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**Wednesday, July 2, 1980**

**Asadha 11, 1902 (Saka)**

# LOK SABHA DEBATES

**Third Session  
(Seventh Lok Sabha)**



*(Vol. V contains Nos. 11 - 20)*

**LOK SABHA SECRETARIAT  
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# LOK SABHA DEBATES

I

2

## LOK SABHA

Wednesday, July 2, 1980/Asadha 11,  
1902 (Saka).

The Lok Sabha met at Eleven of the  
Clock

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Setting up of Industries in Backward areas

\*345. SHRI AHMED M. PATIL:  
Will the Minister of INDUSTRY be  
pleased to state:

(a) whether any suggestions have  
been made with regard to the entre-  
preneurs who applied for setting up  
industries in developed districts and  
States that they should be persuaded  
to establish units in the backward  
areas; and

(b) if so, the action taken by Gov-  
ernment on these suggestions?

THE MINISTER OF STATE IN  
THE MINISTRY OF INDUSTRY  
(SHRI CHARANJIT CHANANA):  
(a) and (b) For rapid industrial  
development of backward areas,  
Government are exploring possibili-  
ties of encourage entrepreneurs to  
set up nucleus industries in such  
areas. As a result of discussions with  
some entrepreneurs, there has been  
some positive response and these are  
being pursued.

श्री अहमद एम० पटेल : ऐसे कितने इंडस्ट्रियल  
स्टस हैं जिन्होंने डेवलपड इंडस्ट्रियल एरिया के लि-  
अप्लाई किया था लेकिन जिन्हें बैकवर्ड इंडस्ट्रियल एरिया  
में अपनी यूनिट स्थापित करने के लिए राजी किया  
गया और यह बात क्या सही है कि जो इलाके  
बैकवर्ड इंडकलेयर किए गए हैं वहां जो कंसेशन  
दिए गए हैं सविशेषी नोट और रा-मंटियरल,  
आदि के , उनको प्राप्त करने में उन इंडस्ट्रिय-  
लिस्ट्स को बाधताई हो रही है जिसकी वजह से  
जो इंडस्ट्रियलिस्ट्स वहां आना चाह रहे हैं वे  
संकोच महसूस कर रहे हैं ? क्या मंत्री महोदय  
इस के बारे में कुछ सोच रहे हैं या नहीं ?

SHRI CHARANJIT CHANANA:  
The list of entrepreneurs who have  
come forward or who have been  
persuaded to go to the industrially  
backward areas is tentative, I would  
not be able to quantify them yet,  
unless and until they have filed the  
proper applications and they are  
processed and finally given licences.  
But we have initiated our process and  
we are hopeful of seeing to it that  
they acquire a practical shape.  
Secondly, the hon. member has  
referred to the difficulties or pro-  
blems in the receptivity of incentives  
in industrially backward areas for the  
new units coming up there. There  
are two replies to that. Firstly, there  
is the Sivaraman Committee of the  
Planning Commission which is going  
into the various aspects of the indus-  
trially backward areas and the impact  
of incentives which have been given  
at different levels right from the  
Central Government to the State  
Government and the financial institu-  
tions and we are expecting the report  
to be with us by the end of this year.  
Secondly, if the hon. member has  
some specific cases where there are  
problems which the industrial units  
are facing with special reference to  
the incentives of the Central Govern-  
ment or State Government or finan-

cial institutions, we shall welcome those things to be brought to our notice and I can assure him that we will take all necessary actions which are required to promote those industrial units in those areas.

श्री अहमद एम० पटेल : कई ऐसे इलाके हैं जिन को बैकवर्ड डिक्लेर किया गया है और वह जल्दी डेवलप हो सके इस के लिए पांच साल के लिए वहां मॉडिर्नी लाउ इन्फ्रास्ट्रक्चर का कन्सेशन देने की बात तय की गई है, लेकिन पांच साल में जितना डेवलपमेंट होना चाहिए वड़ नहीं हो सका है, तो मैं मंत्री महोदय से जानना चाहता हूँ कि क्या और पांच साल के लिए यह कन्सेशन चाल रखने के लिए मंत्री महोदय सोच रहे हैं या नहीं है ?

श्री बरगजीत चानना : जा मुझे पता है कि पांच साल के लिए पांच साल के लिए दिए गए थे, लेकिन वन कौटो विवरण में प्रतीति कि कया है, उसका फैसला अब तक न आ पाये, यत केवल एक साल के लिए मॉडर्न मशीनरी जा है उतनी एक्स्पेंसिव हो है ।

It would not be proper or mature on the part of the Ministry to take a decision while the matter is already under the consideration of the National Committee.

SHRI EDUARDO FALEIRO: The experience has been that in spite of the incentives given to industrialists and entrepreneurs they do not go to backward areas and these backward areas continue as backward as before. We have the example of Konkan area which is just in the neighbourhood of Bombay. Whilst Bombay is one of the most highly industrialised areas in the country, Konkan is one of the most backward areas of the country. I would like to ask the Government whether instead of asking private industrialists and entrepreneurs to go over to backward areas, Government while setting up its own industrial projects will give priority to backward areas?

SHRI CHARANJIT CHANANA: The hon. Member's diagnosis of a particular area might be true. I would not be able to give any comments on that. That is why, a National Committee was formed to

go into a diagnosis as to why these areas are not responding to the incentives given there.

The second suggestion which the hon. Member has made is already in our view. The only thing is that the public sector would come to the promotion of industrially backward areas where the private sector does not come in. We are not giving priority to private sector. We only want the mobilisation of the liquidity in the hands of the people to be converted into investments. Now that the public sector units have also been given facilities by the latest Budget of ours to float deposits, the public sector would come into the picture wherever the private sector is not coming up, more so in the case of industrially backward areas whether it is the area referred to by the hon. Member or any other area.

श्री राजनंद प्रसाद राय : क्या मंत्री जो कि आज बात की जानकारी है कि पिछड़े इलाका में जो नए उद्योग उद्योग बनने चाहते हैं वहां पर उनको डिस्ट्रिक्ट द्वारा डायना प्रेशन किया जाता है कि बेचारे उद्योग लगाना चाहते हैं फिर भा भागना पड़ता है । इस बात को दूर करने के लिए, क्या यह बात सही है कि जिला उद्योग केन्द्र हर जिले में स्थापित किए गए हैं जहां पर डिप्टांडास्ट्रेटर रैंक का आफिसर रखा गया था ताकि तुरन्त पैसे की जरूरत होने पर, वह दिया जाए । क्या इस बात की भी जानकारी है कि वास्तव में डिस्ट्रिक्ट में डिप्टी डिप्टेस्ट्रेटर रैंक का आफिसर जो पोस्टेड है वह पैसे नहीं दे सकते, जिसके चलते दूसरे जिले से उतनी पैसा मुना सांता है । इस प्रकार में जा दिक्कतें उद्योगों को उठानी पड़ती की उसमें अब ज्यादा दिक्कतें उठानी पड़ती हैं ।

श्री चरगजीत चानना : आपने पहला प्रश्न यह किया है कि वहां पर हमारा मंत्रालय जो है वह ऐसी कन्डीशन पैदा करता है कि इंडस्ट्री लगाने के बनाए लोग भगने लगते हैं तो ऐसे इंडस्ट्राइज हमारी नोटिस में नहीं आये है । पन्तु मैं इन बात की वैलकम कल्याण कि इस तरह की अगर कोई इंडस्ट्राइज हों वह माननीय सडम्य हमारी नोटिस में लाये ।

दूसरे आपने डी आई सीज की बात कही है । हमने इस हाउस में और दूसरे हाउस में भी यह बात कही है कि हम डी आई सीज की बकिंग

में रेग्यु कर रहे हैं कि जो भी मोनिटरिंग यूनिट होगी वह इस बात को अवश्य देखें कि जो इंडिस्ट्रियल गवर्नमेंट देती है वह कैसे उद्योगों को खोद करती है और कैसे बढ़ाती है और अगर कोई बाधाएँ या समस्याएँ हैं उनको किस प्रकार से दूर किया जाए। यदि कोई स्पेसिफिक प्वाइंट हों तो हम वेलकम करेंगे, माननीय सदस्य उनको हमारी नोटिस में लायें।

**SHRI K. LAKKAPPA:** I would like to know whether, after getting the report from the Sivaraman Committee, any guidelines have been given on the basis of the representations and suggestions received from States containing backward areas where industrial imbalance has been created, and if so, by what time they are going to implement those suggestions.

**SHRI CHARANJIT CHANANA:** I have already stated that we are expecting the report by the end of this year. The question of implementation would arise after we receive the report.

#### Coir Industry

\*348 **SHR MATI SUSEELA GOPALAN:** Will the Minister of INDUSTRY be pleased to state:

(a) the policy of Government with regard to traditional industries like coir;

(b) whether Government are aware of allegations of malpractices in the grant of licences to mechanised coir mat units; and

(c) if so, whether Government have received any petitions to the effect that licences were granted against the decision of the Coir Board to coir mat units?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):**

(a) The policy of Government is to encourage and develop traditional industries like coir.

(b) & (c). Some complaints alleging malpractices in the grant of registration by Coir Board have been received by Government and these are being looked into.

**SHRIMATI SUSEELA GOPALAN:** It is a long pending thing because three years ago, in spite of the Coir Board's decision not to mechanise the mat sector, these looms were imported. They are being installed and production has started. There was a lot of furore from the handloom industry. So, Government intervened and suspended the working of the machines. But so far a decision has not been taken, so much so behind the back a lobby is working in the Coir Board to give licence to these machines. During the last session when I asked a question, it was said that the legal aspect of the thing was being examined. For the last three years it has been pending, and you have to take a decision. The workers in the handloom industry are very much agitated. Fifteen thousands of them get unemployed when 13 of these looms start working. So, I would like to know from the hon. Minister, whether this decision will be taken.

**SHRI CHARANJIT CHANANA:** As far as the legal opinion is concerned, we have received it and we are going to finalise it.

The hon. Member knows that I visited those areas only because of the importance of the coir industry. I can only refer to the period of our Government now. For the time in between, the hon. Member would be able to fill in the communication gap better than me.

We are considering the report and I can assure the hon. Member that very soon action would be taken in this matter.

The second question of the hon. Member referred to the manufacture of mats in the mechanized units.

First of all, there is no licensing at all. As far as registration is concerned, we have not allowed it for the manufacture of mats at all in this particular thing. I can assure the hon. Member that we would not in this matter be affected by any political lobbying which would damage the handloom industry.

**SHRI E. BALANANDAN:** The import of mat machines has been done under the guise of coir goods manufacturing machines. The mat machines could not be imported. It was the Coir Board Secretary who corrected the records of the licence and allowed the import of this machinery. May I, therefore, ask the hon. Minister whether the Government will take action against the Coir Board, Secretary who corrected the records of the licence and take immediate action against him and stop the working of the machines for ever?

**SHRI CHARANJIT CHANANA:** As far as the import of the machinery is concerned, the machines not being allowed to work is equal to having not been imported at all. As regards the action to be taken against 'X' 'Y' 'Z' is concerned, I have already informed the other hon. Member and I would inform the House also that the whole matter is under consideration and we will take a decision very soon in the matter.

**भाण्डारा को औद्योगिक वृष्टि से पिछड़ा हुआ जिला घोषित करना**

\* 349. श्री केशवराव पारधी : क्या उद्योग मंत्री यह बनाने की कृपा करेंगे कि .

(क) क्या महाराष्ट्र सरकार ने सिफारिश की है कि भाण्डारा जिले को औद्योगिक वृष्टि से पिछड़ा हुआ जिला घोषित किया जाए ; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार क्या कार्यवाही कर रही है ?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):** (a) Yes, Sir.

(b) Bhandara district of Maharashtra State has been declared as industrially backward to qualify for concessional finance facilities from the financial institutions.

The State Government had made a request to the Central Government to select *inter alia* five blocks of Bhandara district to qualify for the 15 per cent Central Investment subsidy Scheme which could not be acceded to as this does not fall within the declared policy as enunciated by the Planning Commission and accepted by the National Development Council Committee.

श्री केशव राव पारधी : अध्यक्ष महोदय जैसा माननीय मंत्री जी ने बतलाया कि योजना आयोग और राष्ट्रीय विकास परिषद् की घोषित नीति के अन्तर्गत यह नहीं आता है लेकिन मैं निवेदन करना चाहता हूँ कि इस जिले के बारे में राज्य सरकार की काफी बर्षों से मांग है। यह काफी पिछड़ा हुआ इलाका है, आदिवासी लोग यहाँ पर रहते हैं इस लिए क्या 15 प्रतिशत की केन्द्रीय सहायता दिए जाने के बारे में गंमन विचार करेंगे ?

**SHRI CHARANJIT CHANANA:** The State Government, in fact, has already used its discretion once when the industrially backward districts to qualify for the Central subsidy were identified. At that time, the State-wise allocation of the number of districts were given. The criteria were given to identify the industrial backwardness of the districts in the country. 247 districts were identified as backward districts. Out of them, 101 backward districts were identified for the Central subsidy. The Maharashtra Government, the then State Government at that time, did use its discretion to select the number of districts and areas allotted to them. At that time, the State Government had already used its discretion. Now, if at all there is



any change, the Sivaraman Committee to which they have already sent a recommendation, would give the decision by the end of the year.

श्री केजव राव पारधी : माननीय मंत्री महोदय ने बतलाया कि राज्य सरकार ने पहले जिन जिलों के बारे में लिखा था, उनको घोषित किया गया है, लेकिन राज्य सरकार ने बाद में जब विचार किया कि महाराष्ट्र के 26 जिलों कुछ और भी ऐसे एरियाज हैं जिनको घोषित करना आवश्यक है, तब उन्होंने इसके लिए केन्द्रीय सरकार को लिखा। क्या उनके बारे में कोई विचार किया जायेगा ?

SHRI CHARANJIT CHANANA: The hon. Member would appreciate that once the State Government identifies districts as industrially backward districts, the question arises whether the districts should keep on changing with the change of times or with the change of circumstances or not. For any change thereafter, a Committee has already been formed and the whole thing is being considered. Their request is already with them. It is not with the Ministry of Industry. It is with the Sivaraman Committee which is considering this matter. I would request the hon. Member to wait for their verdict to come by the end of the year.

श्री चन्द्र देव प्रसाद वर्मा : नारे राज्यों में पिछड़े क्षेत्र घोषित किए गए थे, मैं जानना चाहता हूँ कि पिछड़े क्षेत्र घोषित करने का आधार क्या है और ये किन्ते खण्डों में बटे हुए हैं ?

SHRI CHARANJIT CHANANA: The Hon. Member has raised some basic questions and I shall reply to them. First of all, backward States were identified, and criteria fixed for that. Thereafter, industrially backward districts were identified. Thereafter the States were given a quota in the backward...

SHRIMATI PRAMILA DANDAVATE: What are the criteria?

MP SPEAKER: If it is too long, you can look it up; it is in the Report.

SHRI CHARANJIT CHANANA: I will give you the criteria. The criteria recommended by the Pande Working Group—these two Working Groups are working groups for identification of industrially backward States and Union Territories—are as follows:—

- (1) Total per capita income;
- (2) Per capita income from industry and mining;
- (3) Number of workers in registered factories;
- (4) Per capita annual consumption of electricity;
- (5) Length of surface roads in relation to (a) population, and (b) area of the State;
- (6) Railway mileage in relation to (a) population and (b) area of the State.

These are the criteria for the States.

Now I am coming to...

MR. SPEAKER: I don't think you should read out everything; they can look it up.

Now next question.

#### Halting of expansion of Major Industries in big cities

\*351 SHRIMATI PRAMILA DANDAVATE: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have any proposal to halt further expansion of major industries in cities like Bombay, Madras, Calcutta and Kanpur, to stop influx of job seekers and subsequent creation of slums; and

(b) if so, what are the plans in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Under the existing locational policy for industrial licensing no new unit is allowed to be located within

the standard urban area limit of a large metropolitan city having a population of more than one million and within the municipal limits of a city with a population of more than 5 lakhs as per the 1971 census. Expansion of existing industrial undertakings in such areas is also not allowed, except in certain special circumstances where certain types of expansions and diversifications may be allowed on the merits of a proposal. Prevention of sickness in industrial undertakings, avoidance of unemployment, or removal of genuine difficulties involved in such proposals are considered before any relaxation is recommended.

**श्रीमति प्रमिला बंडवते :** अध्यक्ष महोदय, वह जब बिलकुल वेग है। इसमें कुछ नहीं कहा गया है कि सरटन टाइप आफ एक्सपेंशन क्या है, सरटन क्या है, कौन-सी इंडस्ट्रीज के एक्सपेंशन करने के लिए इजाजत दी है और किस आधार पर दी है? इसके बारे में इस जवाब में कुछ नहीं लिखा है। इसका जवाब हमें चाहिए। मैं आपको बताती हूँ कि बम्बई जैसे शहर में टाउन प्लानिंग स्कीम के अन्दर कंपोमिंग जोन और नान कंपोमिंग जोन सब में बँट गए हैं। बहुत सी इंडस्ट्रीज को जाने के लिए कहने के बाद भी वे नहीं गयीं। उनके बारे में यह कहा गया कि गवर्नमेंट की ओर से म्युनिसिपल कारपोरेशन के ऊपर बर्बाव पड़ा है और उनका काम हो गया। मैं उदाहरण के रूप में एक बात आपको बताती हूँ। Wallace पलोर मिल्स को बहुत बार बाहर जाने के लिए कहा गया था, उनको जमीन भी दी गई थी तब भी वे नहीं गए। उसके बारे में प्रकाश डालने की कोशिश कीजिए।

**SHRI CHARANJIT CHANANA:** I have seven cases here which serve as case studies where we might consider relaxation. But I would assure the House and the Hon. Member that we are very strict so far as giving relaxation is concerned, for one very important reason, that we will not allow any type of pollution of the living conditions of human beings in a settlement like that. It has very high consideration.

If the Hon. Member wants and if the Hon. Speaker allows me, I can read out the list of relaxations, otherwise I can lay it on the Table of the House.

**PROF. N. G. RANGA:** That is better.

**श्रीमति प्रमिला बंडवते :** बम्बई की टैक्स-टाइल इंडस्ट्री के वास्ते जिन लूम्ज की आवश्यकता पड़ती है उनके बारे में एक स्कीम सरकार के पास भेजी गई है कि कोओप्रेटिव स्तर पर लूम्ज के कोओप्रेटिव इंडस्ट्रीयल यूनिट्स स्थापित जैसे बैकवर्ड इलाके में लगाये जायें। मैं जानना चाहती हूँ कि इस तरह की आपकी पास कोई प्रोजेक्ट आई है और आई है तो उसके बारे में सरकार क्या करने जा रहा है ?

