58
South-Eastern.	Nil	Nil	Nil
Western.	23,343.70	3,705.40	19,638.30

**Mechanical and electrical staff on
Beas dam and bhakra dam Projects**

2217. SHRI PRABODH CHANDRA :
Will the Minister of IRRIGATION AND
POWER be pleased to state :

(a) the number and names of
Mechanical and Electrical Circles of
Beas Dam Project and Bhakra Dam
Project and the number and names of
Mechanical and Electrical Divisions for
which the said Mechanical Circles were
composed; and

(b) the number of Mechanical and
Electrical Sub-Divisional Officers, Executive
Engineers at present working on the Beas
Dam Project and Bhakra Dam Project ?

THE DEPUTY MINISTER IN THE
MINISTRY OF IRRIGATION AND POWER
(SHRI B. N. KUREEL) : (a) and (b). A
statement is laid on the Table of the
House. [*Placed in Library See No.
LT-417/71*]

**Railway lines in Rewa-Sidhi-Sahdol
Region of Madhya Pradesh**

2218. SHRI RANABHADUR SINGH:
Will the Minister of RAILWAYS be
pleased to state :

(a) whether any survey regarding the
feasibility of the construction of Railway
line in the Rewa-Sidhi-Sahdol region of
Madhya Pradesh in order to exploit the
rich mineral deposits of that region is
being conducted;

(b) if not, the reason therefor; and

(c) whether Government propose to
order the feasibility study in the current
Plan period ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) No.

(b) Due to paucity of funds and
lack of adequate traffic justification,
construction of a railway line in Rewa-
Sidhi-Sahdol regions cannot be considered
at present.

(c) No.

**Divisional Headquarters Office
at Rangiya**

2219. SHRI DHARNIDHAR DAS :
Will the Minister of RAILWAYS be
pleased to state :

(a) whether the technical feasibility
survey of the site for Divisional Head-
quarters at Rangiya on the Northeast
frontier Railway has been completed;

(b) if so, when the construction
work at the site will be started; and

(c) the probable time for completion
and inauguration of the Regional Head-
quarters at Rangiya?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) The
Railways have accepted the Assam
Government's proposal of a joint
investigation by a technical committee
consisting of the representatives of the
State Government and the Railways for
selecting a suitable site after a thorough
study of all the relevant factors. While
the Railways have nominated their
representative, the State Government
have yet to do so. Investigation work
will be taken up as soon as the committee
is fully constituted.

(b) and (c). In view of the reply to
part (a), it is not possible at this stage to
indicate the probable date of commence-
ment of construction work. For the
same reasons it is also not possible to say
when construction work will be completed
and the divisional headquarters inaugurated.

**Overbridge at Level Crossing in Kuppam
Town, Andhra Pradesh
(Southern Railway)**

2220. SHRI P. NARASIMHA REDDY: Will the Minister of RAILWAYS be pleased to state :

(a) whether the proposal for providing an overbridge at the level crossing in Kuppam Town in Chittoor District in Andhra Pradesh has been sanctioned; and

(b) if so, when it is likely to be implemented ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) Proposal to provide a road under bridge (and not road over-bridge) near Kuppam at km. 250/14.15 in lieu of existing level crossing at Km 250/14.15 on the Jolapettai-Bangalore City section has already been included in the Railway's Works Programme for 1971-72.

(b) The detailed plans and estimates are still to be finalised/sanctioned in consultation with the State Government. When these are finalised/sanctioned and the State Government are also in a position to take up work on the approaches, the Railway will execute the work on the bridge structure, so that these two works are completed simultaneously.

**Overbridge at level crossing in Chittoor
Town, Andhra Pradesh
(Southern Railway)**

2221. SHRI P. NARASIMHA REDDY: Will the Minister of RAILWAYS be pleased to state :

(a) whether the proposal to provide an overbridge at the level crossing in Chittoor town in Andhra Pradesh has been sanctioned; and

(b) if so, when it is likely to be implemented ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes.

(b) The State Government has recently furnished a revised estimate for the approaches. Accordingly, the estimate for the Railway's portion of the work is being revised. The Railway will take up the work on bridge structure after the detailed estimate is sanctioned and the State Government are also in a position to take up their portion of the work on the approaches so that the bridge proper and the approaches are completed simultaneously.

**Observations on the performance of
Traffic and Movement Inspectors
(Western Railway)**

2222. SHRI ONKAR LAL BERWA :
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the General Manager, of Western Railway had made certain observation in regard to the performance of Traffic Inspectors and Movement Inspectors after his Inspection;

(b) whether these observations were circulated by Divisional Superintendent vide his letter No. T/394/23-Vol. II, dated the 18th December, 1970; and

(c) whether Government propose to lay on the Table of the House a copy of the observations of the General Manager, Western Railway as well as a copy of the letter referred to in part (b) ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

**Expenditure incurred on Traffic
Inspectors and Movement
Inspectors**

2223. SHRI ONKAR LAL BERWA :
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state the total expenditure incurred on Traffic Inspectors and Movement Inspectors, separately, by way of pay allowances including travelling allowance and other facilities enjoyed by them (Zone-wise) during the years 1969 and 1970 ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : Information is being collected and will be laid on the Table of the Sabha.

Officers of Transportation and Commercial Departments-Interchargeable

2224. SHRI ONKAR LAL BERWA :
SHRI PRAVINSINGH
SOLANKI :
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Transportation and Commercial are the twin branches of Traffic Department and the officers, class I and II, of one category can be placed in another;

(b) whether the employees of the Transportation Branch are only eligible for posting as 'Station Master' so far on the Railways; and

(c) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Yes.

(b) Yes.

(c) Station Masters are classified as class III. Staff of this category are not interchangeable as Station Masters have to supervise both Transportation and Commercial working. Only staff who have had training and experience in both the branches are posted as Station Masters.

A.R.C.'s observations regarding functioning of commercial department of Railways

2225. SHRI ONKAR LAL BERWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Administrative Reforms Commission has made certain observations in regard to the functioning of the Commercial Department of the Railways; and

(b) if so, the action taken by Government on those observations ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : (a) Yes.

(b) The recommendations are under consideration of the Government.

Theft and Pilferage of costly Goods on North Eastern Railway

2226. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Guards of Lucknow Division of North-Eastern Railway have sent a number of complaints regarding thefts and pilferages of costly goods especially from the wagons loaded from Arhbagh Railway Station to Haldwani and Varanagar; in spite of the fact that proper armed escort of Railway Protection Force accompanied the train ;

(b) whether the Railway Administration has started harassing the guards concerned ; and

(c) if so, the action taken by the Administration on the complaints made to the General Manager, North-Eastern Railway by a number of Guards in April, 1971 ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) Yes.

(b) No.

(c) The complaints are being looked into. The Railways administration is already seized of the problem of running train thefts and is taking necessary steps to strengthen the security arrangements, particularly in the effected sections.

Confirmation of Guards in Higher Grade (South Eastern Railway)

2227. SHRI ISHAQ SAMBHALI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Guards Grade 'C' of Kharagpur Division of the South Eastern Railway have been officiating in higher Grade i.e. 'B' for more than five years against permanent vacancies satisfactorily;

(b) whether under the rules, any employee officiating in a higher post against permanent vacancy for more than 18 months should be confirmed ;

(c) the reasons why only Chakradharpur Adra and Kharagpur Divisions of the South Eastern Railway are conducting suitability test while promoting Guards grade 'C' to 'B' ; and

(d) the reasons for not confirming staff who are officiating in higher grade against permanent vacancies ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Assessment of work load and Staff requirements of typists for Ajmer Division (Western Railway)

2228. SHRI P. L. BARUPAL : Will the Minister of RAILWAYS be pleased to state :

(a) the prescribed yardstick for the Typists working on Railways according to the Railway Finance Manual;

(b) the total strength of Typists working in Ajmer Division of Western Railway as on 31st March, 1971;

(c) whether any Job-analysis for assessing the workload of the Typists working in Ajmer Division has ever been carried out within the last three years;

(d) if so, the total number of additional posts of Typists justified according to the workload and prescribed yardstick; and

(e) the reasons for not making up the deficiencies if any ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) 500 to 600 lines per typist per day.

(b) 25.

(c) Yes, job analysis was conducted in the Divisional office in May, 1969.

(d) 6 posts.

(e) The additional posts justified on the basis of Yardstick have not

been provided as a measure of economy in administrative expenditure.

**Increased workload for Typists
in Ajmer Division
(Western Railway)**

2229. SHRI P. L. BARUPAL : Will the Minister of RAILWAYS be pleased to state ;

(a) whether there has been a ban on the recruitment of Typists on Indian Railways ;

(b) if so, the date on which the ban was imposed and the reasons therefore ;

(c) the total number of deficiencies in the strength of Typists in Ajmer Division of Western Railway, according to the job analysis and Prescribed yard-stick ; and

(d) how the increased work of Typists is being managed when there is a ban on recruitment of the Typists ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). There has been a ban on the creation of posts for all categories of staff in offices including typists. For recruitment, prior approval of the Railway Board is necessary before an indent is placed on the Railway Service Commission.

(c) and (d). Against total strength of 25, there are two vacancies and six more posts are required according to the yard-stick as a result of the job analysis. The work is being managed by restricting the typing work to the extent possible and also by resorting to copying as far as possible.

**Payment of Honorarium and overtime
to Typists of Railway Board and
Divisional Offices of
Western Railway**

2230. SHRI P. L. BARUPAL : Will the Minister of RAILWAYS be pleased to state ;

(a) whether the Honorarium/Overtime working has been sanctioned from time to time for the Typists working in Railway Board's offices and Divisional offices of Western Railway ;

(b) if so, the total amount paid as Honorarium/Overtime during the years, 1968, 1969 and 1970 (monthwise) separately for Railway Board and Divisional Offices of the Western Railways ; and

(c) the reasons for the payment of Honorarium/Overtime to the Typists working in the Railway Board's offices and Divisional Offices of the Western Railway ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes. There is no separate category of Typists in the Railway Boards' office. The Lower Division Clerks in the Board's office attend also to typing work and they are allowed honorarium/overtime on the same basis as in the other Ministries of the Government of India. The Typists in the Divisional offices of the Western Railway earn honorarium/overtime as per rules applicable to the staff on the zonal railways.

(b) The required information is given in the statements laid on the Table of the House. [Placed in Library. See No. LT-418/71]

(c) Honorarium/Overtime is authorised only when this is considered to be necessary in administrative interest.

**Increase in the strength of Assistant
Booking Clerks at Quilon and
Trivandrum (Southern
Railway)**

2231. SHRI PRAVINSINI
SOLANKI :

SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be

pleased to state :

(a) whether the number of Assistant Booking Clerks available at Quilon and Trivandrum Central Booking Offices on Southern Railway is inadequate to manage the work in view of the increased amenities provided to the passengers and consequent increase in workload;

(b) whether any representation has been received from the All India Railway Commercial Clerks' Association in this respect; and

(c) if so, the action taken thereon and further action proposed to be taken by Government ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (c). The strength of Assistant Booking Clerks at Quilon is adequate. The strength of Assistant Booking Clerks at Trivandrum Central is proposed to be increased from 5 to 6.

(b) No.

Senior Commercial Clerks performing duties as Enquiry-Cum-Reservation Clerk, Madras Division (Southern Railway)

2232. SHRI PRAVINSINH SOLANKI :
SHRI CHANDRIKA PRASAD :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Senior Commercial Clerks in Madras Division of Southern Railway are asked to work as Enquiry-cum-Reservation Clerk without actually selecting them for such posts; and

(b) whether such action is an indirect reduction of Commercial Clerks posts, as

no substitutes are provided vice those who are detailed to work as Enquiry-cum-Reservation Clerks ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Some Booking Clerks in scale Rs. 150-240 have been posted to work at Booking-cum-Reservation counters at Madras Egmore station purely as a temporary measure pending review of the cadre of Enquiry-cum-Reservation Clerks in scale Rs. 150-240 for creation of additional posts.

(b) An equal number of posts of Booking Clerks in scale Rs. 110-200 have been created in lieu of posts of Booking Clerks in scale Rs. 150-240 who are being utilised at Booking-cum-Reservation counters. Therefore, there is no reduction in the cadre of Commercial (Booking) Clerks.

Downgradation of the post of Chief Booking Clerk at Guntakal Station (Southern Railway)

2233. SHRI PRAVINSINH SOLANKI : Will the Minister of RAILWAYS be pleased to state :

(a) the total daily collection of Cash at Guntakal Station of Southern Railway which the Chief Booking Clerk is to handle;

(b) the total value of tickets under his charge;

(c) the grade of that post in 1964 and at present; and

(d) the reason for the downgradation of the above post ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) About Rs. 7685/-.

(b) About Rs. 10 lakhs.

(c) The post was in the grade of Rs. 250-380 in 1964 and now it is in the grade of Rs. 205-280.

(d) The post was downgraded on the basis of the worth of the charge and the higher grade was allotted to another unit in the Division.

Industrial survey of Bahraich District (U.P.)

2234. SHRI B. R. SHUKLA : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether a survey of industrial potentialities was made some time back in the District of Bahraich (U.P.) and if so, what industries were suggested to be set up; and

(b) whether any action has been taken by Government to set up any public undertakings or to aid any private enterprise to industrialise the district ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Bahraich is one among the 35 backward districts of U.P. which are eligible for grant of concessional finance from Financial Institutions for starting industries. A techno-economic survey of these backward districts has also been undertaken by the State Directorate of Industries in collaboration with the Small Industries Service Institute and different Corporations of the State, namely, the U.P. Financial Corporation, the U.P. State Industrial Corporation and the U.P. Small Industries Corporation. A Joint Team sponsored by the Industrial Development Corporation of India, Industrial Finance Corporation, Industrial Credit and Investment Corporation of India, Reserve Bank of India and the Agricultural Refinance Corporation has completed a survey of U.P. with a view to identifying the industrial potentiality

of the State. The survey report is under preparation. In addition, a survey of this district was made by the Small Industries Service Institute, Kanpur, in January 1970 wherein certain suggestions in regard to small industries have been made. The U.P. Government and Small Industries Organisation are engaged in locating prospective entrepreneurs for the setting up of industries in Bahraich. The actual setting up of industries in these districts would mainly depend on the initiative of the entrepreneurs themselves and State agencies engaged in promotion of industries.

Enrolment of Bangla Desh refugees in the Voters List

2236. SHRI BIREN DUTTA : Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether a number of displaced persons from Bangla Desh are being enlisted in the voters lists in Tripura; and

(b) if so, the steps Government propose to take to prevent this ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY) : (a) No, Sir.

(b) Does not arise.

लघु उद्योग विकासयुक्त कार्यालय के तकनीकी अधिकारियों का विदेशों में भेजा जाना

2237. श्री जे. एन. मंडल : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) लघु उद्योग विकासयुक्त कार्यालय के तकनीकी अधिकारियों को विदेश भेजने के क्या आधार हैं;

(ख) पिछले तीन वर्षों के दौरान विदेशों को भेजे गये तकनीकी अधिकारियों के नाम तथा पद क्या हैं; उन्होंने किन देशों का दौरा किया और कितनी अवधि के लिए वे वहाँ ठहरे वहाँ उन्होंने किस प्रकार का कार्य किया तथा उन पर विदेशी मुद्रा का कितना व्यय हुआ; और

(ग) उन्हें विदेश भेजते समय उनकी वरिष्ठता को किस सीमा तक ध्यान में रखा गया ?

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) : (क) अधिकारियों का चुनाव मुख्यतः उनकी उपयुक्तता के आधार पर उनके द्वारा किए जाने वाले कार्य, उनके अनुभव और अधिकारियों की क्षमता को ध्यान में रख कर किया जाता है ।

(ख) पिछले तीन वर्षों में विदेश भेजे गए अधिकारियों के नामों और पदों को दिखाने वाला विवरण सभा पटल पर रखा जाता है । [ग्रन्थालय में रख दिया गया । देखिये संख्या LT--419/71] अधिकांश प्रतिनिधि मण्डल/डेप्युटेशन विदेशी सरकारों के निमन्त्रण पर गये थे । अधिकारियों को दी गई अथवा उनके द्वारा खर्च की गई विदेशी मुद्रा की राशी की सूचना प्राप्त की जा रही है और सभा पटल पर रख दी जाएगी ।

(ग) अधिकारियों का चुनाव केवल वरीयता के आधार पर ही नहीं किया जाता है । फिर भी विदेश भेजे जाने वाले अधिकारियों का चुनाव करते समय अन्य चीजों के साथ अनुभव और वरीयता को भी ध्यान में रखा जाता है ।

पूँजीगत वस्तुओं के आयात हेतु लघु उद्योग के विकासायुक्त द्वारा स्वीकृत आवेदन पत्र

2238. श्री जे. एन. मण्डल : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि : विकासायुक्त (लघु उद्योग) के कार्यालय के अधीन लघु उद्योगों विषयक समिति ने पिछले तीन वर्षों के दौरान पूँजीगत वस्तुओं के आयात हेतु कितने आवेदनपत्र स्वीकृत किये और पूँजीगत पदार्थों के व्यौरे तथा उनके मूल्य सहित आवेदन पत्रों की राज्यवार संख्या क्या है ?

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री सिद्धेश्वर प्रसाद) : विगत तीन वर्षों में विकास आयुक्त, लघु उद्योग की लघु उद्योग समिति द्वारा स्वीकृत किए गये मामलों की संख्या नीचे दी गई है :—

वर्ष	स्वीकृत किये गये मामले	मूल्य (करोड़ ₹० में)
1968-69	265	3.26
1969-70	305	3.64
1970-71	371	5.51
योग :—	940	12.41

राज्यवार मूल्य सहित स्वीकृत किए गये मामलों की संख्या के बारे में विस्तृत सूचना अभी उपलब्ध नहीं है । ऐसा अनुभव किया गया है कि इन 940 मामलों में मशीनों की विस्तृत जानकारी इकट्ठा करने में बहुत अधिक मेहनत और समय लगेगा ।

Production of Diesel Engines

2239. SHRI BISHWANATH ROY : Will the Minister of RAILWAYS be pleased to state whether the production of rail diesel engines has improved to the extent of meeting more external demands of other countries and if so, to what extent ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : The production of diesel locomotives has not reached a surplus stage. However external demands of other countries are considered within the existing capacity keeping in view the requirements of Indian Railways.

Electrification of Madras-Waltair Line

2240. SHRI B. S. MURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) when the work of electrification on Madras-Waltair line was taken up and the mileage covered; and

(b) how long will it take for completing the whole line ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Electrification of Madras-Waltair line has not so far been taken up. However, electrification of Madras-Vijayawada section, which forms part of the Madras-Waltair line, has been included in the 4th Plan.

(b) There is no proposal yet for taking up electrification of the Waltair-Vijayawada section.

Railway Bridge at Rajahmundry (South Central Railway)

2241. SHRI B. S. MURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) when the construction of the

second Railway bridge at Rajahmundry on Godavery river was taken up;

(b) the progress achieved; and

(c) when the bridge is likely to be commissioned ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) August, 1964.

(b) The entire work on foundations substructure has been completed. Steel girders for eleven spans of 300 ft. and one span of 150 ft. have been erected. Erection work of the remaining spans is in progress.

(c) June, 1972.

New railway line on South Central Railway Zone during the Third and Fourth Plan periods

2242. SHRI B. S. MURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) whether any traffic and economic surveys were made on the South Central Railway Zone for laying new lines during the Third and Fourth Plan periods;

(b) if so, the outcome of these survey reports; and

(c) what new lines are contemplated in this Zone by the end of the Fourth Plan ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Surveys or studies carried out for new lines in the South Central Railway Zone, in the Third and Fourth Plan periods are as under :

(i) *Bhadrachalam Road-Kovvur (B.G. 148.06 Kms)*

A cost-cum-feasibility Study was carried out in 1965-66. Since this revealed that this line would not be financially viable, this project was deferred. However, with a view to finding out the present traffic prospects of this line, a reassessment of the earlier feasibility study report is now in progress.

(ii) *Secunderabad-Nadikude B.G. line with the Conversion of the Guntur-Macherla M.G. section into B.G. (280.86 Kms).*

Preliminary Engineering and Traffic Surveys have recently (1969-70) been carried out for this project and the survey reports are, at present, under examination. According to the survey reports, the project may cost about Rs. 20.13 crores (gross). A final decision regarding this project will be taken after the examination of the reports is completed from all angles.

(c) The details of new lines to be taken up in the Fourth Plan have not yet been finalised. It is, therefore, not possible to say at this stage which lines, if any, will be taken up on the South Central Railway.

Development of Jhalawar District in Rajasthan.

2243. SHRI BRIJ RAJ SINGH KOTAH: Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government proposed to develop industries in 200 special Districts in India owing to their backwardness ; and

(b) if so, what plans are being made for Jhalawar District in Rajasthan ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOP-

MENT (SHRI SIDDHESHWAR PRASAD): (a) and (b). Government have selected certain districts/areas, as per list laid on Table of the House, for grant of concessional finance from the financial institutions for starting industries there. [Placed in Library. See No. LT—420/71] Jhalawar in the State of Rajasthan is one of the districts selected for the purpose. The concessions and the facilities to be allowed by the financial institutions will help to accelerate the pace of industrial development in these districts and it is hoped that entrepreneurs would take full benefit of the various concessions.

Bogie for II and III class passengers with Frontiers Mail running between Delhi and Bombay

2244 RAJMATA KRISHNA KUMARI—JODHPUR: Will the Minister of RAILWAYS be pleased to state :

(a) whether in the Frontier Mail running between Delhi and Bombay, only one bogie is attached for II class and III class passengers;

(b) if so, the reasons therefor; and

(c) the steps taken to provide more bogies for II class and III class passengers ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) (a) : No, there are two III class sleeper coaches, one ordinary III class coach, one composite III class-cum-luggage and brakevan, one composite III class-cum-postal van and one II class sleeper coach in the composition of 3 Dn/4 Up Frontier Mail.

(b) and (c). Do not arise.

Salaries of the Judges

2245. RAJMATA KRISHNA KUMARI—JODHPUR: Will the Minister of LAW AND JUSTICE be pleased to state :

(a) whether Government are aware

that the inadequate salaries of the Judges have tended to erode the status and independence of the judiciary; and

(b) if so, the steps Government propose to take to raise the salaries of the Judges ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY): (a) and (b). There is a feeling that the salaries of Judges as provided in the Constitution are not attractive enough in the changed conditions and that able members of the Bar are not willing to accept Judgeship. It would however not be correct to say that this has tended to erode the status and independence of the Judiciary. A proposal was considered by Government recently to raise the salaries of the Judges of the High Courts and Supreme Court by Rs. 500 - per month. As the proposal involved constitutional amendment, the leaders of political parties in Parliament were consulted but the consensus of opinion was not in favour of raising the salaries of Judges. The proposal had therefore to be dropped.

Appointment of Foreign Consultants in Private and Public Sector Projects.

2246. SHRI K. C. PANDEY : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether in several public and private sector projects, consultants of foreign nationals have been appointed;

(b) whether several Indian firms consultants have already offered to provide consultancy service to such sectors on cheaper basis; and

(c) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOP-

MENT (SHRI SIDDHESHWAR PRASAD): (a) Yes, Sir.

(b) and (c). It is now the Government's policy not to encourage foreign consultancy services in industries where the requisite consultancy services are indigenously available. Foreign consultancy services have been permitted only in those fields where either such services are not indigenously available or where services available are not considered adequate. However, even where foreign consultancy is permitted, a condition is now being stipulated that Indian consultants should also be associated from the very beginning and, as a rule, be the prime agency employed for consultancy.

Production of Paper

2247. SHRI YAJNIK : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether the ad-hoc Committee on paper has made any recommendations to Government after considering the representation of the Federation of Publishers and Booksellers regarding the rising prices of popular varieties of paper ;

(b) whether Government have urged the paper industry to adhere to the 1968 pattern of production of paper biased in favour of lighter paper;

(c) whether any licences have been issued to any company with the condition to use new capacity exclusively for producing white paper ;

(d) whether any crash programme for production of one lakh ton of white paper has been implemented; and

(e) the result of the measures taken by Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir.

(b) Yes, Sir.

(c) In the letters of intent issued for setting up of new units and for expansion of capacity of the existing units, it has been stipulated that a certain percentage of the production shall be specifically earmarked for low-grammage writing and printing paper.

(d) and (e). The crash programme is under implementation. Letters of intents and capital goods clearance have been issued in the majority of cases. Remaining are in different stages of examination. It is expected that crash programme when fully implemented will, to a certain extent, relieve the shortage of white printing and writing paper.

Formation of a Coconut-based industrial complex

2248. SHRI MADHURYYA HALDAR : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether Government plans to form a coconut-based industrial complex with an attached coconut farm; and

(b) if so, the particulars thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI SIDDHESHWAR PRASAD) : (a) and (b). There is no coconut-based industrial complex under consideration at present.

Centrally sponsored and subsidised schemes taken up in Bijapur District

2249. SHRI B. E. CHOUDHARI :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Bijapur district has been declared as a backward district;

(b) if so, what are the Centrally sponsored and subsidised schemes taken up in the said area;

(c) the amount so far invested and yields on such investments ;

(d) whether any of the rural instructing schemes recently sanctioned to Mysore State is proposed to be located in Bijapur; and

(e) whether any of the rural industries allotted for Mysore State is proposed to be located in Bijapur ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) Yes. Bijapur is one of the districts selected for the Rural works projects in drought prone areas programme of the Ministry of Agriculture; and also under the programme for concessional finance from the financial institutions.

(b) and (c). One Rural Works Project and one Pilot Project for dry land farming have been sanctioned by the Ministry of Agriculture.

(d) and (e). The Ministry of Industrial Development have indicated that there is at present no proposal to have a rural industries project in Bijapur district.

राजस्थान के सेलखड़ी उद्योग के लिए रेल डिब्बों की कमी

2250. श्री नवल किशोर शर्मा : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(a) क्या राजस्थान के सेलखड़ी उद्योग

को रेल डिब्बों की कमी का सामना करना पड़ रहा है;

(ख) क्या रेलवे द्वारा उम दिशा में बार-बार प्रयत्न किये जाने के बावजूद स्थिति में सुधार नहीं हुआ है; और

(ग) यदि उपरोक्त भाग (ख) का उत्तर स्वीकारात्मक हो तो स्थिति को सुधारने के बारे में सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्री (श्री हनुमंतैया) : (क) से (ग). सेलखड़ी उदयपुर और जयपुर क्षेत्रों के स्टेशनों से और भीलवाड़ा में भेजी जाती हैं। इन क्षेत्रों से चलने वाले अन्य आवश्यक उच्चप्राथमिकता वाले यातायात की तरजीही आधार पर भेजने के बचन को विभते हुए, सेलखड़ी के यातायात के लिए अधिकतम संख्या में माल डिब्बे सप्लाई करने का प्रयास किया जाता है। जनवरी से मई, 1971 तक की अवधि में सेलखड़ी के 3689 डिब्बों का लदान हुआ जब कि पिछले वर्ष इसी अवधि में 3340 माल डिब्बों का लदान हुआ था।

Inclusion of rural areas inhabited by Harijans in rural Electrification scheme

2251. SHRI DEVINDER SINGH GARCHA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Central Government have asked the State Government to include village areas inhabited by Harijans in their Rural Electrification scheme;

(b) the number of villages inhabited by Harijans in Punjab which still remain to be electrified; and

(c) the time Government will take to provide electricity to all the villages in Punjab which are inhabited by Harijans ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (c). The emphasis in rural electrification schemes is on the energisation of pumpsets for agricultural production; village electrification is an incidental part of this programme. Priority is, therefore, given to electrification of villages with potential for energisation of irrigation pumpsets. It has been resolved by the Fifth Conference of Chairmen of State Electricity Boards held in May, 1971, the schemes for electrification of such villages should also provide street lighting in localities inhabited by Harijans. Out of a total of 11,947 villages in Punjab, 6132 have been electrified as on 31.3.1971. In these villages electrification facilities are available to all sections of the community including harijans. By the end of the Fourth Plan, 9600 villages would be electrified in the State. The time taken for the electrification of all the villages in Punjab and the provision of street lighting facilities to all Harijan localities would, *inter alia*, depend upon the resources available for rural electrification in the subsequent Plans.