**SHRI CHARANJIT CHANANA:** Although this particular matter is not under my consideration, yet I can, in principle, accept the shifting of any pollution generating industry from the big towns—metropolitan towns—and more so to industrially backward areas, as you have mentioned.

**SHRI RATANSINH RAJDA:** Is the Hon. Minister aware that in the city of Bombay the Central Government is putting up a gigantic fish processing plant in a highly congested locality in Colaba area in spite of the opposition and objections of the residence of the locality?

**SHRI CHARANJIT CHANANA:** It is not come to my notice. It is not connected.

**SHRI RATANSINH RAJDA:** In this matter, the Hon. Minister had gone to Bombay and had met the Minister there. If he has forgotten it, I am very sorry.

**MR. SPEAKER:** He has noted it and he will look into it.

**SHRI DIGVIJAY SINH:** Will the Government also take into consideration noise pollution and foul smell emanating from industries? Air and water pollution are already legislated upon, but noise is not so. So, will noise pollution and foul smell also be taken into consideration while giving licences?

**SHRI CHARANJIT CHANANA:** Basically, the concept of pollution does give recognition to all sorts of pollution—noise pollution, smell pollution, air pollution and water pollution—and we do recognise all these things and we do give importance to avoiding all types of pollution that are there.

**SHRI R. R. BHOLE:** Will the Hon. Minister consider not allowing any expansion at all, under any conditions, in the city of Bombay because it is already polluted to the saturation point and there should be no conditional considerations for giving relaxations?

**MR. SPEAKER:** It is a suggestion; he has noted it.

**SHRI BAPUSAHEB PARULEKAR:** In the Hon. Minister's reply, he has stated that under certain conditions rules are to be relaxed for setting up of certain industrial units. I would like to know whether such relaxations under certain conditions are to be given to new units to be constructed or only to the existing units.

**SHRI CHARANJIT CHANANA:** I have already replied; he wants me to reply to that once again. New units would not at all be allowed to come in. We are not, in fact, even giving exemptions to the existing units; we are not considering their expansion unless and until there is some specific case covered by the rules I have mentioned.

**SHRI S. B. CHAVAN:** May I know from the Hon. Minister, in spite of the clear directives given by the Government and the clear policy decisions taken by the State Governments and Metropolitan authorities, how many cases of violation have come to the notice of Government? I would also like to know what action is proposed to be taken against the units involved.

**SHRI CHARANJIT CHANANA:** This statistical information is not, in fact, readily available with me. I will have to see because, at the State level also, we have to collect this data.

#### **Strike in Instrumentation Ltd. Projects**

\*353. **SHRI SATYA GOPAL MISRA:** Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware that nearly 1100 workers of Instrumentation Ltd. Projects in about 20

sites are on strike since 10th March, 1980;

(b) if so, what are their demands;

(c) whether any memorandum has been submitted by the Union to Government;

(d) whether Government have taken steps to settle the dispute; and

(e) if so, the nature of steps taken by Government?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):** (a) to (e). A statement is laid on the Table of the House.

#### **Statement**

(a) Out of the 905 workers employed on casual/temporary basis at 22 project sites of Instrumentation Limited, Kota, 836 workers went on strike at 19 sites with effect from 10-3-1980.

(b) The demands are listed in the Annexure.

(c) Yes, Sir. Copies of memorandum submitted to the Management have been received by Government.

(d) and (e). As the Project sites are situated in different States, and the dispute within the purview of State Governments, the Labour Departments of the concerned State Governments were approached to assist in resolving the dispute. Conciliation meetings were called but as they did not yield results, efforts are being continued towards finding an amicable solution to the problem.

#### **Annexure**

1. Regularisation of services of all casual/temporary workers who have completed 240 days of services.

2. Stop victimisation and unfair labour practice.

3. Uniform & proper wages be fixed in accordance with the principle adopted in All India Tripartite Conference held in the year 1957.

4. Grant D.A. in accordance with the instruction of Public Enterprises, Government of India to all the employees.

5. Retrenchment be banned completely and workers be transferred from one site to other in the whole of the country according to necessity and requirement.

**SHRI SATYAGOPAL MISRA:** May I know whether the Government is aware of the fact that, instead of coming forward for settling the issue, the management has declared a lock-out at Bokaro and has started police cases in Satpura, Ukai and Korba, and if so, what is the reaction of the Government to that?

**SHRI CHARANJIT CHANANA:** In the turnkey projects, the type of lock-out which the hon. Member is talking of has not come to my notice at all.

**SHRI SATYAGOPAL MISRA:** The 1100 workers of the All India Instrumentation Limited in 20 sites are on strike from 10th March, 1980, followed by a hunger strike on 7th April, 1980, for their genuine demands. They have adopted all the steps and procedures for the strike. But the management is adamant. The power crisis in our country is well known to us. This strike is hampering the work in power plant construction. Therefore, settling this dispute without delay is an urgent necessity. In this context, may I know from the hon. Minister whether it will be possible for him to take personal initiative for a peaceful negotiation and effect a solution to the dispute?

**SHRI CHARANJIT CHANANA:** The hon. Member would correct the number of workers. It is 905, and the project sites are 22 where ILK, in fact, is working with turn-key projects.

As far as the strike is concerned, I have only to inform the hon. Member that the management is pursuing the matter with the State Labour Department and informal discussions are also being held with the labour at various project sites. The Central Government Regional Labour Commissioner has called a meeting at Ajmer on the 5th July, 1980, and the management would be attending the same. I would, therefore, say that it is better, since the matter is practically *sub judice*, to see what is the decision of this particular meeting.

As far as casual labour and temporary labour are concerned, I would only request the hon. Member to appreciate that they have a different treatment altogether and their contractual obligation is also different. But, in spite of all that, the ILK's attitude is to absorb and accommodate labour as much as possible.

**SHRI NARAYAN CHOUBEY:** The Minister has stated that the Labour Departments of various States are being approached. The employees who are on strike are very much employees under a Central Government undertaking. Has there been a dialogue between the management and the labour? Why are you calling the Labour Department unnecessarily? The workers and that department are very much under the Minister; that department is very much under the Central Government. This strike has been going on for a long time. The workers there are starving. Some of them have left for their homes. What is the delay in meeting directly the workers and the departmental officers and settling the dispute? Why has it been demanded that unless and until the strike is withdrawn, he management is not going to sit with the workers? Why has such a demand been made?

**MR. SPEAKER:** That is a request which you can accept.

**SHRI NARAYAN CHOUBEY:** Let him answer, Sir. Why is it being demanded that the strike should be withdrawn first and then only they will talk?

**SHRI CHARANJIT CHANANA:** Once the strike is declared illegal by a State Government, then it is the State Government which takes a decision in the matter. Then, the management and the labour become a part of the tri-partite composition.

Regarding the second point, I would only draw the kind attention of the hon. Member to the statement that I have made only two minutes back, namely, that informal discussions were being held with labour at various project sites. The other thing is—in fact it is not in the question—that I would only request and I have been requesting whenever the trade union leaders, including the Members of Parliament, have come to me, to kindly appreciate the situation of this particular unit. Let us not forget that this is a public sector unit and, therefore, you are part-owners of this unit. For that reason, my request to you is: kindly don't apply those cases which are not applicable to the private sector to this unit only because it is a public sector unit. Public sector is our sector. It is not nobody's sector anymore after our Prime Minister has taken over this. I would appreciate if the hon. Members take that attitude...

**PROF. N. G. RANGA:**....and cooperate..... (Interruptions)

**SHRI INDRAJIT GUPTA:** The hon. Minister, I do not think, is very much familiar with this whole complex of industrial relations. For workers he is referring to as casual or temporary, it is true, but, among them, are also semi-skilled, skilled and highly skilled workers. He knows that, I think, Sir, among the demands of the workers which are also given here in his statement, it will be seen that these are all demands of an all India character. They are general demands—of an all India character. They cannot possibly be dealt with by the State governments

severally. They are not competent to do it. Sir, I have no time to go through the demands. He surely knows that. These demands can be settled, if they are to be settled at all, at the central level. You cannot leave it to the State Governments. For example, they demand that when a work is finished at one project site, all the workers are transferred to another project site. Then, these men also among whom are skilled, semi-skilled and highly skilled workers, should also be transferred. Instead of that, they are retrenched and again appointed. Therefore, how can any State Government decide such an issue? Therefore, what I want to know is: why has the government allowed so much time to be wasted by passing on the buck to the State governments when it could have been settled much earlier by dealing with it at the central level—both by the Industry Ministry and the Labour Ministry and settling the matter.

**SHRI CHARANJIT CHANANA:** I thank the hon. Member for having given me an orientation on industrial relations. I would only draw your kind attention to a statement I have made only a few minutes back, that informal discussions are already taking place with the workers ...

**SHRI INDRAJIT GUPTA:** After so long. Why so much delay?

**SHRI CHARANJIT CHANANA:** ... because the matter is *sub judice* otherwise. In spite of that, we are having discussions with the labour.... (Interruptions).

**SHRI MOOL CHAND DAGA:** How does the matter become *sub judice*—I have not understood. A matter becomes *sub judice* when it is in the court. Here, it is the Labour Department which is making the inquiry.

**MR. SPEAKER:** Have I allowed that? ... (Interruptions).

**SHRI M. RAM GOPAL REDDY:** The demand of the workers is that they should not be transferred from one place to another. Sir, when the industry is having their work in 20 places, how is it justified for the workers to make such a demand? Whether the government is going to yield to such a demand—I want to know.

**SHRI CHARANJIT CHANANA:** I am thankful to the hon. Member who is only trying to enlighten the members on the other side. This is the actual thing—that after the turnkey project is over—I appreciate the hon. member for having deleted the word 'unskilled workers' and he was only talking about skilled and highly skilled ones—after the project work is completed, all efforts are made to absorb them. But, as far as the local unskilled workers are concerned, it is not possible for them to be shifted. For example—you understand it better—if I try to shift the people from Punjab to Assam what would be the complication? Then, would the State people there like the local people to be refused employment when it is a turnkey project which includes buildings and all the other things there?

**SHRI DINEN BHATTACHARYA:** Why not in the same State?

**पुलिस और अखिल भारतीय आयुर्विज्ञान संस्थान के डाक्टरों के बीच संघर्ष**

\* 354 श्री रामाक्षतार शास्त्री : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 6 जून, 1980 को पुलिस और अखिल भारतीय आयुर्विज्ञान संस्थान के हड़ताली डाक्टरों के बीच संघर्ष हुआ था ;

(ख) यदि हां, तो उसके क्या कारण थे ;

(ग) इस संघर्ष में घायल हुए व्यक्तियों का व्योम क्या है ; और

(घ) भविष्य में ऐसी घटनाओं को रोकने के लिए सरकार द्वारा क्या व्यवस्था की गई है ?

**(SHRI YOGENDRA MAKWANA):** (a) to (d). A statement is laid on the Table of the House.

**Statement**

The Security Officer, All India Institute of Medical Sciences, New Delhi, filed a report at Police Station, Vinay Nagar in the afternoon of 5th June, 1980 stating that one Dr. V. K. Patole, who had been on indefinite hunger strike since 1st June, 1980 was attempting to commit suicide by continuing hunger strike. He further added that as per the latest medical report submitted on June, 5, 1980 by a panel of Doctors, who had examined Dr. Patole, the condition of Dr. Patole was fast deteriorating and that he had been advised immediate hospitalisation. The police were requested to take immediate cognisance of the matter. In the evening of 5th June, 1980, a police party, sent to take Dr. Patole to the Hospital for Medical Examination, found a large number of demonstrators present at the spot. Therefore, it was decided to take Dr. Patole to the hospital later.

2. Early in the morning on 6th June, 1980, a police party headed by the Deputy Commissioner of Police (South), along with Police Ambulance, was sent to take Dr. Patole to the hospital, but he could not be found. The resident doctors present at the place of hunger strike refused to disclose the whereabouts of Dr. Patole. They questioned the presence of Police. There were four other resident doctors also reportedly on hunger strike. They said that if a Medical Examination was to be conducted, all the four of them should be taken for Medical Examination. They were, therefore, taken into the Police Ambulance. When the Police Ambulance was moving, out, groups of resident doctors who had gone to the hostel, came back in reinforced number and started manhandling the police party. In the medical examination, the condition of all the four doctors was found as excellent/good. No external injury was found on any of the four doctors, and they were brought back to the Medical Institute at about 8.00 A.M.

2. In the meantime, in the Institute premises, about 150 resident doctors collected and shouted anti-police slogans. They also went in a mob to the residence of the Director and gate-crashed into his house compound, and broke some window panes by throwing stones. They also attacked the police personnel near the Director's residence. The doctors abused them and physically grappled with them. Six of the police personnel, including one Asstt. Commissioner of Police and two Sub-Inspectors and the Security Officer of the Institute sustained injuries.

As for avoiding such incidence in future, the police have to intervene to maintain peace and law and order, and in the present case the Police acted with utmost restraint.

श्री रामावतार शास्त्री : जो वक्तव्य प्रस्तुत किया गया है उस से यही पता चलता है कि दिल्ली की पुलिस साधु बन गई है क्योंकि वयान पहले से यही पता चलता है कि डाक्टरों ने ही उन पर हमला किया और ये वर्दासन करत रहे, इन्होंने कुछ किया नहीं, इसी अर्थ में मैं ने कहा कि दिल्ली की पुलिस साधु बन गई है, मार खाती, मारती नहीं है। आल इंडिया इस्टी-च्यूट आफ मेडिकल साइंसेज के डा० बी० के० पटोले भूख हड़ताल पर थे और उन्हीं से सारे मामले की शुरुआत हुई। यह जानना चाहता हूँ कि डा० पटोले भूख हड़ताल पर क्यों गए

एक माननीय सदस्य : उन से पूछिए।

श्री रामावतार शास्त्री : आप तो जवान नहीं देने वाले हैं, मंत्री जी देने वाले हैं। अगर अध्यक्ष महोदय आप को कहें, यह फमला हो जाय तो मुझे कोई एतराज नहीं है।

मैं यह कह रहा था कि डा० पटोले भूख हड़ताल पर कई दिनों से थे, उन की हालत बहुत खराब हो गई थी। भूख हड़ताल पर कोई स्वाभाविक तो जाता नहीं है अपनी जान को खतरे में डालने के लिए, तो क्या बजह थी, क्या उनकी मांगें थी मंत्री जी बताएं।

श्री योगेन्द्र मकवाना : वह तो हेल्थ मिनिस्ट्री का ताल्लुक है, मेरा ताल्लुक तो सिर्फ पुलिस से ही है।

श्री रामावतार शास्त्री : इसीलिए मैंने कहा कि पुलिस साधु हो गई है, आप भी साधु की ही तरह जवान दे रहे हैं।

दूसरी बात मैं जानना चाहता हूँ, इस प्रश्न के भाग (ग) में कहा गया है कि इस संघर्ष में घायल हुए व्यक्तियों का ब्योरा क्या है? जवाब दिया गया है—“डाक्टरों ने उन्हें गालियाँ दी और उन से हाथापाई की। एक पुलिस सहायक आयुक्त और दो उप-निरीक्षकों सहित 6 पुलिस कर्मचारियों और संस्थान के सुरक्षा अधिकारी को चोटें आईं।” लेकिन मैं यह जानना चाहता हूँ कि किसी डाक्टर को भी चोट लगी? इसीलिए मैंने कहा कि आप की पुलिस मार खा रही थी, मार नहीं रही थी। जरूर कुछ न कुछ चोटें डाक्टरों को लगी है और कुछ लोग घायल ही भी हुए हैं, यह आप ने छिपा लिया है। तो मैं यह जानना चाहता हूँ कि सचमुच में इन लोगों के अलावा भी कोई घायल हुआ? अगर हुआ तो वह कौन लोग हैं? जरा यह मेहरबानी करके बताएं।

श्री योगेन्द्र मकवाना : कोई भी डाक्टर घायल नहीं हुआ है क्योंकि इन डाक्टरों की जांच करने वाले भी डाक्टर हैं और वे डाक्टर भी उन से सिम्पैथाइज करते थे। अगर कुछ भी हुआ होता तो अपनी रिपोर्ट में जरूर बताने लेकिन डाक्टरों ने ही कहा कि उन की हेल्थ एक्सेलेंट है। अगर कुछ भी हुआ होता तो उन्होंने जरूर बता देना।

SHRI M. SATYANARAYANA RAO: Sir, in this particular case, after the incident, I happened to visit the Hospital the next day and I was asked to see the damage done to the Director's house. Not only that. The police people who were posted there were seriously assaulted by the striking doctors. Surprisingly no action was taken against those people who beat the police people. Shri Ramavatar Shastri is correct in saying that the police people had become sadhus. No action was taken at all.

I would like to know from the hon. Minister why action was not taken against those people who beat the police people. If any action was taken against them, what action was taken by Government?

SHRI JOGENDRA MAKWANA: Sir, a complaint was lodged by the security officer of the All-India Institute of Medical Sciences. So far as action taken against the doctors is concerned, no action was taken be-

cause we wanted to settle the issue peacefully.

**DR. KARAN SINGH:** Mr. Speaker, Sir, this clash between the doctors and the police did not take place in a vacuum. It was a cumulative result of a lot of tension that was brewing over several months.

The All-India Institute of Medical Sciences was, at one time, one of the best institutions of its kind in the whole of Asia of which the whole nation could have been proud for research, for teaching and for patient care. Now it is clear that everything is in a shambles there. Doctors and the police are at each other's throats. We hear that a number of senior Professors are going to leave this Institute. Would the Minister be pleased to let this House know what steps he intends to take not only to retrieve the situation but also again to build up this Institute into which crores of rupees worth of equipment have been allowed to deteriorate?

**MR. SPEAKER:** This question relates to the Health Department. Next question.

**Public Sector Undertaking having vacant posts of Chairman**

\*355 **SHRI NAVIN RAVANI:** Will the Minister of INDUSTRY be pleased to state:

(a) which are the public sector undertakings under his Ministry having their posts of Chairman vacant and since how long.

(b) what is the reason for delay in appointment; and

(c) which are the units whose Boards of Director contain more than two secretariat officials and whether Government propose to bring down the member wherever there are more than two?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):** (a) and

(b) Hindustan Cables Limited is the only public sector undertaking having the post of Chairman-cum-Managing Director vacant since 31st March, 1979.

The Public Enterprises Selection Board are yet to communicate to this Ministry a suitable candidate for the post.

(c) The following public sector units have more than two official Directors on the Board of Directors:—

1. Engineering Projects (I) Ltd.
2. Richardson and Cruddas Ltd.
3. Bharat Heavy Electricals Ltd.
4. Andrew Yule & Co. Ltd.
5. Bharat Ophthalmic Glass Ltd.
6. Hindustan Cables Ltd.
7. Hindustan Photo Films Mfg. Co. Ltd.
8. Hindustan Salts Ltd.
9. Instrumentation Ltd.
10. National Instruments Ltd.
11. National Newsprint and Paper Mills Ltd.
12. National Small Industries Corporation Ltd.
13. National Industrial Development Corporation Ltd.