12.12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

FURTHER INCREASE IN DEARNESS ALLOWANCE OF CENTRAL GOVERNMENT EMPLOYEES

SHRI S. M. BANERJEE (Kanpur) : I call the attention of the Minister of Finance to the following matter of urgent public importance and I request that he may make a statement thereon :

"The reported 10-Point rise in Cost of Living Index justifying further increase in Dearness Allowance of Central Government employees"

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH). The Dearness Allowance Commission headed by Dr. P. B. Gajendragadkar had given a formula for regulating Dearness Allowance admissible to Central Government employees, according to which increase in additional Dearness Allowance were to be made with reference to every ten-point rise in the twelve-monthly average of the All India Working Class Consumer Price Index. The last increase in Dearness Allowance, according to this formula, was given with effect from 1st September, 1968, when the 12-monthly average of the Index reached 215. Under the formula, the next increase in the rates of dearness allowance would have become due on the 12-monthly average of the Cost Index reaching 225. The Gajendragadkar Commission had recommended that their recommendations should remain in force until the expiry of two years from the date of their acceptance or until the twelve-monthly average of the Index reached 245, whichever was earlier. On the expiry of that period, Government was to undertake revision of pay scales. The two year period specified by the Commission expired in September, 1969 and during this period, the 12-monthly average of the Index was less than 225.

As the Hon'ble Members are aware, the Third Pay Commission was set up in April, 1970 to enquire into and make recommendations, *inter alia*, on the principles which should govern the structure of emoluments and the conditions of service of Central Government employees. The Commission were specifically requested to make recommendations for the grant of interim relief in the event of the need for consideration of such relief arising during the course of their deliberations. The Commission submitted an Interim Report in September, 1970, recommending the grant of interim relief ranging from Rs. 15 to Rs. 45 for pay ranges upto Rs. 1,250/- with effect from 1st March, 1970. These recommendations have been accepted and implemented. The rates of interim relief recommended by the Com-

mission take into account higher levels of neutralisation of the increase in the cost of living compared to the previous bodies that had examined the question of dearness allowance for Central Government employees.

In this connection, the following observations of the Third Pay Commission in their Interim Report are worth noting :—

“We are accordingly not suggesting any automatic changes with the price level in the quantum of interim relief we are recommending for the duration of our work. If, however, the price situation remains intractable despite all the measures the Government may take, a review may be called for when the 12-monthly average of the Index reaches 228. We have not considered it advisable at this stage to depart from the existing practice of making adjustments in the dearness allowance only when the 12-monthly average of the index rises by 10 points”.

It will, therefore, be appreciated that interim relief already given to the employees covers the cost of living upto the 12-monthly average index figure of 218 and that a further review is to be made only when it reaches 228. The Pay Commission to whom the matter was specifically referred have confirmed this reading of their recommendation. In the circumstances, there is no occasion for a review of the dearness allowance until the 12-monthly average of the Cost Index reaches 228. The 12-monthly average for the period ended April, 1971 is only 225.83.

SHRI S. M. BANERJEE: I am surprised that the hon. Minister has quoted a para from the interim report submitted by the commission while conveniently omitting the other part which I shall quote. He has quoted the portion which says:

“If, however, the price situation remains intractable despite all the

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measures the Government may take, a review may be called for when the 12-monthly average of the index reaches 228".

In para 26 of their interim report the commission have observed :

"In view of what has been stated earlier we feel that it would be inappropriate to treat the interim relief we have recommended as though it was dearness allowance as the two concepts differ."

The Commission was not asked to give any report on the dearness allowance. It was made abundantly clear that the interim relief which they recommended had nothing to do with dearness allowance and that when there is a ten point rise the dearness allowance should be paid. That is the recommendation. The Government entered into an agreement with the employees that the dearness allowance would be paid at the rates specified by the Gajendragadkar commission, whenever there is a rise of ten points on the 12 monthly average. Government is now delaying payment of additional dearness allowance on the plea that it has reached only 225.83. The Government is mixing up the question of interim relief with the question of dearness allowance. In para 25 of their report after discussing the various recommendations of different commissions on dearness allowance the pay commission concludes :

"In view of what has been stated earlier we think it would be inappropriate to treat the interim relief we have recommended as though it was dearness allowance as the two concepts differ."

I have quoted this once before. It is clear that the commission has specifically stated that dearness allowance is not to be connected in any way with the interim

relief. While stating that a review of the interim relief would be called for only when the average of the index reaches 228, they also say: we have not considered it advisable at this stage to depart from the existing practice of making adjustments in the dearness allowance only when the 12-monthly average of the index rises by ten points. By no stretch of imagination have the commission suggested that there should be a departure from the old practice. What was the old practice? It was the recommendation of Gajendragadkar Commission and the Das Commission. The Commission has not come in the way of any increase in the dearness allowance. The Government found that they were unable to hold the price line and they miserably failed to hold the line and prices have risen far beyond expectation and the Gajendragadkar formula of ten points average came to 225. The Central Government employees legitimately and genuinely became entitled to a dearness allowance rise. But the Government then came with the sentence that the Commission has recommended 228. The Commission has no business to recommend it. They have clearly stated that these are two different concepts. I do not know why this matter was referred to the Commission, in stead of referring it to somebody who could be impartial in the matter.

My submission, therefore, is this. It would be seen that the interim relief is a separate element which should be considered as an advance payment, and the dearness allowance is given on the existing agreement.

MR. SPEAKER : The Hon-Member's time is up.

SHRI S. M. BANERJEE : Sir, it is a very important matter.

MR. SPEAKER : I know it and that is why I allowed it.

SHRI S. M. BANERJEE : Sir, it is only myself and Dr. Ranen Sen who are

taking it up now. The other two are not present. So, I request you to give me two or three minutes more.

MR. SPEAKER : You may take as much time as you like. But put in the shape of a question ; do not make it a long speech.

SHRI S. M. BANERJEE : Yes, Sir. My question is simple. I would like to know from the Hon. Minister whether it is a fact that this interim relief has anything to do with dearness allowance. In the National Council of the Joint Consultative Machinery, at its meeting held on the 4th and 5th June, 1971 the Chairman of the Council, who is the Cabinet Secretary, who was presiding over the meeting held on the 4th and 5th June, 1971, after hearing the arguments of the staff, the representatives of the Central Government employees and the officials—both sides—agreed to give a ruling on the interpretation. The subject, therefore, is still under the consideration of the Government. In the JCM, when the matter was *sub-judice*, when the Cabinet Secretary has agreed to give a ruling on the interpretation whether this should be on 225 or on 228, when the decision is awaited, is it fair on the part of the Government when in both the Houses, they came out with the old argument that unless it reaches 228, nothing is going to happen. It had already reached 225. The Chairman had agreed to give a ruling at the earliest, and the same is binding on both the sides. The staff would abide by the ruling, because the Chairman of the JCM Council is the Cabinet Secretary.

So, I would request the hon. Minister to kindly tell us, in view of what I have quoted both from the interim report of the Commission and the deliberations of the JCM, whether he is going to reconsider the entire decision, sit and discuss with the employees and see that the dearness allowance on the basis of 225 is paid. I am not trying to threaten the hon.

Minister, but then the Central Government employees are very sore about it, that their legitimate due is being denied to them. I can understand the Government coming forward and saying "We have no money to pay you. Your demand is justified, but we have no money to pay." That, I can understand....

श्री विभूति मिश्र (मोतीहारी) : अध्यक्ष महोदय, कल हमारी पार्टी के एक आदर्मा पूछ रहे थे तो आपने कहा कि भाषण दे रहे हैं, आप ने उनको रूल समझाया और पढ़ कर सुनाया। आज ये बोल रहे हैं तो आप कुछ नहीं बोल रहे हैं।

श्री विक्रम चन्द महाजन (कांगड़ा) : 15 मिनट हो गये हैं।

श्री एस० एम० बनर्जी : यह पार्टी का सवाल नहीं है, इनको समझाइये।

श्री विक्रम चन्द महाजन : तो फिर सारा दिन इनको बोलने दीजिए।

MR. SPEAKER : I have already told you that you can ask a question, or a clarification. But you are extending it to a regular debate (*Interruption*)

SHRI S.M. BANERJEE : I am putting my last question. Let me finish it Sir, within a minute.

This is a grave injustice being done to the central Government employees. They have been deprived of their legitimate due ; I want to know whether the Government is going to reconsider the entire issue and sit with the Central Government employees and have an open talk with them and not set their face against it on the ground that the Pay Commission has recommended 228. The

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Pay Commission has not recommended 228. This is an absolutely wrong recommendation, which is not binding on the employees.

SHRI K. R. GANESH : I am conscious of the fact that this is a very major problem agitating the minds of the employees, and I would request Mr. Banerjee to bear with me. Firstly, there is some difference in the interpretation. There is no question of not giving an increase in DA when there is a ten point increase in the cost of living index. But the question is at what index this has to be given. The only difference between the staff and government is this the staff feels that should be given at 10 points above 215, but the Government's contention which has also been accepted by the Pay Commission is, it should be given at 10 points above 218, which would mean when the cost of living goes up by 10 points from 218 to 228. This is the crux of the matter. If this is not the correct position, honourable trade union members from all sides of the House, who are very powerful, have got tremendous channels to discuss this matter with the Government. But when a calling attention is admitted here, Government has to state its position.

He has referred to para 26 of the Pay Commission's interim report. A distinction is sought to be made between interim relief and DA. I would request him to read it again. It refers to the question of linking this allowance, whether you call it interim relief or DA, with pensionary and other benefits. It does not argue that the Pay Commission has come to the conclusion that interim relief is something different from DA. I have read it very carefully. I knew I have to answer Mr Banerjee's question. When the representative of the Central Government employees came to me, I got this and I also got the other connected papers and read them. I am speaking, not with authority, but with some conviction after having gone into it thoroughly.

If you take the reference that the Government made to the Pay Commission para 4 says :

"In case, in view of increase in cost of living, the need for consideration of relief of an interim character arises during the course of the deliberations of the commission, the commission may consider the demand for relief of an interim character and send a report thereon. In the event of the commission recommending any interim relief, the date from which the relief should take effect will be indicated by the commission."

So, the reference indicated that in the interim period, if the cost of living index goes up, relief of an interim character may be recommended by the commission. After the Gajendragadkar Commission report was implemented, when the two-year period had elapsed, government set up a Pay Commission. Having set up the Pay Commission, which has to go into the entire structure of the pay, emoluments, allowances, pension, gratuity and other fringe benefits to the employees; because the cost of living was going up, Government thought that pending the finalisation of the report relief of an interim character was called for; I am not using the term 'interim relief' but relief of an interim character. It may include increased allowances or other benefits and various other things. It may be that when recommendations of the Pay Commission are finalised they may recommend that a part of the dearness allowance should be included as part of pay because the whole structure of the pay and allowances of the Central Government employees has got to be gone into by the Pay Commission. Therefore, in the context of the increase in the cost of living it was felt that relief of an interim character was called for, which the Pay Commission gave and the Government accepted it. Now the Pay Commission itself has conceded that it may be that even after the relief has been given, before it finalises its recommendations,

the price position may become intractable and another relief may be called for. At what point this relief is called for is indicated by the Pay Commission. They say that whenever there is a rise by ten points relief is called for which, according to the Pay Commission, which they have confirmed, will be 228. That is the exact position which the government takes. I do not think there is any difference of opinion on that. The Pay Commission themselves have stated that till they finalise their recommendations, till they come to the conclusions on the criteria for dearness allowance, the quantum of dearness allowance, whether it should be based on the Das Commission Report or the Gajendragadkar Commission Report or it should be based on other considerations, because the employees' federations have demanded various other things like need-based minimum wage and so on which the earlier Pay Commissions had not taken into account, they said that till they finalise their recommendation they do not wish to depart from the practice of relief after ten point increase which was given by the Gajendragadkar and other Commissions.

SHRI A. P. SHARMA : (Buxar) How long is the Pay Commission going to take to give its report? How long the employees have to wait? He has not made that clear.

SHRI S. M. BANERJEE : Sir, he has not answered my last question. The entire matter has been referred to the Cabinet Secretary, who is the Chairman of the JCM. He has heard both sides and he has reserved his interpretation which he will give at the earliest opportunity. What is the reaction of government to that?

DR. RANEN SEN (Barasat) : It is quite evident from the statement of the hon. Minister that he is standing on prestige. Because, in his statement he has conceded that the index figure for April 1971 was 225.83 which means nearly 226. It is also known to the Minister that in the computation of the cost of

living index a number of difficulties arise in regard to the price of materials on which the computation is made. The Minister is also aware that in Bombay the workers were deprived of crores of rupees because of the peculiar way in which the computation of the cost of living index was made. Later on, it was corrected as a result of which the workers got back crores of rupees.

In regard to the computation of the cost of living index also, it would be admitted by the Minister himself, that there may be a little mistake also. Now, we have reached 226 in April 1971, according to his statement, and it is known that after this Budget, these two points must have been covered. As stated by Shri S. M. Banerjee in his last question, which has not been answered, the Cabinet Secretary has himself admitted that there is some relevance in the arguments raised by the employees in the JCM. Therefore, simply on the question of two points in April 1971, is it advisable for the Government to pick up a quarrel with the employees, knowing fully well that in the mean time, after the Budget has been presented, at least there has been a rise of more than two points in the cost of living index? Therefore, I would request the Minister to consider this point and make a statement here on these particular two points.

SHRI K. R. GANESH : I think, I have covered most of the points that the hon. Member has raised. There is no question of standing on prestige. It is a question of difference in interpretation; I do not think the Government is going to stand on this question on prestige. There is no question about it. It is a clearcut position. The Government will be committed to an increase in dearness allowance when the 12-monthly average of the cost of living index goes to 228. The only difference between the Government and the employees is whether it should be at 225 or at 228.

SHRI A. P. SHARMA : Even this point needs arbitration.

SHRI K. R. GANESH : As to the point raised by the hon. Member about the increase as a result of the Budget, I wish to submit that till April the cost of living index has been steady at 224. Because of factors that the hon. member has mentioned and others factors that usually go into it, in the next few months probably the cost of living index may undergo a change. But the fact remains that the cost of living index, right from January, has been steady at 224.

I have stated the position of Government in relation to the demand for increase of dearness allowance. As I submitted earlier, a very senior Member is raising this point and I think he has so many other channels to discuss this problem.

SHRI A. P. SHARMA : The channel is only up to the Cabinet Secretary, not up to your Cabinet.

SHRI K. R. GANESH : When you commit the Government to reply to a calling-attention notice, this is bound to be the reply. I have stated the position.

SHRI S. M. BANERJEE : Sir, I rise on a point of order. In reply to the calling-attention, the last sentence of the hon. Minister was, "If you want a reply to the calling-attention notice, the reply would be like this." This is actually an insult to the entire House.

SHRI P. K. DEO (Kalahandi) : He should withdraw it.

MR. SPEAKER : He is very much correct. It is not a point of order.

SHRI S. M. BANERJEE : I have all the respect for Shri Ganesh. He is a very good friend of mine.

MR. SPEAKER : If you go on speaking without my permission, nothing will go on record.

SHRI S. M. BANERJEE : The same question has been asked by two Members and the Minister does not reply to it.

MR. SPEAKER : The Minister says that in his position as a Minister, he has to take up certain positions. But during negotiations, something else may come out. So far as the position of Government is concerned, he has stated like that. Why don't you appreciate it ?

DR. RANEN SEN : The last point that I had raised and which was also raised by my hon. friend, Shri S. M. Banerjee, was not answered. Since the Cabinet Secretary is seized with the matter, will the Government relent to a better position or will they stick to that ?

MR. SPEAKER : I asked him. If he is not in a position to answer, I cannot force him.

SHRI K. R. GANESH : I will answer it. I was trying to answer it. Let me in all humility submit to you that I was trying to see that you do not commit me to this. This is the position of the Government at the highest level.

SHRI S. M. BANERJEE : We will see that the JCM is not sabotaged like that. We will see that nobody attends the J.C.M. The J.C.M. cannot become a tool in the hands of the Indira Gandhi Government.

MR. SPEAKER : The papers to be laid.

SHRI JYOTIRMOY BOSU : (Diamond Harbour) : I want to draw the attention of the House to the strike of the J.K. Rayon, Kanpur.....

SHRI SPEAKER : I am not allowing.

MR. JYOTIRMOY BOSU : The U.P. Government is illegally trying to suppress

it by taking regressive measures. The Labour Minister, Mr. Khadilkar should intervene in the matter.

MR. SPEAKER : I am not allowing it.

SHRI S.M. BANERJEE : Why can't the Labour Minister intervene in the case of J.K. Rayon ?

MR. SPEAKER : The papers to be laid.

SHRI VIKRAM CHAND MAHAJAN: Yesterday, we had raised a matter relating to the dissolution of the Punjab Assembly. What about that ?

MR. SPEAKER : I said, "later on" which does not mean today.

SHRI VIKRAM CHAND MAHAJAN: At least you convey our feelings that the Governor should be recalled.

MR. SPEAKER : May I request you to sit down. You are a lawyer yourself. Yesterday, you wanted to ask something about the dissolution of the Punjab Assembly. The Prime Minister was here I will look into it. But if you want to go into the question of recalling the Governor or anything like that, that will amount to discussing the conduct of the Governor which is not permissible under the rule.

SHRI N. K. SHARMA (Dausa) : You allow us an opportunity to have a discussion.

MR. SPEAKER : You will have an opportunity.

SHRI N. K. SHARMA : This is an important issue. The time should be fixed for that.

MR. SPEAKER : Everything is important.

SHRI N. K. SHARMA : This is more important.

12.43 hrs.

PAPER LAID ON THE TABLE
NOTIFICATION RE : MARKET

LOAN FLOATED BY CENTRAL
GOVERNMENT IN 1971-72

THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI K. R.
GANESH) : I beg to lay on the Table a
copy of Notification No. F-5(4)-W &
M/71 published in Gazette of India
dated the 14th June, 1971 regarding Market
Loan floated by the Central Government
in 1971-72. [*Placed in Library. See No.
LT-411/71*]

ARREST OF MEMBERS

MR. SPEAKER : I have to inform the House that I have received the following message dated the 14th June, 1971 from the Sub-Divisional Magistrate, New Delhi :—

"I have the honour to inform you that the following three Members of Lok Sabha have been arrested today at about 2-15 p.m. between Raj Path Rafi Marg crossing and Vijay Chowck, New Delhi by police of P.S. Parliament Street, under Section 188 I.P.C. vide F.I.R. No. 950 dated 14.6.71 for violation of prohibitory orders promulgated by the Additional District Magistrate (South) Delhi. They are being remanded to Jail custody today and will be produced before Judicial Magistrate 1st Class, tomorrow :—

1. Sri Hukam Chand Kachwai ;

[Mr. Speaker]

2. Shri Gyaneshwar Yadav ; and
3. Shrimati Shakuntla Nair."

SHRI K. MANOHARAN (Madras North) : Are they safe under police custody ?

MR. SPEAKER : I think they must be out of it now.

12.45 hrs.

MOTION RE : CONSTITUTION
OF JOINT COMMITTEE ON
OFFICES OF PROFIT

THE MINISTER OF STATE IN THE
MINISTRY OF LAW AND JUSTICE
(SHRI NITIRAJ SINGH CHAUDHARY):
Sir, I beg to move :

"That a Joint Committee of the House to be called the Joint Committee on Offices of Profit be constituted consisting of fifteen members, ten from this House and five from the Rajya Sabha, who shall be elected from amongst members of each House according to the principle of proportional representation by means of the single transferable vote ;

That the functions of the Joint Committee shall be—

- (i) to examine the composition and character of all existing 'committees' and all 'committees' that may hereafter be constituted, membership of which may disqualify a person for being chosen as and for being, a member of either House of Parliament under article 102 of the Constitution ;

- (ii) to recommend in relation to the 'committees' examined by it what offices should disqualify and what offices should not disqualify ;

- (iii) to scrutinise from time to time the Schedule to the Parliament (Prevention of Disqualification) Act, 1959, and to recommend any amendments in the said Schedule, whether by way of addition, omission or otherwise ;

That the Joint Committee shall from time to time, report to both Houses of Parliament in respect of all or any of the aforesaid matters ;

That the members of the Joint Committee shall hold office for the duration of the present Lok Sabha ;

That in order to constitute a sitting of the Joint Committee, the quorum shall be one-third of the total number of members of the Committee;

That in other respects, the Rules of Procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make ; and

That this House recommends to the Rajya Sabha that the Rajya Sabha do join in the said Joint Committee and to communicate to this House the names of members to be appointed by the Rajya Sabha to the Joint Committee."

MR. SPEAKER : The Motion is before the House.

SHRI N. SREEKANTAN NAIR (Quilon) : In this connection I want to bring to the urgent notice of this House that the functioning of the Joint Committee on Offices of Profit had been too technical and retrogressive. It was such an interpretation of Art. 102 by the Election Com.

mission that compelled the Parliament to enact the Parliament (Prevention of Disqualification) Act, 1959.

The Joint Committee had not been adopting the principles incorporated in the Act of 1959. While the membership of Board of Directors of the Air India and the State Trading Corporation of India and several other very important companies in the public sector have been taken out of the ambit of the offices of Profit by the Act of 1959 and its Schedule, the Coir Corporation of Kerala (another public sector undertaking of the Kerala Government and many other similar State-owned companies were dubbed as offices of profit by the Joint Committee.

Therefore, Sir, if you do not give a specific directive that the principles adopted in enacting the Parliament (Prevention of Disqualification) Act 1959, should be followed by this Committee, it becomes a very difficult process for the Parliament to throw out recommendations made by a Joint Committee of both the Houses of Parliament, because a Joint Committee is a miniature Parliament.

MR. SPEAKER : You have made your suggestion. It will be conveyed to them. Now, the question is :

“That a Joint Committee of the Houses to be called the Joint Committee on Offices of Profit be constituted consisting of fifteen members, ten from this House and five from the Rajya Sabha, who shall be elected from amongst members of each House according to the principle of proportional representation by means of the single transferable vote ;

That the functions of the Joint Committee shall be—

- (i) to examine the composition and character of all existing ‘committees’ and all ‘committees’ that

may hereafter be constituted, membership of which may disqualify a person for being chosen as, and for being, a member of either House of Parliament under article 102 of the Constitution ;

- (ii) to recommend in relation to the ‘committees’ examined by it what offices should disqualify and what offices should not disqualify ;
- (iii) to scrutinise from time to time the Schedule to the Parliament (Prevention of Disqualification) Act, 1959, and to recommend any amendments in the said Schedule, whether by way of addition, omission or otherwise ;

That the Joint Committee shall, from time to time, report to both Houses of Parliament in respect of all or any of the aforesaid matters ;

That the members of the Joint Committee shall hold office for the duration of the present Lok Sabha ;

That in order to constitute a sitting of the Joint Committee, the quorum shall be one-third of the total number of members of the Committee ;

That in other respects, the Rules of procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make ; and

That this House recommends to the Rajya Sabha that the Rajya Sabha do join in the said Joint Committee and to communicate to this House the names of members to be appointed by the Rajya Sabha to the joint Committee.

The motion was adopted

12.49 hrs.

DEMANDS FOR GRANTS (RAILWAYS)
1971-72—Contd.

MR. SPEAKER : Now we will take up the discussion on the Demands for Grants for Railways. Shri N. K. Sharma was on his legs.

SHRI S. M. BANERJEE (Kanpur) : When is the Minister likely to reply ?

MR. SPEAKER : How much time does the hon Minister want ?

THE MINISTER OF RAILWAYS
(SHRI HANUMANTHAIYA) : About an hour.

MR. SPEAKER : The balance time is 35 minutes. You want one hour. So about one and a half hours still for discussion to be utilised by the Members. So near about 3.30 he will reply.

Mr. Nawal Kishore Sharma.

श्री नवल किशोर शर्मा (दोसा) : अध्यक्ष महोदय, मैं कल कड़ रड़ा था कि 213 अब और 214 डाउन ट्रेन में थर्ड क्लास के यात्रियों के लिये बड़ी दिक्कत रहती है। इस के लिए रेलवे मंत्री कदम उठाये और यह देखें कि मजदूरों को और जो गरीब लोग हैं उनको अधिक सुविधा मिल सके, उनको परेशानी का सामना न करना पड़े।

इसी के साथ-साथ मैं रेलवे मंत्री जी का ध्यान जो तीन गाड़ियाँ जयपुर से चलती हैं, 4 डाउन चेतक एक्सप्रेस, 7 अप और 8 डाउन पैसेन्जर, इनकी टार्डिमस की तरफ दिलाना चाहता हूँ। यह तीनों गाड़ियाँ जयपुर से आधे-आधे घंटे के अन्तर से चलती हैं। जयपुर और

दिल्ली के बीच में। ज्यादा अच्छा हों कि इन तीनों गाड़ियों की टार्डिमस ऐसी हो जिससे पैसेन्जरों को अधिक सुविधा हो सके। साथ ही इससे रेलवे की आमदनी बढ़ने का जरिया भी हो जायेगा, क्योंकि एक ही घंटे के अन्दर तीन गाड़ियों का जयपुर से, जो कैंपिटल है, निकलना कोई मनलव नहीं रखता है। इस पर मंत्री महोदय को जरूर ध्यान देना चाहिये। अगर गाड़ियाँ ज्यादा समय के अन्तर से चले तो आमदनी भी बढ़ेगी। इसी तरह से शाम को भी इन गाड़ियों का समय बदलना चाहिये।

इसके बाद मैं रेलवे मंत्री जी का ध्यान उनके स्टाफ की जो दिक्कतें हैं उनकी तरफ दिलाना चाहूंगा। उनके विभाग में कुछ अध्यापक काम करते हैं। उन अध्यापकों को यूनियन का मेम्बर होने का अधिकार नहीं है। पाबन्दी लगाते समय यह कहा गया है उनसे कि वे उस कटेगरी में नहीं आते जिसमें दूसरे एम्प्लोयीज आते हैं। इसलिये वे लोग ट्रेड यूनियन के मेम्बर नहीं बन सकते। दूसरी ओर जो उनकी अपनी एसोशिएशन है, जिसके जरिये से वे अपनी ग्रीवन्सेज आप तक पहुंचा सकते हैं, उसको मान्यता प्रदान नहीं करते। या तो आप उन टीचर्स को यूनियन का मेम्बर बनने का अधिकार दीजिये, या फिर अगर आप ऐसा नहीं कर सकते तो उनकी दिक्कतों को सुनने का कोई दूसरा जरिया निकालिये। इसलिये आप उनकी एसोशिएशन का रिकग्नाइज कीजिये ताकि इस जरिये से अपनी समस्याओं का समाधान कर सकें।

इसी सन्दर्भ में मैं आप का ध्यान श्री नन्दा द्वारा मुझे लिखे गये उस पत्र की ओर दिनांक जो उन्होंने रेलवे मंत्री होने हुए मुझको लिखा था। मैंने श्री नन्दा को लिखा था कि जब दूसरे सेंट्रल गवर्नमेंट के टीचर्स को 1967 वाली

ग्रेड दे दी गई थी कोठारी कमीशन की सिफारिशों के अनुसार, तब रेलवे के टीचर्स को 1959 से न्यायसंगत नहीं है। टीचर्स गरीब लोग होते हैं, उनकी दशा सुधारने का दायित्व आपका है। श्री नन्दा ने जवाब दिया था कि मैं इस पर विचार कर रहा हूँ और इसका जवाब जल्दी दिया जायेगा। मैं आप से निवेदन करना चाहूँगा कि आप इसका जल्दी फैसला करें।

इसके बाद मैं आपका ध्यान इस ओर दिलाना चाहूँगा कि राजस्थान में हमेशा ही रेलवे का अभाव रहा है। रेलवे ने राजस्थान की हमेशा उपेक्षा की है। जयपुर राजस्थान की कैपिटल है। उस क्षेत्र में जयपुर तक पहुँचने के लिये, अलवर से जयपुर तक कोई पैसेन्जर ट्रेन नहीं है सवेरे से लेकर शाम के पाँच बजे तक। हर आदमी चाहता है कि राजधानी से रात के साढ़े दस-ग्यारह बजे तक घर पहुँच जाये। इसके लिये पहले एक शटल ट्रेन चला करती थी, लेकिन अब वह बन्द हो गई। मैं माँग करता हूँ कि अलवर से जयपुर के बीच में एक शटल ट्रेन शुरू की जाये जो 10 और 11 के बीच दिन में जयपुर पहुँचे और शाम को वापस अलवर पहुँच जाये। अगर इस तरह की शटल ट्रेन चलाई जाये तो रेलवे को ट्रैफिक से आमदनी भी ज्यादा होगी और रेलवे जो एक पब्लिक अन्डरटेकिंग है, वह निश्चित रूप से लोगों को सुख-सुविधा पहुँचा सकेगी।

इसी तरह से पहले एक शटल ट्रेन रेवाड़ी और रींगस के बीच में चला करती थी। यह शटल ट्रेन अब बन्द हो गई। एक जमाना आया जब यह निजामपुर तक शुरू हुई। मेरी माँग है कि यह शटल ट्रेन रेवाड़ी से निजामपुर नहीं बल्कि रेवाड़ी से रींगस तक बननी चाहिये।

इसी के साथ-साथ मैं इस ओर भी आपका ध्यान दिलाना चाहूँगा कि जयपुर राजस्थान की राजधानी है। आज कल जयपुर का और ईस्टर्न राजस्थान का विकास रुका पड़ा हुआ है और लोगों को बड़ी शिकायत है। पहले राजस्थान में राजाओं का राज था और उसके आसपास उस जमाने में रेलों का विस्तार कभी नहीं हुआ। अब जब राजाओं के राज्य के बाद आप का राज्य आया है तब भी हालत कोई ज्यादा नहीं सम्भली। मैं माँग करता हूँ कि एक कमीशन अर्वाइंट किया जाये और वह इस बात की जांच करे कि राजस्थान में रेलों के विस्तार के लिये कितना धन खर्च हुआ और उसकी क्या आवश्यकताएँ हैं तथा उन आवश्यकताओं का किन स्टेप्स के द्वारा पूरा किया जा सकता है। राजस्थान में एक हिम्मतनगर की लाइन बनी है, लेकिन अगर वह बनी है तो गुजरात के फायदे के लिए बनी है, राजस्थान का उससे कोई फायदा नहीं है। श्री लालबहादुर शास्त्री मत् 1954 में दीसा (राजस्थान) गये थे - उस वक्त उन्होंने वहाँ यह ऐम्प्लोरमेंट दिया था कि सवाई माधोपुर ने जयपुर तक के लिये बड़ी रेलवे लाइन बनायेंगे। चूँकि खेतड़ी में वास्ट कारर डिपार्जिट्स हैं इस लिये मैं माँग करता हूँ कि सवाई माधोपुर से खेतड़ी की बड़ी लाइन का सर्वे किया जाये और यह लाइन बिछाई जाये।

इसी तरह से मैं आप का ध्यान इस बात की तरफ भी दिलाना चाहूँगा कि राजस्थान में जो खेतड़ी माइन्स हैं उसमें लाइन बिछाने के काम को जल्दी किया जाये। इसके अभाव में राजस्थान को जहाँ नुकसान है वहाँ सेंट्रल गवर्नमेंट को भी काफी नुकसान होता है। आप करोड़ों रुपये का कापर इम्पोर्ट करते हैं जिससे आपका फारेन एक्सचेंज अवरल होता है।

मैं आशा करता हूँ कि मेरे मुद्दों पर अवश्य ध्यान दिया जायेगा।

MR. SPEAKER : Now Shri Somchand Solanki. The hon. Members' cut motions have come in too late, and so, I am not allowing them to be moved now. But he can speak on them now. Similarly, Shri S. L. Saksena's cut motions are also too late. But he can mention them in the course of his speech. As for P. K. Deo's cut motions, they are in time and I am allowing them.