Two Government Directors of Engineering Projects (I) Ltd., have resigned and their resignations are under process

There is no proposal under consideration to bring down the number of official Directors.

**SHRI NAVIN RAVANI:** I would like to know whether it is true that the Administrative Reforms Commission long back made a strong recommendation that there should be not more than two official Directors in any public sector unit?



**SHRI CHARANJIT CHANANA:** If the hon'ble Member sees the report in detail, it is the administrative Ministry which should not have more than two Directors but there are Ministries and other Government organisations connected with that industry which is being run in the public sector. Take for example Hindustan Photo Films. The company would definitely like the association of Ministry of Information and Broadcasting to be with that. Similarly, we have TEFCO in Kanpur. Our largest buyers are the Ministry of Defence and we would like the Defence Ministry man to be there on the Board. So, it is not a breach of the recommendation of the Administrative Reforms Commission but it is in the interest of the proper functioning of the Board of Directors and better operational value of the whole thing that this is done.

**SHRI NAVIN RAVANI:** Sir, the Public Undertakings Committee of Sixth Lok Sabha had gone deep into this whole question and specifically pointed out the names of certain officials who are put on the Board of Directors in more than seven to eight companies. I quote the name of Shri S. M. Ghosh, Additional Secretary in the Ministry of Industry who is on the Board of Directors of HMT, Burn Standard, Wagon India, STC, Hindustan Motors Ltd., Premier Automobiles, Jessops & Company and Construction Corporation.

**SHRI CHARANJIT CHANANA:** This is an inter-Ministerial thing. I shall take into consideration the hon'ble Member's valuable suggestion.

**SHRI NIREN GOSH:** Sir, in view of the fact that government carrying hoarse preaching their sympathy about the public sector undertakings is it not a gory scandal that in so many important public undertakings the posts of the Chairman are vacant? Is this an attempt by the Ministry or Department to find cronies for these posts? And would there be a monitoring department having the elected

representatives of the Workers' Council to watch and ditch these fellows if they fail to perform their duties?

**SHRI CHARANJIT CHANANA:** I can only say we will consider the advice of the hon'ble Member.

**SHRI R. L. BHATIA:** Sir, what we have found is that mostly bureaucrats are appointed as Managing Director and Chairman of these public undertakings. May I know from the Minister is there any proposal on the part of the Government that some public men like Members of Parliament can be involved?

**SHRI CHARANJIT CHANANA:** We have inherited the infra-structure as it is and we will definitely consider the hon'ble Member's suggestion.

**MR. SPEAKER:** Dr. Subramaniam Swamy—last supplementary.

**DR. SUBRAMANIAM SWAMY:** The Government officials on the public undertakings and corporations function more as public undertakers than people working in the interest of these organisation. Following the question of Mr. Bhatia, may I ask the Minister whether he has seen the recommendations of the Public Undertakings Committee of Parliament saying that Members of Parliament should also be considered for appointment in these Boards? It is no use saying that suggestions are considered. Have you seen this Committee's Report? Has it been brought to your notice? Will you tell Parliament by when you will decide on this policy matter?

**SHRI CHARANJIT CHANANA:** I would draw the kind attention of the hon. Member to the fact that I also uttered one sentence that we have inherited the infra-structure of these public sector undertakings from in fact the party to which the hon. Member was a partner...

**DR. SUBRAMANIAM SWAMY:** He said 'was'—I am still there.

**MR. SPEAKER:** Correction.

**SHRI CHARANJIT CHANANA:** Your party is a new party now; anyway, I have said this. The point was raised that the post of Chairman was vacant. The question of filling up the post of Chairman is being considered and I have already said this.

#### Investigation in Pipra Case

\*356. **SHRI N. E. HORO:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the investigations in the case of atrocities in Scheduled Castes and Scheduled Tribes in Pipra village in Bihar have been completed; and

(b) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):** (a) and (b). A statement is laid on the Table of the House.

#### STATEMENT

According to the information received from the State Government, the incident took place on the 25th February, 1980. The Police visited the place the next day on the 26th February. On the same day a case was instituted under section 302/147/148/436/307/120(b) of the Indian Penal Code and section 27 of the Arms Act against 39 persons named in the FIR and 300 unknown persons. The investigation in the case was completed and a chargesheet submitted to the court on 8th March, 1980. 62 accused persons either were arrested or surrendered before the court. They were committed to the Court of Sessions on the 18th March, 1980 and 4th April, 1980. One of the accused died a natural death in jail. The Sessions trial opened on 8th April, 1980 and charges have been framed by the court. On the request of the State Government, the High Court has earmarked an Additional Sessions Judge for day-to-day hearing of the case. The State Government have also appointed Special Police Prosecutors.

**SHRI N. E. HORD:** Will the hon. Minister tell this House whether in the First Information Report the name of an honourable member of this House finds a place as 'Accused'? Is it correct? I want to know whether he has been charge-sheated and whether he accompanied the Home Minister when he visited Pipri?

**SHRI YOGENDRA MAKWANA:** No Member of the House is mentioned in it. Nobody except myself and the Home Minister was there. When the Home Minister and I went there no other Member accompanied us to that place.

**MR. SPEAKER:** Mr. Paswan.

श्री राम विनायक पातखान अध्यक्ष जी, पिपरा में दोनो तरह के माननीय सदस्य और गृह मंत्री भी गए है और मैं समझता हूं कि जिन तरह में हरिजनों की हत्याएं की गई, उनको सारा सदन जानता है। लेकिन मुझे अफसोस है कि हरिजनों पर जब कहीं हत्याएं होती है और जब दण्ड देने की बात आती है तो जो निर्दोष पर्याधिकारी होता है, जो किसी-न-किसी रूप में न्याय देता है, उसी को सजा दी जाती है, इस सम्बन्ध में मैं सरकाराना जी से मिला था। अध्यक्ष जी से सरकाराना जी से बहुत चाहता कि अगर बना हरिजन एडिशनल एस० पी० नहीं रहता है, तो पूरे गांव में एक भी हरिजन नहीं बच पाता .

अध्यक्ष महोदय आप सरकार कीजिए।

श्री राम विनायक पातखान : इसीलिए उसी एडिशनल एस० पी० ने दो सप्ताह पहले कहा था कि इस तरह की घटना होने वाली है, लेकिन किसी हायर एथॉरिटी व ध्यान नहीं दिया। उसके बाद उसने अपने ही प्रलंबने पर जीप भेजी और सारी चीज की व्यवस्था की। जब दण्ड देने की बात आती है, तो उसी आफिसर को दण्डित किया गया है, इस सम्बन्ध में गृह राज्य मंत्री जी से मिला था, उन्होंने कहा था दण्ड नहीं दिया जाएगा, लेकिन मैं माननीय गृह राज्य मंत्री से पूछना चाहता हूं....

**SHRI HARINATHA MISTRA:** I rise on a point of order.

**MR. SPEAKER:** There is no point of order during Question Hour.

श्री राम बिलास पासवान : अध्यक्ष महोदय, मेरे दो प्रश्न हैं—पहला, नीचे से ऊपर तक जो सम्बन्धित पदाधिकारी थे, जिन को खबर दी गई थी कि घटना वहाँ घटने वाली है, उन को सस्पेंड क्यों नहीं किया गया और जब इतनी बड़ी घटना वहाँ घटी है, प्रधान मंत्री जी वहाँ बैठी हुई हैं, वे स्वयं वहाँ क्यों नहीं गईं ?

अध्यक्ष महोदय : यह कोई सवाल नहीं है।

श्री योगेन्द्र मकवाना : बात यह है कि जब इसकी एन्क्वायरी चल रही है और पूरा मामला कोर्ट में है, तो कैसे आफिसर को सस्पेंड करें ? जब तक डिटेल्ज न आये, उनका जुर्म साबित न हो, तब तक इस मामले में कुछ नहीं कर सकते।

MR. SPEAKER: He has put a question regarding the Additional S.P.

SHRI SHIVRAJ V. PATIL: Sir, I have a point of order.

MR. SPEAKER: Under what rule?

SHRI SHIVRAJ V. PATIL: A point of order is not with respect to the rules only. But there are conventions also.

MR. SPEAKER. Not allowed.

SHRI K.C. HALDAR: Sir, during Question hour no point of order can be raised.

MR. SPEAKER: Why are you taking my place? I know. I will do it.

SHRI SHIVRAJ V. PATIL: When I am raising a point of order...

MR. SPEAKER: You can raise after 12 O' clock. The Home Minister knows that matter.

SHRI SHIVRAJ V. PATIL: Sir I am stating my point of order.

MR. SPEAKER: Under what rule you want to raise a point of order?

SHRI SHIVRAJ V. PATIL: Sir, we are all concerned with this matter. I am raising my point of order....

MR. SPEAKER: Under what rule?

SHRI SHIVRAJ V. PATIL: I am stating my point of order.....

(Interruptions)

MR. SPEAKER: Under what rule? I will not allow. You should state that this is with respect to the infringement of a rule....

SHRI SHIVRAJ V. PATIL: I respectfully submit that points of order are not raised according to the rules only. There are conventions also. I only want to point out regarding a matter which is *sub-judice*. Let me make a submission. (Interruptions)

MR. SPEAKER: He will answer the matter under *sub-judice*. Why should you say about that? He should mention about that. (Interruptions)

MR. SPEAKER: I will not allow. No point of order during Question Hours is raised.

SHRI YOGENDRA MAKWANA: The case is in the court of law. The question put by the Hon'ble Member does not concern the main question. However, I promise that I will enquire into the matter and will take necessary step.

PROF. MADHU DANDAVATE: Sir, on the basis of my visit to Pipra, I would like to ask the Hon'ble Minister a specific question. On the day this ghastly incident took place. Is it not a fact that about 500 *goondas* came there to attack the Harijans? 14 Harijans were burnt to death. The atrocities went on from 10.0 O'clock in the night till 3.0 O'clock early in the morning and for the entire period not a single Policeman turned up there. Is it a fact or not?

SHRI YOGENDRA MAKWANA: Sir, it is a fact.... (Interruptions) Please hear what is the fact. This is a part of the statement. Fourteen persons were killed and several injured, that is also a fact. The Police, as soon as the complaint was lodged by the near by villages, rushed to the spot and took necessary action. However, we are also enquiring about the action taken by the police and the attitude of the police.

WRITTEN ANSWERS TO QUESTION  
8256—57

**Counter Agitation in Assam**

\*346. SHRI K. P. SINGH DEO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a counter agitation has been launched in Assam;

(b) whether, as a result of this, many persons were killed;

(c) whether Government have ensured that arms are not being smuggled into Assam from across the border through the river route; and

(d) if so, what progress has been achieved in containing violence in the North-East region?

THE MINISTER OF STATE IN THE  
MINISTRY OF HOME AFFAIRS  
(SHRI YOGENDRA MAKWANA):

(a) and (b). 'Demands Day' was observed on May 26, 1980 in different parts of Assam on the call given by the All Assam Minorities Students Union. Processions were taken out in the district of Gopalpara, Nowgong, Kamrup and Darrang on that day to submit memoranda to district officials. The supporters of All Assam Students Union and All Assam Gana Sangram Parishad made attempts to prevent the processionists from submitting their memoranda. Consequently, violent clashes ensured, as a result of which 51 persons lost their lives.

(c) Government has taken all possible steps to ensure that arms are not smuggled into Assam from across the border through river route.

(d) The situation in North-East region is under constant review.

**Incentives for paper Industry**

\*352. SHRI M. V. CHANDRA-SHEKHARA MURTHY:  
SHRI P. M. SAYEED:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Union Industry Ministry has mooted a proposal for opening a soft loan window for the paper industry;

(b) if so, whether this proposal is being processed by the Union Finance Ministry at present;

(c) whether any final decision in this regard has been taken;

(d) whether it is also a fact that the lack of fresh investment forthcoming into paper industry is also evident;

(e) if so, what are the main reasons for this, a

(f) what other benefits and incentives are being considered by Government to be given to the paper industry for improvement of paper manufacturing in the country?

THE MINISTER OF STATE IN THE  
MINISTRY OF INDUSTRY (SHRI  
CHARANJIT CHANANA): (a) to (c). In April, 1979, the Ministry of Industry had recommended for consideration of the Industrial Development Bank of India that the Paper Industry may be included for financial under the Soft Loan Scheme. Industrial Development Bank of India have decided that the Soft Loan Scheme might continue in its present form for the time being and the position would be reviewed before the end of this year.

(d) No, Sir.

(e) Does not arise.

(f) The Paper Industry has been registering a steady growth of capacity

in the last few years, as indicated below:

Year (as on 1st January)	Capacity (in lakh tones)
1976	11.03
1977	11.37
1978	12.65
1979	13.80
1980	15.38

However, Government have offered the following incentives to encourage growth of further capacity.

- (i) The facility of imports of second hand paper plants has been allowed upto a capacity of 30 tonnes per day.
- (ii) The import of pulp has been liberalised.
- (iii) The import duty on waste paper used for paper making has been waived.
- (iv) Excise rebates have been allowed to small paper mills for the use of unconventional raw material.
- (v) Special incentives have been offered for the utilisation of bagasse for paper making.

There are no specific proposals at present to offer any further benefits to the paper industry which is by and large, enjoying a fair degree of profitability.

**Regularisation of Employees in Ordnance Factories in West Bengal removed in 1971 and taken back**

\*358. SHRI MOHAMMAD ISMAIL: Will the Minister of DEFENCE be pleased to state:

(a) whether representations have been received for regularisation of services of certain employees of Ordnance Factories of West Bengal who were removed from service in 1971 and subsequently taken back, for the purpose of service benefits like pension, gratuity and other retirement benefits; and

(b) whether Government are taking steps to see that these employees who have rendered long years of service in the Defence Factories are not denied their retirement benefits?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir. One representation was received from the Hon'ble Member in January 1980 on behalf of the employees.

(b) No, Sir. The Hon'ble Member was informed about the Government decision on 15th March 1980 that it would not be possible to accede to this request.

**Overall Growth rate in Industry**

\*359. SHRI KRISHNA CHANDRA HALDER: Will the Minister of INDUSTRY be pleased to state the overall growth rate of industry during January to May, 1980 and the corresponding period in the year 1979?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): The data for the rate of growth of industrial production as compiled by the Central Statistical Organisation is available for the period January to March, 1980. For February and March, 1980, only the quick index of industrial production is available.

The rate of growth of industrial production during January—March 1980 over the corresponding period of the previous year is 4.0 percent. However, data for 132 DGTD industries which is available upto April, 1980 shows that 67 industries have recorded positive rates of growth in January—April 1980 as compared with the corresponding period of the previous year.

**Allotment of steel and raw materials on the basis of installed capacity**

\*360. SHRI SOMNATH CHATTERJEE: Will the Minister of INDUSTRY be pleased to state:

(a) whether State Government of West Bengal has urged upon the Union

Government to work out a policy in regard to the allotment of steel and raw materials on the basis of installed capacities in the States and adjust the allotments on that principle;

(b) if so, the reaction of Government thereto; and

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

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). A request has been recently received from the Government of West Bengal regarding distribution of Iron & Steel items to small industries wherein it has been suggested that the allotment of raw material to the small scale sector should be made on the basis of installed capacity. This suggestion is being examined in consultation with the concerned Ministries/Agencies.

#### **New Technology to manufacture Cement from fly ash**

\*361. SHRI R. K. MHALGI: Will the Minister of INDUSTRY be pleased to state:

(a) whether the various thermal power stations and fertilizer plants create more than 100 lakh tonnes of fly ash, which goes as waste at present;

(b) whether Government are aware of the fact that a new technology to manufacture cement from fly ash has been successfully developed and experimented;

(c) whether this new technology is advantageous in terms of capital investment, turnover, quality of cement, energy and power requirements; and

(d) what steps Government are taking or propose to take to make full use of such new technology in view of the acute shortage of cement prevailing in the country?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes, Sir. Only a very limited quantity of

fly ash is being used to produce Pozzolane cement.

(b) & (c). Government are aware of the developments taking place in the field of manufacture of cement from fly ash. However, the technology has not yet been successfully developed on a commercial scale. As such, it does not seem possible to evaluate its advantages in terms of costs, energy requirements and quality of cement at this stage.

(d) Government are fully alive to the need for adoption of new technologies for increasing indigenous production of cement. However, the question of utilisation of this technology will only arise after it has been successfully developed on a commercial scale.

#### **Deportation of a U. S. Citizen**

\*362. SHRI TRIDIB CHAUDHURY:  
SHRI INDRAJIT GUPTA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that one Mr. James H. Goodman, reported to be an U. S. citizen living in Kathmandu, Nepal who had come to Assam in the last week of May and was found to be making contacts with some leaders of current Assam agitation on the 'foreign nationals' issue has since been apprehended and deported from India on June 4, 1980; and

(b) the full facts of the case and the reasons for his deportation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). James Edward Goodman, holder of a U.S. passport, and a journalist by profession, came to India on a visa for tourism. He came to notice for activities in Assam which were entirely unconnected with bonafide tourism. This was confirmed when he was questioned by the police. He was therefore asked to leave the country forthwith. Accordingly, he left India on 4th June, 1980.

### Control over quality and prices of Soap and Toilet detergents

\*363. SHRI K. A. RAJAN: Will the Minister of INDUSTRY be pleased to refer to the reply given to Unstarred Question No. 1732 on the 26th March, 1980 regarding soap produced by Hindustan Lever, and state;

(a) whether Government have no control over the quality and prices of soaps and other detergent and toiletry products produced by the big and small units;

(b) if so, the reasons therefor;

(c) whether Government are aware that most of the detergent powders available in the market are of inferior quality; and

(d) if so, what measures are proposed to be taken to check the same?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) & (b). Government do not consider it necessary at present to impose statutory control on prices and quality of soaps, detergents and toiletry products.

(c) & (d). From information received by the DGTD from units in the organised sector, it is observed that the products of most manufacturers conform to ISI specifications. Government has advised all manufacturers to obtain ISI certificates for their products.

In the small scale sector, the products of many units do not conform to the relevant ISI standards. State Directors of Industry have been advised to register only those units which have minimum testing facilities. Further, facilities for analysis and issue of test certificates in respect of synthetic detergents manufactured by small scale units have been created at two Regional Testing Centres of the Small Industries Development Organisation at New Delhi and Calcutta.

### रोजगार गारंटी योजना का अध्ययन

\*364 श्री राम बिलास पासवान : क्या योजना मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या विभिन्न राज्यों में रोजगार गारंटी योजना का अध्ययन किया गया है ;

(ख) यदि हां, तो इस योजना के अन्तर्गत दी जान वाली मजूरी लाभप्रद और न्यूनतम मजूरी की तुलना में उपयुक्त है ; और

(ग) इस अध्ययन से क्या मुख्य उपलब्धिया प्राप्त हुई हैं और इन सिफारिशों को क्रियान्वित करने के लिए सरकार ने क्या कार्यवाही की है ?

योजना मंत्री (श्री नारायण दत्त तिवारी) :

(क) कार्यक्रम मूल्यांकन सगठन और महाराष्ट्र सरकार द्वारा केवल महाराष्ट्र में रोजगार गारंटी स्कीम का संयुक्त मूल्यांकन अध्ययन किया गया है।

(ख) रिपोर्ट तैयार हो रही है।

(ग) प्रश्न उपस्थित नहीं होता।

### Revision of Criminal Procedure Code

2618. SHRI JANARDHANA POOJARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to revise Criminal Procedure Code; and

(b) if so, the changes contemplated?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIR & DEPTT. OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBAIAH): (a) & (b). The Government are examining various suggestions for the amendment of Criminal Procedure Code. The proposals have not yet been finalised.

### Annual Plan Assistance to States during last three years

2619. SHRI SAIFUDDIN CHOWDHARY: Will the Minister of PLANNING be pleased to state the annual plan assistance to the States for the past three years, State-wise and year-wise?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI): A statement showing Central assistance given to the individual States for 1977-78, 1978-79 and 1979-80 is laid on the Table of the House.

**Statement***Central Assistance released to the States for the annual Plans 1977-78, 1978-79 & 1979-80*

(Rs. crores)

States	1977-78	1978-79	1979-80
1. Andhra Pradesh . . . . .	163.26	237.90	225.06
2. Assam . . . . .	80.73	113.83	127.02
3. Bihar . . . . .	131.16	255.22	226.80
4. Gujarat . . . . .	74.17	79.62	101.53
5. Haryana . . . . .	43.28	63.49	44.19
6. Himachal Pradesh . . . . .	46.64	66.64	72.37
7. Jammu & Kashmir . . . . .	115.19	137.96	127.06
8. Karnataka . . . . .	89.00	99.69	99.28
9. Kerala . . . . .	72.73	107.74	84.41
10. Madhya Pradesh . . . . .	107.11	187.81	183.20
11. Maharashtra . . . . .	109.65	187.98	173.25
12. Manipur . . . . .	20.87	26.81	31.46
13. Meghalaya . . . . .	20.05	23.65	26.54
14. Nagaland . . . . .	25.52	33.48	29.20
15. Orissa . . . . .	90.00	120.72	155.35
16. Punjab . . . . .	65.65	57.96	43.72
17. Rajasthan . . . . .	93.96	116.81	120.80
18. Sikkim . . . . .	12.42	15.58	18.84
19. Tamil Nadu . . . . .	139.90	159.40	117.73
20. Tripura . . . . .	14.58	22.65	27.95
21. Uttar Pradesh . . . . .	298.76	469.73	411.49
22. West Bengal . . . . .	99.02	221.73	147.01
TOTAL . . . . .	1913.65	2806.40	2594.26
Less release of assistance routed through Rural Electrification Corporation . . . . .	..	—3.00	..
TOTAL (NET) . . . . .	1913.65	2803.40	2594.26



### Nehru Statue Disfigured in Krukshetra

2620. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the statue of Jawaharlal Nehru was found disfigured in Nehru Park in Krukshetra on the 6th June, 1980;

(b) if so, the details thereof; and

(c) whether any enquiry had been made into the matter and if so, with what result?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) Some portion of the statue was found smeared with mud and a small piece of rope was also found hanging around its neck.

(c) Inquiries made by the State authorities have revealed that children frequent the park where the statue is installed and play there. No cognizable offence was found to have been committed. There is no reason till now to suspect that any organisation is responsible for this.

### Research and Development in Solar Technology

2621. SHRI K. MALLANNA: Will the PRIME MINISTER be pleased to state:

(a) whether the Department of Science and Technology has taken up any coordinated programme of systematic Research and Development Programme in solar technology by availing of the infrastructure facilities and experience expertise existing at the various institutions in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) A statement giving details is placed on the Table of the House.

### Utilisation of Solar Energy:

The most important renewable source of energy for mankind is the Sun—especially for India where there is an abundant supply of sunshine. Government of India, therefore, propose to accord high priority to the development of technologies for utilisation of Solar Energy for a wide range of applications with special emphasis on its use on a decentralised basis particularly in rural areas. The Department of Science and Technology has already taken up a coordinated programme of systematic R & D in solar technology, by availing of the infrastructure facilities and expertise existing at the various institutions in the country such as the Institutes of Technology, National Laboratories of the CSIR, R&D Division of the BHEL, Central Electronics Ltd., and others. This programme has as its objective R & D that can lead rapidly to practical application. In many cases the Department of Science and Technology itself directly funds projects; in other cases there are institutions engaged on activities that are relevant based on their own funds. The Department of Science and Technology brings them into a multi-institutional coordinated programme.

The current activities of the Department seek to expand the programme with special emphasis on the following three main areas of solar technology:—

(a) Development of Solar Thermal devices and systems based on the thermal effects of solar radiation;

(b) Development of Photovoltaic devices and systems for direct conversion of solar energy into electricity;

- (c) Bio-mass and bio conversion technology.

**Solar Thermal Devices:**

In the area of solar thermal devices, development of solar collector technology is being actively pursued in a coordinated manner; the major institutions participating in this are National Physical Laboratory, Bharat Heavy Electricals Limited, Indian Institute of Technology (Delhi) and Indian Institute of Science, Bangalore. Top priority has been accorded to improving efficiency and cost effectiveness for different specific applications. The programme includes development of corrosion resistant materials for absorber plates; use of selective coatings and paints to improve efficiency of collectors; fabrication of parabolic surface and paraboloid dishes and tracking systems. Basic technology for flat plate collectors has been developed with a view to commercialisation.

Prototype grain dryers of different capacities have already been developed and these are at present undergoing field trials. A 10-tonne per day capacity solar grain dryer has been installed under the auspices of DST at the Central State Farm near Ludhiana by the NIDC. A small capacity solar dryer of 500 Kgs. per day capacity for cash crops such as ginger, arecanut, turmeric etc. has been installed at Gauhati. A project for tobacco drying using solar energy has been initiated in Andhra Pradesh. Further development of solar dryer for agricultural and food products is envisaged, along with, their widespread utilisation. The institutions involved in this work include the ICAR, CFTRI, CMERI, IIT (Kharagpur) and Annamalai University.

Several types of solar water heating systems are being developed. Performance evaluation of the experimental solar water heating systems put up by BHEL at Qutab Hotel in Delhi and a Guest House at Hardwar, is underway. Meanwhile, with the experience

already gained, a solar water heating plant is being put up at the Leprosy Hospital, Pune and one more unit is being planned for the Andhra Pradesh Dairy Development Corporation at Warangal. Other installations in this category of applications have been put up by various individuals and organisations. It is now proposed to promote solar water heating systems for wider application in domestic, commercial and industrial establishments.

A solar powered Cold Storage Plant with absorption refrigeration system has been completed at the Indian Institute of Technology, Bombay; the plant is under performance evaluation. Design, development and fabrication of a few more solar powered refrigeration plants are planned under the DST programme for optimising the engineering parameters by availing of the expertise and information available at the Indian Institutes of Technology (Madras, Bombay and Delhi), Central Mechanical Engineering Research Institute, Durgapur; Central Salt and Marine Chemicals Research Institute, Bhavanagar.

A short term and long term programme of the 10 kw Solar Thermal Power Plant already installed at the IIT, Madras jointly with BHEL, is being undertaken. Solar Thermal Power Plants based on different system configurations and collectors are also planned. Demonstration power plants for decentralised application are proposed to be installed in the next three years.

In order to give a dynamic thrust towards large-scale and commercial application of solar thermal technology, the Department has since formulated a major and comprehensive project for setting up a Centre for Prototype and Product Development, including field trial and demonstration in rural areas, of solar field trial and demonstration in rural areas of solar thermal devices/systems. The Project is estimated to cost around Rs. 6

crores over 5 years. Through this or other installation means, it is proposed to enter the field of large scale demonstration and application of solar thermal devices. These devices can contribute in due course, towards meeting some of the energy needs presently supplied by petroleum products, as for example substitution for oil fired boilers used for water heating, cooling, small sized power units based on diesel or oil-fired boiler etc.

#### *Photovoltaic devices and systems:*

The basic technology for direct conversion of solar energy into electricity by photovoltaic cells has already been developed. The main problem now is to bring down the cost per peak watt of electricity by this method to a reasonable level; and this is the primary objective of the current DST Programme in this area. This could be achieved: (a) by developing low cost solar grade silicon material and low-cost techniques of fabrication and (b) by improving the efficiency of solar cells and panels. The programme in this area has so far successfully resulted in the fabrication of single crystal silicon cells at the laboratory scale by the Central Electronics Limited (a Public Sector Undertaking under DST) with participating of research groups in IITs, National Physical Laboratory, Central Electric Engineering Institute, Pilani and other institutions. Solar Photovoltaic Modules developed at Central Electronics Ltd., are currently being used in the lighthouse Beacon at Dwaraka Port for ship navigation, for pumping water in the solar distillation plant at Awania village in Gujarat, for drinking water supply at Tejara village in Rajasthan and in a few demonstration pumping systems. The programme envisages scaling up the fabrication techniques for silicon solar cells and panels, developing modules for applications such as pumping of drinking water, minor irrigation, community lighting, for educational radio and TV sets, cathodic protection of oil pipelines and for use

in communication equipment in remote areas. A major project costing about Rs. 9.5 crores over 5 years, including large-scale application of photovoltaic systems in rural areas for a variety of purposes (with emphasis on water pumping for drinking and minor irrigation), has been drawn up. In the meantime a short-term programme to be completed by 1981 for fabrication and field demonstration of Solar photovoltaic system for drinking aggregate capacity has been finalised. The locations for demonstrating these pump sets in rural areas have also been identified. Simultaneously, R&D work has been taken up for developing different types of solar cells such as, polycrystalline silicon cells, MOS cells, Cadmium Sulphide cells, etc., as also concentrator system for solar panels with a view to improving cost-effectiveness and efficiency. It is proposed to expand the application of photovoltaic system for drinking water, irrigation etc., starting this year. These applications can contribute directly towards supplying some of the needs presently met by petroleum products as for example, pumps for drinking water, irrigation, rural lighting etc. The cost for unit of power produced by this source is presently high as compared with conventional alternative being of the order of Rs. 80—120 per peak watt. However, it is expected to go down significantly with improvements in technology and scale of development and fabrication.

#### **CONSERVATION OF BIO-MASS INTO ENERGY**

In recognition of the importance of R&D in the area of bio-gas systems, a time bound All India Coordinated Programme involving several interdisciplinary research centres such as Planning Research and Action Division (PRAD) of the UP Government at Lucknow, KVIC, IARI, Structural Engineering Research Centre at Roorkee and the Central Building Research Institute and other organisations was initiated by the Department of Science

and Technology a few years ago. In phase-I of the programme considerable success has been achieved in the utilisation of organic waste, primarily animal dung, and a few designs of viable family size bio-gas plants have been evolved. "Janata" drumless plants and ferro-cement gas holders have been developed, and research work on the micro-biological aspects has shown promising results.

A major and dynamic thrust is now being given by the DST to develop family and community-size bio-gas plants as an important element in the rural energy matrix. In the future phase of the programme, which has commenced this year, more emphasis is being placed on expanding the installation of community size bio-gas plants, as well as family type plants and the utilisation of other types of solid wastes/materials, like vegetable wastes and agricultural residues. 6 community size bio-gas plants are under construction and nearing completion, in selected villages by PRAD, Lucknow and KVIC. A short-term programme for demonstration of 14 more community size bio-gas plants has been drawn up and site selection is in progress. In support of the co-ordinated project, work is underway in resolving other technical problems concerning microbiological aspects, fermentation technology, low cost construction techniques and materials, and low cost devices and engines for bio-gas utilisation.

Various programmes are underway to explore the utilisation of agricultural residues or biomass to provide alcohols that can be used as fuel or feed stock; here solar energy is made use of through photosynthesis and the biological chains. DST has constituted a National Steering Committee to examine, identify and formulate R&D Programmes related to production of Biomass and conversion of Biomass to fuels/feedstock, specially keeping in view the abundant sup-

ply of solar energy. Two projects—project on bioconversion of methane to methanol and another project for studying conversion of cellulosic material to ethanol have been taken up at the IIT, Delhi. Also, a project for introduction, screening cultivation of potential petrocrops and their conversion into Petroleum hydrocarbons has been initiated by DST at the National Botanical Research Institute, Lucknow jointly with the Institute of Petroleum, Dehra Dun. Since the entire R & D chain in this area will have a long gestation period efforts are to be started now to have the technology readily available in a reasonable time frame. The use of biological systems by harnessing solar energy could be a very effective mechanism, specially to check environmental pollution, resource depletion and promotion of decentralised energy supply. Biomass techniques also show promise of providing substitutes for uses presently met by petroleum products. For example, the use of bio-gas for cooking could cut down a demand for kerosene or oils for cooking purposes. Similarly the use of bio-gas engines could reduce the demand for diesel for pumping. Investigations on reduction of cost and on socio-economic aspects are underway.

In general it is proposed to give a fresh impetus and priority to the programmes for development and harnessing of renewable energies and their wide spread utilisation.

#### **Atrocities on Scheduled Castes due to demand of fair wages**

2622. SHRI R. R. BHOLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that there are increasing atrocities on Scheduled Castes because they demand fair wages from the landlords; and

(b) the steps Government propose for efficient land reforms and to ensure living wages to the Scheduled Castes and Scheduled Tribes to free them from social and economic dependence?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):**  
(a). The figures for the first three months of 1980 received from the State Governments so far generally do not show a rising trend compared to the figures for the corresponding period of 1979.

(b). Regarding land reforms, Government of India have already written to the State Governments. The Special Component Plan and the effective working of the Scheduled Castes Development Corporation will go a long way in improving the economic conditions of the Scheduled Castes. In order to strengthen the Special Component Plan for the development of the Scheduled Castes, the Government have recently introduced Special Central Assistance, as an additive to the States' Special Component Plan. The thrust provided by these measures is expected to go a long way in dealing effectively with atrocities and bringing about their development, specially economic development of the Scheduled Castes so that they stand on their own.

#### **Fall in Production in Public Sector units**

2623. **PROF. MADHU DANDAVATE:** Will the Minister of INDUSTRY be pleased to state:

(a) whether his Ministry is concerned at the fall in production in public sector units under its administrative charge; and

(b) if so, what concrete measures are being planned to prevent this trend?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):**  
(a) and (b). The overall production achieved in the year 1979-80 by public sector units in the administrative charge of the Ministry of Industry was much higher than production achieved by them in the year 1978-79. There is an increase of more than 10 per cent over the products during 1978-79.

#### **Energy from Waste**

2624. **SHRI K. PRADHANI:** Will the PRIME MINISTER be pleased to state:

(a) the efforts made by Government to obtain energy from waste in the country;

(b) whether encouragement has been given to bio-chemical researches; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH):** (a) to (c). The Department of Science & Technology, Ministry of Agriculture and other Government departments have initiated several research and development programmes aimed at obtaining energy from various types of residues or so called wastes (which includes agricultural and animal residues, night soil, domestic, vegetable and industrial residues). Some important projects in this regard are: (i) All India Coordinated Project on Biogas Technology (coordinated by the Department of Science and Technology); (ii) Development of "Kachra" Gas Plant (Punjab Agricultural University, Ludhiana); (iii) Bioconversion of Cellulosic/Starchy Residues into Ethanol (Indian Institute of Technology, Delhi); and (iv) Microbial Production of Methanol from Methane (Indian Institute of Technology, Delhi). Development of Bio-chemical Technologies and Bio-conversion processes has been initia-

ted at several national laboratories and academic institutions. Some institutions where Research and Development projects on Bio-chemical research are being implemented are IIT, Delhi, National Environment Engineering Research Institute, Nagpur, National Chemical Laboratory, Poona, Indian Agricultural Research Institute, New Delhi, Indian Institute of Petroleum, Dehradun, etc.

#### **Violation of Indo-Pak Border by Pak during last six months**

2625. SHRI BALASAHEB VIKHE PATIL: Will the Minister of DEFENCE be pleased to state:

(a) the number of times Pakistan has violated the Indo-Pak border particularly on Kashmir front, during the last six months ending 31st May, 1980;

(b) what is the reaction of the Indian Government to such violations; and

(c) what effective measures Government have taken to ensure that lives and properties of the people living in the border areas are adequately protected?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) During the period 1st December 1979 to 31st May 1980, there have been 23 firing incidents and one intrusion of a minor nature by Pakistani Forces, all on J&K Border. Besides, during this period, there were four instances of air violations by Pakistani aircraft and one of these was in J&K.

(b) Such incidents, which are not uncommon, are sought to be resolved at local levels through flag meetings. Airspace violations are taken up through diplomatic channels.

(c) In order to ensure that lives and properties of the people living in the border areas are adequately safe

guarded, round the clock vigil is being maintained by our security forces.

#### **Suggestion from public Re. Finalisation of Sixth Five Year Plan**

2626. PROF. NARAIN CHAND PARASHAR: Will the Minister of PLANNING be pleased to state:

(a) whether the Planning Commission has invited suggestions from the public regarding the finalisation of the Sixth Five Year Plan;

(b) if so, the names of the individuals/institutions which have sent any suggestions to this effect, along with the suggestions made by them; and

(c) the action taken by the Planning Commission on these suggestions?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI):

(a) to (c). The draft of the Sixth Five Year Plan is being prepared in the Planning Commission. It is expected to be ready by December 1980. Opportunity will be taken to elicit the views of professional bodies, social scientists etc. at an appropriate stage.

#### **Eve Teasing**

2627. SHRI ANANDA PATHAK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are considering a new law to protect women from abuse and teasing by male offenders; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) and (b). Section 509 of the Indian Penal Code punishes a person who, intending to insult the modesty of any woman, utters any word, makes any sound or gesture, or exhibits any

object, intending that such word or sound shall be heard or that such gesture or object shall be seen by such woman, or intrudes upon the privacy of such woman, with simple imprisonment for a term which may extend to one year, or with fine or with both. This provision would also apply to a person who abuses a woman or teases her. However, as already announced by the Government, the question of offences against women is a matter of serious concern and the Government will not hesitate to bring in fresh legislation, if required on abuse and teasing of women also.