SHRI SOMCHAND SOLANKI (Gandhinagar) : I would like to mention just four or five points. The first is regarding reservations for Scheduled Castes and Scheduled Tribes in the railways. I have to mention this very firmly that the percentage of reservation is not observed in this Ministry. I have received so many complaints to the effect that persons are qualified and they have applied for the posts, but they are not called for interview and their applications are not taken up.

This has become a difficult and dangerous problem for the Scheduled Castes and Scheduled Tribes. I have written to the authorities in the Western Railway about the need to have the requisite percentage of the Scheduled Castes and Scheduled Tribe people.

Now there are so many things about these candidates.

MR. SPEAKER : He can continue after the lunch recess.

13.01 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]
DEMANDS FOR GRANTS (RAILWAYS),
1971-72—Contd.

SHRI SOMCHAND SOLANKI
I was mentioning about the transfer of Scheduled Castes and Scheduled Tribes employees working in the railways. They have a tenure of five years, but within this period they are transferred from one place to another twice or thrice a year. If they are transferred in this manner, difficulty arises about the education of their children. So, I request the hon. Railway Minister to look into this matter.

When persons are only Members of Parliament and not Ministers, they speak against the Government's policy of increasing fares but when they become Ministers they forget all these things. I have heard our present Railway Minister also speaking against increase in fares of third class passengers when he was a private Member. If you want to increase the earnings of the railways, you must find out some other ways and means. To increase the third class fare is not fair according to me.

Next I have to mention about the conversion of the narrow and metre gauge lines in Gujarat into broad gauge. This was promised by the Railway Minister and the Government. As there is no broad gauge line in Saurashtra, there is a proposal that the metre gauge line from Viramgam to Okha should be converted into broad gauge. It has also been decided by the Government and the Railway Board. So, I request the hon. Railway Minister to take immediate steps in this regard.

Viramgam is in my constituency. There is a railway crossing near Viramgam on the western side. Due to shunting it is closed practically for the whole day and transport comes to a standstill and the public is harassed. So, I request the hon.

Minister to construct an underground bridge near this station.

The Mewar Express which starts from Ahmedabad goes to Udaipur. I request the hon. Minister to see that it stops at Dabhoda, as this will help the large number of textile workers are coming from there daily to Ahmedabad.

I do not want to say anything about facilities to the passengers, as many Members have mentioned this, but I feel that there must be regularity of time observed by the passenger trains, so that the people coming from distant places to Ahmedabad are not put to inconvenience. Labourers from surrounding come to Ahmedabad. I have no time; within the short time at my disposal I have mentioned some of the important points and I request the hon. Railway Minister to look into this matter.

डा० कंलास (बम्बई दक्षिण) : माननीय उपाध्यक्ष महोदय में रेल मन्त्री का ध्यान सिर्फ उस और खींचना चाहूँगा जिस से कि रेल विभाग में भी समाजवाद का चित्र स्पष्ट दिखाई देने लग जाय। मुझे कुछ ऐसा लगता है कि प्रति वर्ष लोक सभा सदस्य सुभाव देते हैं लेकिन उन सुभावों पर पूरा पूरा ध्यान नहीं दिया जाता या अगर दिया भी जाता है तो जो आवश्यक बातें हैं, जो आवश्यक सुभाव हैं उन पर मैं ऐसा मानता हूँ कि मन्त्री जी चाहें यह चाहते हों कि उन पर ध्यान जाय लेकिन इन के कुछ अधिकारी जिन्हें शायद समाजवाद ठीक नहीं लगता या वह रेल के यात्रियों की कठिनाइयों को नहीं समझ पाते, उन के कारण वे सब सुभाव कहीं पड़े रह जाते हैं। मैं रेल मन्त्री से यह पूछना चाहता हूँ कि केंजुग्रल लेबर की एक श्रेणी वर्षों में चली आ रही है, उस की कितनी संख्या है ? मैं तो मानता हूँ कि उस की संख्या दो या ढाई लाख है। क्या यह केंजुग्रल लेबर की संख्या

धीरे धीरे कम हो कर समाप्त भी होगी या नहीं ? यह श्रेणी बिलकुल निकाली जायगी या नहीं और वह कब तक निकल पाएगी ? ठीक इसी प्रकार हम ने कुछ लाइसेंस कुली हर स्टेशन पर रख छोड़े हैं। मैं देखता हूँ कि उन कुलियों की उम्र तीस से चालीस वर्ष की होती है। लेकिन कुछ ऐसे कुली भी होते हैं जिन को अपनी उम्र के 55 और 60वें वर्ष में भी काम करना पड़ता है। इसी सदन में पिछले वर्ष इंडस्ट्रियल लेबर के लिए पेंशन का कानून बनाया गया था। मैं रेल मन्त्री महोदय से यह प्रार्थना करूँगा कि इन प्लेटफार्मों पर काम करने वाले जो कुली हैं उन्हें भी पेंशन मिले। जब हम समाजवाद की भाषा बोलते हैं तो हमें चाहिए कि इन कुलीज का भी दर्जा उस में गिना जाना चाहिए जिस से कि वह पेंशन के हकदार हो जायें।

तीसरे दर्जे में इतनी भीड़ रहती है कि स्त्रियों और बच्चों को वहाँ पर खड़े रहना भी मुश्किल होता है बैसना तो नामुमकिन है। मैंने यात्रियों को डब्लू० सी० पत्राने में भी खड़े रहते देखा है। इतने ज्यादा टिकट क्यों दिए जाते हैं और टिकट दिए जाते हैं तो उन पर यह प्रतिबन्ध होना चाहिए कि वह दूसरी रेल में सवार हो कर अपने स्थान पर जायें। रेलों में आज तीसरे दर्जे के डिब्बों को लगाने की जो व्यवस्था है उस में वृद्धि करने की आवश्यकता है। आज हम एयर कंडीशन्ड और फर्स्ट क्लास के डिब्बे ज्यादा बढ़ाते जा रहे हैं लेकिन तीसरे दर्जे के डिब्बों को जितना संख्या में बढ़ाना चाहिए उतनी संख्या में नहीं बढ़ाया है। कुछ बड़े हैं अवश्य। एक बात का धोर मैं मन्त्री जी का ध्यान अवश्य दिखाना चाहता हूँ कि तीसरे दर्जे के डिब्बे की जो खिड़कियाँ हैं उन पर सलाखें नहीं लगाई गई हैं। कुछ लोग अपना

[डा० कैलास]

सामान बाहर से फेंकते हैं। अन्दर यात्री बैठे हैं, स्त्रियाँ बैठी हैं, बूढ़े बैठे हैं, उस की ओर ध्यान न देने हुए सामान अन्दर फेंका जाता है और लोग खिड़कियों में से अन्दर चढ़ जाते हैं। जबर्दस्ती करते हैं। आखिर किसी को जाना है तो वह सब उपायों को देखता है। लेकिन अगर हम वहाँ सलाख लगा दें तो जो अड़चने अन्दर बैठने वालों की होती हैं वहाँ नहीं होंगी। कई रेलों के डिब्बों में वह सलाखें नहीं लगी हैं, इस की ओर भी मंत्री जी ध्यान देंगे।

मंत्री जी ने अपने भाषण में रेलों के दर से क्यों पहुँचती हैं उस का एक कारण बताया था कि जंजीर खींची जाती है। मैं अपने अनुभव से कह सकता हूँ कि यात्रियों को जंजीर खींचने का शौक नहीं है। ज्यादातर जो जंजीरें खींची गई हैं, मैं आप के दिल्ली स्टेशन की बात कह सकता हूँ, वह इसलिए खींची गई है कि अधिकारियों ने रिजर्वेशन चार्ट तीसरे दर्जे के स्लीपर का या चेंबर डिब्बे का गाड़ी चलने से दस मिनट या पाँच मिनट पहले लगाए हैं। मैं खुद जब उस अधिकारी के पास गया और पूछा कि भाई उत्तरी दर चार्ट लगाने में क्यों कर रहे हो तो उत्तर यह दिया गया कि मंत्र लोगों को बैठ जान-चाहिए और बैठने के बाद अपना अपना स्थान वह हड़ मकने हैं। मेरा यह तर्जुमा उस गाड़ी का है जिसे हम डी-लक्स कहते हैं। कोई व्यक्ति वहाँ पर बड़े सामान ले कर नहीं आता, ज्यादा सामान ले कर नहीं आता। लेकिन अगर रिजर्वेशन चार्ट न होने से उसे अपनी जगह का ठीक पता नहीं मालूम है और वह गलत डिब्बे में बैठ जाता है तो कितनी कठिनाई उभरती है ? मैंने यह भी देखा है कि पुरुष वर्ग तो चढ़ जाता है, स्त्रियाँ नहीं चढ़ पाती हैं, यह उत्तजार करती रहती है रिजर्वेशन चार्ट का और नतीजा यह

होता है कि स्त्रियाँ चढ़ ही नहीं पाती हैं और गाड़ी चल पड़ती है। यह जाहिर है कि वेन खींचने के सिवाय और कोई रास्ता नहीं रह जाता। किस दिन यह वाक्या हुआ मैं रेल मंत्री जी को अवश्य लिख कर भी दे दूंगा। मैंने लिखित कम्प्लेंट भी वहाँ दो है और उसका उत्तर भी हमारे पास आया है। लेकिन यह कम्प्लेंट अवश्य रह जाती है कि देरी से चार्ट लगने के कारण यह कठिनाई आती है।

दूसरा अनुभव जो मुझे हुआ वह यह कि तीसरे दर्जे के कम्पार्टमेंट में यात्रियों की टट्टी में पानी नहीं है। गरमी पड़ रही है, पंखा नहीं है। एक स्टेशन गया, दूसरा स्टेशन गया। कन्डक्टर से कहा, गार्ड से कहा, जंक्शन पर स्टेशन मास्टर से कहा। लेकिन कोई सुनने वाला नहीं कि बिजली का पंखा ठीक किया जायगा या नहीं, पानी दिया जायगा या नहीं। तो ऐसी हालत में यात्री गुस्से में आकर या नाराज होकर या यह दिखाने के लिए कि अधिकारी इतने लापरवह हैं, जंजीर खींचते हैं। अगर जंजीर खींचने के कारणों की आप जांच करें तो उनमें यही देखने को मिलेगा कि कारण हम प्रकार के ज्यादा हैं।

अन-मैन्ड फ्रासिस की बात हम सुनते अये हैं जहाँ वर्ष में भेकड़ों ही जानें जाती हैं। कई हमारे जानवर वर्ष में मर जाते हैं इन अन-मैन्ड फ्रासिस के ऊपर। तो यह अनमैन्ड फ्रासिस कब तक रहने वाली है। क्या हमारे पास कोई प्लान है कि इनको हम धीरे-धीरे घटा सकते हैं ? पाँच वर्ष में हम बात करते हैं बेकारी को दूर करेंगे। बेकारी को दूर करने का तरीका एक यह भी हो सकता है कि इन अनमैन्ड फ्रासिस की ठीक तरह से व्यवस्था हम कर दें। समाजवाद का चिह्न लाने की बात हम करें और एक गरीब आदमी का बेल कट जाय, उसकी

परवाह नहीं, हम रेलवे क्रासिंग पर एक फाटक नहीं लगा सकते, एक चौकीदार नहीं रख सकते, यह कुछ मेरी रामझ में नहीं आता।

मैं बम्बई से आता हूँ। बम्बई में सबर्बन रेलों का क्या हाल है यह मैं जानता हूँ। सेंट्रल रेलवे पूरी कोशिश कर रही है। वॉस्टन रेलवे भी पूरी कोशिश कर रही है। लेकिन फिर भी मैं ऐसा मानता हूँ कि जब तक ग्रन्डरग्राउन्ड रेलवेज का बक्शा हमारे सामने नहीं आ जायगा तब तक हालत सुधरने की कोई आशा नहीं है। हम सुनते हैं कि कलकत्ते में ग्रन्डर ग्राउन्ड रेलवे होने वाली है, बम्बई में भी होने वाली है, लेकिन उसका नक्शा कहीं पहुँच रहा है यह नहीं मालूम। रेल मंत्री जी यदि उसके लिये कदम बढ़ाते हैं। उन्होंने शायद पहले बढ़ाया हो, लेकिन वह वैसा ही रह गया, अब यदि वह इसकी ओर कदम बढ़ाते हैं तो शायद दस साल बाद या बीस साल बाद ग्रन्डर ग्राउन्ड रेल हो जायेगी। जब जनसंख्या बढ़ती चली जा रही है तो यह आवश्यक हो जाता है कि हम ग्रन्डर ग्राउन्ड रेल की प्लानिंग को आज पूरा करें :

रेलवे बोर्ड के विषय में काफी चर्चा, काफी कटु शब्द कहे गये हैं। मैं उनको दोहराना नहीं चाहता। मंत्री जी शायद बन्दी हैं रेलवे बोर्ड के जिसके उदाहरण एक नहीं पचासों दिये जा सकते हैं। डेढ़ कराड़ रुपया रेलवे बोर्ड पर खर्च होता है : रेलवे बोर्ड के अधिकारी सदन में आ कर बैठते हैं, सुनते भी हैं, शायद इस कान से सुनकर उस कान से निकाल देते हैं, क्या कठिनाइयाँ हैं कि देश के इस विभाग को वे पूरी ताकत से नहीं संभाल पाते। लेकिन क्या हम रेलवे बोर्ड की बजाय जनरल मैनेजर्स की एक कमेटी नहीं बना सकते जो हमारे मंत्री जी की सहायता कर सके। जिससे कि जो कुछ यहाँ पर समस्याओं की मांगें हैं, अपने क्षेत्र से लेकर नेशनल

लेवल तक उसको राष्ट्रीय ढंग से पूरा करें। मैं रेलवे बोर्ड का विरोधी नहीं हूँ, लेकिन बोर्ड के सदस्य अगर इस ध्यान से काम करने लग जायें कि वे राष्ट्रीय हित में कर रहे हैं, न कि किसी को खुश करने या नाखुश करने के लिए कर रहे हैं, तो ठीक कार्य हो सकेगा।

इन शब्दों के साथ मंत्री जी ने जो डिमाण्ड्स रखी हैं, उनका समर्थन करता हूँ।

SHRI P. K. DEO (Kalabaudi) : Sir, instead of beating about the bush, I would confine my observations to the cut motions which I have moved and I would like to get categorical answers to those points.

The most important line is the Talcher-Bimlagarh line. It is a matter of life and death for Orissa. The minister visited Orissa the other day, and he must have been seized of this problem. I was glad to see his photograph with a bouquet of flowers. We are hospitable people and we treat our guests with garlands and bouquets. Otherwise, as the situation developed after the statement of the minister that the technoeconomic survey has suggested that this line is going to be uneconomic, he would have received brickbats. But we do not like to go that extent. But he must have realised the commotion and dissatisfaction among the people of Orissa by not giving clearance to this small link of 50 miles, which will link the deepest seaport of this country—Paradip—with the hinterland which is rich in mineral and other natural resources. It is in a sense the Ruhr of India. Orissa boasts of the largest iron ore deposits in this country. A survey has been made by the Orissa Geological Department and they have come to the conclusion that besides the needs of various steel plants in India, Orissa alone would be able to export high grade iron ore to the extent of 500 million tonnes. Paradip is specially meant for export of iron ore for which there has been a continuously increasing demand from Japan and other countries.

[Shri P. K. Deo]

It is no use saying that iron ore from Kiriburu and Bolani will be diverted to Vizag and ore from Barbil-Banspani area would be diverted to Haldia port.

The previous government had brought it to the notice of the Government of India and we have got the most surprising and disappointing reply. The reply was that the route would be much more if the iron ore is transported to Paradip than to Haldia. The distance from this iron belt to Haldia is 399 kilometres and to Paradip 431 kilometres. Only for 32 kilometres such a strong case of Orissa is going to be sacrificed at the altar of partisanship. So, I would most emphatically request that this link which is so vital from the point of view of Orissa, should be taken up and no plea or excuse should be tolerated.

Secondly, if it is not possible, then Jakkura-Banspani railway line should be taken up.

Sometime back we, the leaders from this side of the House, have jointly addressed a letter to the Railway Minister to have an east-coast west-coast express; that is to say, to extend the Bombay-Nagpur Express to Visakhapatnam so that the naval headquarters of the east coast and west coast could be connected. That will go a long way to meet the demands of the local people, especially because Visakhapatnam has been neglected all along and there is no express train to that place. I hope the Railway Minister will not throw this letter in his waste paper basket, as some people say. I hope there is no truth in these allegations. If there is any truth in the allegation that the Railway Minister has issued instructions that the letters of Members of Parliament need not be replied to, then I have nothing to say.

Then, it is high time that we should consider the shifting of the headquarters of the South-Eastern Railways to some central place. Calcutta is getting congested. To

relieve the congestion in Calcutta some very good decision was taken some years back to shift some of the offices of the North Eastern Railways to Gorakhpur. Similarly, the offices of the south eastern railways should be shifted to a central place like Bhubaneswar or Jagguda. The Orissa Government has already approached the Railway Ministry in this connection. I hope the Railway Minister will give his most sympathetic consideration to this matter.

SHRI CHAPAL BHATTACHARYYA (Giridih): Sir, I would not go into the major questions which were raised during the general budget discussion, namely, the capital invested, the working ratio, the 1965 convention, the differences in the projection as regards freight and passenger traffic given by railways as well as those mentioned in the Fourth Plan. These differences have to be reconciled and only then we may arrive at a more correct picture of the economy of the railways.

I would like to look at the working of the railways from the opposite end of the telescope as it were. I would not confuse the task of managing human nature with the task of transmuting it. The management of human nature has become the prime requisite in this biggest public sector undertaking; namely, the railways. Here the South Eastern Railways and the North Eastern Railways, which should have been gold mines, are becoming copper mines. May be, they may be relegated even to the position of an iron ore mine, but they could have been a gold mine in the matter of revenue receipts and earnings.

How has this come about? A deep probe is necessary. An attack against the Railway Board is beside the point, although the Railway Board has not helped very much. '*Yad yad acharati srstha*' says the Gita. Fish rots from the head. We must make sure that the failure in the working and the economics of the railways has not come about from a failure of the top.

Granting that, I would repeat, the major problem, is the task of managing human nature. We know that after goods are loaded into the wagons, the train gets stopped at wayside station and the goods are unloaded and compensation asked and paid for. Before dieselisation and electrification this was a very common occurrence and experience. Because of the increase in speed this has stopped a bit, but by and large the built-in corruption and malpractices in the operation of the railway system remains.

The mere fact that we have to ask for an increase in freight and fares is itself a confession of the failure to tackle corruption and malpractices. Only the other day I was coming from my constituency to Delhi. At the railway station I asked if on the Amritsar Mail any berth was available. "No, no berth," the conductor blandly assured me. I told him "You are making a statement; you may be in difficulty if there is a berth." "Oh, yes you can come along; I will give you one," he said. But the first class bogies were in the rear and it was dead of night, 1.30. "All right, put me in the air-conditioned which was just near about," I said. Then the entire trouble started. I got into the air-conditioned class. I wanted to pay the extra money but the conductor guard will not give the certificate. The guard will not give the certificate because I held no platform ticket. The identity card did not help. The conductor guard got down at Madhupur; the other person got down at Jhajha and by the time I reached Patna there was nobody to say from where I travelled and there was nobody to accept the money except after an hour's wait. I made a positive statement. If this can happen with a passenger like me. I do not know what is happening to the vast majority of honest, *bona fide* passengers and there are quite a lot of them. They are being forced. They are told, "why pay to the railways; you share it with us."

As I said, it is the task of managing human nature. I want the Railway Board;

the Railway Ministry and the General Managers to evolve certain practices and *modus operandi* by which the honest and *bona fide* traveller could be protected against the operations of such railway employees. If that is done, I am quite sure, this deficit will be converted into surplus and our Railway Minister would have wrung out the surplus from the jaws of the deficit.

Now, coming to certain local problems, there should be a link line between Giridih and Gomoh. The main line and the grand chord will then get linked up. There was a proposal to link Giridih with Hazaribad Road. But because Gomoh is now becoming the hub of an industrial complex, I suggest, on the ground of traffic density and possible freight load, this issue has to be seriously investigated. I go further to say that if Giridih-Madhupur line is extended and linked with Bhagalpur via Dumka, we shall have north to south railway system, linking Bhagalpur to Rourkela. It will have strategic importance also. So, that aspect may also be looked into.

After all, the railway is a monopoly and it is a public sector monopoly. The consumer is not always wrong. In fact, the consumer should be presumed to be right. That has been given a go-by. We have stringent provisions of law against ticketless travel. I welcome that. Only the law should not be turned against the *bona fide* traveller.

One of the major points of this built up corruption that I was going to say was with regard to the railway protection Force and one of the major centres is Andal. I think, I have given sufficient hint for the Railway Minister to work on it.

डा० गोविन्द वास रिछारिया (भाँसी) :
अध्यक्ष महोदय, मैं रेलवे बजट पर सरकारी
मार्गों का समर्थन करते हुए आपके द्वारा रेलवे
मन्त्री महोदय से कुछ अनुरोध करना चाहता

[डा० गोविन्द दास रिछारिया]

हैं। पहली चीज़ यह है कि रेलवे भारत सरकार का सबसे बड़ा संस्थान है जोकि सरकारी तौर पर चलाया जा रहा है। आज जब कि लोक सभा की तरफ से देशवामी यह महसूस करते हैं कि यह समाजवाद की तरफ कदम बढ़ाना चाहती है तो मेरा रेलवे मन्त्री जी से अनुरोध है कि रेलवे प्रशासन में इस तरह का परिवर्तन करें, उसमें इस तरह की गति पैदा करें कि उसका छोटे से छोटा मजदूर, उसके इंजन चलाने वाले ड्राइवर, उसके बलक और उसके सभी कर्मचारी यह महसूस करें कि रेलवे के प्रशासन में उनका भी हिस्सा है। आज रेलवे का सरकारीकरण तो है, भारत सरकार उसको चलाती है लेकिन जिस तरीके से उसका प्रशासन चल रहा है उसको हम समाजीकरण नहीं कह सकते हैं। उसमें निश्चित तौर से, या तो एक कमेटी बनाकर या जिम तरह से भी रेल मन्त्री उचित समझे, उसमें परिवर्तन लायें और हर एक स्तर पर उसके प्रशासन में, चाहे यूनियनों के द्वारा चाहे दूसरी तरह, उनके जो मजदूर हैं, जो छोटे कर्मचारी हैं, जो उसके कारखानों के कर्मचारी हैं उनका भी प्रशासन में हिस्सा हो। यह परिवर्तन करना आज अत्यन्त आवश्यक है।

दूसरी बात यह है कि आज ट्रेनों में जो असुरक्षा की भावना पैदा हो गई है उसको शीघ्र से शीघ्र दूर किया जाये ताकि उसके यात्री और उसमें चलने वाले रेलवे कर्मचारी अपने को सुरक्षित महसूस कर सकें। इसी प्रकार से आज रेलवे देश में पहुंचने की आदी सी हो गई है, खासकर त्रान लाइनों पर। सो यह स्थिति है कि हर ट्रेन देशी से पहुंचती है इसलिए इसमें भी शीघ्र ही सुधार करने की आवश्यकता है।

मैं आपके द्वारा मन्त्री जी को कुछ साधारण

से सुझाव देना चाहता हूँ। भाँसी में सागर जो नेशनल हाईवे है उसको भाँसी मानिकपुर रेलवे लाइन भाँसी के पाम काटती है तो उसकी क्रॉसिंग पर एक पुल होना अत्यन्त आवश्यक है। इसी तरह से भाँसी से दिल्ली जो सड़क है उसको भी रेलवे लाइन जहाँ काटती है वहाँ पर एक पुल का होना अत्यन्त आवश्यक है।

इसी प्रकार से मुझे यह निवेदन करना है कि भाँसी के पास ही एक बहुत बड़ा कारखाना है जिसके सारे मजदूर रेलवे लाइन के दोनों तरफ रहते हैं और वहाँ पर आने जाने में उनको कष्ट है। वहाँ पर एक पुल उनकी सुविधा के लिए बनना अत्यन्त आवश्यक है।

इसी तरीके से बड़े-बड़े स्टेशनों पर जैसे बरुआ सागर, मऊरानीपुर और मोंठ पर शौड बनाये जायें।

आपको ज्ञात है कि उत्तर प्रदेश की राजधानी लखनऊ से हजारों मजदूर बम्बई जाते हैं। लेकिन कोई सीधी मेल ट्रेन लखनऊ से बम्बई के लिए नहीं जाती है। अतः एक डाइरेक्ट ट्रेन बनाया भाँसी लखनऊ से बम्बई की तरफ चलाई जाये।

दिल्ली से बम्बई या दिल्ली से मद्रास के लिए जितनी ट्रेनें चलती हैं उनमें स्लीपरों की संख्या बढ़ा दी जाय ताकि मध्यम वर्ग के लोग जो स्लीपर में चलना पसन्द करते हैं, उसका लाभ उठा सकें। अभी स्लीपर आवश्यकता को देखने हुए कम लगाये जाते हैं।

इसी तरीके से एक सड़क भाँसी स्टेशन से शहर की तरफ जाती है जो कि रेलवे एरिया के अन्तर्गत है। वह बहुत कम चौड़ी है। उसको चौड़ा किया जाय जिससे आधुनिक याता-यात समुचित तरीके से चल सके।

इन शब्दों के साथ मैं रेलवे बजट का समर्थन करते हुए आपको धन्यवाद देता हूँ।

SHRI TRIDIB CHAUDHURI (Berhampore): I decided to participate on the discussion on the Railway Grants only to pin-point the grievances of the Sealdah Division of the Eastern Railway and one particular line of the Howrah Division, the BAK Loop which connects Barharwa and Farakka with Howrah. I could have as well agitated these points in the Divisional level MPs' Consultative Committee that we have, but, unfortunately, my attempt of doing so has till now produced no results.