#### Rehabilitation of Ex-Dacoits of Chambal Valley

2628. SHRI MADHAVRAO SCINDIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Centre has issued guidelines to the Governments of Uttar Pradesh, Madhya Pradesh and Rajasthan for rehabilitation of ex-dacoits of Chambal Valley;

(b) if so, the details thereof;

(c) whether Government propose to supplement the financial resources of State Governments by providing grants in this regard; and

(d) if so, the quantum of grants proposed to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) and (b). The need for taking measures for rehabilitation of surrendered dacoits of Chambal Valley and their families has been emphasised upon the concerned State Governments. In order to ensure effective steps, the State Governments have been requested on 1-5-1980 to consider appointing a Special Officer, to assist in the formulation and execution of a time-bound rehabilitation programme.

(c) No, Sir.

(d) Does not arise.

#### Hindi Advisory Committees in Ministries

2629. SHRI T. S. NEGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many Hindi Advisory Committees have been set up in different Ministries and how many meetings of those Committees have so far been convened;

(b) what action has been taken on the decisions of these Committees; and

(c) what are the reasons for not convening half-yearly meetings of these Committees?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) Hindi Advisory Committees ment. The name of these Ministries/Departments of the Central Government. The name of these Ministries/Departments are given in the Statement.

These Committees have been constituted and reconstituted in various Ministries/Departments for about 15 years. The information regarding meetings convened till now is being collected and will be laid on the table of the House.

(b) The function of the various Hindi Advisory Committees is to give advice and they only make recommendations. The Ministries take appropriate action themselves after considering these recommendations.

(c) Government have requested all the Ministries/Departments that the meetings of these committees should be convened once in a quarter regularly. However, sometimes it is not possible to convene the meetings of these Committees due to the engagements of their chairmen or other reasons.

**Statement***Hindi Advisory Committees in various Ministries/Departments*

1. Ministry of Railways.
2. Ministry of Shipping and Transport.
3. Ministry of Works, Housing, Supply and Rehabilitation.
4. Ministry of Finance.
5. Ministry of Steel and Mines.
6. Ministry of External Affairs (Sub Committee of Central Hindi Committee).
7. Ministry of Energy.
8. Ministry of Home Affairs.
9. Ministry of Industry.
10. Ministry of Commerce and Civil Supply and Cooperation.
11. Ministry of Law, Justice and Company Affairs.
12. Ministry of Health and Family Welfare.
13. Ministry of Tourism and Civil Aviation.
14. Ministry of Agriculture and Irrigation.
15. Ministry of Information and Broadcasting.
16. Ministry of Education and Social Welfare.
17. Department of Post and Telegraphs.
18. Ministry of Defence.
19. Ministry of Labour.
20. Ministry of Petroleum, Chemistry on 18-4-80.

**Setting up of Paper Industry in Jeypore, Orissa**

2630. SHRI GIRIDHAR GOMANGO: Will the Minister of INDUSTRY be pleased to state:

(a) what are the reasons for delay in clearance of the proposed paper mill at Jeypore, in Orissa;

(b) the measures taken by Government of Orissa for setting up this industry which is pending with this Ministry;

(c) is there any possibility to clear and set up this industry in near future; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (d). In September, 1979 a private entrepreneur applied for a letter of intent for setting up a new undertaking near Jeypore Town in Koraput distt. (Orissa) for the manufacture of 21,000 tonnes/annum of pulp, writing, printing, wrapping and packaging papers. The scheme was based on forest raw materials. Therefore after ensuring from the State Government about the sustained availability of forest raw materials, a letter of intent was granted to the party on 18-4-80.

**Arrest of Executives of Shahu-Jain Firm of Dalmia Nagar**

2631. KUMARI KAMLA KUMARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the fact that the executives of Shahu-Jain firm of Dalmia Nagar were arrested and bailed out in 1980 and the family members of the Shahu Jain, who are the Directors were not arrested;

(b) if so, the reasons for not arresting the Managing Directors thereof;



(c) whether Government have taken any step to see that the enquiry in the case is not influenced; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) to (d). According to the information received from the Government of Bihar, nine executives concerned with production and despatch of cement on behalf of the firm were charged with offences under sections 420/468/120(B) of IPC and section 7 of Essential Commodities Act. Out of them five were arrested on 25.3-80 but later released on bail by the court. The remaining four could not be arrested as they were not present. The question of arresting the Managing Directors of the firm did not arise as they were not included among those accused in the First Information Report lodged by the Executive Magistrate giving order for the arrest. Further investigations are however continuing and the Government do not expect them to be influenced.

#### Workers engage in Hindustan Cables Ltd.

2632. SHRI NIREN GHOSH: Will the Minister of INDUSTRY be pleased to state:

(a) the number of casual and contractor workers engaged in Hindustan Cables Ltd., Rupnarayanpur; and

(b) the steps taken by Government to regularise them against permanent vacancies?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) The information so far as it relates to Rupnarayanpur unit of Hindustan Cables Limited is concerned is as follows:

(i) Contractor's workers—54 Nos.

(ii) Casual workers—19 Nos.

(b) There is no provision in the existing recruitment policy of Hindustan Cables Limited for regularisation of the services of the contractors' workers against the permanent vacancies. Further, the matter is *sub judice* at present as a case was instituted in the High Court of Calcutta by the contractors' workers.

The casual workers are engaged for a short tenure pending filling up of vacancies as per recruitment rules.

#### Decline in the production of consumer goods

2633. SHRI HANNAN MOLLAH: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Government are aware of the fact that the rate of production of consumer goods is gradually declining and that of luxury goods highly increasing; and

(b) if so, what is the comparative rate of production and investment in respective sectors?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Information is being collected and will be laid on the Table of the House.

#### Funds for Development of Delhi

2634. SHRI K. RAMAMURTHY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the allotment of funds under the Central Plan for the development of Delhi during 1977-78, 1978-79 and 1979-80;

(b) whether it is a fact that large sums have been surrendered by the Delhi Administration during these years; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE  
MINISTRY OF HOME AFFAIRS  
(SHRI YOGENDRA MAKWANA):**

(a) The original budget allotments made by the various administrative Ministries of the Government of India during the years are as under:—

	(Rs. lakhs)
1977-78	290.82
1978-79	472.28
1979-80	449.09

(b) and (c). The savings/surrenders are as under:—

	(Rs. lakhs)
1977-78	36.29
1978-79	32.92
1979-80	51.68*

\*Departmental figure.

**Representation of Minorities in Police  
Force**

**2635. SHRI ZAINUAL BASHER:**  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether suggestions have been made by important persons from all shades of opinion that proper representation should be given to minorities in the recruitment of Police force; and

(b) if so, what steps have been taken by Government in this regard?

**THE MINISTER OF STATE IN THE  
MINISTRY OF HOME AFFAIRS  
(SHRI YOGENDRA MAKWANA):**

(a) Yes Sir.

(b) The State Governments have been advised that with a view to instil confidence among the minority communities, the Scheduled Castes and Scheduled Tribes, it will be necessary that they are provided adequate representation in the police forces.

**Agreement with Algeria for setting up  
of various industries**

**2636. DR. VASANT KUMAR PAN-  
DIT:** Will the Minister of INDUSTRY be pleased to state:

(a) the details of the agreement reached between India and Algeria and the assistance to be provided by India in setting up various industries in Algeria and expanding the trade; and

(b) the names of the leader and other Members of Algerian delegation who visited India in this connection?

**THE MINISTER OF STATE IN THE  
MINISTRY OF INDUSTRY (SHRI  
CHARANJIT CHANANA):** (a) A memorandum of understanding was concluded between the Union Minister for Industry and H.E. Mr. Said Ait Messaoudene, Minister of Light Industries, Algeria who visited India in February, 1980.

It was agreed that India would assist Algeria in the establishment of industrial estates, and industries for the manufacture of building hardware, electrical fittings, valves, pipe fittings, spare parts, precision mechanical components, drapery, textile accessories, time pieces, handicrafts, textile, hosiery, synthetic fibres, basic chemicals, cosmetics, antibiotics, pharmaceuticals, hospital equipment and surgical instruments etc. The other possibilities of cooperation identified surgical instruments etc. The other modernisation of railways and formulation of National standards. India expressed interest in importing from Algeria oil, lead, zinc and mercury. Algeria expressed interest in importing from India products like tea, coffee, sugar, semi finished leather, tobacco, textiles and hardware.

(b) A statement is enclosed.

### Statement

1. Mr. Said Ait Messaoudene, Minister for Light Industries of the Democratic and Popular Republic of Algeria.

2. Mr. Raouf Boudjakdji, Ambassador of Algeria in India.

3. Mr. Allet Mohamed, Adviser to the Minister.

4. Mr. Ameer Moussa Rabah, Adviser to the Minister.

5. Mr. Abdenbi Ismail, Director of Chemical Industry, Ministry of Light Industries.

6. Mr. Talbi Hocine, Adviser to the Minister.

7. Mr. Salah Fellah, Counsellor, Ministry of Foreign Affairs.

8. Mr. Boumahdi, Director, Central Pharmacy.

9. Mr. Azzi El Hadj, Workers Union Federation for Textiles and Leather.

10. Mr. Mohamed Boudiab, Director, Algerian Development Bank (BAD).

### Relief for Assam Refugees

2637. PROF. RUP CHAND PAL:

SHRI TRIDIB CHAUDHURI:

SHRI INDRAJIT GUPTA:

SHRI CHITTA BASU:

SHRI PIUS TIRKEY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the West Bengal Government has asked the Centre to bear the entire expenses incurred by the State for providing relief to the refugees from Assam now put up at relief camps at Alipurduar; and

(b) if so, the steps so far taken by Government to help the State Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) Yes, Sir.

(b) The matter is under consideration.

प्रधान मंत्री तथा उनके परिवार के सदस्यों के विरुद्ध बंठाये गये आयोगों पर किया गया व्यय

2638. श्री मूल चन्द डामा : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) जनता सरकार द्वारा श्रीमती इन्दिरा गांधी तथा उनके परिवार के सदस्यों के विरुद्ध कितने आयोग बनाये गये थे और प्रत्येक आयोग पर कितना व्यय हुआ तथा क्या इस सम्बन्ध में एक विवरण सभा पटल पर रखा जायेगा ; और

(ख) किन किन आयोगों के लिए सरकारी वकीलों के साथ साथ गैर-सरकारी वकीलों को भी काम पर लगाया गया था और उनके नाम क्या हैं तथा प्रत्येक को भ्रष्टाचारी की गई राशि का व्यौरा क्या है ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाना) : (क) और (ख) अपेक्षित सूचना का एक विवरण संलग्न है।

## विवरण

प्रधान मंत्री और उनके परिवार के सदस्यों के विरुद्ध बैठाए गए जांच आयोगों पर किए गए व्यय का विवरण।

क्रम सं०	आयोग का नाम	किया गया व्यय (31-12-79 तक)	सरकार द्वारा नियुक्त किए गए गैर-सरकारी वकीलों के नाम तथा उनमें से प्रत्येक को दी गई धनराशि	आयोग द्वारा नियुक्त किए गए वकीलों के नाम तथा उनमें से प्रत्येक को दी गई धन राशि	
		₹०	₹०	₹०	
1.	शाह जांच आयोग	73,29,383.00	1. श्री पी० एन० लेखी, 2. श्री एम० के० गर्ग 3. श्री एम० वीरप्पा	1. श्री कार्ल जे० खंडेलवाल 2. श्री अवतार सिंह 3. श्री यू० एन० नारायणराव 4. श्री के० मुन्नामै-निधारेड्डी	1,00,920 21,030 1,295 180
2.	रेड्डी जांच आयोग (नागरवाला घटना)	5,52,635.10*	1. श्री के० एन० भट्ट*	1. श्री गोविन्द स्वामीनाथन *	61,050
3.	गुप्ता जांच आयोग (मारुति मामला)	30,91,481	1. श्री के० एल० शर्मा 2. श्री एस० एस० मिश्री	1. श्री एस० सी० मलिक 2. श्री विजय किशन	1,24,275 34,875
4.	गुजराल जांच आयोग	1,50,000	कोई सरकारी वकील नियुक्त नहीं किया गया।	3. श्री ई० सी० अग्रवाल (कानूनी काउंसल) }	26,400

\*न्यायमूर्ति श्री पी० जगमोहन रेड्डी दोनों जांच आयोगों के प्रधान थे (1) श्री बंसीलाल जो पहले हरियाणा के मुख्य मंत्री और भूतपूर्व केन्द्रीय रक्षा मंत्री थे उनसे सम्बन्धित मामलों और (2) नागरवाला काण्ड से सम्बन्धित, दोनों आयोगों का कार्यालय एक ही था। अतः उपरोक्त आंकड़े दोनों आयोगों पर हुए खर्च के हैं।

### बाँसवों को बाह्य

2639. श्री सनीमुद्दीन : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ऐसा कोई प्रावधान है जिसके अन्तर्गत सभी सांसद स्कूटर, मोटर-साइकिल, ट्रक तथा डीजल वाहनों के लिये अधिकृत हैं; और

(ख) यदि नहीं तो उसके क्या कारण हैं?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरणजीत चानना) : (क) जी, नहीं ।

(ख) इन गाड़ियों की बिक्री तथा वितरण पर नियंत्रण नहीं है और कलस्वरूप सदस सदस्यों और अन्य व्यक्तियों को इन गाड़ियों का आवंटन करने के लिए सरकारी कोटा नहीं है ।

### D.S.I.D.C., the Principal Employer of Stone Quarries in Delhi

2640. SHRI P. K. KODIYAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Delhi State Industrial Development Corporation (DCIDC) is the principal employer of the stone quarries in Delhi (near Mehrauli);

(b) if so, the details;

(c) whether the labourers had struck work for two days in the beginning of June, 1980;

(d) if so, their demands; and

(e) the steps taken to look into the grievances?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Yes, Sir, By virtue of the application of Contract Labour (Regulation & Abolition) Act, 1970, the Delhi State Industrial Development Corporation took over the stone mining operation in the Union Territory of Delhi.

(c) Yes, Sir. Some workers working in a quarry near village Mandi stopped work for two days.

(d) Their main demands were:—

(i) Increase in stone rate by buyers;

(ii) Improvement of drinking-water facilities; and

(iii) Improvement of First Aid facilities.

(e) Increase in stone rate has been mutually settled and implemented,

(ii) Drinking water facilities are being improved; and

(iii) Improvements made in first aid facilities by increasing the visits of medical officer, medicines etc.

राजस्थान प्रशासनिक सेवा का भारतीय प्रशासनिक सेवा में पदोन्नति के लिये कोटा

2641. श्री वृद्धि चन्द्र जैन : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय प्रशासनिक सेवा में एक तिहाई पदोन्नति कोटा राजस्थान प्रशासनिक सेवा के लिये नियत किया जाता है;

(ख) यदि हाँ, तो क्या राज्य प्रशासनिक सेवा को उक्त कोटे के अनुसार पदोन्नति के अवसर प्रदान किये गये हैं ;

(ग) यदि नहीं, तो यह कोटा कब तक पूरा किया जायेगा ;

(घ) क्या यह सच है कि प्रशासनिक सुधार आयोग ने राज्य प्रशासनिक सेवाओं से 40 प्रतिशत पदोन्नति कोटे की सिफारिश की है ; और

(ङ) यदि हाँ, तो सरकार यह सिफारिश कब स्वीकार करेगी और उसे कार्यान्वित करेगी ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी. बंसदरुब्बान्या) : (क) राज्य सरकार तथा भारतीय प्रशासनिक सेवा के राजस्थान संवर्ग में केन्द्रीय प्रतिनियुक्ति रिजर्व के अधीन बरिष्ठ पदों के अधिक से अधिक 33 प्रतिशत पद (1) राजस्थान प्रशासनिक सेवा के स्थाई सदस्यों में से तथा (2) उन अधिकारियों में से, जो राजस्थान प्रशासनिक सेवा के सदस्य तो नहीं हैं परन्तु राज्य सरकार के अधीन स्थायी रूप में राजपत्रित पदों पर हैं, भर्ती के लिये होते हैं।

(ख) तथा (ग) : भारतीय प्रशासनिक सेवा के राजस्थान संवर्ग के पदोन्नति कोटे में 46 पदों पर, जो कि राजस्थान प्रशासनिक सेवा के सदस्यों के लिये नियत हैं, 34 अधिकारी भारतीय प्रशासनिक सेवा में नियुक्त हैं। भारतीय प्रशासनिक सेवा में एक अधिकारी की नियुक्ति के लिए राज्य सरकार से प्राप्त हुई सिफारिश विचाराधीन है। शेष 11 रिक्तियों पर नियुक्ति पर इस संबंध में राज्य सरकार से सिफारिश प्राप्त होते ही भारतीय प्रशासनिक सेवा (पदोन्नति द्वारा नियुक्ति) विनियम, 1955 में दिए गए उपबन्धों के अनुसार विचार किया जायगा।

(घ) तथा (ङ). प्रशासनिक सुधार आयोग ने अन्य बातों के साथ-साथ कामिक प्रशासन पर अपनी रिपोर्ट में यह सिफारिश की थी कि श्रेणी-I में पदोन्नति द्वारा भरा जाने वाला रिक्तियों का कोटा उस अवस्था में अधिक से अधिक 40 प्रतिशत तक बढ़ा दिया जाए जहां वर्तमान कोटे की प्रतिशतता 40 प्रतिशत से कम हो। इस सिफारिश को ध्यान में रखते हुए आई० ए० एस० तथा आई० पी० एस० के पदोन्नति कोटे में वृद्धि करने के प्रश्न पर विचार किया गया था और पदोन्नति कोटे को 25 प्रतिशत से बढ़ा कर 33 प्रतिशत करने का निर्णय किया गया था। तदनुसार, राज्य सरकारों तथा संघ लोक सेवा आयोग से परामर्श करने के बाद आई० ए० एस० तथा आई० पी० एस० (भर्ती) नियमों को 5 जुलाई, 1977 से संशोधित कर दिया गया था।

### Registered Crimes

2642. SHRI G. NARSIMHA REDDY:  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of crimes registered in the last two years and the

total number of cases where convicts were punished; and

(b) whether Government propose to give some more powers to police to detect cases or there are any other proposals to check the present trend of increase in criminal cases?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). The requisite information is being collected and on receipt of the same a statement will be laid on the Table of the House.

### Withdrawal of Criminal Cases

2643. SHRI G. M. BANATWALIA:  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many criminal proceedings instituted by the Government have been withdrawn during the period after January, 1980 on the grounds of lack of evidence, or public policy or their being politically motivated or being frivolous in nature;

(b) the names of persons against whom such proceedings had been instituted and alleged offences; and

(c) whether Government propose to take action against officials and those responsible for institution of such criminal proceedings?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) and (b). The required information is given in the attached statement.

(c) No such proposal is now under the consideration of the Government.