We are all by now conversant with the vigorous campaign that has started in the Railways—I do not know how long it will continue—under the aegis of the Railway Minister himself about punctuality. The problem in Sealdah Division, particularly, in the Lalgola section of the Sealdah Division is not punctuality. We should thank the Heavens if out of the seven up and down trains that we have at least if they reach two to three hours late. It is not due to law and order problem alone. Upto Krishnanagar there is electric traction where theft and other troubles have become almost endemic. That apart, over half of the Sealdah Division the traction is by steam and for three days now all steam-driven trains have been stopped. That means that at least the one district which I represent has been notified that they have to go without trains for an indefinite period of time.

Here is an advertisement issued by the Divisional Superintendent (Sealdah Division); which I have got, with me. He has notified this, that because of the stoppage of work of the labourers of the local coal contractor, Ranaghat, the entire steam-driven engines have been stopped working on this line. Till yesterday no news have come that the trains have started working, or what steps have been taken by the Railway Administration to resume the Railway Services.

I don't have much time, but I would like to impress this upon the Railway Minister and through him on the Railway Administration.

Ministers come and go. The Railway Board and the Railway Administration have a permanent lease of life. Let them explore the potentialities of two lines. One is the BAK loop-line. It can be our fifth alternative route on the very heavily congested Eastern Railway. They should also explore this in view of the economic and traffic potentialities of the Lalgola Section in the Sealdah Division. If that line is modernised, if the tracks are renewed properly, if proper attention is paid, then it could give us the sixth alternative route on the Eastern Railway and connect upper India with the port of Calcutta.

I would particularly like the Railway Minister to explore and investigate about the percentage of the over-aged engines that work in the Sealdah Division particularly. It seems to me somehow that all the over-aged engines, steam-engines particularly, are dumped over in that section. Somehow or other, the Railway Administration seem to have given up the Sealdah Division as lost for many reasons. So, all the over-aged engines, engines which every now and then, develop troubles, are dumped on this Railway.

Let him look into the Works Programme in these Railways. I find that many plans, many schemes have been sanctioned as early as 1966-67. One such is the over-bridge in the Berhampore court station, sanctioned as early as 1966-67. It has not been taken up till now. Whenever we ask, they say, this is going to be taken up immediately. Sanction is there; money is sanctioned; but nothing is being done. Why should such things be allowed to happen?

I request the hon. Railway Minister kindly to look into these points which I have mentioned.

SHRI DHAMANKAR (Bhiwandi) : A circular has been issued by the Member (Transportation) Railway Board. That has been circulated by the hon. Minister. I hope it will be implemented and that punctuality becomes the order of the Railways.

We, Members of Parliament, bring out certain grievances or certain points to the notice of the Chairman (Railway Board). There is no acknowledgment or any reply from the Chairman (Railway Board.) I don't know whether that is considered a supreme body, more supreme than this honourable House. That is our very sad experience. I request the hon. Minister to change these things.

I want to stress on the expansion of the Konkan Railway. This line is to be from Diva to Dasgaon. But it goes up to Uran only. The Railway Minister should expedite the work and complete this line as early as possible.

The Adibasi area of Thana district has been without a railway so many years. In the Second Five Year Plan and also the Third Five Year Plan, the Maharashtra Government had been proposing the construction of a railway line connecting the Western Railway from Dahanu and Palghar to Kalyan and Diva. Now, there is some survey going on for connecting Bassein to Diva. It will serve the purpose to some extent, but I would request the Railway Minister to issue instructions to the railway authorities doing the survey work that they should contact the local MPs so that the railway line, instead of going through the barren area, could go by the side of the villages, so that there would be an opening for those villages.

As regards suburban trains, Bombay is a big city and it has big problems. There are commercial offices, industrial offices and railway offices centered in Bombay. There is not enough living accommodation in Bombay, and so, the people prefer to stay in suburbs up to

Karzat and Kopoli on the central Railway and Palghar and Saphala on the Western Railway. I would request the Railway Minister to extend the electrification work up to Karzet and Kopoli so that the suburban train from Bombay could run up to Kopoli. Kopoli is fast developing into an industrial area, and very big industries are coming up there, and it is giving employment to thousand of villagers from that area. There are trains up to Virar and Palghar and Saphala, but these are not sufficient. If shuttle trains could be run or the local trains could be extended up to Dahanu, it will relieve the congestion on the local trains and give relief to the passengers who go to Bombay for their daily maintenance. The Dahanu area also should be linked to Bombay by local trains or suburban trains or shuttle service.

The Ambernath area is also fast developing and new industries are coming up there. I would suggest to the hon. Minister the introduction of another small station between Batlapur and Ambernath, because it will help the factory and also the factory workers.

Then, the Matheran hill station is developing very fast and it is quite suitable for middle class people. The Maharashtra Government are encouraging its development as a hill-station. But we find that the railway authorities are increasing the fares; even third class fares are very high. Of course, the first class fares are very high too. No concessions have been given either to students or others. The Maharashtra Government and the Central Tourism Department want to encourage tourism and give facilities to the middle class people to reach this hill-station as a health resort. But all concessions have been denied for the Matheran hill-station on the plea of economy. I can understand grounds of economy, because Railway runs only for a very few months. But this service should be run efficiently. The railway engines there are out of order for days together. I would suggest that the coal engines should be replaced by diesel engines.

Another strange thing is that the staff at Matheran are not given hill-station allowance, because the height of Matheran is slightly less than the schedule fixed by the railways some years ago. I would submit that people at hill-stations should get hill-station allowance not because of the height of the hill-station but because of the living conditions there. Everything is very costly there, and the common man who goes there has to spend more. Therefore, I would submit that the railway staff there should get the hill-station allowance.

I would like to make now a few suggestions in regard to the Poona Mail. The railways have been kind enough to have a Mahalaxmi Express from Bombay to Kolhapur. This has given relief to thousands of passengers. But it has created some new problems. The Poona Mail has been discontinued. I would request the Railway Minister to re-start the Poona Mail because the commuters, traders, and servants who go daily from Poona to Bombay do not get any accommodation in the Mahalaxmi Express since it is already crowded from Kolhapur and Sangli and other stations. If the Poona Mail is re-started, it would help the people travelling from Poona and Lonavla to Bombay.

Lastly, I would suggest to the hon. Minister to enforce economy on the railways. Absence of economy and corruption are the two things which are hampering the economy of the railways. This Protection Force, instead of giving protection to passengers, becomes a nuisance to them. In suburban trains, I find they come in and squeeze the passengers and enjoy the facilities rather than give protection to the passengers. I would request the Railway Minister to look into this. In fact, there is some duplication of work; we have the Railway Police and along with that the Railway Protection Force. Of course, in railway yards and sheds, where theft, looting and pilferage is there, they do some good work and that has to be

appreciated. But in suburban trains, they cause nuisance to the travelling public.

With these words, I thank you for the opportunity given to me.

श्री रुद्र प्रताप सिंह (बाराबंकी): उपाध्यक्ष महोदय, मैं आपका हृदय से आभारी हूँ जो आप ने रेलवे बजट पर अपने विचार प्रकट करने का अवसर मुझको दिया।

एक रेलवे मंत्री का उत्तरदायित्व बड़ा कठिन होता है। उसका एक ऐसा विभाग होता है जिसका सम्बन्ध देश के गरीब, अमीर, औरत, मर्द, बच्चे, नौजवान और वृद्ध सबसे होता है, और उसके कारण यह स्वाभाविक है कि जब देश के प्रत्येक वर्ग से इस विभाग का इतना घनिष्ठ सम्बन्ध हो, तो उसके सम्बन्ध में माननीय सदन में अधिक से अधिक चर्चा हो। हम एक ओर यह चाहते हैं कि रेलवे से जनता को अधिक से अधिक सुविधायें प्राप्त हों, दूसरी ओर हम यह भी चाहते हैं कि रेलवे का बजट घाटे का बजट न हो। यह दोनों चीजें एक साथ होनी कितनी कठिन हैं इसको इस सदन के माननीय सदस्य स्वयं समझ सकते हैं। फिर भी इस बजट के द्वारा मंत्री महोदय ने बजट को जो एक नई दिशा देने का प्रयत्न किया है वह अत्यन्त सराहनीय है। मैं इस बजट का समर्थन करता हूँ।

यात्री यातायात की आमदनी से रेलवे खर्च को नहीं निकाला जा सकता यह बात सही है, मगर यह भी सही है कि आज भी बहुत से यात्री गाड़ियों में लोग बिना टिकट चलने हैं, और उस में थोड़ा बहुत हाथ अधिकारियों का भी होता है। उन पर रोक लगाने की आवश्यकता है। इस बात की आवश्यकता है कि शीघ्र से शीघ्र इसका उपाय निकाला जाय जिसमें कि बिना

[श्री रुद्र प्रताप सिंह]

टिकट यात्रियों के चलने से रेलवे को जो घाटा हो रहा है वह समाप्त हो सके।

इसके साथ साथ यह भी आवश्यक है कि अधिक हार्स-पावर वाले इंजन चलाये जायें जो कि अधिक बड़ी गाड़ियों और अधिक डिब्बों को ले चल सकें। इससे एक तरफ तो पैसेन्जरो को यात्रा की सुविधा प्राप्त होंगी और दूसरी ओर एक ही इंजन से जितने लोग आज काम कर रहे हैं सिर्फ उतने ही लोगों से आप ज्यादा काम ले सकते हैं। इसमें एक तो आमदनी ज्यादा हो सकेगी, साथ ही साथ कम दर वाली वस्तुओं से जो हानि होगी उसके सम्बन्ध में यातायात की लाभदायकता को भी सुनिश्चित करना होगा।

आज यह कहा जाता है कि कार्य-संचालन की लागत में वृद्धि हो रही है। जब हम चाहते हैं कि रेलवे का विकास हो और प्रगति हो तो इस दिशा में लागत में वृद्धि बड़ी स्वाभाविक बात है। साथ ही कर्मचारियों के वेतन भत्ते में जो वृद्धि हो रही है वह भी हम समझते हैं आर्थिक दृष्टि से एक बड़ी न्याय-संगत बात है। इन कमियों को पूरा करने के लिए माननीय मंत्री महोदय ने कम दर की वस्तुओं का पुनर्वर्गीकरण करने, कोयला, कोरू, लोहा और इस्पात की ढलाई पर कर में वृद्धि करने का जो प्रस्ताव किया है, मैं समझता हूँ कि वह उचित प्रस्ताव है। उसका असर अमीरों पर पड़ने जा रहा है, हिन्दुस्तान का करोड़ों गरीब जनता पर उसका भार पड़ने नहीं जा रहा है।

मैं मंत्री महोदय से इस बात का अनुरोध करना चाहता हूँ कि तृतीय श्रेणी के यात्रियों के किराये में जो वृद्धि की जा रही है वह उचित बात नहीं है। अभी-अभी लोकसभा के मध्याह्निक चुनाव हुए हैं। इसमें जनता ने हमको एक मैडे

दिया है, एक आदेश दिया है और वह है सामाजिक और आर्थिक विपत्तियों को समाप्त करने का। उसको दृष्टि में रखते हुए यह उचित प्रतीत होता है कि मंत्री महोदय ने तृतीय श्रेणी के किराये में जो वृद्धि का प्रस्ताव किया है, उसको वह वापिस ले लें।

15.00 hrs.

साथ ही साथ इस बात के लिये मैं मंत्री महोदय की सराहना करना चाहता हूँ और विभाग की प्रशंसा भी करना चाहता हूँ कि इस बजट में यह बात कही गई है कि बहुत सा घाटा विभाग में मितव्ययता करके और कार्यकुशलता बढ़ाकर पूरा कर लिया जायगा। निश्चित रूप से अगर यह कदम उठाया गया तो हमें विश्वास है कि इस विभाग का घाटा बहुत हद तक इससे कम हो जायेगा और तृतीय श्रेणी के किराये में वृद्धि आपको नहीं करनी पड़ेगी।

तृतीय श्रेणी में जो लोग यात्रा करते हैं उनकी स्थिति बहुत ही दयनीय है। डिब्बों की कमी होने की वजह से यात्रा में उन लोगों को बहुत असुविधा उठानी पड़ती है। अनेक माननीय सदस्यों ने कहा है कि स्त्रियों और बच्चों को तो बहुत ही कठिनाई का सामना करना पड़ता है और यह सही बात भी है। इसलिए इस बात की आवश्यकता है कि तृतीय श्रेणी के डिब्बों में वृद्धि की जाये और इस वृद्धि के साथ साथ यह भी आवश्यक है कि ऐसे इंजन लगाये जायें जिन में और अधिक डिब्बों को ले जाने की शक्ति और क्षमता हो। इससे लागत में अधिक वृद्धि नहीं होगी और हम यात्रियों को अधिक सुविधायें भी प्रदान कर सकेंगे।

सरकार द्वारा तत्काल रोजगार देने की दिशा में जो कदम उठाये जा रहे हैं उनमें एक कदम यह भी है कि नीचे और ऊपर के पुलों का

निर्माण किया जाए। यह अच्छी बात है। मैं एक सुभाव देना चाहता हूँ। बहराइच और वाराणसी के बीच घाघराघाट पर रेल पुल के ऊपर सड़क के पुल का निर्माण किया जाये तो फैजाबाद डिवीजन पर भी जनता को लाभ हो सकता है। इससे उसका बहुत बड़ा कल्याण होगा और बहुत बड़ी उन्हें सुविधा प्राप्त होगी।

प्रशासनिक सुधार और समय पालन की जो बात कही गई है वह बहुत अच्छी बात है। इसके बारे में जनता को बड़ी शिकायत है। हम समझते हैं कि इसको कर देने से जनता को लाभ पहुंचेगा। चूंकि समय बहुत कम है, इस वास्ते मैं अपनी बात यहीं समाप्त कर दूंगा। जनहित को दृष्टि में रखते हुए भी इस विभाग में आर्थिक लाभ हो सकता है। उसको दिखाकर रेलवे विभाग को एक ज्वलंत उदाहरण प्रस्तुत करना होगा और यदि उसने ऐसा किया तभी हमारे समाजवाद का भवन अधिक मजबूत हो सकेगा। सम्भव है कि केवल एक बजट के द्वारा सारी समस्याओं का निराकरण न हो सके। फिर भी तीव्रता के साथ हम उस ओर अग्रसर हो रहे हैं इसमें कोई सन्देह नहीं है।

मंजिल मिले, मिले, न मिले, इसका गम नहीं। मंजिल को जुस्तजू में मेरा कारवां तो है ॥

इन शब्दों के साथ मैं रेलवे बजट का हार्दिक स्वागत करता हूँ।

श्री जांबुवंत धोटे (नागपुर) : उपाध्यक्ष महोदय, रेल विभाग के ऊपर सदन में काफी बहस हुई है। इस बहस के दौरान रेल मंत्री के ऊपर काफी करारा हमला भी किया गया, उन तीव्र टीका टिप्पणी भी की गई। मैं रेल मंत्री के ऊपर या उनके कारोबार के ऊपर टीका टिप्पणी करने नहीं जा रहा हूँ। दरअसल मैं

रेलवे में जो गड़बड़ी है, इसकी जिम्मेदारी रेल मंत्री के ऊपर आती है या नहीं, यह भी हमें देखना चाहिए। आज इस देश में सरकार किस की चल रही है, इसके ऊपर भी गौर करना चाहिए।

हमारे देश में प्रजातन्त्र है या हुकमशाही है या नौकरशाही है, यह बतलाना बड़ा मुश्किल है। अगर साफ शब्दों में कहना पड़े तो कहना होगा कि इस देश में खासतौर पर रेल विभाग में ब्यूरोक्रेटिक डेमोक्रेसी चल रही है। जब नौकरशाही ही हुकूमत कर रही है तब ऐसे वक्त में हम बेचारे रेल मंत्री को क्या कहें? रेल विभाग में क्या चल रहा है और क्या नहीं चल रहा है इसकी मालूमात रेल मंत्री तक पहुंचती है या नहीं इसमें मुझे शक है। इस वास्ते कई बातें जो होती हैं उनके ऊपर गौर नहीं होता है। मंत्री लोग आते हैं और चले जाते हैं। मैंने देखा है और पढ़ा है कि हर रेल बजट जब आता है तो मंत्रियों पर करारी चोटें होती हैं। यहाँ लोक-सभा में भी करारी चोटें की जाती हैं। मंत्री चला जाता है, डिपार्टमेंट वहीं का वहीं रह जाता है। उसमें कोई तबदीली नहीं होती है, उसका जो दृष्टिकोण है वह वैसे का वैसे रहता है। जो बंडंगा काम होता है वह वैसे का वैसे चलता रहता है। आज सवाल है कि इस ब्यूरोक्रेटिक डेमोक्रेसी का हमें खत्म करना है या नहीं? या नौकरशाही के भरोसे ही हमें सरकार चलाना है? मंत्री ने कभी चाहा है क्या कि रेल विभाग में कुछ तबदीली करें, कुछ बदल करें, मुझे नहीं लगता। और अगर चाहा भी है और घोषणा भी की है तो वह बदल करने में सफल नहीं हो सका।

हर बार घाटे का बजट लाया जाता है और उसकी आलोचना होती है। समाजवाद की बात हम कहते हैं, समाजवादी ढंग से हम चलना

[श्री जांबुवंत धोटे]

चाहते हैं और समाजवाद का ढिंढोरा हम सारे संसार में और इस देश में पीटते हैं, ऐसे वक्त में हमारी जो योजनाएँ हैं वे सही मानों में समाजवाद के सिद्धान्तों को लेकर बनाई जाती हैं या नहीं यह भी हमें देखना चाहिये। डाक्टर बी. बी. कृष्णामूर्ति नाम के एक बड़े नामी इकोनोमिस्ट हैं। उन्होंने एक प्रबन्ध लिखा है जिसका शीर्षक है 'प्राइसिंग इन प्लान्ड इकोनोमी'। इस शास्त्रीय प्रबन्ध में डाक्टर बी. बी. कृष्णामूर्ति ने बताया कि समाजवादी अर्थव्यवस्था में रेल का किराया, भाड़ा कभी बढ़ता नहीं है बल्कि वह दिन प्रति दिन घटता ही जाता है। वह प्रबन्ध इतने अच्छे ढंग से लिखा गया है, वह ग्रन्थ इतना अच्छा लिखा गया है कि उनकी तारीफ सारे संसार में हुई है और इस देश में भी हुई है। वह किताब इस ब्यूरोक्रेसी ने पढ़ी है या नहीं, नौकरशाही ने पढ़ी है या नहीं, मुझे मालूम नहीं है। लेकिन मैं आपके माध्यम से, उपाध्यक्ष महोदय, मंत्री महोदय से दरखास्त करता हूँ कि वह इस किताब को, 'प्राइसिंग इन प्लान्ड इकोनोमी' को पढ़ें। वह न केवल इस किताब को पढ़ें बल्कि जो उसूल और सिद्धान्त उसमें बताये गये हैं, उनको अपनाने से रास्ते से अगर हमारा रेल विभाग और रेल मंत्री चले तो आप देखेंगे कि हर साल आपको किराया, भाड़ा बढ़ाने की आवश्यकता महसूस नहीं होगी बल्कि वह हर साल कम होता चला जायेगा। अब होता यह है कि हर साल रेल का किराया बढ़ने के साथ साथ लोगों की दिक्कतें भी बढ़ जाती हैं। जिस तरह से रामायण में कहा गया है कि हनुमान की दुम की कोई सीमा नहीं और बढ़ती ही जाती है, लम्बी ही हांती जाती है, उस पर कोई रुकावट नहीं, उसी प्रकार से जो रेलों का किराया, भाड़ा है वह शुरू से ही और खासतौर पर पिछले पच्चीस साल से बढ़ता

बढ़ता ही चला गया है।

यह कहा जाता है कि चूँकि रेलों को घाटा होता है, इस वास्ते घाटे का बजट पेश करना पड़ता है। यह क्या सही है? मैंने जो पढ़ा है, जो अध्ययन किया है, उसके अनुसार मैं आपके माध्यम से रेल मंत्री जी को बतलाना चाहता हूँ कि हमारा रेल बजट घाटे में कभी भी नहीं चला है और इन पिछले पच्चीस साल से कभी घाटे में चला ही नहीं है बल्कि हर साल रेल विभाग से सरकार की तिजोरी में करोड़ों रुपया जमा किया जाता रहा है। इसको बहुत थोड़े वक्त में रेल मंत्री जी को आपके द्वारा बतलाना चाहता हूँ।

जो पंसा सरकारी तिजोरी में जमा किया जाता है, वह मुनाफा है। वह पिछले पच्चीस सालों में हमेशा सरप्लस रहा है। मैं कुछ सालों के आँकड़े देता हूँ। कुछ सालों की टोटल आमदनी यह है :—

1951-52	290.82 करोड़ रुपये
1955-56	316.29 करोड़ रुपये
1960-61	456.80 करोड़ रुपये
1965-66	733.57 करोड़ रुपये
1969-70	951.28 करोड़ रुपये
1970-71	1004 करोड़ रुपये
1971-72	1044 करोड़ रुपये

इन आँकड़ों से प्रकट होता है कि पिछले बीस सालों में रेलवे की टोटल आमदनी 290 करोड़ रुपये से 1044 करोड़ रुपये तक पहुँच गई है। खासतौर से तीसरी पंच-वर्षीय योजना से लेकर आज तक इन दस सालों में रेलवे की आमदनी दुगनी हो गई है।

इन सालों में रेलवे का जो इनपुट खर्चा हुआ है, अर्थात् प्रशासन, रिपेयरिंग, फ्यूल, ...

कोयले और तेल आदि पर खर्चा, वह इस प्रकार

1951-52	137.62 करोड़ रुपये
1955-56	151.96 करोड़ रुपये
1960-61	229.14 करोड़ रुपये
1965-66	355.63 करोड़ रुपये
1969-70	501.42 करोड़ रुपये
1970-71	532.13 करोड़ रुपये
1971-72	557.14 करोड़ रुपये

1969-70	284.72 करोड़ रुपये
1970-71	227.64 करोड़ रुपये
1971-72	290.59 करोड़ रुपये

इन इनपुट खर्चों में मजदूरों की मजदूरी और कर्मचारियों की तन्खवाह नहीं मिलाई जाती है। मजदूरों की तन्खवाह सालाना हिस्सा इस प्रकार है :—

1951-52	42.53 करोड़ रुपये
1955-56	54.76 करोड़ रुपये
1960-61	73.12 करोड़ रुपये
1965-66	121.16 करोड़ रुपये
1969-70	165.14 करोड़ रुपये
1970-71	184.23 करोड़ रुपये
1971-72	196.27 करोड़ रुपये

अगर इनपुट खर्चों और मजदूरी तथा तन्खवाहों पर खर्चों को मिला दिया जाये और उसको टोटल इनकम से निकाला जाये, तो रेलवे विभाग को जो मुनाफा होता है, जो सरकारी तिजोरी में जमा होता है, वह इस प्रकार है :—

1951-52	110.67 करोड़ रुपये
1955-56	109.57 करोड़ रुपये
1960-61	154.54 करोड़ रुपये
1965-66	256.78 करोड़ रुपये

1971-72 में भी रेलवे विभाग से सरकारी तिजोरी 290.59 करोड़ रुपये जाने वाले हैं। इसके बावजूद हमें बताया जाता है कि रेलवे का बजट घाटे में है। अगर मंत्री महोदय 'प्राइसिंग इन प्लांड इकोनॉमी' को पढ़ लें, तो वह हर साल किराया और भाड़ा बढ़ाने के बजाय उनको घटावेंगे।

रेलवे विभाग में जो मुनाफा होता है, वह डेवलपमेंट फंड, रिजर्व फंड और रेलवे के खसारा फंड में और केन्द्रीय सरकार के बजट को मदद देने के लिए तबसीम किया जाता है। रेलवे और सरकार के बीच में जो एग्रीमेंट है, उसके अनुसार यह रकम देने की व्यवस्था है। पूंजीवादी अर्थ-व्यवस्था में और खासतौर से प्राईवेट सैक्टर में जो संगठित उद्योग चलते हैं, उनमें जो ऐसा खर्चा बताया जाता है, अर्थशास्त्र के सिद्धान्त के अनुसार हम उस को खर्चा नहीं मानते हैं, बल्कि आमदनी मानते हैं।

यह कहना एकदम भ्रूष है, सफेद भ्रूष है कि रेलवे विभाग को नुकसान होता है। मेरी प्रार्थना है कि रेल मंत्री गहराई में जाकर देखें कि उस की इकॉनॉमिक्स क्या है, उसका सिद्धान्त क्या है, उसका उधूल क्या है।

समाजवादी अर्थ-व्यवस्था के अन्तर्गत राष्ट्रीय सम्पत्ति में, राष्ट्रीय आमदनी में, पब्लिक सैक्टर के उद्योगों के कर्मचारियों का हिस्सा बहुत ज्यादा होता है। लेकिन हमारे पब्लिक सैक्टर में, रेलवे में, राष्ट्रीय सम्पत्ति में कर्मचारियों का हिस्सा बहुत कम होता है।

[श्री जांबुवंत धोटे]

1970-71 में राष्ट्रीय ग्रामदानी में कर्मचारियों, कामगारों, का हिस्सा 39 प्रतिशत और 1971-72 में 40 प्रतिशत है। इसकी तुलना में संगठित उद्योगों में, जो प्राइवेट सैक्टर में हैं, पब्लिक सैक्टर में नहीं, राष्ट्रीय ग्रामदानी में कर्मचारियों का हिस्सा 54 प्रतिशत होता है।

मैं निवेदन करना चाहता हूँ कि रेलवे मंत्री आते हैं और जाते हैं, लेकिन ब्यूरोक्रेसी वहीं कायम रहती है। वह कोई भी सिद्धान्त रेलवे मंत्री के सामने नहीं आने देती है। ब्यूरोक्रेसी पब्लिक सैक्टर और समाजवाद के खिलाफ है, इसलिए उसकी यह कोशिश रहती है कि समाजवाद और पब्लिक सैक्टर कैसे बदनाम हो। जब तक हम इस ब्यूरोक्रेसी को नहीं तोड़ते हैं, तब तक हम किसी भी प्रकार का समाजवाद, या कम से कम शास्त्रीय समाजवाद, इस देश में नहीं ला सकते हैं। मैं समझता हूँ कि रेल मंत्री इन बातों पर विचार करेंगे।

श्री प्रताप सिंह नेगी (गढ़वाल) : उपाध्यक्ष महोदय, मैं एक ऐसे चुनाव-क्षेत्र से आता हूँ, जिस में केवल आधा किलोमीटर रेलवे लाइन है। मैं आपको बताना चाहता हूँ कि यहाँ राजधानी में मेरे चुनाव-क्षेत्र के अस्सी हजार के करीब लोग बसते हैं। लेकिन मुझे बड़ा ताज्जुब होता है कि कोटद्वार जाने वाली गाड़ी में, मसूरी एक्सप्रेस में, जो तीन डिब्बे लगाये जाते थे, मेरे चुनाव से कुछ दिन बाद उनमें से एक को काट दिया गया। जब मैंने मालूम किया कि वह डिब्बा कैसे कटा, तो मुझे पता लगा कि मसूरी के लिए एक वातानुकूलित डिब्बा लगाया गया और इस तरह तीसरे दर्जे के डिब्बे को काट कर गरीब यात्रियों को मुसीबत में डाल दिया गया।

मैंने इस बारे में रेल मंत्री को 1 मई को

पत्र लिखा। जब मुझे उसका उत्तर नहीं मिला, तो मैंने 19 मई को दूसरा पत्र लिखा। जब मुझे फिर भी कोई उत्तर नहीं मिला, तो मेरे इलाके के जो लोग यहाँ पर रहते हैं, उन्होंने मुझे लिखकर दिया कि हम तुम्हारे यहाँ प्रदर्शन करेंगे। मैंने उनसे कहा कि प्रदर्शन का स्थान मेरे यहाँ नहीं है, मेरे यहाँ प्रदर्शन क्यों करते हैं, मैं तो आपकी तरफ से काम कर रहा हूँ, मैं तो बराबर इस बात का प्रयत्न कर रहा हूँ कि उस गाड़ी में डिब्बा लगाया जाए; आप लोग यदि प्रदर्शन करना ही चाहते हैं तो रेलवे मंत्री के यहाँ प्रदर्शन कीजिए।

मुझे अफसोस के साथ कहना पड़ता है कि इन पत्रों के बाद मुझे 26 मई को फिर पत्र लिखना पड़ा। तब कहीं जाकर मुझे 10 जून का उत्तर मिला। लेकिन उस उत्तर से ऐसा मालूम हुआ कि रेलवे मंत्री ने मेरे पत्र पढ़े नहीं। मैंने यह माँग की थी कि जो डिब्बा काटा गया है, उसको लगा दिया जाए। मैंने यह भी लिखा था कि कोटद्वार तक डायरेक्ट गाड़ी लगाई जाये, जिसका नाम बट्टीनाथ एक्सप्रेस हो। लेकिन जब तक उसका इन्तजाम होता है तब तक के लिए जो डिब्बा काटा गया है उसको फिर से मसूरी एक्सप्रेस में जोड़ दिया जाय। मुझे जवाब यह मिला है कि यात्रियों की संख्या वहाँ पर मई 70 से जून 70 तक और दिसम्बर 70 से जनवरी 71 तक क्रमशः 105 समर में और 78 विटर में है और अपर क्लास में केवल 3 मुसाफिरों का ही औसत कोटद्वार आने जाने का है। मैं 11 तारीख को कोटद्वार जाने को था। संचार मंत्री के साथ मेरा प्रोग्राम बना हुआ था। मुझे वहाँ एक सम्मेलन की अध्यक्षता करनी थी जिस का उद्घाटन संचार मंत्री को करना था। लेकिन चूँकि रेल मंत्री का पत्र मुझे मिला जिसमें लिखा हुआ था कि केवल तीन अपर क्लास के

मुसाफिर वहाँ जाते हैं तो मैंने जानबूझ कर दिन में अपना रिजर्वेशन नहीं कराया और मैं गाड़ी पर गया। वहाँ मैंने देखा कि गाड़ी में दस की दस अपर क्लास की सीटें रिजर्व हो चुकी थीं और लोअर क्लास यानि थर्ड क्लास की हालत यह थी कि मुसाफिरों को तिल रखने की जगह नहीं मिल रही थी। यह पिछली 11 तारीख की बात है। मैं लौटकर घर वापस आ गया क्योंकि जगह नहीं थी। फिर 12 तारीख को मैं दुबारा गया क्योंकि जाना जरूरी था। इसलिए एहतियातन मैंने दिन में रिजर्वेशन करा लिया था। लेकिन जब मैं वहाँ पहुँचा तो मैंने देखा कि अपर क्लास की दस की दस सीटें रिजर्व हो गई हैं और लोअर क्लास का फिर वही हाल है कि मुसाफिर धक्के खा रहे हैं और वह मेरे सिर हो रहे हैं कि आप कहते क्यों नहीं वहाँ जाकर हमारा डिब्बा आपके आने के बाद कटा है, इसके पहले तक चलता था। इस तरह भीड़ वहाँ थी। और वातानुकूलित डिब्बे को देखकर मुझे ताज्जुब हुआ। एक तरफ तो हम समाजवाद का नारा बुलन्द करते हैं और दूसरी तरफ हम देखते हैं बड़े बड़े पूंजीपतियों के लिए, बड़े बड़े धनपतियों के लिए और बड़े बड़े अधिकारियों के लिए वातानुकूलित डिब्बे बढ़ाये जाते हैं लेकिन गरीब जनता की तरफ हम ध्यान नहीं देते हैं जिसके बल पर हम लोग यहाँ बैठे हैं। हम भूल जाते हैं कि उन्होंने हमें अपना प्रतिनिधि बना कर भेजा है। हमारा भी कोई कर्तव्य है। मैं आपके द्वारा यह नम्र निवेदन कर देना चाहता हूँ कि जब मैं कोटद्वार से लौटकर आया 13 तारीख की शाम को तो उस दिन भी मैंने देखा कि अपर क्लास की दस की दस सीटें कोटद्वार से भी रिजर्व थीं और लोअर क्लास में भीड़ के कारण कोई जगह किसी को नहीं मिल रही थी। भीड़ लगी हुई थी। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि उन गरीबों का कुछ ध्यान

रखिये जिनके लिए हम गला फाड़-फाड़ कर चिल्लाते रहे कि हम समाजवाद लायेंगे, हम अमीर और गरीब की खाई को मिटा देंगे। खाई मिटाने के लिए यह बहुत जरूरी है कि हम लोग गरीबों की तरफ ध्यान दें। मैं आपको बता देना चाहता हूँ कि कल ही मुझे एक नोटिस मिला है उन पीड़ित लोगों की तरफ से जिसमें कि उन्होंने लिखा है कि हम प्रदर्शन करने जा रहे हैं और हमारा नेतृत्व कीजिये। मैंने कहा कि खुदा के लिए मुझे तो बख़्शो। मैं तो प्रदर्शन करने आप के साथ नहीं जाऊंगा। आप जो चाहें करिये। मैं तो जो कर सकता हूँ वह मैं कर रहा हूँ।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने का समय दिया।

श्री महा दीपक सिंह (कासगंज): उपाध्यक्ष महोदय, मैं आपके माध्यम से रेल मंत्री महोदय तक अपने विचारों को पहुँचाना चाहता हूँ। आज से लगभग 20 वर्ष पूर्व इस समाजवादी सरकार का जन्म हुआ और देश की 90 प्रतिशत जनता की आँखें समाजवाद की ओर लगी रहीं। मगर दर्द बढ़ता गया ज्यों ज्यों दवा की, वाली कहावत को चरितार्थ कर दिया। इस सरकार ने जनता के सामने यह विश्वास दिलाया कि सदन में हमारा स्पष्ट बहुमत नहीं है, तो उस बात को भी जनता ने प्रत्यक्ष मत देकर स्पष्ट कर दिया। लेकिन जनता को जिस सुख की आकांक्षा थी जिसकी तरफ उसको नहीं मिल सका। इसका कारण क्या था? इसका यही कारण था कि भले ही कुछ विभागों के द्वारा जनता को राहत मिली हो लेकिन यातायात सम्बन्धी कोई भी सुविधा रेलवे विभाग द्वारा जनता को उस प्रकार से प्रदान नहीं की जा सकी जिस प्रकार से कि प्रदान की जानी चाहिये थी। मैंने अब से 20 वर्ष से पूर्व देखा कि यहाँ पर जो रेल की व्यवस्था कुछ कंपनियों के अधीन थी, कंपनियों का

[श्री महादीपक सिंह]

सुपरविजन था और कम्पनियों की देखरेख में वह चलती थी। जैसे ईस्ट इंडिया और जी० आई० पी० इत्यादि रेलवे उस समय थीं। उस समय इतना अच्छा इन्तजाम था कि प्रत्येक गाड़ी अपने निश्चित समय पर आती जाती थी। अधिक गाड़ियाँ भी अबके बनिस्पत चलाई जाती थीं। भले ही रेलवे स्टेशनों पर उस वक्त कुछ कमी हो परन्तु वहाँ का इन्तजाम सुनिश्चित होता था। मेरा कहने का तात्पर्य यह नहीं कि रेलवे का इन्तजाम कम्पनियों के हाथ में होना चाहिये। मेरी मंशा केवल यह है कि जब रेलवे का कार्य भारत सरकार के हाथ में आया तो कम्पनियों से अच्छा और सुनियोजित होना चाहिये था। परन्तु ऐसा नहीं हुआ। सरकार के हाथ में आने पर यात्रियों को सुख-सुविधाओं की प्राप्ति होनी चाहिये थी। परन्तु सहूलियतें न बढ़ कर वृद्धि हुई है रेलवे के किराये में, हत्याओं में, अस्वच्छता में, अव्यवस्था में और गाड़ियों के समय पर न आने जाने में। मैंने देखा है कि पूर्वोत्तर रेलवे लाइन पर नित्य चलने वाली गाड़ियों की संख्या इतनी कम है कि प्रत्येक स्टेशन पर इतनी भीड़ हो जाती है कि कुछ यात्री तो डिब्बे के बाहर लटके दिखाई पड़ने हैं और कुछ छत पर बैठकर चलते हैं। थर्ड क्लास के डिब्बों में तो जैसे बोरे भरे जाते हैं इस प्रकार यात्री भर जाते हैं। मैंने पूर्वोत्तर रेलवे स्टेशन सोगो का निरीक्षण किया। वह बी क्लास का स्टेशन है। लेकिन इस तरह अस्वच्छता है, गन्दगी है कि उसको वर्णन नहीं किया जा सकता। कारण यह है कि वहाँ पर केवल एक ही नौकर सफाई के लिए है जहाँ कि कम से कम चार होने चाहियें। वह बी क्लास स्टेशन है। हिन्दुओं का एक तीर्थ-स्वान है जहाँ पर लाखों और हजारों की संख्या में यात्री जाया करते हैं। लेकिन पीने के पानी का ऐसी अव्यवस्था है कि यात्री प्यासे मरते हैं। सरकार उस

तरफ ध्यान दे और वहाँ पर एक ट्यूबवैल और पानी की टंकी बनाये।

इसी प्रकार एक ब्रांच लाइन जो टूंडला से एटा जाती है शुरू से अब तक उसका बजट घाटे में ही रहा है। सरकार ने कभी इस तरफ विचार नहीं किया कि आखिर इसका कारण क्या है? वहाँ पर एक गाड़ी सुवह को जाती है और शाम को वापस लौट आती है। पैसेन्जर इतने कम निकलते हैं कि रेलवे का बजट घाटे में ही रहना चाहिए। यदि उस रेलवे लाइन को धुमरी, अली-गढ़, सराय अदत से होते हुए मुहम्मदाबाद स्टेशन तक जो बड़ी लाइन का है कर दिया जाय तो यह बजट भी पूरा हो जाय और साथ में वह क्रिमिनल एरिया जो एटा, मैनपुरी इत्यादि का पड़ता है उसमें भी कुछ सुधार हो जाय।

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : Sir, the hon. House has looked at the problem of railways from various points of view. More than 965 cut motions have been tabled; thereby showing the various shortcomings and the needs that have to be fulfilled. 28 hon. Members have participated in the debate. So far as I am concerned I take it, these are things which not merely give information to the Railway Minister but inspiration as well. I am one of those who from my younger days did what I could do a little along with numerous others for the establishment of parliamentary democracy in the country. Many of my friends know what are the travails we have all gone through. I am not merely a person who has become a votary of parliamentary system of democracy for the sake of Ministership. We fought our battle for this purpose long before we ever dreamt of parliamentary democracy. You will, therefore, see that I will be the last man to disregard the views of Members of Parliament.

Some uncharitable remarks were passed that I have given instructions

that letters of the Members of Parliament may be thrown into the waste paper basket and that; if there is a negative reply, no reply need be given. Any of my hon. friends who would have thought of it a little seriously would have surely seen that I will be the last person to give such instructions. One or two friends of mine having got themselves worked up to a pitch of frenzy derailed themselves on this point. That is all I can say.

Anyhow, those friends of mine have given me an occasion to place certain facts before the House. I have been the Minister for Railways for less than three months. I have received 704 letters from the Members of Parliament. The Ministers also, my colleagues, for various needs of their constituencies, have written to me. Their number is 93. In addition to that, the Members of the State Legislatures and Ministers of the State Governments have also written to me. Their number is 88. Altogether, I have received upto today 885 letters. I have acknowledged 259 letters. I have given final replies to 64. 562 letters are to be replied. I have given instructions to the Railway Board to expedite these replies. If a reply is delayed for one or two weeks, it is not that I do not want to give the reply.

As the hon. House will see, if the hon. Member wants an amenity at some railway station or some other facility or stoppage of a train, I have to write to the authorities concerned spread all over the country to get the information. After getting the information, I have to discuss it with the Board Member concerned with anxiety to concede the point made by the hon. Member. Therefore, gathering the necessary information takes a little time. India is not a country of small dimensions. If a Member of Parliament from Assam or Manipur or Kerala writes to me, I have to address the people concerned and get the information all the way from those distant parts. If a final reply is received in a month's time, none of you would

think it is an unreasonable delay.

I would request the hon. Members not to give credence or currency to the funny views expressed by some Members that I have given instructions that the letters should not be replied to or that the letters should be thrown into the waste paper basket.

SHRI D. N. TIWARY (Gopalganj) : At least acknowledgement should be sent.

SHRI HANUMANTHAIYA : I am sending acknowledgement. 216 acknowledgements have been sent. Sometimes, when I am busy, in order to sign some letters, it may take one or two days. I assure every Hon. Member that I am most anxious to see that replies are sent and, if possible, in the affirmative way. That is the spirit.

I would not have dilated upon this point at such a length. I know my hon. friend, Shri K. N. Tiwary. He has been an old friend of mine since the days of the Constituent Assembly. That such a person, instead of ascertaining the facts directly from me: should make a statement characterising my work as *junglee* has hurt me very deeply. Any hon. Member who might entertain such an idea ought to first ask me whether I have given such instructions. And then if he feels aggrieved, he can by all means make an attack on me in the House or anywhere else. But to attack an innocent person, that too to attack persons who are anxious to serve them, is not a chivalrous act. (*Interruptions*)

AN HON. MEMBER : What about Railway Board ?

SHRI HANUMANTHAIYA : In the course of my reply I will speak about Railway Board also.

Several Hon. Members referred to the

[Shri Hanumanthaiya]

need for better amenities and facilities for the Railway employees. Out of a total of nearly 14 lakhs of the Railway staff, 5.1 lakhs have been provided with quarters, the accent being to provide more number of quarters for the lower grade staff and essential categories like drivers, firemen and guards. We have a significant programme during the Fourth Plan at a cost of Rs. 30 crores for provision of additional quarter. Apart from the Armed Forces, there is no other Department or Ministry in the Government of India which caters to the medical needs of its staff as the Railways do. We have a full-fledged medical organization which has a network of 97 hospitals and 547 health units with a bed strength of 10302 which works out to 1.33 beds for 1006 of the railways population. On medical, health and welfare services the total expenditure last year was as much as 19½ crores of rupees which works out to Rs. 169 per head. The Railways also run as many as 749 educational institutions ranging from Higher Secondary and Primary Schools located primarily at places where other educational facilities are inadequate. The various other measures are the provision of recreation centres, commonly known as institutes, numbering 733, handicrafts centres, homoeopathic dispensaries, co-operative credit societies and stores and so on.

To serve the needs of employees posted to small wayside stations, there is regular provision of doctors who travel on the sections, attend to the patients and dispense the necessary medicines. They visit the stations according to the time table notified in advance twice or thrice a week. (*Interruptions*) The hon. Member may not be interested to listen to these facts, but other members are more particular about them.

AN HON. MEMBER : Some of the facts he stated are not correct. In Olavakkot...

SHRI HANUMANTHAIYA : This is not an occasion for a second speech.

A unique feature of the Railway's welfare activities is the institution of a Staff Benefit Fund to which Government makes an annual grant at the rate of Rs. 4.50 per railway employee. This fund is used for relief of distresses of sick employees or family members, development of sports and grant of technical scholarships for higher education of railwaymen's children, the number of such scholarships being about 1150 currently. There is also a Railway Minister's Welfare Fund which is used exclusively for the benefit of the railway employees and their families who are in distress either due to long sickness, injury or death of the employee or of members of the family.

Some hon. Members referred to abolition of contract labour. I appreciate the anxiety expressed by some hon. Members about its continuance.

As the House must be aware, the question of regulation and abolition of contract labour has been under consideration of the Government for a long time and the matter was also discussed at various meetings of Tripartite Committees. Ultimately, legislation was introduced by the Government and the House is aware that the Contract Labour (Regulation and Abolition) Act was passed in 1970.

The principal feature of the Act is the power given to the appropriate Government to prohibit by notification the employment of contract labour in any process of operation or otherwise in any establishment subject to certain criteria being fulfilled. And, detailed provisions for regulating service conditions of contract labour where its abolition is not possible are being provided and rules are being provided under the Act. The Ministry of Labour are setting up the statutory Central Board after consulting which the Government can notify the abolition of contract labour in such areas

of work as fulfil the prescribed criteria. As soon as the statutory board's recommendations are considered and notified by Government contract labour will be eliminated in such areas of work including railway sector as specified by Government.

AN HON. MEMBER : How much is the cost ?

SHRI HANUMANTHAIYA : I have not calculated.

The most important point made by hon. Members is about new lines. In the course of the general discussion I met this point. Several Members made the same point again and I again place the point of view of the Railway Ministry. I hope I will be able to see how far these demands can be met and how far these demands cannot be met. Personally I am convinced that this is an opportune time to expand Railways to the maximum extent possible. These are days of unemployment. I learn from old records that not only the British Government, but the Company that was running the Railways then and even some of the Princely States constructed quite a large number of railway lines during the famine-time, to provide employment as well as to secure permanent assets to the country. Now we may not have famine God forbid. The green revolution has been a success and I am much obliged to the people of Haryana and Punjab for this great success. These new lines have to be constructed not to meet famine conditions, but to meet the unemployment problem. It can give work to millions and millions of people, skilled, unskilled, graduates and engineers. That is the reason why I made a plea before this House that the cut that has been effected in the Railway Plan allotment of about Rs. 250 crores must be restored. I have placed this matter before the Planning Commission and the Prime Minister. The Plan is being reviewed, as you know. Your goodwill and your support will get more money for the Railways which would

necessarily and naturally go to meet many of the demands made by the hon. Members of this House.

SHRI P. K. DEO : Who talked about bouquets and brickbats is not here. I concede that the Orissa State need more Railways. The other day the hon. Member from Hyderabad made the point that not a single railway line was constructed after the Integration took place, as a result of States Reorganisation. That is also true. There are many lines that have to be constructed in Rajasthan, Bihar, Madras Mysore, Kerala and also Madhya Pradesh.

SHRI PILOO MODY (Godhra) : And Gujarat.

SHRI HANUMANTHAIYA : Since my hon. friend Shri Piloo Mody who is a very self-satisfied man makes the demand, I would be very happy to say 'No' to him, because Gujarat has a much bigger railway network than any other part of the country, if you look at the map. But even so,.....

SHRI PILOO MODY : This is the greatest discrimination.

SHRI HANUMANTHAIYA : Even so, according to the perspective plan that we have framed, he will get not only his share but somewhat of an extra share which probably he deserves.

Therefore, let no Member be under the impression that the Railway Ministry is constrained by this consideration or that consideration in the matter of constructing railway lines or conversion of metre gauge into broad gauge. The only question is one of finance. Fortunately for us, and fortunately for me in particular, we have reached the stage of plan performance where a review has become necessary. We have to review our plans with a view to solve the unemployment problem in particular. Let us hope that all of us, whether in the Ministry or in

[Shri Hanumanthaiya]

the House, will be able to put our heads together and acquire more resources for this enterprise.

Some Members referred to project allowance. My hon. friend Shri A. P. Sharma and other leaders of the labour sector are very particular that the emoluments of labour must increase. That is a legitimate demand. Nobody would be able to say 'No' to them.

SHRI PILOO MODY : What about commercial clerks ?

SHRI HANUMANTHAIYA : But I am sure hon. Members would agree that the question has to be examined on the basis of justice and fairplay. It is not that we can give money to everybody according to his wish. Though the phrase 'to everybody according to his need' sounds exhilarating, in performance, it cannot do so. The distribution of national wealth in terms of wages and salaries can only be based upon the production achieved.

In the last session, the employees in this area, namely the Gharara and Barauni area were on strike, and I had already made a statement that the question of payment of project allowance in respect of railwaymen employed in Farakka barrage and the Dandakaranya project areas had been under negotiation between the Railway Board and the two recognised federations of railway employees. As no complete agreement could be arrived at, the question had been referred to the board of arbitration under the joint consultative machinery. I made it clear that as soon as the award of the board of arbitration was received, the question of grant of such allowance to the staff in the Gharara area would also be finalised on the basis of the award, if necessary after consulting the recognised federations. In fact, I made an appeal to the striking employees explaining the position. They complied with my request rather late, after

causing much loss and inconvenience to the country. That apart, I am glad to say that the award has been received today, I have not read it because I was engaged in the work of the House. We shall go through the award, and as I have said, on the basis of the award, we shall see what can be done.

In this connection, I want to make one policy statement. All these three months I have been in administration, and most of my time has been taken by the Members of the Railway Board or the concerned officers in the Railway Board or the General Managers. It is rightly so because everyday I have to do some administrative work and they have to get orders, advice or guidance-whatever it is. But I have not been able to meet leaders of labour. I attach the greatest importance to labour who constitute the basic factor in running our railways. I therefore propose to set apart half a day in the week to meeting labour leaders and discussing various problems with them, which will be able to bring some satisfaction at least to that sector. I therefore want the labour leaders to unhesitatingly place their problems before me. I know they are responsible leaders of the country. It may be that I am elected from a general constituency and they have evolved into leadership out of service in the labour field. Therefore, I make no distinction between my capacity and theirs. I invite their co-operation and guidance so that together, jointly, we may be able to evolve a happy labour relationship.

My hon. friend, Shri A. P. Sharma, made the point the other day that labour participation in management should be not only recognised but implemented. I am all for it. But I have explained in the other place, and I do so here now, that a person who comes to the level of management has to behave with the responsibility of a management. He cannot be a striking, irritable labour leader and at the same time, be a responsible, wise and national leader.

SHRI K. MANOHARAN (Madras North): His doubt is whether Sharmaji would behave?

SHRI HANUMANTHAIYA: I know both the leader of the DMK and Sharmaji are men of experience and, if at all, they will give advice which will be valuable to the country.

SHRI PILOO MODY: Which country?

SHRI HANUMANTHAIYA: I have no misgiving on that score. So we have to discuss this problem, in what shape and in what manner we have to effect participation in management. It is not a matter of a unilateral pronouncement on the subject. It cannot carry conviction. Therefore, out of mutual discussion, imbued with a sense of responsibility for production and satisfactory service to the country, we have to jointly deliberate and evolve solutions to these problems.

I will now come to some minor points—individual requests. In the course of the general discussion members asked for new trains. Some of them could be accepted. I am happy to announce two or three. An additional Janta Express between Bombay and Nagpur to run once a week will be introduced this year. An additional Maharashtra Express train between Poona, and Nagpur will be run from 1-10-71. An additional Janta Express will be run once a week between Bombay and Poona. As some hon. members suggested, the Deluxe Express (Paschim Express) will be dieselised with effect from October 1971. Also unreserved third class accommodation will be provided on the Deluxe Express after dieselisation.

My hon. friend Shri A. P. Sharma urged that a deluxe service *via* Patna can be run twice a week. I accept the suggestion. It will be run from 1st July, 1971, or if there is a little delay, it will be from 15th August, 1971.

My hon. friend Shri Naval Kishore Sharma merely asked for shuttle trains, not deluxe trains. I am inclined to accept it; but as a Minister I have to get the necessary data and then take the decision. If it is only my relationship with my hon. friend, I will be able to do anything for him. I shall discuss this and see how far this request of his can be granted.

Shri Mulchand Daga spoke about insanitary conditions outside the Pali-Marwar Railway Station. The Railway Station building upto the goods shed line is paved and kept clean. The area between the line and the boundary wall, particularly towards the Marwar and of the bazaar, is used by the local inhabitants not only as a dumping ground of refuse, but also as an open latrine. The area has been cleaned a number of times by the railways by engaging special labour. Since, however, it is difficult to keep it clean under the existing conditions, the local municipal authorities have been consulted to devise ways and means to stop this unauthorised dumping of refuse inside the railway premises by outsiders. Provision of fencing will not solve the problem.

SHRI NATHU RAM MIRDHA (Nagaur): He is himself the Chairman of the Municipality. So, coordination is easy.

SHRI HANUMANTHAIYA: We can sit together and discuss it. I am sure we can solve the problem in five minutes.

SHRI MANORANJAN HAZRA (Arambagh): The hon. Minister seems to be speaking among his party members. We want to have his impressions about our cutmotions.

SHRI HANUMANTHAIYA: Let not my hon. friend be under the impression that I am partial to members of my party. As I have already explained,

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I am partial to all Members of Parliament.
(*Interruption*)

16.00 hrs.

I want to inform the hon. Members on the left side that I have no intention of making any discrimination. If I have not been able to mention their names, it is because I do not know some of their names. I should be able to meet them personally and I assure them that whatever things can be done in the small ~~scope~~, as I have said, I shall try to do. They need not have any misgivings on that score. Shri Mulchand Daga mentioned another point. The jhuggies located in a low lying area outside the railway station between P.W.D. road and the mill siding have normal drainage; a 12" pipe is already provided under the siding. However during heavy showers some water accumulates in the area and for additional drainage it would be necessary to increase the waterway under the siding and provide a connecting drain towards the west. Since this falls outside the railway boundary the cost of the increased water way is to be borne by the mill authorities and the drain has to be provided by the municipality. The railways have already asked the mill authorities for giving their acceptance of the estimates as the cost will have to be borne by them. So far as Pali is concerned I have stated the proposition clearly and I seek your co-operation to eliminate once for all the local complaint that exists there.

SHRIMATI JYOTSNA CHANDA (Cachar): May I ask from the hon. Minister whether he will neglect Assam this year again?

SHRI HANUMANTHAIYA: Several Members have asked for overbridges and underbridges, hon. Members from the opposite side have also asked. I have already enunciated the policy. This

year if all of us work with the utmost earnestness and speed, we shall be able to spend Rs 10 crores; otherwise even that amount cannot be spent. Therefore, it is not a question of want of money; I am prepared to give any amount. But the real snag is not my intention or the allocation in the Railway budget. Under the existing rules the State Governments have to bear half the expenditure and the railways have to bear the other half. Even there the State Governments need not spend money out of their pocket. There is already a railway safety fund. Each State has got some allotment and out of that fund they have to spend. The concerned State Governments have to do their part of the work expeditiously such as the acquisition of the necessary land for the road, putting up a bund or excavation, etc. as the case may be. If the State Government take up this work in earnest the demands for overbridges and underbridges could be met. I would request the hon. Members to move their respective State Governments so that this demand at least could be fully met.

The hon. lady Member asked me whether I was neglecting Assam. Not in the least. During the general discussion on this budget I had promised that I might pay a personal visit to Assam to determine exactly what could be done. I do not believe in general promises nor do I believe in big promises. If possible we shall do something to satisfy the demands of the people of Assam. So also Orissa. We have already the survey reports on the lines that the hon. Member suggested. I was not able to make a pronouncement about Orissa here straightaway, because the survey reports have to be examined; there are two or three lines, and after all, priority.

SHRI P. K. DEO (Kalahandi): It is the vested interest of Orissa with Visakhapatnam which is standing in the way of development of these railway lines.

SHRI HANUMANTHAIYA : My hon. friend will see it may not be possible for any railway administration to straightaway construct all the railway lines that are needed for Orissa. One has to be done after the other. Therefore, I will examine all these proposals and I assure the hon. Member I am myself inclined to take up one of these projects.

SHRI P. K. DEO : Thank you.

SHRI HANUMANTHAIYA : The only condition is that I must get the cut of Rs. 250 crores restored.

SHRI P. K. DEO : Why put such a big 'if'? Why not say no ?

SHRI HANUMANTHAIYA : If you want it you can take it like that; I have no objection.

SHRI S. A. SHAMIM (Srinagar): How about Kashmir ?

SHRI HANUMANTHAIYA : The Kashmir line is already under construction.