## Statement

S	Case No. & Date	Persons against whom case filed	Allegation in brief	Remarks
1	2	3	4	5
1.	RC. 1/79-CIU(C) dt. 1-9-1979	Shri Lal Denga, Shri David, son of Shri Lal Denga, and Shri Bhagwan Din, Member of Rajya Sabha.	Shri Lal Denga allegedly impersonated himself as Samuel Sen and attempted to cheat the passport authority on the basis of forged/false application for passport containing false declaration about his identity etc.	
2. & 3.	CRP No. 1499/79 and 1500/79	Shri Bansi Lal Shri Surinder Singh, and others.	Charge-sheet had been filed by the Govt. of Haryana relating to the following matters arising out of the report of the Jagannohan Reddy Commission, viz. (i) demolition of the property of Shri Manohar Lal at Bhiwani and (ii) acquisition of plots by Shri Bansi Lal in the names of his daughters, which had subsequently been withdrawn by the State Govt. Prosecutor. Criminal revision petitions had been filed in November, 1979 on behalf of the Central Government against the order of the trial courts allowing the withdrawal of these two prosecutions. Subsequently, applications for withdrawal of the aforesaid two criminal revision petitions were made to the High Court of Punjab and Haryana by the Central Government Counsel on the instructions of the Central Government on the 15th January, 1980. The High Court of Haryana and Punjab has since dismissed as withdrawn, the two criminal revision petitions in question.	
4.	RG. 4/77-FS. II dt. 25-7-77.	Swami Dhirender Brahmachari	Alleged mis-appropriation of funds out of Government grant meant for construction of a new building for the Central Research Institute for Yoga.	

**Note (1):** In RC. 1/78-SIU (SIB. II) dated 10-7-1978 against Shri V. C. Shukla and late Shri Narender Sethi in which there was an allegation of misuse of official machinery for preparation of design of election posters for election campaign on the eve of General Election in 1977, Government have recently come to the conclusion, after further examination of the case and with appropriate legal advice, that action be taken as per law for withdrawal of the case.

**Note (2):** The statement includes cases wherein the proceedings i.e. the charge-sheets have been filed in the courts after carrying out investigation and does not cover cases which are either pending or under investigation or wherein the charge-sheets have not been filed after investigation.

**Aeronautics Project at Angamali  
Ernakulam District**

2644. SHRI A. A. RAHIM:  
Will the Minister of DEFENCE be  
pleased to state:

(a) whether Kerala Government's  
request to have the site of the Aero-  
nautics Project at Angamali, in Erna-  
kulam District is pending with Gov-  
ernment;

(b) if so, when the inspection team  
of the Hindustan Aeronautics Limited  
is likely to visit the site; and

(c) the reasons for the delay?

THE MINISTER OF STATE IN THE  
MINISTRY OF DEFENCE (SHRI C. P.  
N. SINGH): (a) to (c). M/s. Hindus-  
tan Aeronautics Limited had received  
proposals recommending various sites  
for setting up of a new factory for  
manufacture of advanced avionics  
from a number of State Governments.  
These proposals included one from the  
Government of Kerala recommending  
certain sites including Angamali.

The question of setting up the fac-  
tory including its location is under  
consideration of the Govt.

**Official Secrets Act**

2645. SHRI JYOTIRMOY BOSU:  
Will the Minister of HOME AFFAIRS  
be pleased to state:

(a) whether it is a fact that Gov-  
ernment intend to rigidly tighten the  
provisions of Official Secrets Act  
which was originally enacted by the  
British in 1923;

(b) whether it is a fact that Govt.  
have issued a circular amongst senior  
most officials for this purpose with  
particular reference to Section V; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN  
THE MINISTRY OF HOME AFFAIRS  
(SHRI YOGENDRA MAKWANA):  
(a) A Study Group consisting of Joint  
Secretaries of Ministry of Law and  
Home Affairs and representatives of

the Ministries of Defence and Intell-  
gence Bureau was set up in 1976, to  
review the provisions of the Act, so  
as to deal more effectively with es-  
pionage activities. The Study Group  
submitted its report on 19-7-1978. It  
was sent to the State Governments  
for their comments. These comments  
are currently under examination. As  
the Government is yet to take a deci-  
sion on the recommendation;  
it would not be in public interest to  
furnish details thereof.

(b) No such secret circular has  
been issued.

(c) Does not arise.

**चुनावों में मारे गये व्यक्ति**

2646 श्री रतिलाल प्रसाद वर्मा : क्या गृह मंत्रालय  
यह बताने की कृपा करे गे कि :

(क) वर्ष 1977 और 1980 में लोक सभा  
के चुनावों के दौरान असामाजिक तत्वों ने मतदान  
केन्द्रों पर कब्जा करन और जाली वोट डालने  
की कार्यवाही के दौरान कितने व्यक्तियों को  
मार डाला और कितने व्यक्ति घायल हुए तथा  
उसके फलस्वरूप कितन व्यक्तियों की अस्पताल  
में मृत्यु हुई ; और

(ख) सरकार का यह सुनिश्चित करने के  
लिये कि मतदाता मतदान केन्द्र पर सुरक्षित  
पहुंचे ताकि लोकतांत्रिक ढांचा बना रहे, क्या  
व्यवस्था करने का विचार है ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाना) :  
(क) राज्य सरकारों से सूचना की प्रतिक्षा की  
जा रही है और सभा पटल पर रख दी जाएगी ।

(ख) केन्द्र सरकार ने चुनावों के दौरान  
कानून और व्यवस्था बनाए रखने के लिए राज्य  
सरकारों को विस्तृत निर्देश जारी किए थे ।  
राज्य सरकारों को यह सुनिश्चित करने के लिए  
पर्याप्त प्रबन्ध करन की सलाह दी गई थी कि  
दलगत झगड़े, न्याय संगत चुनावों में हस्तक्षेप  
और मतदाताओं का अभिवासान न हो । यह सुझाव  
दिया गया था कि पुलिस को सतर्क रहना चाहिए ।  
चुनाव की तारीख से कम से कम एक महीने  
पहले बड़ी संख्या में समाजविरोधी तत्वों के अस्त्रों  
का सफाया करना चाहिए और दण्ड प्रक्रिया  
संहिता की धारा 107 के अधीन कार्रवाई शुरू  
करके उनके विरुद्ध निवारक कार्रवाई करनी  
चाहिए । इसके प्रतिरक्त राज्य सरकारों से  
अनुरोध किया गया है कि वे जिला प्राधिकारियों  
से जोर डालकर कहें कि कड़ी निगरानी रखने  
और गुण्डा तत्वों की गतिविधियों के विषय



वै ठेकी से प्राप्त करना एकत्र करने की आवश्यकता है। राज्य सरकारों से बिना लाइसेंस वाले हथियारों और मोला बारूद को बरामद करने के लिये अभियान शुरू करने के लिए भी कहा गया था। राज्य सरकार को हरिजनों और समाज के अन्य कमजोर वर्गों के लिए विशेष प्रबन्ध करने की भी सलाह दी गई थी। कुछ राज्यों से प्रबन्धों को कड़ा करने के लिए कहा गया था ताकि "मतदान केन्द्र पर कब्जा करने" की घटनाएं न हों।

राज्य सरकार को सलाह दी जायेगी कि भविष्य में होने वाले चुनावों के लिये इन प्रबन्धों को और कड़ा करें।

#### **Increase in Crimes**

2647. SHRI RAVINDRA VERMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that during the course of past four months, the incidents of crimes have increased in the country;

(b) if so, the details thereof, state-wise and crime-wise; and

(c) what steps have been taken to stop these incidents of crimes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) to (c). The requisite information is being collected and on receipt of the same a statement will be laid on the Table of the House.

#### **Report by Backward Classes Commission**

2648. SHRI D. P. YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Backward Classes

Commission has submitted any interim report;

(b) whether Government are contemplating to extend its term for a period of one year more; and

(c) the period by which the commission is expected to submit its final report?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) No, Sir.

(b) The term of the Commission has been extended by nine months beyond 31-12-1979 i.e. upto 30-12-1980..

(c) The Commission is expected to submit its report by 30-9-1980.

#### **Production of Wagons**

2650. SHRI SUSHIL BHATTACHARYA: Will the Minister of INDUSTRY be pleased to state:

(a) the annual production of wagons during the last three years; year-wise; and

(b) why there has been little or no fresh investment in plant and machinery in this industry?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Annual production of wagons for the Indian Railways in the Wagon Building Units, including production in captive workshops of Railways, during the last three years is as follows:-

Wagons (in terms of 4 wheelers)

Year	In ustry	Railway Workshops	Total
1977-78 . . . . .	10,842	1,324	12,166
1978-79 . . . . .	10,470	1,586	12,056
1979-80 . . . . .	9,173	1,654	10,827

Under utilisation of the existing installed capacity because of reasons like sagged demand etc. has, precluded the possibility of any large-scale fresh investment in the industry.

### Incentives to industries in Backward Areas

2651. SHRI BHIKHU RAM JAIN:  
Will the Minister of INDUSTRY be pleased to state:

(a) whether Government had made any evaluation as to how far the present system of providing incentives to industries in backward areas had generated employment;

(b) whether Government propose to introduce modifications in the existing system so that more entrepreneurs may be inspired to set up industries in these areas; and

(c) the details of special incentives and practical facilities are proposed for the unemployed graduates and particularly women graduates?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). Existing schemes of incentives for promotion of industries in backward areas are under review by a National Committee on the Development of Backward Areas set up by the Planning Commission, under the Chairmanship of Shri B. Sivaraman, former Member, Planning Commission. Any changes/modifications in the existing scheme of subsidies and incentives would be considered after the Committee submits its report and the same has been examined by the Government of India.

The following schemes for educated unemployed are being operated by Small Industries Development Organisation:

1. **Entrepreneurial Development Programmes:** Under these programmes a number of training courses are conducted for the entrepreneurs for motivating them to set up their own small scale enterprises as self employment ventures. Till December, 1979 about 1790 persons have been benefited.

2. **Training of Engineers:** Training courses for unemployed engineers are conducted by the Government. The courses are of three months duration and a stipend of Rs. 250/- per month is paid to each trainee. Till March, 1979, about 6650 engineers have been trained and about 1200 engineers have set up their small scale units.

3. **Engineer Entrepreneurs Training Programme:** It envisages financial assistance to the entrepreneurs in the form of subsidy on interest payable on loans taken by them from banks/ State Financial Corporations and other Financial Institutions. The rate of subsidy is a difference between interest rate of 7 per cent per annum and a normal rate of interest charged on the loans advanced by Financial Institutions, provided that the quantum of subsidy on any one case shall not exceed Rs. 20,000 per annum.

**Import of electronic components**

2652. SHRI M. RAM GOPAL REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether there is a proposal under consideration to redefine the electronic components that are imported in the country; and

(b) if so, the reasons for such review and details thereof?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) No, Sir.

(b) Does not arise.

**Manufacture of various kinds of watch models by H.M.T. at Srinagar**

2653. SHRI GHULAM RASOOL KOCHAK: Will the Minister of INDUSTRY be pleased to state:

(a) whether Hindustan Machine Tools factory at Srinagar is taking a major expansion programme to manufacture various kinds of watch models to cater the varied tastes of the consumers;

(b) if so, what are the details of the proposed programme; and

(c) what will be the total cost of expenditure involved?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) Yes, Sir.

(b) The expansion plan, which is under implementation, envisages increase in capacity from 3 lakhs to 5 lakhs watches and manufacture of appearance parts to cater to the varied tastes of the consumer. This would generate an additional employment of about 300 persons.

(c) The investment in the project is of the order of Rs. 99 lakhs in fixed assets and Rs. 68 lakhs by way of working capital.

**Pension to freedom fighters**

2654. SHRI B. K. NAIR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of applications for freedom fighters pension pending with Government;

(b) whether Government are aware that the Janata regime cancelled payment in a number of cases;

(c) if so, whether Government propose to restore payment in such cases with retrospective effect; and

(d) whether Government propose to extend payment of this benefit to all those freedom fighters who have been awarded *tamra patra*?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) No application for the grant of pension to freedom fighters is pending initial scrutiny. However, 37,170 cases have been filed for want of documentary evidence from the freedom fighters and/or report from the concerned State Governments. As and when the requisite information is received, the cases will be finalised and pension sanctioned in eligible cases.

(b) and (c). Pensions have been suspended/cancelled on one or more of the following grounds:—

(a) Applicant is not a genuine freedom fighter.

(b) Suffering is less than six months.

(c) Suffering not in connection with freedom movement.

(d) Submission of false documentary evidence.

(e) Internment / externment / abscondence is not supported by evidence.

(f) Annual income from all sources is more than Rs. 5000.

When pensions are suspended, opportunity is given to the individuals concerned to explain their position and to adduce additional documentary evidence in support of their claim of suffering. When these are received, the cases are remitted to the State Government for reverification and depending on their report, pensions are restored in eligible cases.

(d) The eligibility conditions for grant of pension and *tamra patra* are the same at present except that there is an annual income limit of Rs. 5000 for getting pension.

**G.N.P. for defence purposes by India, Pakistan and China**

2655. SHRI CHITTA BASU: Will the Minister of DEFENCE be pleased to state:

(a) Percentage of G.N.P. for defence purposes spent by India, Pakistan and China for the last three years; and

(b) *Per Capita* expenditures for Defence purposes in India, Pakistan and China during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) We do not have any official information regarding the percentages of G.N.P. spent by Pakistan and China for defence purposes. However, on the basis of published data available for the years 1976, 1977 and 1978 the percentages were as under:—

Year	Percentage of G.N.P. spent for Defence purposes		
	India	Pakistan	China
1976 . . . . .	3.1	5.5	10
1977 . . . . .	3.4	6.3	10
1978 . . . . .	3.2	5.7	10

(b) The information as available from published data is indicated below:

Year	Expenditure per head (In dollars)		
	India	Pakistan	China
1976 . . . . .	5	11	35
1977 . . . . .	5	13	40
1978 . . . . .	5	14	42

**Clash in Adampur village in Bijnor**

2656. SHRI PIUS TIRKEY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons killed and injured following a clash between two groups of Harijans in village Adampur in Bijnor;

(b) whether any assistance has been provided by Government to the deceased family; and

(c) if so, how much and the steps taken by Government against those who have killed the persons?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) One person was killed and 13 persons were injured in the clash.

(b) No, Sir.

(c) In this connection two cases were registered, chargesheeted and are now pending trial.

अवर सचिव के पद के लिए निर्धारित अर्हताएं

2657. श्री तारिक अख्तर : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार के विभिन्न केन्द्रीय सेवाओं में अवर सचिव के पद के लिए क्या न्यूनतम अर्हतायें निर्धारित हैं ;

(ख) क्या यह सच है कि भारतीय आर्थिक सेवा में केन्द्रीय सचिवालय सेवा के जिन अधिकारियों को नियुक्त किया जाता है वे प्रशिक्षण और केन्द्रीय सचिवालय के विभिन्न मंत्रालयों/विभागों में काम का अनुभव प्राप्त करने के बाद आर्थिक अधिकारियों और फिल्ड सेवा में कार्य कर रहे सीमा शुल्क अधिकारियों से अधिक अनुभव रखते हैं ;

(ग) क्या सरकार का विचार उन संभावनाओं को कम करने अथवा उन्हें समाप्त करने का है ;

(घ) यदि हां, तो इस दिशा में क्या प्रयास किये गये हैं ; और

(ङ) यदि नहीं, तो क्या यह असमानता जैसी है वसी ही चलती रहेगी ?

गृह मंत्रालय तथा संघीय कार्य विभाग में राज्य मंत्री (श्री पी० बंकट सुब्बा) : (क) तथा (ख). अनुमानतः प्रश्न का आकलन केन्द्रीय सचिवालय में अवर सचिव के पदों पर विभिन्न सेवाओं के अधिकारियों की पात्रता आदि के बारे में सूचना मांगना है। केन्द्रीय सचिवालय में अवर सचिव का पद किसी भी सेवा विज्ञेय के लिये आरक्षित नहीं है। आखिल भारतीय सेवाओं तथा श्रेणी-1 की केन्द्रीय सेवाओं (आई-ई० एस० तथा आई० आर० एस० सहित) के ऐसे अधिकारी जिन्होंने अपने मूल संवर्ग में कम से कम 5 वर्ष की सेवा पूरी कर ली हो, 3 वर्ष की अवधि के लिए (केन्द्रीय सचिवालय सेवा के अधिकारियों को छोड़कर जिनका कोई निश्चित कार्यकाल नहीं होता) प्रतिनियुक्ति कार्यकाल के आधार पर अवर सचिव के पद पर नियुक्त के लिये पात्र होते हैं। केन्द्रीय सचिवालय सेवा के अधिकारियों को भारतीय अर्थ सेवा में नियुक्त नहीं किया जाता है।

(ग) से (ङ). केन्द्रीय सचिवालय में अवर सचिव के पद पर नियुक्ति के प्रयोजन के लिए विभिन्न केन्द्रीय सेवाओं के बीच पात्रता और कार्य-काल आदि के संबंध में कोई असमानता नहीं है।

दिल्ली नगर निगम द्वारा दिल्ली की यमुना बिहार कालोनी में गृह कर का निर्धारण

2658. श्री बाबू लाल सोलंकी : क्या गृह मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या दिल्ली नगर निगम ने यमुना बिहार नामक डी० डी० ए० कालोनी के बारे में गृह कर का निर्धारण किया है ;

(ख) यदि हां, तो दिल्ली विकास प्राधिकर द्वारा विकसित कालोनी में मल-निकास, पेयजल, सफाई, पार्कों, स्कूलों, औषधालयों आदि की उचित तथा प्रगति व्यवस्था के अभाव में गृह-कर निर्धारण का क्या औचित्य है, और

(ग) क्या गृह-कर की वसूली उपर्युक्त सुविधाओं की व्यवस्था होने तक स्थागित रखी जायेगी; यदि हां, तो ये सुविधायें कब तक प्रदान की जायेंगी और यदि नहीं, तो उसके क्या कारण हैं ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाना) : (क) से (ग). दिल्ली नगर निगम ने सूचित किया है कि निगम ने यमुना बिहार कालोनी जो डी० डी० ए० की कालोनी है, के गृह-कर का निर्धारण किया है। नियम के अनुसार उस भूमि और उन भवनों को छोड़कर जो विशेष रूप से सभी करों से या समान्य करों से मुक्त हैं, जैसा कि अधिनियम की धारा 115(4) और 119 (1) में व्यवस्था

है, अधिनियम 1957 की धारा 113(1) (क) के अनुसरण में दिल्ली नगर के क्षेत्राधिकार में माने वाली भूमि और भवनों पर सम्पत्ति कर लगता है। निगम ने यह भी सूचित किया है कि सम्पत्ति कर की वसूली तब तक स्थगित नहीं की जाएगी जब तक जन सुविधाएं उपलब्ध नहीं करायी जाती हैं। निगम के अनुसार सम्पत्ति कर निगम के क्षेत्राधिकार में माने वाली सभी भूमि और भवनों पर वसूल किया जाता है। उगाही और सम्पत्ति कर की एकत्रित करने का जन सुविधाओं को उपलब्ध कराना या किसी इलाके में उपलब्ध करायी गई सेवाओं से कोई संबंध नहीं है।

#### **Appointment of Officials in Civil Defence**

2659. SHRI SURAJ BHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that some paid posts of Deputy Controllers and Deputy Directors in Civil Defence have been authorised by the Central Government;

(b) if so, under what provisions;

(c) whether it is a fact that officials in the Civil Defence are appointed against their consent by some States in violation of Civil Defence Act 1968; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) Under Rule 8 of the Civil Defence Regulations, 1968, the Central Government can declare any appointment or class of appointments in Civil Defence as paid appointments.