श्री कमल मिश्र मधुकर (केसरिया) : अभी वरीनां में हड़ताल हुई थी और मजदूरों का विक्टिमाइजेशन वहां हुआ है। उन को सस्पेंड किया गया है, उन पर तरह तरह के जुल्म ढाये गये हैं। इस के विषय में मंत्री महोदय ने कुछ नहीं कहा है। उन लोगों पर जुल्म हो रहा है जिस को हम देख रहे हैं। जब लेबर मंत्री वहां गये थे तब बयान दिया गया था कि वहां पर लोगों का विक्टिमाइज नहीं किया जा रहा है, जब कि उन को खूब विक्टिमाइज किया जा रहा है। इस के बारे में मंत्री महोदय स्पष्ट जवाब दें।

SHRI HANUMANTHAIYA : Many Members made reference to the Railway

Board, and my hon. friend Shri Dhote made a very powerful speech. I know most of you feel that there should be economy in expenditure, especially in the establishment of the Railway Board. I am aware of it. I have to process the recommendations of the Administrative Reforms Commission and see how far this Board could be streamlined. This decision cannot be taken off hand or *ad hoc*. We have to bestow thought as to what are the posts that are redundant and what is the economy that has to be effected. You would certainly agree that I need at least one or two months to go through the whole hierarchy and see what economy can be effected. I am at it. In fact I have already prepared a note. The Administrative Reforms Commission report is available; the study team report of Shri Hridaya Nath Kunzru is also there; and there are several other reports. We will be able to process them and come to some decisions in one or two months. I am with you, and I am of your opinion that in administration it is necessary to streamline, and I have myself read a lot on administration. (*Interruption*). Bureaucracy, according to Mr. Parkinson, has a habit of growing itself into bigger and bigger proportions with time, and it has always to be pruned. Even as a shrub in a beautiful garden has to be all the time pruned, as otherwise it will grow into a wide forest, so too things have to be done, and continuously, in the bureaucratic field. It is good that Parliament Members go on reminding us of it, go on persisting that it should be done. I will be merely carrying out their mandate if some pruning is done. I hope in about two or three months, I would be able to announce what has been done.

SHRI K. N. TIWARY (Bettiah) : Please say something about the safety of life and property of passengers. This is agitating our minds.

SHRI HANUMANTHAIYA : It is good he is very serious about it. I have taken it much more seriously than anybody else because I have been entrusted

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by Parliament with this responsibility. I specially flew to Calcutta and met various officers. I have also contacted the Chief Ministers of Bihar and West Bengal and had discussions with them. We are contemplating to take some very serious steps. I am happy to say that the State Governments are equally enthusiastic and cooperative in this matter. But however much one may dispute it, the constitutional position cannot be changed. The Constitution has fixed certain responsibilities on the State Governments as well as on the Central Government. Merely because some of you press me, I cannot take away the powers of the State Governments, even if I want to. Let us not run away with the idea that everything is in the hands of the Central Government and the State Governments can be pushed about this way or that. It is only cooperation that can help in the existing circumstances. We have all moved in that direction and we have been able to come to some decision. The Prime Minister also is very particular that railways must be run smoothly, satisfactorily and safely. I hope we would be able to produce results within the coming weeks or months. My friend, Mr. Tiwary, may wait and pronounce his final opinion after one or two months, after seeing the results produced by the steps we are going to take.

श्री ईश्वर चौधरी (गया) : मुगलसराय से धनबाद एक ही गाड़ी है। लाखों की संख्या में लोगों के मन में आशा बंधी थी कि मंत्री महोदय अपने भाषण में इसके बारे में कोई आश्वासन देंगे। लेकिन मंत्री महोदय ने कोई उत्तर नहीं दिया है। इसको डबल किया जाए। मैं चाहता हूँ कि मंत्री महोदय इस पर भी बोलें। पूर्वी रेलवे के गया स्टेशन के पूर्व रेलवे कालोनी की बगल में शिव लिग है। उसे तोड़ने पर इंडियन आयल वाले उतारू हैं। इसकी रिपोर्ट आपके पास आई है। यह जो अभियोग मैंने लगाया था

इसका भी कोई उत्तर नहीं दिया गया है। मैं चाहता हूँ कि.....

SHRI HANUMANTHAIYA : I am yielding.

Hon. members have expressed serious concern about the unpunctuality of our trains. We are taking steps in this regard. I hope the circular that has been issued is in the hands of hon. members. We are going to pursue punctuality of trains in that spirit and in that way.

The second point I am very particular about in the railways is corruption. I straightaway concede that there is a lot of corruption. In fact, sometimes I laugh within my sleeves. I will take you into confidence. Annually we are paying Rs. 12 crores as damages for thefts, pilferages and things of that nature. At the same time, we are spending Rs. 14 crores on RPF. Because of the employment of the RPF at a cost of Rs. 14 crores the loss has not been reduced even by one crore of rupees. On the one hand we say that we should employ more of RPF so that the thefts may get reduced. At the same time, we find that the thefts are not getting reduced. So, I am seriously examining the very structure of the RPF and its utility in the context of footing out corruption from the railway administration.

Similarly, we are spending quite a big amount on vigilance. Yet, in spite of these establishments of huge proportions I am not able to see any visible improvement in eradicating corruption. This aspect also I am examining with the Railway Board. We are taking it up very seriously and we will do something to see that corruption may at least come down if we cannot completely remove it.

Corruption in any body politic is inherent. Let us not go away from with the idea that corruption can be prevented

for all times, nor can corruption be eradicated completely. Those who come from the villages know that as soon as we sow a crop automatically weed also starts growing. We have to remove the weed all the time. Therefore, whatever may be our intentions in the Railway Board, corrupt people and corrupt practices will be there like weeds and it is our constant endeavour to remove them. So far as economy and corruption are concerned, I want to borrow a poem recited by my hon. friend, Shri Rudra Pratap Singh :

मंजिल मिले, मिले न मिले, इसका गम नहीं
मंजिल की जुस्तजू में मेरा कारवां तो है ।

So, I will make constant endeavour to bring down corruption and to effect economy. In that I want the goodwill and co-operation of hon. Members.

SOME HON. MEMBERS rose :—

SHRI THA KIRUTTINAN (Sivaganja) : Though I have moved so many cut motions, the Minister has not referred to them in this speech. What about house rent and city compensatory allowance to employees at Tambaram ?

SHRI HANUMANTHAIYA : If any hon. Member wants to raise any particular point, let him come and discuss it with me so that I could see what I can do.

SOME HON. MEMBERS rose (*Interruptions*)

MR. DEPUTY-SPEAKER : I have to go by certain rules and procedure. There cannot be another speech now.

SHRI R. V. BADE (Khargone) : It is a question.

MR. DEPUTY-SPEAKER : While the hon. Minister was speaking, I allowed

many Members to put questions. He answered some questions and some he did not. I cannot do anything now.

There are a number of cut motions which have been moved. Unless any hon. Member wants that any particular cut motion be put to the House separately, I am putting all of them together to the vote of the House.

All the cut motions were put and negatived.

SHRI THA KIRUTTINAN : I want cut motion No. 396 to be put separately.

MR. DEPUTY-SPEAKER : Now it is all over.

The question is :

“That the respective sums not exceeding the amounts shown in the fourth column of the order paper be granted to the President to complete the sums necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of the following demands entered in the second column thereof—

Demands Nos. 1 to 11, 11A, 12 to 17 and 20.”

The motion was adopted.

[*The motions for Demand for Grants, which were adopted by the Lok Sabha, are reproduced below—Ed.*]

1. RAILWAY BOARD

“That a sum not exceeding Rs. 1,12,07,000 be granted to the President to complete the sum necessary to defray

the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Railway Board'."

2. MISCELLANEOUS EXPENDITURE"

"That a sum not exceeding Rs. 4,90,49,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Miscellaneous Expenditure'."

3. PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 9,51,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of Payment during the year ending the 31st day of March, 1972, in respect of 'Payments to Worked Lines and others'."

4. WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 57,30,78,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Administration'."

5. WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 188,38,29,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March 1972, in respect of 'Working Expenses—Repairs and Maintenance'."

6. WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 121,25,68,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Operating Staff'."

7. WORKING EXPENSES—OPERATION (Fuel)

"That a sum not exceeding Rs. 113,32,52,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses-Operation (Fuel)'."

8. WORKING EXPENSES—OPERATION OTHER THAN STAFF AND (Fuel)

"That a sum not exceeding Rs. 35,04,76,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses-Operation other than Staff and Fuel'?"

9. WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 24,61,07,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Miscellaneous Expenses'?"

10. WORKING EXPENSES—STAFF WELFARE

"That a sum not exceeding Rs. 18,57,94,000 be granted to the President *to*

complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Staff Welfare'."

11. WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND.

"That a sum not exceeding Rs. 70,00,00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses-Appropriation to Depreciation Reserve Fund'."

11A. WORKING EXPENSES—APPROPRIATION TO PENSION FUND

"That a sum not exceeding Rs. 10,00,00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Working Expenses—Appropriation to Pension Fund'."

12. DIVIDEND TO GENERAL REVENUES

"That a sum not exceeding Rs. 167,59,56,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Dividend to General Revenues'."

13. OPEN LINE WORKS (REVENUE)

"That a sum not exceeding Rs. 5,99,95,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Open Line

Works (Revenue)'."

14. CONSTRUCTION OF NEW LINES

"That a sum not exceeding Rs. 22,31,85,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Construction of new lines'."

15. OPEN LINE WORKS—CAPITAL DEPRECIATION RESERVE FUND & DEVELOPMENT FUND

"That a sum not exceeding Rs. 394,83,99,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Open Line Works—Capital Depreciation Reserve Fund and Development Fund'."

16. PENSIONARY CHARGES—PENSION FUND

"That a sum not exceeding Rs. 5,92,07,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Pensionary Charges—Pension Fund'."

17. REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

"That a sum not exceeding Rs. 3,53,87,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Repayment of Loans from General Revenues and Interest thereon—Development Fund'."

20. PAYMENTS TOWARDS AMORTISATION OF OVER-CAPITALISATION, REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND

“That a sum not exceeding Rs. 12,69,02,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of ‘Payments towards Amortisation of over-capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund.’”

16.22 hrs.

APPROPRIATION (RAILWAYS)
NO. 2 BILL, 1971*

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways.”

The motion was adopted.

SHRI HANUMANTHAIYA : Sir, I introduce† the Bill.

Sir, I move‡ :

‘That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, be taken into consideration.’

MR. DEPUTY-SPEAKER : Motion moved :

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, be taken into consideration.”

With regard to discussion on the Appropriation Bill I would like to draw the attention of the House to the following rule :—

“The Speaker may, in order to avoid repetition of debate, require members desiring to take part in discussion on an Appropriation Bill to give advance intimation of the specific points they intend to raise, and he may withhold permission for raising such of the points as in his opinion appear to be repetitions of the matters discussed on a demand for grant or as may not be of sufficient public importance.”

I have two names before me, those of Shri Jyotirmoy Bosu and Shri Dasaratha Deb. They have given advance notice and they have also given the points. I will allow them to say something on the Appropriation Bill. Shri Deb can speak now and Shri Bosu during the third reading.

* Published in Gazette of India Extraordinary, Part II, Section 2, dated 15-6-71.

† introduced, ‡ Moved with the recommendation of the President.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : Allow other Members also.

MR. DEPUTY-SPEAKER : No. There should be advance notice. I have just now read out the rule. Shri Deb.

SHRI DASARATHA DEB (Tripura East) : Sir, I have given a patient hearing to the reply by the Railway Minister to the debate. In my cut motion itself I drew the attention of the Railway Minister to the urgent necessity of constructing a railway line connecting Dharmanagar to Agartala in Tripura which has so far no railway line at all.

The Railway Minister in his Budget speech says on page 12 regarding gauge conversion that the multiplicity of gauges is a British legacy. I agree with him. He also said :—

“The existing four gauges are an economic drag on the progress of India. This drag has to be done away with as soon as possible.”

That is all right.

He says further :—

“To begin with, we have to make at least a policy decision that no more metre gauge and narrow gauge lines will be built, that every new line should be broad gauge and that from now on, the gradual conversion of metre gauge lines to broad gauge should begin.”

16.25 hrs.

[SHRI K. N. TIWARY *in the chair*]

Here, it is a policy matter. I want to raise a very important question on that. Here, I find, everybody wants to have

broad-gauge line. I admit it. But if you take this principle, unless all the metre gauge and narrow gauge lines are not converted into broad gauge, the Government is not going to construct new lines. Then, I think, the people in the backward areas have to wait to even see the railway line for 20 to 30 or even 50 years, if not more. That should not be the policy of the Government.

I am speaking particularly about the north-eastern region. Take, for example, Assam. Uptill now Assam is connected by the metre gauge from Barauni onwards. Then, you will take a long time to connect that line from Barauni to Tinsukhiya and then from Luming to Dharamnagar. If you have to convert this metre gauge into broad gauge, I think, the people of Tripura will not have any railway line in the next 30 years to come. That is why I oppose this policy of the Government. I request the Government to change that and they should see that it is not strictly followed. It should not be the rigid policy of the Government.

Then, our people have been demanding for a long time and, since 1952, I have been pressing this demand, whenever I have come to this House, that Tripura State should be connected with railway links. It is a very backward area. Without railway links, without railway communication and transport facilities, we cannot think of developing that backward area. In Manipur and Tripura, in the NEFA area and also in Assam, there is a tremendous potentiality for starting paper mills and other industries. Now, you carry all the raw materials to Calcutta and then convert it into paper. Why should not the paper mills be started in our own place. We cannot think of it because we cannot carry heavy machinery, heavy tools, etc.

That is why I want to raise this matter even at the fag end of the debate so that the Government should not follow this

(Shri Dashartha Deb)

policy rigidly. They say, "If you want to convert metre gauge into broad gauge, whatever money you have will be exhausted in that year alone and there will then be very little amount left for opening new lines in backward areas." I do not believe that the Government of India have no money. It is a question of approach; it is a question of priority. If you give priority, then, I think, you will get money. How much of money are you spending on water-fountains in Delhi? How much money are you sending on constructing huge buildings and on demolishing old buildings? In Delhi, I have seen, since 1957, because a particular bungalow was not to the liking of some Minister, it was demolished and reconstructed, spending a lot of money like that. Gigantic hotels, etc. are built just to attract the people. Living in a backward and poor country, before giving minimum amenities to the large sections of the people, you cannot think of all this. I recollect the word of Ho Chi Minh, the President of the Peoples Republic of Viet Nam, He was asked by some people: Why don't you convert your metre gauge lines into broad gauge lines?

Since you are building socialism, you need them. He says, 'Yes'. Your suggestion is quite good. But I want the railway facilities to be extended to all sections of the people in the country first. If I want to convert all the metre gauge into broad gauge, then the money which I have from my own resources and which I borrowed from outside, the entire money will be spent on that alone and our people will not find any new railway line for many years. So, give minimum facilities to all sections of the people. Then, gradually you carry out all these improvements. That is why I said that the area where the broad gauge already exists, you open a new railway line connecting the broad gauge and where we have got only the metre gauge you construct a metre gauge railway line connecting with that line and in that way

at least a network of railway lines must be built up in our country if we want to develop all our backward areas.

That is why at this stage I want to raise this point. Secondly, I do not want to take much time of the House. About the Light Railways, I urge upon the Government that they should nationalise these Light Railways and see that they are run properly.

SHRI HANUMANTHAIYA : My hon. friend, Mr. Deb, has needlessly misunderstood the speech I have made. It was not my intention that no new line should be constructed until the conversion process concludes. That inference which he has drawn is not correct. Therefore, he will feel happy that he is incorrect. What I have stated was that new lines have to be constructed. Simultaneously, this work also has to be done. Therefore, there is no question of any rigidity. The two things have to go side by side. Otherwise it will result in an incongruity of the worst type. Therefore, he need not feel any apprehension on that count.

Secondly, Tripura and Manipur deserve railway lines. I have already made the point. It is not a question of deserving. It is a question of resources. If you say that some buildings are demolished and that money can be utilised for railway construction, all that money will not be able to build even two miles of railways. Railways need much more capital expenditure as well as running expenditure. Unless the Plan provision is there, we will not be able to provide for new lines in the budget. We have a system of strict budget control. In a democracy, first it has to come in the plan, then subsequently I have to ration it out in the budget for five years. Therefore, much depends upon plan provisions.

MR. CHAIRMAN : Now, the question is :

"That the Bill to authorise payment and appropriation of certain sums from

and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : Now, the Question is :

"That Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title do stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI HANUMANTHAIYA : I beg to move :

"That the Bill be passed."

MR CHAIRMAN : Motion moved :

"That the Bill be passed."

SHRI JYOTIRMOY BOSU : (Diamond Harbour) : I have got a few suggestions to make to the Railway Minister.

The Indian Railways is the largest public sector venture involving nearly 4,000 crores of rupees of people's money. It is in doldrums for the past 23 years. It is deteriorating every day and the deterioration has not been arrested yet. As a result, even a person who does not use the Railway is made to bear the loss. He has to meet the loss through taxation, because, when a public sector venture loses money, it has to be borne by everybody in this country.

What they have shown as loss is much less than the actual thing. The actual loss will be much more. One should accept this position. I say that the Railway

Minister has no effort to tell this House about the specific remedial measures that they are going to take in order to arrest the continuing deterioration in the Indian Railways. We have heard about 11-point programme, 7-point programme, Sadhu Samaj, puri halwa and everything else.

We are interested in running the Railways on proper lines. You are given the monopoly right of running the Railways. It should easily make a contribution of Rs. 500 to the Exchequer apart from the interest paid, provided it is run properly. But, that has not happened.

Therefore, I am making a few suggestions for the consideration by the hon. Minister. It could be divided into three broad categories. They are :

- (1) How to increase the revenue ?
- (2) How to stop wasteful expenditure and effect economy ? and
- (3) General items.

What has happened in the Indian Railways ? The Indian Railways has become a hunting ground for monopolists and high power salesmen dictate the planning and design of the Indian railways. In effect, the railways have lost.

I would now suggest a few ways in which the revenue could be increased. The Railways have got vast unutilised real estates. These should be settled or disposed of. Use should be made of all possible space for hoarding in railway stationary, rolling stock and buildings. This will bring big revenue without much expenditure.

I would suggest that revenue and utility oriented coach wagons and building designs should be immediately taken in hand. We should look into the cubicle space utilised and the deadweight *cum* payload space utilised. The ratio is much

[Shri Jyotirmoy Bosu]

too low. The railway coach design has to meet all the rolling stock and the load and weight of the payload but the ratio is really very alarming. Can you not ask the RDSO to find out whether the level of the coach floor could be reduced so that the cubicle content could be more utilised by making it more multi-tier? This is one suggestion I would like to make.

Also, what about introduction of doubledecker trains in suburban trains?

SHRI S. M. BANERJEE (Kanpur) :
Like Jumbo Jet.

SHRI JYOYTIROMOY BOSU : Shri S. M. Banerjee would like to fly in Jumbo Jet. What about taking to cheap air cooling and dust-proofing? I am told that in Australia their National Laboratory has invented some sort of cheap air-cooling process. You are wasting power at two points, one, with the axle rotation and the other with the air pressure on the top of the roof. You have not done any research yet. This could be done and simultaneously the compartments will be dust-proof.

What about organising extensive rail-cum-road transport and more extensive collection and delivery system to get back the lost high-rated traffic from the Roadways? This should be done. I hope the hon. Minister will consider it.

Also, they should re-examine the freight structure wherever possible, so that they may attract their old customers whom they have lost.

Then, about wasteful expenditure, I would only give some broad lines. Stop ruthlessly over-capitalisation. The Indian Railways are really a show-piece for that. Where an investment of a lakh of rupees could do the things, could deliver the goods and could do the job, the railways

will put Rs. 10 lakhs and expect the same amount of eggs out of it. I would suggest that the hon. Minister may appoint a committee of persons who understand capitalisation and investment, a high-powered committee to go through the capitalisation structure of the Indian Railways. It is terribly over-capitalised, and the railways cannot see the face of profit at this rate.

Then, much more is spent in rolling-stock for giving visual comfort to passengers but no material comfort. We have been requesting the railways to give at least drinking water tanks in the bogies of third class passengers and to provide some cushion with canvas hooping which will cost *per sea* not more than Rs. 4. For a man to travel one thousand miles on a wooden bench is really a torture. But the hon. Minister is not willing to provide even that. The railways have become a victim of those high-power monopoly salesman.

Again, take the laminated plastics lining. It costs Rs. 6 per sq. ft, and it is used for decorating the walls of third class and first class compartments.

Similarly, the railways have gone in for purchase of chequered aluminium plates at Rs. 7 per sq. feet for covering the floor. I used to be a first class passenger when I was a boy of 21 and was an Army officer. In those days, the compartments were much better even with wooden floor below. But now, the railways have gone in for linoleum. Why? Since Mr Birla produces linoleum as a monopolist, therefore, the railways must buy all his products for use in the Indian railways

Again, what about re-scheduling of structural specifications? The structural specifications of the railways were designed and drawn when bricks used to cost one-tenth of the present price, and when steel used to cost one-tenth of its present price. The structural specifications of the railways are far too conservative. The

hon. Minister may kindly get this re-examined.

Then, I would suggest that the railways should reduce their expenditure on maintenance particularly on buildings, and they should confine themselves for the time being, till they are out of the woods, to saving their assets from wear and tear from sun and rain. Shri Hanumant haiya's room in the Rail Bhavan is perhaps distempered or plastic-emulsion-painted every three months. Let him wait for three years. Let him first bring the railway accounts...

SHRI HANUMANTHAIYA : Agreed.

SHRI JYOTIRMOY BOSU : How can he disagree here? Let the railways reduce expenditure on maintenance, particularly on buildings.

Further, let them stop further dieselisation. Dieselisation is killing the Indian railways. Their principal business is traction. For that principal business, they have deliberately walked into the trap of the American diesel engine manufacturers and spares manufacturers and oil suppliers and increased the cost of rotation. Every time the wheel moves, they cannot make profit. So, let them stop dieselisation. Whatever they have done, let them stop at that; let them not go in for further dieselisation. Let them stick to their old steam and electric traction, because these will do them good.

Let them reduce to minimum equipment and store holding. Let them take to the hand-to-mouth theory. Let them not block billions of rupees in stores and pay for storing them and for maintaining them. Let them sell those out. Even if it means loss, let them dispose of it. Let them get their money back. Let them not block their capital in surplus stores everywhere. I have already dealt with the question of structural specifications.

Why is it that they are anxious to use so much steel when there is so much

scarcity of steel? Why should they not go in for RCC works? Steel could be replaced by reinforced concrete. Let the railways replace steel fabrications wherever possible by RCC.

The railways that are rejected here are bought over by some foreign countries. Why not re-condition them and use them here itself? A shipper was asking me how to get some Indian rail rejects. There are ready buyers in far eastern and middle eastern countries. Can you not recondition your rails and sell them at Rs. 300 a tonne?

SHRI HANUMANTHAIYA : We are reconditioning.

SHRI JYOTIRMOY BOSU : Then the catering Service needs to be re-examined. Do not touch the employees. If the caterer charges the passenger the true value of the food, taking into account the traction cost, each dinner will cost Rs. 55. You cannot do that. You cannot make a man in the field pay for Shri Shamim's dinner in the first class coach in Kalka Mail. Kindly look into this matter. You cannot do like this.

Then liberalise safety margins as far as possible. Why not get the nationalised insurance companies to tackle the compensation claims? Let there be a dual control so that every claim case is checked by two institutions.

Now a few general points. You have not treated your workers fairly. They are very disgruntled and demoralised. Take them into confidence and bring them into the management. Offer economic bounties to the maintenance and repair workers. Make full effort to see that every expenditure is utility and/or revenue oriented.

Shift outdated conservative engineers and designers from planning design. Make it compulsory for railway officials to travel in ordinary compartments so that they could see things for themselves.

[Shri Jyotirmoy Bosu]

As for surplus steel scrap, the Govern-
ment is now giving licence for mini steel plants.
Railways should have one of these so
that they can get the scrap and surplus
steel disposed of.

I am aware that, although I have
said all this, the balance sheet of the
railways cannot show anything different
from the general economic condition of
the country. There your scope is limited.
You cannot do anything.

Now, one or two small things. There
is an age-old Muslim institution at
Deoband. You used to give it railway
concession for its students. You have
discontinued it. That it is not nice.

As regards the Sealdah Division, the
moment you take money in advance and
give a monthly ticket—Shri Jaganath Rao
seems to have forgotten his law since he
went into the cabinet—you enter into
a contractual agreement with Mr. X on
the basis of the time-table that 'I shall
run 20 trains between Diamond Harbour
and Sealdah'. On that understanding,
the passenger purchases a monthly ticket
for Rs. 35. Then what do you do? You
take the money. Next morning, you say
'I cancel my train'. Why? Something
has been stolen. That is not the lookout
of the other contractual party. It is none
of his business. So the Sealdah Division,
specially the south section, requires
very very special treatment. At the
moment, the railway have come to a
standstill. The railways are not function-
ing. People will forget about the railways.
The roadways will left the traffic out of
the railways. Therefore, kindly depute
a special team so that they can go into
it and see that this Sealdah Division runs
properly.

SHRI D. N. TIWARY (Gopalganj) :
Bihar Members while speaking had
demanded the starting of a Service
Commission in Bihar. Secondly, they
asked for another DS in Sonapur (N.E.).
The Minister may clarify these two point
in his reply.

SHRI K. SURYANARAYANA (Eluru);
Also the demand made by Andhra members
for diverting a particular passenger train
to Waltair may be answered.

SHRI HANUMANTHAIYA : Shri
Jyotirmoy, Bosu, must admit, has made
very useful suggestions. Whatever the
party of the members, if useful suggestions
emanate from them, I for one whole-
heartedly welcome them, not only wel-
come them but also welcome their co-
operation and advice in the matter of
evolving remedies for the deficiencies
that may be found in the railways. In
fact, we are at economising expenditure
as also increasing revenues. He asked
how the Budget was balanced. The Bud-
get Speech contains the way in which we
have tried to balance the Budget. In
fact, I have said that the deficit of nearly
Rs. 7 crores has been left uncovered as a
challenge to the railway administration
to wipe it out by economy measures and
by increasing revenues. Therefore, I
have personally involved everyone from
top to bottom in the railway adminis-
tration to do his very best in the two ways
suggested.

About re-designing of coaches and
wagons, I am not ashamed to own that I
am not an expert, but I will certainly call
the head of the Research Department and
examine these proposals.

Regarding utilisation of real estates,
we have already taken steps.

He also referred to organisation of
more extensive collection and delivery
system. These three or four points cover
the same topic, namely how far the railways
will be able successfully to stem the on-
slaught of road transport. Many of you
know that the roadways are also national-
ised. The railway is also a nationalised
undertaking. It is, therefore, un-
fortunate that thoughtlessly in many a line
both the buses and lorries on the one
hand and the passenger and goods trains
on the other run in competition. A
Committee had been appointed for this

purpose and they made a number of suggestions. The concerned Ministers in the States and the Railway Administration officials and Ministers have to meet and come to some understanding so that this unhealthy competition may be eliminated and both of them can run at a profit. I am not disclosing my mind, this is not a decision. Many people ask for new lines, but I do not think I will accept any such proposition unless the State Government undertakes not to compete with the railways in that line. In Punjab, in one particular case, they gave such an assurance, but they violated it with impunity and they are asking for further lines. Therefore, the functionaries in charge of buses and lorries on the one hand and railway transport on the other have to see what is the common good and we have to pursue those measures. I propose to have meetings either in the States or at the Centre periodically for this purpose.

So far as over-capitalisation is concerned, it happens to be a general complaint levelled against all our public undertakings. The other day Shri Jyotirmoy Bosu quoted Mr. Krushchev who made a statement that there is so much over-capitalisation in this country on buildings and materials. In fact, that Statement was made by Mr. Khrushchev when I was with him in Bangalore. When he went round the public undertakings in Bangalore he made that remark. But somehow the Government of India and the State Government are so huge organisations and no man has been able to make them go along a certain line.....

SHRI ATAL BIHARI VAJPAYEE : Not even the Chairman of the Administrative Reforms Commission.

SHRI HANUMANTHAIYA : Not even the Chairman of the Administrative Reforms Commission and much less a leader who happens to be one of our biggest leaders.....(*Interruptions*)

There are so many things and they function in a vicious circle. Many hon.

Members say that the Government and the Ministers should not manage them and they should hand them over to be managed by corporations. It is these corporations, as you will see, which are autonomous that have incurred the liability of over-capitalisations by having posh clubs and swimming pools. They work in such a way that production is no consideration; national good is no consideration but only their convenience and posh living. As Chairman of the ARC, I have seen the bungalows of so many chairmen and managing directors of public undertakings and I assure you that many of them are better than the bungalows of Our Prime Minister or any one of us. The corporation idea sponsored with good intention of making them autonomous has resulted in the byproduct of overcapitalisation. Salaries are going skyhigh irrespective of production and productivity. The worst example, as you yourself could scrutinise, is the Air India. It is a corporation where the pilot gets much more than the salary of the Air Marshall who manages the whole of it; he does not get as much salary or emoluments as an ordinary captain. Corporations have been taken advantage of by the concerned people to bolster up their salaries and emoluments. This is a fact we have to deal with. When Shri Bosu compares the salary of the members of the Board with some corporations, they do not get even half of the emoluments. Besides, their daily allowance is nowhere near that of an ordinary Pilot. Besides the big salary, the pilot gets Rs. 50 or 55 as daily allowance for one meal. The Railway Board member does not get even Rs. 20 for a whole day.- When you compare the Railway Board with other corporations, you will find that the railway board members get less salary, less daily allowance though they are the biggest public undertaking in this country.

So far as dieselisation is concerned, it is a controversial subject. You will concede that I am not an American stooge; no body is a stooge here. I shall disclose to you that I am not giving interviews to contractors of

[Shri Hanumanthaiya]

this kind because I do not want to involve myself and my name by even seeing those people. I leave it to the proper authorities. Therefore you may be assured that I am not a person in the pocket of any monopolist or capitalist.

SHRI A. P. SHARMA (Buxar) : What has dieselisation got to do with that ?

SHRI HANUMANTHAIYA : He made a point about that. The appropriate authority and the Board will assess the profitability of any purchase or manufacture and decide solely on that issue.

So far as dieselisation is concerned, you will yourself see, being a man of knowledge, that diesel engines are far more economical ultimately than steam-engines.

17.00 hrs.

SHRI JYOTIRMOY BOSU : Provided costing is done properly.

SHRI HANUMANTHAIYA : Therefore, if you remove diesel engines straightway, you will cut down the speed of the trains, and cut down what is called the bulk tonnage carrying capacity.

The 10th point my hon. friend made was, reduction in structural specification and safety margin wherever possible. I will investigate and look into that point. Then, drastic reduction in stores and material holdings. That is a good point. In fact, three days ago, I saw the report of the Wanchoo Committee on the subject, and they have made a specific Proposals regarding stores and the delegations of powers. I am in the process of implementing those recommendations. ... (*Interruptions*)

The only point that remains in this. There was a suggestion made that the trains should be double-deckers.

SHRI JYOTIRMOY BOSU : For suburban lines.

SHRI HANUMANTHAIYA : Even for suburban lines, we have to reconstruct all the bridges. Therefore, it is not such a simple matter that we can straightaway do that. I do not know how many bridges have to be reconstructed for that purpose. In any case, that is not a workable proposition.

SHRI JYOTIRMOY BOSU: The track occupation problem will be solved.

MR. CHAIRMAN: Order, order. Let him finish.

SHRI HANUMANTHAIYA: My hon. friend Shri D.N. Tiwary had made two points; one is regarding the Public Service Commission, and the other about the location of D.S. Office at Sonapur. I want to think aloud with you. The distribution of government offices and concerns should be on an equitable basis. No State should feel aggrieved that it has been deprived of these facilities. The British imperialism that shaped things for us in the previous century had only three cities in mind: Madras, Bombay and Calcutta. Today, Calcutta has the headquarters of two zones; Bombay has got headquarters of two zones. Likewise, the Public Service Commissions have been located in these three cities. I for one see a Justification for redistribution of these offices. But on this, I cannot straightaway announce what can be done or what should be done. It is here that I want the co-operation of all of you so that if I try to remove the zonal headquarters from one State, they should not kick up a row. It must be more or less based upon considerations of justice and equality of treatment that zonal headquarters should be properly distributed.

About the Public Service Commissions, I have an idea. Why should the Public Service Commissions be located in one or two States alone, thus depriving other States of the opportunities and giving cause for complaints? I want to make them work

on a rotation basis. The Public Service Commission is only a small body - one Chairman, one Secretary and a few clerks and at least I will rather see that it goes by rotation to each State, instead of allowing this kind of overcentralisation in one or two or three States. But this is a matter of policy and I have to obtain almost a unanimous approval, as well as that of the Cabinet.

Thank you.

MR. CHAIRMAN : The question is :

"That the Bill be passed",

THE LOK SABHA DIVIDED

[Division No. 3

17.09 hrs.]

AYES

Ahiwar, Shri Nathu Ram
Alagesan, Shri
Ansari, Shri Ziaur Rahman
Arvind Netam, Shri
* Austin, Dr. Heury
Barman, Shri R.N.
Barupal, Shri P.L.
Basappa, Shri K.
Bhandare, Shri R.D.
Bhatia, Shri D.D.
Bhattacharyya, Shri C.E.
Brahmanandji, Shri Swami
Chandre Gowda, Shri
Chandrika Prasad, Shri
Chavan, Shri Yeshwantrao
Chawla, Shri A.N.
Chhotey Lal, Shri
Dalbir Singh, Shri
Das, Shri Dharnidhar
Dasappa, Shri Tulsidas

Deshmukh, Shri K.G.
Dhamankar, Shri
Dharia, Shri Mohan
Dumada, Shri L.K.
Ganesh, Shri K.R.
Ganga Devi, Shrimati
Gavit, Shri T.H.
Gotkhinde, Shri
Gopal, Shri K.
Goswami, Shri Dinesh Chandra
Gounder, Shri T.N.T.
** Guba, Shri Samar
Hansda, Shri Subodh
Hanumanthaiya, Shri
* Jagjivan Ram, Shri
Jamilurrahman, Shri Md.
Jitendra Prasad, Shri
Kadam, Shri Dattajirao
Kadannappalli Shri Ramachandran
Kilas, Dr.
Kakoti, Shri Robin
Kamala Prasad, Shri
Kamble, Shri T.D.
Kaul, Shrimati Sheila
Kavde, Shri B.R.
Kedar Nath Sing, Shri
Kotoki, Shri Liladhar
Lakkappa, Shri K.
Lakshminanthamma, Shrimati
Majhi, Shri Gajadhar
Majhi, Shri Kumar
Malhotra, Shri Inder J.
Mehta, Dr. Jivraj
Mishra, Shri Bibhuti
Mishra, Shri G.S.
Mishra, Shri Jagannath
Mohammad Tahit, Shri

* They voted by mistake from a wrong seat and later informed the Speaker accordingly
** Wrongly voted for Ayes.

Mohammad Yusuf, Shri
 Naik, Shri B.V.
 Oraon, Shri Tuna
 Painuli, Shri Paripoorarnanand
 Palodkar, Shri
 Pandey, Shri N.N.
 Pandey, Shri R.S.
 Pant, Shri K.C.
 Parashar, Shri Narain Chand
 Qureshi, Shri Mohd. Shafi
 Ram Dhan, Shri
 Ram Swarup, Shri
 Ram, Shri T.
 Ramji Ram, Shri
 Ramshekhar Prasad Singh, Shri
 Rao, Shrimati B. Radhabai A.
 Rao, Shri Jagannatha
 Rai, Shri Vishvanath
 Sadhu Ram, Shri
 Sankata Prasad, Dr.
 Satish Chandra, Shri
 Satyanarayana, Shri B.
 Sayeed, Shri P.M.
 Shailani, Shri C.P.
 Shankaranand, Shri B.
 Sharma, Shri A.P.
 Sharma, Shri R.N.
 Shastri, Shri Shivpujan
 Shenoy, Shri P.R.
 Shinde, Shri Annasaheb P.
 Shukla, Shri B.R.
 Sinha, Shri Dharam Bir
 Sohan Lal, Shri T.
 Sonar, Dr. A.G.
 Suryanarayana, Shri K.
 Tiwary, Shri D.N.
 Vekaria, Shri
 Vikal, Shri R.C.

Zalfiqar Ali Khan, Shri

NOES

Bade, Shri R.V.
 Banera, Shri Hamendra Singh
 * Banerjee, Shri S.M.
 Bosu, Shri Jyotirmoy
 Chandhuri, Shri Tridib
 Chauhan, Shri Bharat Singh
 Das, Shri R.P.
 Deb, Shri Dasaratha
 Dhote, Shri Jambuwant
 Ghosh, Shrimati Bibha
 Haldar, Shri Madhuryya
 Halder, Shri Krishna
 Hazra, Shri Manoranjan
 Kiruttinan, Shri Jha
 † Lutfal Haque, Shri
 Madhukar, Shri K.M.
 Manjhi, Shri Bhola
 Maran, Shri Murasoli
 Mishra, Shri Shyamnandan
 Modak, Shri B.K.
 Mody, Shri Piloo
 Mukherjee, Shri Saroj
 Muthuswamy, Shri
 Pandey, Dr. Laxminarain
 Parmar, Shri Bhaljibhai
 Patel, Shri Natvarlal
 Rao, Shri M. Satyanarayan
 Reddy, Shri K. Ramakishna
 Roy, Dr. Saradish
 Saha, Shri A.K.
 Saha, Shri T Gndadhar
 Sen, Dr. Raren
 Sezhiyan, Shri
 Shamim, Shri S.A.

■ He voted by mistake from a wrong seat and later informed the Speaker accordingly.

† Wrongly voted for Noes.

Singh, Shri D.N.

Subaravelu, Shri

* Tombi Singh, Shri N.

Vajpayee, Shri Atal Bihari

MR. CHAIRMAN : The result[†] of the division is as follows :

Ayes : 96; *Noes* : 38

The motion was adopted.

17.10 hrs.

SALARIES AND ALLOWANCES OF OFFICERS OF PARLIAMENT (AMENDMENT) BILL

THE MINISTER OF PARLIAMENTARY AFFAIRS, AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : I beg to move** :

“That the Bill further to amend the Salaries and Allowances of Officers of Parliament Act, 1953, be taken into consideration.”

The Bill, as you will see, is a non-controversial piece of legislation and I trust it would be supported by all sections of the House.

As the House may be aware, the Salaries and Allowances of Officers of

Parliament Act, which came into force with effect from 1953, had fixed the salary of the Deputy Chairman and the Deputy-Speaker at Rs. 2,000 per mensem. Because of the position that they have to occupy and considering their nature of work they were given the status equivalent to that of a Minister of State. The necessary amendment had to be made in their salaries also. For one reason or another, the Bill could not be brought forward earlier. By this Bill the salary of these two officers of the Parliament is sought to be made equal to that of a Minister of State.

The Deputy Chairman and the Deputy Speaker have to meet many official obligations. So, it is also proposed to grant them a sumptuary allowance of Rs. 250 per mensem.

Since this Bill relates to officers of Parliament who preside over the two Houses of Parliament, it would be better if the Bill is adopted without any discussion.

MR. CHAIRMAN : Motion moved :

“That the Bill further to amend the Salaries and Allowances of Officers of Parliament Act, 1953, be taken into consideration.”

श्री पन्नालाल बाहूपाल (गंगानगर): सभापति महोदय, इस बिल के अन्दर छोटे

* Wrongly voted for Noes.

† The following members also recorded their votes :

Ayes : Sarvashri K. Mallanna, Dharamgaj Singh, S.L. Peje, R.L. Chaturvedi, Lutfal Haque, Chandulal Chandrakar, Govind Das Richhariya, M. Ram Gopal Reddy, Bhuvanaran, Dalip Singh, N. Tombi Singh, Darbara Singh, Nathu Ram Mirdha, R.V. Swaminathan, Vayalar Ravi, Shrikishan Modi, M.C. Daga, Ambesh, Anand Prasad Dhusia and S.P. Verma.

Noes : Sarvashri H.M. Patel, Ram Deo Singh, Samar Guha, M. Bishma Dev and M. Kathamuthu.

* Moved with the recommendation of the President.

[श्री पन्नालाल वारूपाल]

कर्मचारियों के लिए कुछ भी नहीं है, यह केवल अफसरों के लिए है—यह अन्याय है इस से समाजवाद नहीं आयागा

MR. CHAIRMAN : Is Shri Jyotirmoy Bosu moving his amendment ?

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Yes, Sir. I move :

“That the Bill be circulated for the purpose of eliciting opinion thereon by the 15th November, 1971.” (4)

“That the Bill further to amend the Salaries and Allowances of Officers of Parliament Act, 1953, be referred to a Select Committee consisting of 10 members, namely :—Shri Murasoli Maran, Shyamnandan Mishre, Shri Piloo Mody, Shri Saroj Mukherjee, Shri Shibban Lal Saksena, Shri S.A. Shamim, Shri Ramavatar ShaStri, Shri Kedar Nath Singh, Shri Atal Bihari Vajpayee and Shri Jyotirmoy Bosu with instructions to report by the 16th August, 1971.” (5)

17.12 hrs.

[Shri R. D. Bhandare : *in the chair*]

This is a Bill which is intended to raise the remuneration and benefits of two persons who are holding a high position in the national forum. At a time when there is terrific economic distress, when the cost of living and unemployment are rising day by day, when we do not have enough funds to provide employment, when in the same House the peon draws a salary of Rs. 110, when an average Indian is not spending more than 36 paise a day, when we cannot spend more than one rupee per refugee for all his needs, when we need money for so many other things, when we are the people who are to decide about remuneration and things like that, I feel that this is not a Bill

which should be decided by us here in this House. It should be sent to the people outside for their verdict. So, I would request you, Sir, to put the amendment before the House for a decision so that the House accepts in principle the necessity of sending this Bill to the people for eliciting public opinion and then we can take a decision on that.

श्री कमल मिश्र मधुकर (केसरिया):

सभापति महोदय, इस बिल में आज जो देश की आवश्यकतायें हैं, पार्लियामेंट में काम करने वालों की जो आवश्यकतायें हैं, उन बातों पर ध्यान दिये वगैर इस बिल को यहां पर लाया गया है। यह बात नहीं है कि हम डिप्टी स्पीकर के प्रति कोई असम्मान प्रकट करना चाहते हैं, लेकिन उन की आवश्यकताओं को ध्यान में रखने के साथ साथ इस देश के जो साधारण लोग हैं, उन की जो आवश्यकतायें हैं, उस को दृष्टि में रखते हुए, यह बिल नाजायज बिल है इस की आवश्यकता नहीं है।

मैं साफ तीर पर यह बात कहना चाहता हूँ— इस बिल को पेश करते हुए आपने कहा कि इस बिल में उन को मिनिस्टर आफ स्टेट की हैसियत में लाने की बात है। मैं उस पर नहीं जाना चाहता, लेकिन जब यह बिल लाया गया है तो आप ने इस बात पर ध्यान क्यों नहीं दिया कि पार्लियामेंट के अन्दर काम करनेवाले भी साधारण कर्मचारी हैं, उनकी अपनी आवश्यकतायें हैं, मंहगाई बढ़ती जा रही है, उनके वेतन में, उनकी सुविधाओं के लिए आप ने क्या किया है और आप ने ऐसा क्या प्रयत्न किया है कि जिस के जरिये ऐसा हो कि वास्तविक सुविधायें उन को मिल जायें। ऐसे कर्मचारी हैं जो 12—12 मील से, 10—10 मी से आते हैं। उन को साइकिल पर आना

पड़ता है, दूसरी बहुत सी अनुविधायें हैं, वनों की कठिनाइयाँ हैं इन चीजों पर आप ने ध्यान नहीं दिया है। सब से पहले उन की कठिनाइयों को दूर किया जाय, उन के जीवन-यापन को सुधारा जाय, उन को उचित वेतन और दूसरी सुविधायें दी जायें।

दूसरी तरफ—आप इस बिल को लायें ताकि डिप्टी चेयरमैन और डिप्टी स्पीकर का वेतन बढ़ा दिया जाय। इस का मतलब है कि आपने सिद्धान्त को नहीं देखा है, आज जब वेतन में इतना बढ़ा अन्तर है, उस अन्तर को पाटने की दिशा में आप ने कौन सा कदम उठाया है।

आपने समाजवाद की बात कही है, आपने एलेक्शन के दमियान में एलान किया था लेकिन अब जो काम कर रहे हैं उनसे ऐसा लगता है कि न्यूनतम वेतनभोगी और अधिकतम वेतन, भोगी कर्मचारियों के बीच की जो खाई है उसका पाटने के बजाये उस खाई को और बढ़ाने की तरफ आपके कदम बढ़ रहे हैं। इसलिए सिद्धान्त रूप में इस बिल का बिल्कुल ही विरोध होना चाहिए और मेरा विश्वास है कि सदन इसको बिल्कुल ही रजेक्ट कर देगा। यह जरूर है कि डिप्टी स्पीकर और डिप्टी चेयरमैन के वेतन जो रेस्पेक्ट और सम्मान है उसमें कोई दो राये नहीं हो सकतीं लेकिन इस बिल में जो सिद्धान्त रखा गया है वह इन नये उद्देश्यों के खिलाफ है। ऐसी दशा में मैं इसका विरोध करता हूँ और चाहता हूँ कि वेतन बढ़ाने के सम्बन्ध में जो यह बिल लाया गया है इस को वापिस लिया जाय। जब इस देश में नयी तरफको हो और इस संसद भवन में जो न्यून वेतन भागी कर्मचारी हैं उनके वेतनों में बढ़ातरी कर दी जाये तब आप दूसरों के लिए भी ऐसा बिल लाये तो वह ठीक रहेगा अन्यथा आज की

स्थिति में यह बिल्कुल नाजायज बिल है और किसी काम का नहीं है।

श्री पन्नालाल बारूपाल : समापति महोदय, मुझे खेद के साथ कहना पड़ता है कि हमने समाजवाद का नारा लगाया, आज संसद सदस्यों के वेतन भत्ते बढ़ते हैं और वे पेंशन लेने के इच्छुक हैं लेकिन अफसोस की बात है कि इस सदन में जो छोटे कर्मचारी काम कर रहे हैं, मैं बीस सालों से उनकी परेशानियों को जानता हूँ कि कितने बजे वे आते हैं और कितने बजे रात को उनको जाना पड़ता है इसलिए मेरा अनुरोध है कि इस बिल में छोटे कर्मचारियों को सुविधा देनी चाहिए नहीं तो यह समाजवाद का नारा थोड़ा और भ्रमात्मक है।

SHRI KRISHNA HALDER (Ausgram): Mr. Chairman, I oppose the Bill. At the outset I wish to say that we have nothing to say against the Deputy chairman of the Rajya Sabha; rather I have got high regard for them. But, at the same time, I wish to point out that our objection is based on principle.

When the agricultural workers in the countryside, when the workers in the industrial sector, when the employees of the Government are demanding more wages to maintain their livelihood, to neutralise the increasing cost in prices, the same Central Government, the same Congress Government is rejecting their demands and is telling that the country is facing financial crisis and the employees should not ask for more wages. The Government is refusing to take stern measures to control the increase in prices. When the employees demand more DA and wages, the Government never hesitate to send the police, CRP and the military to crush the movements of the employees. At the same time it wants to raise the salary of the Deputy Speaker and the Deputy Chairman from Rs. 2,000 to Rs.2,250 in order to give

[Shri Krishna Halder]

them the status of a Minister of state. The Government is very much bothered about the dignity, decency and status of higher officials, but it is not bothered about the poverty-stricken employees, workers and other toiling people.

Not only that it is morally indefensible but it is also criminal to increase salaries of high ranking people who have got their hands on the lever of power, when so many of our countrymen are dying in poverty and hunger. One should also think of the refugees who are coming from Bangla Desh—who have no shelter, no food no security about the future, and many of whom are going to die of cholera.

SHRI PILOO MODY (Godhra): They are all in the Deputy-Speaker's area also.

SHRI KRISHNA HALDER: An agricultural labourer in the countryside is getting an average wage of 40 paise per day. I am not giving these figures; the National Sample Survey gives this shocking news. 28 lakhs of the Central Government employees, including employees of Parliament House, are getting less than Rs.100 every month as their basic pay. In this connection, I would like to request the hon. Minister to enhance the pay of the employees of Parliament House.

When the Central Government employees are demanding more D.A. pointing out the high increase in the price index which has crossed 225 points, the Government is telling that the price index has not crossed 225 points, and that only the Government can consider their demands. The Government is talking of accuracy when the low salaried employees are concerned. It is refusing to give them the due which it has to give. It is not bothered about that. But it is bothered about the dignity and status of Deputy-Speaker and Deputy Chairman.

The Government is talking about the notorious wage freeze when the workers, employees, are concerned. But it is will-

ing to give more salaries and allowance to the high-ranking officials.

The hon. Minister, Shri Raj Bahadur, is acting like Raja Bahadurs of Middle ages when Raja Bahadurs obliged their Ranis or queens by handsome gifts.

श्री एम० रामगोपाल रेड्डी (निजामाबाद): सभापति महोदय, पहले तो मैं अपोजीशन को बधाई देना चाहता हूँ कि उसने अपने नेचर को बनाये रखा, यानी अपोजीशन फौर दी सेक आफ़ अपोजीशन। चाहे कोई बात कितनी ही अच्छी क्यों न हो उस को भी अपोज़ करते हैं। यह एक सीधा साधा बिल है। हमारे, डिप्टी स्पीकर और डिप्टी चेयरमैन की स्टेट मिनिस्टर के बराबर हैसियत है और उन की तनख्वाह बढ़ाने के लिए यह बिल लाया गया है। अगर इस पर लोगों को इतराज है तो मैं आनरेबिल मेम्बरान से कहूंगा कि जो रोज़ाना 51 रु० डी० ए० लेते हैं और 500 रु० माहवार तनख्वाह लेते हैं उस पर भी उन को एतराज होना चाहिये। अगर अपोजीशन के मेम्बर्स उस पर भी एतराज करते हैं तो वह अपनी अपनी तनख्वाह से वोलेंटरी तरीके से कटौती करवा कर रोज़ाना 36 पैसा लेते तो अच्छा होता।

मेरी समझ में नहीं आता कि जब डिप्टी स्पीकर और डिप्टी चेयरमैन की बात चल रही है तो रिफ़्यूजीज़ की बात कहाँ से लायी जा रही है। इस आगस्ट हाउस के इनके बड़े अधिकारी का मुकाबला रिफ़्यूजीज़ से कैसे किया जा रहा है? क्या हमारी अकल पर पत्थर पड़ गये हैं जो ऐसी बात करते हैं।

SHRI PILOO MODY: I object. It is very unfair to the refugees.

श्री एम० रामगोपाल रेड्डी: अपोजीशन याने अपोज़ करते है, लेकिन बद्रकिस्मती है कि हमारे यहाँ ऐसे भी सीगलिस्ट निकले हैं जो

बहुत जोर से बोल रहे हैं कि 20 साल से नाइंसाफ़ी हो रही है।... ..

श्री पन्नालाल बारूपाल: मुझे इस पर एतराज नहीं है। मुझे तो आपत्ति यह है कि इन के साथ साथ कर्मचारियों को भी दिया जाय।

SHRI PILOO MODY : I like to move an amendment. Every employees of the Lok Sabha must get commensurate increase.

MR. CHAIRMAN : Mr. Pilo Moddi, you must follow certain rules, certain procedures. You cannot just say that you like to move an amendment and make light of the discussion.

श्री एम० राम गोपाल रेड्डी: अगर पार्लियामेंट के कर्मचारियों का सवाल है तो वह सवाल पूरे भारत के कर्मचारियों के साथ लगा हुआ है। यहाँ के कर्मचारियों को अलग से नहीं दिया जा सकता लेकिन डिप्टी स्पीकर तो पूरे देश में एक है। इस वास्ते उन के लिए यह बिल लाया जा रहा है।

मैं इस की पुरजोर तारीफ़ करता हूँ और मੈम्बरों से अपील करता हूँ कि वह इस को स्वीकार करें।

श्री जांबुवंत धोटे (नागपुर) : सभारति महोदय, हमारा देश एक भयंकर स्थिति से गुजर रहा है। बंगला देश का मसला हमारे देश के सामने खड़ा है। इस देश के सारे केन्द्रीय कर्मचारी, टैक्स बढ़ाने की वजह से महंगाई बढ़ रही है, इसलिये मांग कर रहे हैं कि उन का महंगाई भत्ता बढ़ना चाहिये। यह मांग लेकर लोग आ रहे हैं राज्य कर्मचारियों की तन्ख्वाह और महंगाई भत्ता भी केन्द्रीय कर्मचारियों जितना होना चाहिये, यह मांग लेकर राज्यों के कर्मचारी आगे आ रहे हैं। ऐसी अवस्था में

डिप्टी स्पीकर की तन्ख्वाह बढ़ाने के लिये यह बिल आता है यह दुर्भाग्य की बात है।

जिस वक़्त मध्यावधि चुनाव हुए उस के दौरान गरीबी हटाओ का नारा लगाया गया, लेकिन मध्यावधि चुनाव के बाद लोगों की गरीबी हटाने के पहले डिप्टी स्पीकर की गरीबी हटाई जाय, यह एक अजीब बात है। क्या डिप्टी स्पीकर की गरीबी हटाने के लिए यह मध्यावधि चुनाव किया गया था? डिप्टी स्पीकर साहब अगर बहुत गरीब हैं और उन की गरीबी हटाने के लिए मध्यावधि चुनाव किया गया होता तो बात दूसरी थी।

SHRIMATI LAKSHMIKANTHAMMA (Khammam) : We are discussing about the salary of the Deputy-Speaker which is a sanctified subject about which we should not use all kinds of language.

श्री जांबुवंत धोटे: अब सवाल यह आता है कि क्या उपाध्यक्ष बहुत ही गरीब हैं उन की हालत बहुत ही बुरी है, खस्ता हो गई है और उन की बुरी हालत को ठीक करने के लिये, उन की गरीबी को हटाने के लिये यह बिल लाया गया है?