(c) and (d). No, Sir. Under sub-section (1) of section 5 of the Civil Defence Act, 1968, willingness is envisaged only for purpose of appointment as members of the Civil Defence Corps on application made by the persons. Any member so appointed on voluntary basis can be appointed to such office or command in the Corps

as the Controllers deem fit. Government servants who are specifically deputed for whole time or part-time civil defence duties by the Heads of organisations or services concerned and officials appointed to paid posts are governed by the conditions of service prescribed by the State Government concerned.

#### **Setting up of Heavy Water Plants**

2660. SHRI R. P. GAEKWAD: Will the PRIME MINISTER be pleased to state:

(a) whether Government have decided to set up two more heavy water plants in the country;

(b) whether the country would be self-reliant on this front with the setting up of the proposed plants; and

(c) if so, the places where the proposed plants are likely to be set up?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) to (c). It is proposed to set up more Heavy Water Plants in the country in order to achieve eventual self-sufficiency in Heavy Water. The exact number and location of Heavy Water Plants to be set up during the Plan period 1980-85 are yet to be decided.

#### **H.A.L. to manufacture Short-hop Aircraft**

2661. SHRI K. KUNHAMBUR: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the Hindustan Aeronautics Ltd. has entered into collaboration with foreign firms for the manufacture of short-hop Aircrafts; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) and (b). Presumably the Honourable Member, by the words "short-hop aircrafts" is referring to a small passenger aircraft to

man the proposed third level feeder air services in the country. If so, Hindustan Aeronautics Limited have not entered into collaboration for the manufacture of such aircrafts with any foreign firms.

उत्तर प्रदेश में अनुसूचित जातियों के लिए बैंक ऋणों में अड़चन

2662. श्री राम लाल राही : क्या गृह मंत्री यह बतान की कृपा करेंगे कि :

(क) क्या सरकार को इस तथ्य का पता है कि उत्तर प्रदेश अनुसूचित जाति वित्त विकास निगम के माध्यम से अनुसूचित जातियों को व्यापार और उद्योग के सिलसिले में उनकी जरूरतें पूरी करने के लिये दिये जाने वाले बैंक ऋण पर ब्याज और शेयर पूंजी में रियायत प्रदान करने की सुविधा के संबंध में अड़चन पैदा हो गई है, जिसके परिणामस्वरूप उन्हें इस सुविधा का लाभ प्राप्त करने में कठिनाई का सामना करना पड़ रहा है ; और

(ख) यदि हां, तो इस संबंध में क्या उपचारात्मक उपाय किये जाने प्रस्तावित हुए हैं ?

गृह मंत्रालय में राज्य मंत्री (श्री योगेन्द्र सकषागा) :

(क) और (ख). उत्तर प्रदेश अनुसूचित जाति वित्त और विकास निगम को अपने कार्यक्रम में उद्योग और व्यापार की कुछ योजनाएँ हैं, इनको सस्थान वित्त के साथ जाड़ा जाता है और निगम सामान्यन आंतरिकत धन राशि ऋण निवेश उपलब्ध करता है। फिर भी निगम द्वारा सहायता को अनुमादित पद्धति के अधीन इसका अतिरिक्त धनराशि ऋण सामान्यतः 6000-रुपये तक की कुल लागत को गैर-आवर्ती योजना के लिए उपलब्ध है। इसका उद्देश्य अनुसूचित जातियों के बहुत से परिवारों को गरीबी रेखा से नीचे है और जो किसी अन्य स्रोत से सहायता प्राप्त नहीं कर सकते, को इसके अन्तर्गत लाना है। यदि कोई योजना अथवा 6,000/-रुपये से अधिक की लागत की गैर-आवर्ती योजनाओं की कोई श्रेणी उपयुक्त पाई जाती है तो निगम द्वारा उनको शुरू किये जाने से पहले भारत सरकार का पूर्ण अनुमोदन प्राप्त करना होगा। इस सम्बन्ध में उत्तर प्रदेश अनुसूचित जाति वित्त और विकास निगम से एक पत्र प्राप्त हुआ था। राज्य सरकार को यह सुझाव दिया गया है कि बड़े परिवारों को उद्योगों के लिए योजनाओं के सम्बन्ध में प्रत्येक क्षेत्रीय विभाग द्वारा तैयार की जा रही अनुसूचित जातियों के लिए विशेष सघटक योजनाओं का पूर्ण लाभ उठाया जाय, विशेष कर निगम राज्य वित्त निगम, लघु उद्योग निगम, राज्य हथकरषा निगम आदि जैसी एजेंसियों से वित्त का प्रबन्ध कर सकता है। आवेदकों और

मले में कार्रवाई करें और यह सुनिश्चित कर के वे अपेक्षित सहायता प्राप्त करें। व्यापार के संबंध में योजनाओं के लिए कोई कठिनाई न हो क्योंकि गैर-आवर्ती लागत अनिवार्य रूप से निर्धारित अधिकतम सीमा में होगी। उत्तर प्रदेश सरकार और निगम ने उसके बाद भागे कोई पत्र नहीं लिखा अथवा न ही किसी बाधा को सूचित किया।

### Bus Chassis

2663. SHRI T. R. SHAMANNA : Will the Minister of INDUSTRY be pleased to state :

(a) whether has come to the notice of Government that there is considerable difficulty to get chassis for providing buses to the growing needs and also for the replacement of old and unserviceable buses for the Karnataka State Road Transport Corporation;

(b) whether Government would enquire as to why the manufacturers are not manufacturing more and more buses; and

(c) whether the Central Government would take necessary steps to arrange for providing more chassis very badly needed by the Karnataka State Road Transport Corporation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) The Association of State Road Transport Undertakings has reported that the request of the Karnataka State Road Transport Corporation for 532 Telco chassis and 402 Leyland chassis was pending delivery as on 31st March, 1980.

(b) and (c). Government has requested the manufacturers to accord due priority to the supply of bus chassis to State Road Transport Undertakings. The manufacturers have been requested to meet the needs of Karnataka State Road Transport Corporation during the current year in full.

### Manufacture of Video Tapes

2664. SHRI RASA BEHARI BEHERA: Will the PRIME MINISTER be pleased to state how many Video tapes were manufactured during 1979-80 and how many have been exported?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): Manufacture of Video tapes has not yet started in the country and therefore, the question of their export does not arise.

### Issue of Licences for Semi-Automatic Weapons

2665. SHRI ARVIND NETAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government of India have asked the State Governments to exercise utmost caution and restraint in issuing licences for semi-automatic weapons; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). Guidelines have been issued to State Governments/Union Territory Administrations, from time to time, to the effect that licences for repeating (semi-automatic) weapons should be granted to those who can show circumstances of real necessity and in whose case, there is no security objection, to ensure that the issue of licences for such weapons is properly regulated.

### Annual Plan of Andhra Pradesh

2666. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of PLANNING be pleased to state:

(a) whether the annual plan for Andhra Pradesh for the year 1980-81 has been finally approved by the Planning Commission; and

(b) whether Government propose to provide any special assistance for the social welfare schemes?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI):

(a) Yes, Sir.

(b) All the schemes of the State Plan, including those of Social Welfare, are given Central assistance through the block grant system. In addition, special Central assistance is also given to the Hill and Tribal sub-Plans and the Special Component Plan for Scheduled Castes.

### बड़ोदा भारी जल संयंत्र का बन्द होना

2667. श्री नरसिंह मकवाना : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बड़ोदा भारी जल संयंत्र को उसमें हुए विस्फोट के कारण बन्द कर दिया गया था ;

(ख) यदि हाँ, तो इस संयंत्र में पुनः किस तारीख से उत्पादन शुरू हो जाने की संभावना है ;

(ग) विस्फोट के बाद संयंत्र पर कितनी धनराशि खर्च की गई और उस पर अनुमानित राशि से अधिक राशि खर्च करने के क्या कारण हैं ; और

(घ) इस संयंत्र की उत्पादन क्षमता बढ़ाने के लिए क्या उपाय किए गए हैं ?

प्रधान मंत्री (श्रीमति इंदिरा गांधी) : (क) जी, हाँ। संयंत्र को एक दुर्घटना के कारण 3 दिसम्बर, 1977 को बन्द कर दिया गया।

(ख) ऐसी संभावना है कि जुलाई 1980 तक संयंत्र में फिर से उत्पादन होने लगेगा।

(ग) दुर्घटना के बाद से अब तक संयंत्र की मरम्मत पर 110 लाख रुपए व्यय हुए हैं, जिसमें स्थापना, कार्यालय, आकस्मिकताओं, सुविधाओं तथा सेवाओं पर होने वाला नियत व्यय शामिल नहीं है। आशा है कि किया जाने वाला व्यय 138 लाख रुपए के अनुमानित प्रावधान से अधिक नहीं होगा।

(घ) संयंत्र की अभिकल्पित उत्पादन क्षमता 67.2 मीट्रिक टन प्रति वर्ष है। इस क्षमता को बढ़ाने का कोई प्रस्ताव नहीं है।



**Grant of Loan in Areas Declared as Backward**

1668. **SHRI D. S. A. SIVAPRAKASAM**; Will the Minister of PLANNING be pleased to state:

(a) the names of the areas declared as backward for the purpose of granting loan assistance; and

(b) what are the criteria adopted for declaring an area as backward?

**THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI):**

(a) Presumably, the Hon'ble Member is referring to the scheme of Concessional Finance being extended by term-lending institutions for the promotion of industries in the selected industrially backward districts. Statement giving the list of 246 districts where investment credit from financial institutions is available on concessional terms.

(b) In pursuance of the decisions which emerged from the meeting of the NDC Committee in September, 1969, the Planning Commission in December 1969, had suggested the following guidelines to be adopted by the State Governments for identification of economically and industrially backward districts:

(i) Per capita foodgrains/commercial crops production depending on whether the district is predominantly a producer of foodgrains/cash crops.

(ii) Ratio of population to agricultural workers.

(iii) Per capita industrial output (gross).

(iv) Number of factory employees per lakh of population or alternatively, number of persons engaged in secondary and tertiary activities per lakh of population.

(v) Per capita consumption of electricity.

(vi) Length of surfaced roads in relation to population or railway mileage in relation to population.

It was also indicated that only those districts with indices well below the State average may be selected for suitable incentives from financial institutions.

Based on the information furnished by the State Governments/Union Territories Administrations, along with the details of the criteria adopted for the purpose, the districts given in the Annexure were selected to qualify for concessional finance.

**Statement**

List of Industrially Backward District selected to qualify for concessional finance from the financial institutions (as on 1st May, 1979).

Andhra Pradesh . . . . .	Anantapur, Chittoor, Cuddapah, Karimnagar, Khammam, Kurnool, Mehbubnagar, Medak, Nalgonda, Nelloore, Nizamabad, Ongle (Prakasam), Srikakulam and Warangal.
Assam . . . . .	Cachar, Goalpara Kamrup, Mikir Hills, North Cachar Hill, Nowgong and Uteu Lakhimpur distt.
Bihar . . . . .	Bhagalpur, Champaran*, Darbhanga*, Muzaffarpur*, Palamau, Purnea*, Saharsa, Santhal Parganas, Aurangabad, Nawadah, Gaya, Bhojpur, Begusarai and Monghyr.
Gujarat . . . . .	Amreli, Banaskantha, Bhavnagar, Broach, Junagarh, Kutch, Mehsana, Panchmahals, Sabarkantha and Surendernagar.

\* District as it existed prior to its recent reorganisation.

Haryana . . . . .	Bhiwani, Hissar**, Jind and Mohindergarh**.
Himachal Pradesh . . . . .	Chamba, Kangra*, Kinnaur, Kulu, Lahaul and Spiti, Solan and Sirmur.
Jammu and Kashmir . . . . .	Anantnag, Baramula, Doda, Jammu, Kathua, Ladakh Poonch, Rajori, Srinagar and Udhampur.
Kerala . . . . .	Alleppey, Cannanore, Malapuram, Trichur and Trivandrum.
Karnataka . . . . .	Belgaun, Bidar, Bijapur, Dharwar, Gulbarga, Hassan, Mysore, North Kanara, Raichur, South Kanara and Tumkur.
Madhya Pradesh . . . . .	Balaghat, Bastar, Betul, Bilaspur, Bhind, Chhatarp r, Chindwara, Damoh, Datia, Dhar, Dewas, Guna, Hoshangabad, Jhabua, Khargone, Mandla, Mandasaur, Morena, Narsimhapur, Panna, Raigarh, Raipur, Rajnandgaon, Rajgarh, Raisen, Ratlam, Rewa, Sagar, Senoi, Shajapur, Shivpuri, Sidhi, Surguja, Tikamgarh, Vidisha and new Sehore District.
Maharashtra . . . . .	Aurangabad, Bhandara, Bhir, Buldhana, Chandrapur Colaba, Dhulia, Jalgaon, Nanded, Osmanabad, Parbhani, Ratnagiri and Yeotmal.
Manipur . . . . .	All the 5 districts.
Meghalaya . . . . .	Garo Hills and United Khasi and Jaintia Hills*.
Nagaland . . . . .	Kohima, Mokocheung and Tuensang.
Orissa . . . . .	Balasore, Bolangir, Dhankanol, Kalahandi, Keonjhar, Korapur, Mayurbhanj and Phulbani.
Punjab . . . . .	Bhatinda*, Gurdaspur, Hoshiarpur, Ferozpur** and Sangrur.
Rajasthan . . . . .	Alwar, Banswara, Barmer, Bhilwara, Churu, Dhangarpur, Jaisalmer, Jalore, Jhunjhunu, Jhalawar, Jodhpur Nagpur, Sikar, Sirohi, Tonk and Udaipur.
Sikkim . . . . .	All the 4 districts of Gangtok, Mangan, Gyalshing and Namchi.
Tamil Nadu . . . . .	Dharmapuri, Kanvakumari, Madurai, North Arcot, Ramanathapuram, South Arcot, Thanjavur, Tiruchirappalli and new Pudukkottai district.
Tripura . . . . .	All the 3 districts.
Uttar Pradesh . . . . .	Almora, Azamgarh, Badaun, Baharaich, Ballia, Banda, Barabanki, Basti, Bulands*, Chamoli, Deoria, Etah, Etawah, Faizabad, Farrukhabad, Fatehpur, Garhwal, Ghazipur, Gonda, Hamirpur, Hardoi, Jalaun, Jaunpur, Jhansi*, Mainpuri, Mathura, Moradabad, Pilibhit, Pithoragarh, Pratapgarh, Rai Barcli, Rampur, Shahjahanpur, Sitapur, Sultanpur, Tehri Garhwal Unnao and Uttar Kashi.
West Bengal . . . . .	Bankura, Birbhum, Burdwan, Cooch-Bihar, Darjeeling, Hoogly, Jalpaiguri, Malda, Midnapur, Murshidabad, Nadia, Pursullia and West Dinajpur.
Andaman and Nicobar . . . . .	Entire Area.
Arunachal Pradesh . . . . .	Entire Area.
Dadra and Nagar Haveli . . . . .	Entire Area.
Goa, Daman and Diu . . . . .	Entire Area.
Lakshadweep . . . . .	Entire Area.
Mizoram . . . . .	Entire Area.
Pondicherry . . . . .	Entire Area.

\*District as it existed prior to its recent reorganisation.

\*\*District as reorganised recently.

कन्नामदेवन और मलयालम बागानों को राज्य सरकार द्वारा अपने नियंत्रण में लेने के लिए केन्द्रीय सरकार को भेजा गया विधेयक

2669. श्री कै० ए० राजन : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केरल राज्य सरकार ने राज्य में कन्नामदेवन और मलयालम बागानों को अपने नियंत्रण में लेने के लिए एक विधेयक केन्द्रीय सरकार की अनुमति के लिए बहुत पहले भेज रखा है ; और

(ख) यदि हां, तो तत्सम्बन्धी व्योरा क्या है और उस पर सरकार ने क्या निर्णय किया है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी० बैकट सुब्रह्मय्या) : (क) और (ख) संभवतः प्रश्नकर्ता विदेशी-स्वामित्व वाले बागान और अन्य भूमि (अधिग्रहण) अध्यादेश, 1971 का उल्लेख कर रहे हैं। कथित अध्यादेश केरल सरकार द्वारा जुलाई, 1971 में राष्ट्रपति के अनुदेशों के लिए भेजा गया था। प्रस्तावित अध्यादेश को भारत सरकार द्वारा कोई स्वीकृति नहीं दी गई थी और इस आशय का निर्णय जून, 1976 में राज्य सरकार को विधिवत सूचित कर दिया गया था।

### Restriction on Climbing Nanda Devi

2670. SHRI K. MALLANNA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government have eased restrictions on climbing on the Nanda Devi massif in the Garhwal, Himalayas where a US nuclear power pack was lost 13 years ago; and

(b) if so, the details regarding the restrictions which have been eased for Indians or will those be applicable to the foreign climbers also?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) No, Sir.

(b) Does not arise.