जिस समय इस देश के कर्मचारी, खास तौर पर भारत के गरीब लोग, बहुत परेशान हैं, हालांकि अभी यहाँ गरीबी की परिभाषा होना शेष है, गरीब आदमी दाने दाने के लिए मोहताज है, चपरासी अर्थात् पट्टे वाला प्यून, जिस की तन्ख्वाह पूरी नहीं होती, जो सादी रोटी न खुद खा सकता है और न बच्चों को ही खिला सकता है, न कपड़ा ले सकता और न पहन सकता है ऐसी अवस्था में केन्द्रीय कर्मचारियों और राज्य कर्मचारियों की तन्ख्वाह बढ़ाने के बजाय, उन के अनाउंसेज बढ़ाने के बजाय डिप्टी स्पीकर की तन्ख्वाह बढ़ाने के लिये बिल आया है। हो सकता है कल

[श्री जांबुवंत घोट्टे]

दूसरा बिल आये कि प्राइम मिनिस्टर की तन्ख्वाह बहुत कम होती है, उस को बढ़ाया जाये, परसों तीसरा बिल आये कि श्री राज बहादुर जो है, राजाओं में बहादुर, उन की तन्ख्वाह भी बढ़ाई जाये।

ऐसी अवस्था में यह जो सार्वभौम लोक मभा है उस के सामने सवाल आता है कि जब हमने गरीबी हटाओ का नारा बुलन्द किया है तब जो इस देश के गरीब लोग हैं उन की गरीबी को हटाने के लिए इस हाउस को क्या करना है। चुनाव के दौरान गरीबी हटाने का नारा लगाया गया, लेकिन चुनाव होते ही चुनाव जीतते ही वह नारा बदल गया और कांग्रेस के जिम्मेदार लोग कहने लगे कि गरीबी हटाना कांग्रेस का काम नहीं है, सरकार का काम है। यह काम कांग्रेस का नहीं, सरकार का है, यह मैं कबूल करता हूँ। वही सवाल आज सरकार के सामने आया है, वही सवाल इस सदन के सामने आया है कि हम लोगों को गरीबी हटानी है उन लोगों की या डिप्टी स्पीकर की। ऐसी स्थिति में इस सदन को इस बिल के बारे में बड़ी गम्भीरता से सोचना होगा, बड़ी गम्भीरता से विचार करना होगा। यह जो बिल आया है वह न तो प्रजातान्त्रिक है न जो नारा हमने दिया था गरीबी हटाने का उस के ही अनुरूप है, न ही जो आश्वासन हमने दिया है उस को ही पूरा करता है।

हमारे यहाँ एक कहावत है कि राजा दुनिया का उपभोग—शून्य स्वामी होता है। लेकिन यहाँ जो राजा बैठे हैं वह केवल उपभोग करने के लिए बैठे हैं तो यह सवाल लोगों के सामने, आम जनता के सामने, खड़ा हो जायेगा—यदि उपभोग करने के लिये राजा यहाँ बैठे हैं, और राज बहादुर वैसे ही विल पेश करते

हैं तो फिर लोगों का विश्वास प्रजातन्त्र से उठेगा और उनको सोचना होगा। लोगों का विश्वास प्रजातन्त्र में रखना है या नहीं, हम को देश में प्रजातन्त्र चलाना है या नहीं, यह इस सदन को सोचना होगा। आप देश को प्रजातंत्र के अच्छे रास्ते पर ले जाना चाहते हैं या देश को हुक्मशाही या लश्करशाही की ओर ले जाना चाहते हैं यह सवाल आज देश के सामने है। गरीबी हटाने का आपने नारा दिया था। लेकिन यहाँ पर आप डिप्टी स्पीकर और डिप्टी चेयरमैन की गरीबी ही हटाने लगे हैं। क्या इस तरह से देश का कल्याण हो सकता है? क्या यह लोगों के साथ अन्याय करना नहीं है? अगर आप इस तरह से पेश आयेंगे तो लोग मशालें लेकर आएंगे। यह जो डेमोक्रेसी है, यह जो प्रजातंत्र है, इस को ही आप खत्म कर देंगे। आप देखेंगे कि यह सकार भी जल जाएगी और लोग इसको भी जला देंगे।

प्रजातंत्र का ख्याल आप रखो। समाजवाद को मैं थोड़ी देर के लिए अलग रख देता हूँ। समाजवाद क्या है, उसका परिभाषा करने की भी जरूरत है। क्या यह समाजवाद है जो आप कर रहे हैं? क्या यह अमरीका का समाजवाद है? क्या यह ब्रिटानिया का समाजवाद है? क्या पाकिस्तान का समाजवाद है? कौन सा यह समाजवाद है? समाजवाद की परिभाषा होनी चाहिए। अगर आपको समाजवाद की स्थापना करनी है तो शास्त्रीय समाजवाद आप स्थापित करें। क्या यह ब्रिटिश शास्त्रीय समाजवाद के अनुरूप है? क्या उसकी परिभाषा पर यह खरा उतरता है? समाजवाद का नाम आप छोड़ बीजिये। लेकिन प्रजातंत्र को बचाने के लिए क्या यह बिल सहायक हो सकता है? क्या उस कसौटी पर यह खरा उतरता है? इसको आप सोचें। इसको पास करके हम आने वाले लोगों की नजरों में

वेशर्ष साबित करेगे। इसको पास करना लोगों को राय के खिलाफ जाना है, उनकी भावनाओं को ठेस पहुंचना है। यदि ब्रूट मैजोरिटी का सहारा ले कर इस विधेयक को मंजूर किया गया... ..

श्री एम० राम गोपाल रेड्डी: ब्रूट माइनोरिटी।

श्री जांबुवंत धोटे: मैं फिर कहता हूँ कि अगर ब्रूट मैजोरिटी का सहारा लेकर इस विधेयक को मंजूर किया गया तो लोक सभा पर से लोगों का विश्वास उठ जाएगा और यह चीज बहुत खतरनाक होगी।

मुझे प्रसन्नता हुई कि पार्टी इन पावर के कुछ माननीय सदस्यों ने भी इसके खिलाफ आवाज बुलन्द की है। यह उनके दिल की आवाज है। मैं कहूँगा कि सभी को डिप्टी स्पीकर की तर्फ़ों और फंसिलिटीज़ बढ़ाने का यह जो बिल है इसका विरोध करना चाहिए और डट कर विरोध करना चाहिये। सत्ताधारी दल में से कुछ बहादुर लोग उठे हैं और उन्होंने इसका विरोध किया है। मैं भी इस विधेयक का विरोध ही नहीं बल्कि कड़ा विरोध करता हूँ और गरीबी हटाओ का जिन्होंने नारा दिया है उन से अपील करता हूँ, उन से दरख्वास्त करता हूँ कि वे इस पर गम्भीरता से विचार करें और सोचें कि क्या यह जो हमारी समाजवादी घोषणायें हैं उसके अनुरूप हैं? यदि नहीं है तो मैं आशा करता हूँ कि हमारे राज बहादुर जी इसका खयाल करते हुए इसको वापिस ले लेंगे।

श्री आर० बी० बड़े (खारगोन): यह जो बिल है इसका मैं विरोध नहीं करता। जितने भी भाषण अभी तक हुए हैं उनका दृष्टिकोण रहा है वह गरीबी हटाओ और समाजवाद के सिद्धान्तों का रहा है और इसी दृष्टिकोण

से उन्होंने इसका विरोध किया है। वास्तव में देखा जाए तो जो स्टेटस है डिप्टी स्पीकर और डिप्टी चेयरमैन का वह पार्लिमेंट का स्टेटस है और अगर उनका स्टेटस बढ़ता है तो पार्लिमेंट का स्टेटस भी बढ़ेगा। क्या इसको माननीय सदस्य नहीं चाहते हैं? मैं समझता हूँ कि सभी चाहते हैं कि उनका स्टेटस बढ़ना चाहिए। इस बिल के स्टेटमेंट आफ आबजैक्ट्स एंड रीजन्स में लिखा हुआ है कि उनको मिनिस्टर आफ स्टेट का स्टेटस मिलना चाहिए। यदि उनका स्टेटस बढ़ाया जाता है तो किसी को इसका विरोध नहीं करना चाहिये।

रिफ्यूजीज़ के सवाल को भी उठाया गया है। मैं जानना चाहता हूँ कि प्रत्येक मेम्बर ने उनके लिए कितना त्याग किया है? यदि उन्होंने त्याग नहीं किया है तो उनको चाहिये था कि वे रिफ्यूजीज़ का सवाल न उठाते।

मैं समझता हूँ कि जो विरोध में भाषण किये गए हैं वे एक विपरीत दृष्टिकोण से किये गये हैं। अगर वे सोचते कि डिप्टी स्पीकर और डिप्टी चेयरमैन का स्टेटस वही है जो मिनिस्टर आफ स्टेट का है और जो सुविधायें मिनिस्टर आफ स्टेट को मिलनी हैं वहीं इनको भी मिलनी चाहिये तो वे इसका विरोध नहीं करते। साथ ही साथ पार्लिमेंट में काम करने वाले जो कर्मचारी हैं उनकी ओर लक्ष्य नहीं किया गया है। यदि इस बिल के साथ यह भी होता कि पार्लियामेंट के जितने कर्मचारी हैं उनका पगार भी बढ़ाया जाता है तो मैं समझता हूँ कोई विरोध नहीं होता। लोगों के खयाल में यह है कि केवल डिप्टी स्पीकर और डिप्टी चेयरमैन का पगार बढ़ाया जा रहा है, दूसरों का नहीं बढ़ाया जा रहा है। उनका भी बढ़ना चाहिये था।

[श्री आर० वी० बड़े]

1962 में लोक सभा का सदस्य था। उस वक्त एक मੈम्बर को केवल 21 रुपये दैनिक भत्ता मिलता था। अब 51 रुपये मिलते हैं हर एक पार्लियामेंट के मेम्बर को। उस वक्त किसी ने नहीं कहा कि हम को 51 रुपये नहीं चाहिए। पहले सदस्यों को 400 रुपये वेतन और 21 रुपये डेली एलाउंस मिलता था जब कि अब उन्हें 500 रुपये वेतन और 21 रुपये डेली एलाउंस मिलता है। इस दौरान में पार्लियामेंट के किसी कर्मचारी की पगार नहीं बढ़ी है। अब गरीबी हटाओ और समाजवाद के धोये नारे के आधार पर इस बिल का विरोध किया जा रहा है।

मैं इस बिल का समर्थन करता हूँ। डिप्युटी स्पीकर और डिप्युटी चेयरमैन की पगार बढ़नी चाहिए यह बिल उनके स्टेटस को बढ़ाने के लिए लाया गया है उन का स्टेटस बढ़ने से पार्लियामेंट और इस हाउस का स्टेटस भी बढ़ेगा।

श्री हुकूम चन्द कछवाय (मुरैना); सभापति महोदय जो बिल हमारे सामने आया है, अगर सरकार उस के बारे में सभी विरोधी दलों के नेताओं से चर्चा करके उस को लाती तो अच्छा होता। सरकार द्वारा जो टैक्स लगाये गये हैं, उन से सरकारी कर्मचारियों पर बोझ बढ़ गया है। इस लिए उन का वेतन और महंगाई भत्ता बढ़ाया जाना चाहिए। इन टैक्सों के विरोध में मैंने एक प्रदर्शन में भाग लिया था। मुझे पकड़ लिया गया। मैं अभी जेल से छूट कर आ रहा हूँ आज सरकारी कर्मचारियों की तनख्वाह और महंगाई भत्ता बढ़ाना बहुत आवश्यक है। मुझे आशा है कि सरकार इस बारे में कदम उठायेगी। जैसा कि श्री बड़े ने कहा है, पार्लियामेंट के कर्मचारियों की तनख्वाहें बढ़नी चाहिए और देश भर के सरकारी नौकरों

का महंगाई भत्ता बढ़ाना चाहिए।

मैं इस बिल का समर्थन करता हूँ।

श्री मोहम्मद ताहिर (पूर्णाया) : चेयरमैन साहब, मैं समझता हूँ कि मेम्बर साहबान ने इस बिल को गलत तौर पर समझा। डिप्युटी चेयरमैन और डिप्युटी स्पीकर की तनख्वाह बढ़ाई नहीं जा रही है। बात यह है कि यह फ़ैसला कर लिया गया है कि उन का स्टेटस मिनिस्टर आफ स्टेट के बराबर होगा। फ़ैसले के बाद गवर्नमेंट के लिए यह लाजिमी है कि वह डिप्युटी चेयरमैन और डिप्युटी स्पीकर की तनख्वाह को मिनिस्टर आफ स्टेट की तनख्वाह के बराबर लाने के लिए उस में इजाफ़ा करे।

17.38 hrs.

[Shri Sezhiyan in the chair]

सरकार बिल्कुल सही बिल लाई है। चूंकि हमने पहले यह फ़ैसला किया है कि डिप्युटी चेयरमैन और डिप्युटी स्पीकर का स्टेटस मिनिस्टर आफ स्टेट के बराबर होगा, इस लिए उस फ़ैसले पर अमल करने के लिए यह बिल लाया गया है। उन की तनख्वाह को बढ़ाया नहीं जा रहा है।

شری محمد علی اورینا اسپیکر میں عرض کرتا ہوں کہ سپیکر صاحبان نے اس میں کوئی غلطی سے سمجھا ہے۔ ڈپٹی چیئر مین اور ڈپٹی سپیکر کی تنخواہ بڑھانی نہیں جا رہی ہے۔ بات یہ ہے کہ فیصلہ کر لیا گیا ہے کہ ان کا سٹیٹس منسٹرز آف اسٹیٹ کے برابر ہوگا۔ اس فیصلے کے بعد گورنمنٹ کے لئے یہ لازمی ہے کہ وہ ڈپٹی چیئر مین اور ڈپٹی سپیکر کی تنخواہ کو منسٹرز آف اسٹیٹ کی تنخواہ کے برابر لانے کے لئے اس میں اضافہ کریں۔

(Shri Sezhiyan in the chair)

سرکار کا یہ فیصلہ ہے کہ اسپیکر اور ڈپٹی سپیکر کی تنخواہ بڑھانی نہیں جائے گی۔ اس فیصلے کے بعد گورنمنٹ کے لئے یہ لازمی ہے کہ وہ ڈپٹی چیئر مین اور ڈپٹی سپیکر کی تنخواہ کو منسٹرز آف اسٹیٹ کی تنخواہ کے برابر لانے کے لئے اس میں اضافہ کریں۔

SHRI S. M. BANERJEE (Kanpur) : My hon. friend Shri K.M. Madhukar, the speaker from my group, has already opposed the Bill. I am opposing this Bill on principle. I have no quarrel with Shri Bade when he says that the status of the Deputy-Speaker and Deputy Chairman should be raised so that the stature of Parliament is raised. I would only request Shri Raj Bahadur to refer this entire question to the Pay Commission. After all, the Pay Commission is a very high-powered commission. It is only when the cost of living index goes beyond 228 that their salaries could be raised.

I want that these two aspects should be borne in mind. Firstly; nothing should be done unless the figure touched 228. When it reaches 228, the Central Government employees will get their dearness allowance and the Deputy-Speaker and Deputy Chairman will get their salaries too. I would like this question to be referred to the Pay Commission, for another reason also. Other wise, there will be a feeling in the country that each Member is anxious to pass legislation for the betterment of his salary and the salary of the Deputy-Speaker and others. When the Pay Commission is sitting, I would submit that nothing should be done unilaterally. First, this matter should be referred to the Pay Commission. After all, the Pay Commission is going to submit its report, we are told, in 1972. Heavens are not going to fall if this Bill is not passed today. We shall give more status without salary to the Members and to the Deputy-Speaker and Deputy Chairman till then. But the matter should be referred to the Pay Commission.

SHRI A. P. SHARMA (Buxar) : I rise to support this Bill. I entirely disagree with the previous speaker who said that this question should be dealt with in the particular manner he has suggested.

SHRI S. M. BANERJEE : Pay Commission.

SHRI A. P. SHARMA : Definitely not.

Because this is a matter for the House to decide. I am glad the Bill has come and I support it.

At the same time, I agree with the other suggestion made by some hon. members, Shri Bade and many others, that the question of the employees of Parliament should also have been considered. As far as I know, the pay and allowances of the employees of the Parliament are not governed by the recommendations of the Pay Commission, neither the First nor the Second, although in matters of D.A they are paid at par with other Central Government employees. Their service conditions are also different. Therefore, I would have been very happy if the hon. Minister of Parliamentary Affairs had also brought a similar Bill revising the pay scales of the employees of the Parliament Secretariat. I suggest that along with this Bill, if it is possible, this should be considered.

I support the Bill.

श्री विभूति मिश्र (मोतीहारी) : सभापति महोदय, मेरा इस बिल के सम्बन्ध में एक अमेंडमेंट है और मैं अपने उस अमेंडमेंट का समर्थन करता हूँ। मेरा एक और अमेंडमेंट था जिस के ऊपर राष्ट्रपति जी ने अपनी स्वीकृति नहीं दी। उस में मेरा यह कहना था कि स्पीकर का और चेयरमैन का एक स्टेपस है, इन की तनख्वाह बढ़ाई जाय। चेयरमैन का इसलिए मैं ने कहा था कि चेयरमैन वाइस प्रेसीडेंट होते हैं और जब प्रेसीडेंट नहीं रहते हैं तो वाइस-प्रेसीडेंट उन की जगह रहते हैं इसलिए उन का दर्जा बड़ा है। इसी तरह से अपने लोक सभा के स्पीकर का भी दर्जा ऊंचा है। लेकिन उस को राष्ट्रपति जी ने स्वीकृति नहीं दी। अब इस में सवाल यह है कि डिप्टी स्पीकर और डिप्टी चेयरमैन को एक दर्जा दे

[श्री विभूति मिश्र]

रहे हैं। यहाँ पर हम लोग 523 मेम्बर हैं और वहाँ 238 मेम्बर हैं और जो मुझको आँकड़े मिले हैं उन आँकड़ों के अनुसार राज्य सभा बैठी 1969 में 143 दिन और हमारा हाउस बैठा 1969 में 168 दिन। 1970 में राज्यसभा बैठी 154 दिन और हमारा हाउस बैठा 170 दिन। हाउस में 523 मेम्बर हैं और वहाँ 238 मेम्बर हैं। इस में कुछ वैरी किया है, एकाध इधर उधर। अब आप बताइए कि जो 523 मेम्बर का काम करे और 238 मेम्बर का काम करे, दोनों का स्टेटस बराबर, दोनों की तनखाह बराबर यह कैसे उचित हो सकता है? इस के ऊपर जरा ख्याल करना चाहिए। राजबहादुर जी यह बिल लाए, मैं उन से कहना चाहता हूँ, यहाँ ऊपर लिखा हुआ है, धर्मचक्र प्रवर्तनाय, उस को ख्याल में रख कर हम ने विधान की शपथ ली कि सामाजिक न्याय करेंगे क्या यही सामाजिक न्याय है कि जो हाउस 11 बजे से 5 बजे तक बैठे और जो 11 से लेकर 6, साढ़े छः तक बैठे, जिसका सैटरडे काट दिया जाय, दोनों को बराबर एक समान स्तर पर रखा जाय और जो आदमी यहां का काम करे और जो वहाँ का काम करे दोनों का दर्जा बराबर का दिया जाय, दोनों की सैलरी बराबर हो? यह मेरी समझ में नहीं आता और राजबहादुर जी और इनकी कैबिनेट जिस के यह सदस्य हैं, जिन्होंने शपथ ली है कि सामाजिक न्याय करेंगे, मैं उन से जानना चाहता हूँ कि क्या यह सामाजिक न्याय कर रहे हैं? यह सामाजिक न्याय नहीं कर रहे हैं, यह सामाजिक अन्याय कर रहे हैं। क्यों कि हमारे यहाँ यह जो निफिट्टस्ट भाई कहते हैं कि जो जितना काम करे उस के अनुसार उस की मजदूरी होनी चाहिए, समान काम के लिए समान मजदूरी मांगते हैं तो इस में तो यह

बात नहीं है। मैं कोई राज्य सभा के डिप्टी चेयरमैन के खिलाफ नहीं हूँ। वह भले आदमी हैं। लेकिन सवाल यह है कि इन को भी 250 रुपया सम्पुअरी एलाउस मिले और उन को भी 250 रुपया सम्पुअरी एलाउस मिले और यह सम्पुअरी एलाउंस उन को कितने आदमियों को खिलाना पड़ता है और इन को कितनों को खिलाना पड़ता है। चेयरमैन साहब हम लोग अपने क्षेत्रों से चुन कर आते हैं, हम लोगों के घरों में 2—4—10 आदमी बराबर पड़े रहते हैं, उस के लिए राजबहादुर जी कभी बिल नहीं लाये। इतना ही नहीं - ये सरकारी स्टेसनरी, सरकारी कागज़, सरकारी दफतर के आदमी, सरकारी गाड़ी का इस्तेमाल करते हैं और उस से ही अपनी कांस्टीचूएन्सी को नर्स करने के लिए जाते हैं। लेकिन हम लोगों के लिए कोई चीज़ नहीं है, हम लोगों का जो कुछ मिलता है, उस से ही हम अपनी कांस्टीचूएन्सी को नर्स करते हैं कांस्टीचूएन्सी में जाय तो अपनी जेब से पेट्रोल का पैसा खर्च करें, अपने आदमियों को, अपने साथियों को उसी में से दक्षिणा दें। ता हम लोगों के लिए कुछ नहीं है।... .. (व्यवधान)... .. ये तो कैपिटलिस्ट लोग हैं, पूँजीपति हैं, इन में किसी को कहीं से पैसा आता है, किसी को कहीं से आता है लेकिन हम लोगों के पास तो कहीं से आता नहीं है, अपने पास से ही खर्च करना पड़ता है...

श्री अटल बिहारी वाजपेयी (ग्वालियर) :
60 लाख रुपया कहाँ से आया ?

श्री विभूति मिश्र : अरे, आपको तो महारानी ग्वालियर दे देती हैं, हम लोगों के पास तो कुछ नहीं है।

श्री हुकम चन्द कछवाय : आपको इन्दिरा महारानी पैसा देती हैं

श्री विभूति मिश्र : गरीब हमारे हाथ में हैं। इसलिए हमको वोट मिला और आपकी पार्टी की जमानत जन्त कराई। पांच बार उस वांस्टीचूएन्सी से चुन कर आया हूँ, आपकी पार्टी को हरा कर।

इसलिए मैं राजबहादुर जी से कहूँगा कि न्याय कीजिये, आपने जो शपथ ली है कि सामाजिक न्याय होगा, उसके अनुसार मंत्री-मंडल में निर्णय कीजिये, कि किसको कितना मिलना चाहिये, एक ही फार्मूले में राज्य सभा और लोक सभा—दोनों को मत बांधिये। मेरा अपना निजी ख्याल तो यह है कि राज्य सभा रहनी ही नहीं चाहिए। जो हमारा संविधान बनाने वाले थे, वे सब अंग्रेजी पढ़े हुए आदमी थे, अंग्रेजों का दिमाग उन के दिमाग में घुसा हुआ था, वे लोग इंग्लैंड गये, अमरीका गये, उनको देखकर यहाँ भी हमारे सिर पर सैकेण्ड हाउस लाद दिया, स्टेटों में भी जहाँ-तहाँ सैकेण्ड हाउस लाद दिया मैं राज बहादुर जी से पूछना चाहता हूँ कि जितने बिल हमारे यहाँ से पास हुए, उनमें से कितनों को राज्य सभा में रिवाइज किया, कितना उनमें हेर फेर किया। चेरमैन गाहब, जो कोई रिवाजन का काम करता है काफी देखता है और उसको दूसरा देखे, तो बहुत थोड़ा समय लगता है। जैसे कोई वकील एक मसौदा बनाता है जब दूसरा सीनियर वकील उसको देखता है तो थोड़ा बहुत हेर-फेर करके उसको मंजूर कर लेता है। जितने दिन हम यहाँ बैठते हैं, उससे थोड़े दिन आगे-पीछे वे लोग बैठते हैं।

अभी हमारा बजट आया, जनता पर टैक्स लगा, उस टैक्स का पैसा किस प्रकार से खर्च करना है, यह देखना आपका काम है। लेकिन यह न समझिये कि इस तरह से तनख्वाह बढ़ाते जाय और कहें कि तनख्वाह बढ़ा कर स्टेटस बढ़ा

रहे हैं। इससे स्टेटस नहीं बढ़ता है, चाहे स्टेट मिनिस्टर हो, डिप्टी चेरमैन हो, स्पीकर हो, डिप्टी स्पीकर हो, इसमें स्टेटस की कोई बात नहीं है, अगर चुनाव में हार जाय तो स्टेटस धरा रह जायगा। कितने डिप्टी स्पीकरों को हरा कर हम यहाँ आते हैं, रुपये पैसे से स्टेटस नहीं होता है, गांधी जी का कोई स्टेटस नहीं था, लेकिन आज उनको राष्ट्रपिता कहा जाता है। इसलिए मैं राजबहादुर जी से कहूँगा कि न्याय करें। जनता के पैसे को जिसका जैसा काम है उसके अनुसार खर्च करें। उसके अनुसार बिल ला कर दें

श्री हुकम चन्द कछवाय : इनको मिनिस्टर बनवा दीजिये, नहीं तो खतरनाक हो जायेंगे।

श्री विभूति मिश्र : आप घबराइये नहीं, हम लोग तो वैसे ही खतरनाक हैं। इसलिए मैं राज बहादुर जी से कहूँगा कि वे इस बिल के ऊपर सोचें और इस पर जो मेरा अमेन्डमेन्ट है उसको स्वीकार कर लें। (व्यवधान)... मैं चाहूँगा कि वे इस बात को अच्छी तरह से सोचें। राज्य सभा में बूढ़े लोग जाते हैं। वहाँ पर यह समस्या रहती है कि कौन आदमी बोले ताकि ग्यारह से पांच तक का समय फटे। दूसरी तरफ यहाँ लोक सभा में राज बहादुर जी को दिन भर तंग किया जाता है, सदस्य कहते हैं कि हमको बोलने के लिए समय दिया जाये लेकिन फिर भी यहाँ पर सदस्यों को बोलने के लिए समय नहीं मिल पाता है ... (व्यवधान)

MR CHAIRMAN: Please do not make any reflection on the other House.

AN HON. MEMBER: He has already made it, Sir.

MR CHAIRMAN: Please do not do so. It is not good.

श्री विभूति मिश्र : अगर मेरी बात चले तो मैं कहूँगा कि लोकसभा चुनी हुई है, इसको कांस्टीट्यूट असेम्बली मानकर नया संविधान बनाया जाये। अंग्रेजों से लड़ने के लिए असेम्बली में काँग्रेस गई थी। उसी से लोग चुनकर गये और कांस्टीट्यूट असेम्बली का निर्माण किया गया। इन लोगों ने वर्तमान संविधान को बनाया। मैं तो चाहूँगा कि हिन्दुस्तान का संविधान लोक सभा बनाये चूँकि एडल्ट फ्रेंचाइज के बेसिस पर इसको चुना गया है। राज्य सभा की तो जरूरत नहीं है और इस हाउस के साथ न्याय मिलना चाहिए। डिप्टी स्पीकर की तनख्वाह बढ़नी चाहिए लेकिन डिप्टी चैयरमैन की नहीं बढ़नी चाहिए।

SHRIMATI LAKSHMIKANTHAMMA
Mr chairman, Sir, I regret very much...

श्री पीलू मोदी : हिन्दी में बोलिए।

श्रीमती लक्ष्मीकान्तम्मा : मैं हिन्दी में जरूर बोलूंगी लेकिन जब वाजपेयी जी ने हिन्दी छोड़ दी तब मैं क्या करूँ। It is very unfortunate that we are discussing this matter as such length. I wish the hon. members had conceded the request of the hon. minister of Parliamentary Affairs and passed the Bill without discussion. This place is very sacred place and I think in this House we do not discuss the President.

SHRI PILOO MODY: How does it become sacred ?

SHRIMATI LAKSHMIKANTHAMMA: Have you got any objection to say that it is a *pavitra sthan*?

MR CHAIRMAN: The hon. member may address the chair and continue her speech.

SHRIMATI LAKSHMIKANTHAMMA: In this House, we do not discuss the President.

SHRI PILOO MODY: Why not?

SHRIMATI LAKSHMIKANTHAMMA: Yes, it is there in the Constitution. So also, I think we should not refer to extraneous points here. This is not a very serious matter to drag the Members to bring in all sorts of discussion - socialism, communism, social justice and what not. I do not think there was any need for it, especially in regard to Shri Pilloo Mody sitting there all the time and brooding over socialism. I think usually the psychology is that when you have an enemy, you always think of that enemy. So, also he is always thinking of socialism: I would not be surprised if a day comes when he becomes a socialist himself.

SHRI PILOO MODY: In my case those days are gone.

श्रीमती लक्ष्मीकान्तम्मा : इसको कहते हैं— विरोधभक्ति।

So many members have discussed it and they have given their impression. In this very House, a Bill was passed to increase the salary of members. Now, I I would like to ask all those Members who spoke about socialism and about their faith in socialism and equality, how many of them have surrendered, - including my Gandhian friend, Shri Bibhuti Mishra - when they spoke about the increase of salaries on that occasion?

Some of them could have set an example by surrendering the increase in their salaries. Now the Deputy Chairman and the Deputy-Speaker will get a sum of Rs 250 more per month. Their salary is being made equal to that of a Minis-

ter of State. I think this should be given retrospective effect.

I express regret on behalf of those members who dragged the name of the Deputy-Speaker for just giving him Rs 250 to which he was entitled. I agree with labour leaders like Mr Banerjee from that side and Mr. A.P. Sharma from this side that the salary of the staff in Parliament should also be increased. I am not asking for an increase in the salary of MPs. If you want, you may reduce it. But the staff in Parliament are working under great difficulties. They have to deal with so many members and it is like walking on razor's edge for them. You do not know when you may displease them. The staff are very good and they are very prompt. Whenever some work is given, they do it very promptly. So, I think their salary should be increased.

SHRI K. DASSAPPA (Chitradurga): Sir, I am surprised why members of the opposition have taken

this matter so light-heartedly. After all, the Deputy-Speaker and Deputy Chairman are respected members of Parliament. They are non-officials working like any one of us. In the statement of objects and reasons, it is clearly said that the Deputy Chairman and Deputy Speaker were given the status of Minister Of State in 1962 itself for purposes of warrant of precedence and travelling and daily allowance. But their salary was not made equal to that of a Minister of State. Now it is being done and the sum involved is just Rs 12,000 per annum. I do not know why the opposition members are so much worried by this. As I said, the Deputy Chairman and Deputy Speaker are respected members of Parliament and they deserve all sympathy and consideration.

With these words; I support the Bill.

18.00 hrs.

The Lok Sabha adjourned till Eleven of the Clock on Wednesday, June 16, 1971/Jyaistha 25, 1893 (Saka).