विदेशी मुद्रा विनियम अधिनियम के संशोधन के बाद डी०जी०टी०डी० के अन्तर्गत औद्योगिक उत्पाद

2671. श्री राम विलास पासवान : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1973 में विदेशी मुद्रा अधिनियम के संशोधन के बाद डी० जी० टी० डी० के अन्तर्गत आने वाले औद्योगिक उत्पादों का पांच वर्षों का उद्योगवार व्योरा क्या है ;

(ख) उपरोक्त अवधि के दौरान इन उत्पादों में आयातित कल-पुर्जों की प्रतिशतता का वार्षिक व्योरा क्या है ; और

(ग) ऐसे कौन-कौन से उत्पाद हैं जिसमें आयात की प्रतिशतता शून्य हो गई है अथवा पांच प्रतिशत कम हो गई है और किन-किन उत्पादों में यह अभी तक उसी पुराने स्तर पर बनी हुई है ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरणजीत चानना) : (क) उत्पादन का उद्योग-वार व्योरा इस मंत्रालय की वार्षिक रिपोर्ट में दिया जाता है जो प्रति वर्ष सभा-पटल पर रखी जाती है। उत्पादों का उद्योगवार विवरण भी इसी प्रकाशन में उपलब्ध है। हाल ही में सभा-पटल पर रखे गए वर्ष 1979-80 के आर्थिक सर्वेक्षण की सांख्यिकीय तालिका 1.15 और 1.16 में भी इसका उल्लेख किया गया है।

(ख) और (ग). अपने भिन्न-भिन्न उत्पादों के लिए अलग-अलग एककों के आयात प्रतिस्थापन संबंधी कार्यक्रमों सहित अपने निजी उत्पादन कार्यक्रम होते हैं। कुछ समय के बाद प्रत्येक उत्पाद में आयात के अंश को कम करना अनेक कारणों पर निर्भर करता है जैसे—उत्पाद की जटिलता की मात्रा, खरीदे जाने वाले हिस्से-पुर्जों की किस्म का देश में उपलब्धता, कच्चे माल की उपलब्धता इत्यादि। इसके साथ-साथ विगत कुछ वर्षों में आयात नीति को उदार बना देने से औद्योगिक एकक खुले सामान्य लाइसेंस, आर० ई० पी० लाइसेंस प्रॉटोमेटिक लाइसेंस आदि के अन्तर्गत तकनीकी विकास के महानिदेशालय को संदर्भ दिए बिना ही वस्तुओं का आयात कर सकते हैं। इन्हीं कारणों से तकनीकी विकास के महानिदेशालय में दर्ज एककों द्वारा निमित्त पदार्थों में संबंधित अवधि में आयात के अंश में हुए परिवर्तन का ठीक-ठीक अनुमान लगा सकना संभव नहीं है।

विदेशी मूल्य विनियमन अधिनियम में संशोधन  
के पूर्व तकनीकी विकास महा निदेशालय के  
अन्तर्गत औद्योगिक उत्पाद

2672. श्री राम बिलास वात्सवान : क्या उद्योग  
मंत्री यह बताने की कृपा करेंगे कि :

(क) तकनीकी विकास महानिदेशालय के  
अन्तर्गत विदेशी मूद्रा विनियम अधिनियम में वर्ष  
1973 में हुए संशोधन से पांच वर्ष पूर्व की  
अवधि का औद्योगिक उत्पादों का उद्योग वार  
ब्योरा क्या है ;

(ख) उक्त अवधि के दौरान इन उत्पादों के  
आयातित तत्वों के प्रतिशत का वार्षिक ब्योरा  
क्या है ; और

(ग) उन उत्पादों के नाम क्या हैं जिनमें  
आयातित तत्वों का प्रतिशत घटकर शून्य अथवा  
है प्रतिशत हो गया है और उन उत्पादों के  
नाम क्या हैं जिनमें आयातित तत्वों का प्रतिशत  
उसी पुराने स्तर पर जारी है ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरणजीत  
बाजना) : (क) उत्पादन का उद्योग-वार ब्योरा  
इस मंत्रालय की वार्षिक रिपोर्ट में दिया जाता  
है जो प्रति वर्ष सभा-पटल पर रखी जाती है ।  
उत्पादों का वर्ग वार शीर्षकों के अन्तर्गत उद्योग-  
वार विवरण भी इसी प्रकाशन में उपलब्ध है ।  
हाल ही में सभा पटल पर रख गए वर्ष 1979-  
80 के आर्थिक सर्वेक्षण की सांख्यिकीय तालिका  
1.15 और 1.16 में भी इसका उल्लेख किया  
गया है ।

(ख) और (ग). अपने भिन्न-भिन्न उत्पादों  
के लिए अलग-अलग एक-एक के आयात प्रतिस्थापन  
संबंधी कार्यक्रमों सहित अपने निजी उत्पादन कार्य-  
क्रम होते हैं । कुछ समय के बाद प्रत्येक उत्पाद  
में आयात के अंश को कम करना अनेक कारणों  
पर निर्भर करता है जैसे—उत्पाद की जटिलता  
की मात्रा, खरीदे जाने वाले हिस्से-पुर्जों की किस्म का  
देश में, उपलब्धता कच्चे माल की उपलब्धता इत्यादि ।  
कुछ मामलों में औद्योगिक एकक तकनीकी विकास  
के महानिदेशालय को संदर्भ दिए बिना ही वस्तुओं  
का आयात कर सकते हैं । इन्हीं कारणों से तक-  
नीकी विकास के महानिदेशालय में दर्ज एककों  
द्वारा निर्मित पदार्थों में संबंधित अवधि में आयात  
के अंश में हुए परिवर्तन का ठीक ठीक अनुमान  
लगा सकना संभव नहीं है ।

Visit of Industry Minister to  
Indonesia

2673. SHRI JANARDHANA POO-  
JARY:

SHRI G. Y. KRISHNAN:

Will the Minister of INDUSTRY be  
pleased to state:

(a) whether he visited Indonesia  
during May, 1980; and

(b) if so, the nature of talks held  
there and their outcome?

THE MINISTER OF STATE IN THE  
MINISTRY OF INDUSTRY (SHRI  
CHARANJIT CHANANA): (a) Yes,  
Sir.

(b) In the Agreed Minutes signed  
with the Indonesian Minister for In-  
dustry India has offered to cooperate  
in the establishment of plants in the  
sectors of cement, aluminium, pulp  
and paper, and power generation.  
Other possibilities of Indian participa-  
tion include the steel sector, dairy  
industry, the palm oil industry, the  
small scale industrial sector, sugar  
industry and rural banking. It is ex-  
pected that both sides will duly con-  
sider the specific possibilities through  
detailed discussions on the various as-  
pects including costs, modalities of  
participation and time schedule, etc.

Remission of Colonisation Loans in  
Andaman & Nicobar Islands

2674. SHRI MANORANJAN BHAK-  
TA: Will the Minister of HOME AF-  
FAIRS be pleased to refer to the reply  
given to Starred Question No. 132 on  
the 19 March, 1980 regarding remis-  
sion of colonisation loans in Andaman  
and Nicobar Islands and state:

(a) how many cases of colonisation  
Loan remission were ordered in the  
Union territory of Andaman and Nico-  
bar Islands; Tehsil-wise; and

(b) whether the Administration  
had informed the individual loanees  
whose loan is remitted; if not, the rea-  
sons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Remission has been ordered in 2579 cases. The Tehsil-wise break-up is as follows:—

1. Rangat	864
2. Mayabunder	564
3. Diglipur	904
4. Port Blair	247

(b) The individual loanees whose loans have been remitted have not yet been informed on account of certain formalities to be completed. Directions have, however, been issued to the effect that individual loanees should be informed separately and formally.

**Surrender of Plan Amount for 1979-80  
by Andaman & Nicobar**

2675. SHRI MANORANJAN BHAKTA: Will the Minister of HOME AFFAIRS be pleased to state what was the total plan amount surrendered by the Andaman and Nicobar Administration for the year 1979-80 sector-wise in details and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): Rupees 7,45,39,000 were surrendered during 1979-80. The details and reasons therefor are given in the Statement attached.

**Statement**

Sector	Amount (Rs. in thousands)	Reasons
<i>I. Agriculture and Allied Services :</i>		
Agriculture . . . . .	14,68	Provision in Budget Estimates 1979-80 had been made on <i>ad-hoc</i> basis. Therefore, the sanctioned grant was more than the actual requirement.
Animal Husbandry . . . . .	24,24	Non-creation of posts, non-purchase of equipments and non-receipt of stores.
Fisheries . . . . .	20,05	Non-filling up of vacant posts, non-availability of certain stores in the local market, non-receipt of two mechanised boats for which orders have been placed with D. G. S. & D.
Forests . . . . .	1,00,38	Due to non-undertaking of field work for survey and mapping under the scheme 'Survey demarcation and Settlement of Forest Areas' which had been entrusted to the Survey of India but they had expressed their inability to take up that work during 1979-80. Construction of building work which had been entrusted to the P. W. D. could not be completed, and construction of buildings in North Andaman and Great Nicobar could not be taken up for want of allotment of land by the Revenue Department. Provision in Budget Estimates 1979-80 for 'Nature Conservation' had been made on an <i>ad-hoc</i> basis. Therefore provision surplus to requirement has been surrendered. The Forest Development Corporation for whom

Sector	Amount (Rs. in Thousands)	Reasons
		the provision for payment of equity share capital was kept had informed that they did not require the funds as they could not procure the capital equipment required for timber harvesting during the year.
Community Development . . . . .	3,60	Provision was made on an <i>ad-hoc</i> basis in excess of requirement.
	<u>1,62,93</u>	
<b>II. Co-operation</b>	2,94	Due to non-filling up of the posts envisaged and non-purchase of office machines and furniture.
<b>III. Power.</b>	54,66	Due to non supply of machines, transformers and equipment by the D. G. S. & D and non-supply of generating sets and non-adjustment of cost of materials already indented.
<b>IV. Village and Small Industries.</b>	4,53	Non-availability of building material
<b>V. Transport and Communication.</b>		
Road Transport . . . . .	2,25	Non receipt of stores for which orders have already been placed with the D. G. S. & D
Port, Light houses and Shipping . . . . .	4,24,70	Funds under 'Ports' (harbour facilities) were surrendered due to non-finalisation of tender by D. G. S. & D. for various types of vessels non-receipt of debit memos for guarantee payment of the Vessels and non-delivery of Vessels by the firm. Similarly funds under 'Shipping' (Purchase of Ships for inter-island services) were surrendered because tenders for purchase of plants and machinery, cargo-cum-passenger Vessels, One landing ferry, One type vessel, one hospital-cum-banking ship were not finalised by D. G. S. & D and Construction of heavy duty motor launch could not be completed.
	<u>4,26,95</u>	
<b>VI. Social and Community Services :</b>		
Education . . . . .	31,50	The provision existing in the sanctioned budget estimates had been made on an <i>ad-hoc</i> basis and therefore, the funds were surplus to actual requirements.

Sector	Amount (Rs. in thousands)	Reasons
Medical . . . . .	3,92	31,50 The provision existing in the sa- tioned budget estimate, had, been made on <i>ad-hoc</i> basis, and, therefore, the funds were surplus to actual requirements.
	35,42	
VII. General Services.	57,91	Do.
GRAND TOTAL	7,45,39	

**Filling up of vacant posts in Andaman and Nicobar**

2676. SHRI MANORANJAN BHAKTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many posts are lying vacant in the Union Territory of Andaman and Nicobar Islands Administration, Department-wise, and the reasons for not filling such posts; and

(b) whether the Andaman & Nicobar Administration propose to fill up the said vacant posts and if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) A statement is attached.

(b) The Administration are making vigorous efforts to fill up these vacant posts as early as possible either through U.P.S.C. or from the open market as the case may be.

**Statement**

There are 635 vacant posts in the various Departments of the Union Territory of Andaman & Nicobar Administration as under:—

S. No.	Department	No. of vacant posts.
1.	Chief Commissioner's Sectt.	21
2.	Revenue Deptt. & C.D. Block.	15

3.	Agriculture Deptt.	44
4.	Education Deptt.	49
5.	Industries Deptt.	10
6.	Animal Husbandry Deptt.	18
7.	Police Organisation.	88
8.	Jail Deptt.	1
9.	Fisheries Deptt.	19
10.	Marine Department	53
11.	Shipping Deptt.	6
12.	Transport Department.	91
13.	Forest Deptt.	14
14.	A.P. W.D.	73
15.	Government College	6
16.	National Cadet Corps	2
17.	Electricity Deptt.	37
18.	Government Press	2
19.	Andaman Labour Force	1
20.	Chief Pay & Accounts Office	19
21.	Medical Deptt.	30
22.	Cooperative Deptt.	5
23.	Rehabilitation Deptt.	16
24.	Social Welfare Deptt.	1
25.	Supply Deptt.	5
26.	Deputy Commissioner, Nicobar Distt. Office.	2
27.	C.D. Block Car Nicobar	7
	Total	635

The vacant posts could not be filled up mainly due to non-availability of suitable candidates, litigation and late finalisation of recruitment rules.

### Purchase of Sea Harrier

2677. SHRI S. M. KRISHNA: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal under consideration of Government for purchasing 'Sea Harrier' aircraft; and

(b) if so, the broad details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) and (b). A Contract for the supply of six Sea Harriers and two Harrier Trainers was concluded with M/s. British Aerospace of the UK in November 1979. These aircraft are scheduled to arrive in India from end 1982 onwards.

The Government have recently decided not to go in for any additional Sea Harriers at this stage. There is no other proposal pending before the Government for purchase of Sea Harriers.

### Industrialist declaring their Companies as sick after getting Financial Aid

2678. SHRI CHHITUBHAI GAMIT: Will the Minister of INDUSTRY be pleased to state:

(a) whether any cases have come to the notice of Government where industrialists had taken financial aid from the Government for running their industry and later on deliberately declared their companies as sick; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Government do not give financial aid for running industrial undertakings. The loans for working capital

are given by banks and other financial institutions.

Reserve Bank of India collects data on sick units enjoying aggregate credit of Rs. 1 crore and above. Sick units have been defined by the Reserve Bank of India as those which have incurred cash loss for the previous year and which in the judgement of the bank are likely to continue to incur cash losses for the current year as well as the following year, and which have an imbalance in its financial structure such as current ratio of less than 1:1 and worsening debt equity ratio. According to the latest survey of the Reserve Bank of India there were 344 such sick units as at the end of March 1979 with total outstanding bank advances of Rs. 1052.52 crores.

### नाडार परिवारों की शिवकाशी और सेचर में माचिस की फैक्ट्रियां

2679. श्री राम बिलास पासवान : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) शिवकाशी और सेचर में पृथक-पृथक नाडार परिवारों की माचिस की कितनी फैक्ट्रियां हैं और ये फैक्ट्रियां वहां कितने नाडार परिवारों की हैं ;

(ख) इन फैक्ट्रियों का कुल उत्पादन कितना है, उत्पाद का मूल्य कितना है, वहां काम करने वाले पुरुषों, महिलाओं और बच्चों की संख्या क्या है और प्रत्येक की प्रति यूनिट मजदूरी क्या है ;

(ग) क्या इस शिवकाशी ग्रुप के केरल से आने वाले स्प्लिंटर्स और ऊपरी परत पर एकाधिकार है,

(घ) यदि हां, तो इस एकाधिकार को तोड़ने के लिये सरकार खादी और ग्रामोद्योग आयोग ने क्या कार्यवाही की है; और

(ङ) क्या सरकार ने मजदूरी दर, कार्य-स्थिति महिलाओं और बच्चों की सुरक्षा आदि की ओर ध्यान दिया है और उसमें सुधार लाने का प्रयास किया है और यदि हां, तो उसका ब्यौरा क्या है ?



उद्योग मंत्रालय में राज्य मंत्री : (श्री चरणजीत चानना) : (क) से (ङ). तमिलनाडु सरकार से सूचना इकट्ठी की जा रही है और मिल जाने पर वह समा पटल पर रख दी जायगी।

भारतीय आर्थिक सेवा/ भारतीय राजस्व सेवा में  
अवर सचिव का सेवाकाल

2680. श्री राम बिजल पासवान : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विभिन्न सेवाओं में अवर सचिव के पद के लिये सेवाकाल संबंधी अनुभव तथा कार्य की शर्तों में बहुत अंतर है;

(ख) भारतीय आर्थिक सेवा भारतीय राजस्व सेवा दोनों ही केन्द्रीय सेवाएँ होने के बावजूद उक्त भिन्नता के क्या कारण हैं।

(ग) क्या यह भी सच है कि भारतीय आर्थिक सेवा के अधिकारी मुख्यतः सचिवालय में बैठकर ही कार्य करते हैं और उनके सभी प्रकार के सचिवालय कार्य के अनुभव की तुलना में अन्य सेवाओं में कार्य कर रहे अन्य अधिकारियों का अनुभव प्रायः कम होता है;

(घ) यदि हा. तो भारतीय आर्थिक सेवा के अधिकारियों के मामले में उक्त भेदभाव के क्या कारण हैं ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी० वेंकट सुब्बया) (क) तथा (ख). अनुमानत प्रश्न का आशय केन्द्रीय सचिवालय में अवर सचिव के पदों पर विभिन्न सेवाओं के अधिकारियों की पालता आदि के बारे में सूचना मांगना है। केन्द्रीय सचिवालय में अवर सचिव का पद किसी भी सेवा विशेष के लिये आरक्षित नहीं है। भारतीय अर्थ सेवा सहित अखिल भारतीय सेवाओं तथा श्रेणी-1 की केन्द्रीय सेवाओं (केन्द्रीय सचिवालय सेवा को छोड़कर) के ऐसे अधिकारी जिन्होंने अपने मूल स्वयं में कम से कम 5 वर्ष की सेवा पूरी कर ली हो, 3 वर्ष की अवधि के लिये प्रतिनियुक्ति कार्यकाल के आधार पर अवर सचिव के पद पर नियुक्ति के लिये पात्र होते हैं।

(ग) जी नहीं, श्रीमान्.

(ख) प्रश्न ही नहीं उठता।

### Closure of Small Scale (Engg.) Sector Units in Punjab

2681. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of INDUSTRY be pleased to state:

(a) whether the small scale (Engg.) sector units in Punjab are on the

verge of closure because of shortage of raw materials, power and central excise levy and a large number of these had already closed down and the others are struggling for survival;

(b) if so, the details thereof; and

(c) the steps proposed to be taken to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Government are aware of the difficulties of engineering industries in the small scale sector in general including the State of Punjab on account of shortage of certain categories of raw materials such as steel, pig iron, aluminium, copper and copper alloys etc. In addition there is shortage of power in many areas which has affected the small scale engineering industries. There has also been difficulties in the movement of wagons for transport of raw materials in the right quantity at the right time. The cumulative impact of these factors has adversely affected the engineering industries.

(c) The Government have taken the following steps to mitigate the difficulties of the small scale industries in general:

(i) The distribution of scarce raw materials is streamlined through the State Small Industries Corporations including that of Punjab.

(ii) Government have taken steps to liberalise the import policy suitably so as to augment the supplies of such materials which are in short supply.

(iii) In some cases of shortages canalising agencies have been empowered to import additional quantities to meet the gap in the demand.

(iv) Steps have been taken to monitor the movement of Railway wagons so as to ensure that essential raw materials are made available to the industry.

(v) Diesel generating sets are being allowed freely to meet the power shortages by individual units.

(vi) In the Finance Bill 1980, some Excise concessions have been proposed for the small scale sector.

### **Research in Rural Technology**

2682. SHRI G. Y. KRISHNAN: Will the PRIME MINISTER be pleased to state:

(a) whether Government have any proposal to develop research in technology with reference to rural areas; and

(b) if so, the details thereof and the amount that has been sanctioned for this purpose during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) and (b). Government is supporting a wide range of Research and Development activity that has resulted in the development of infrastructure (trained manpower, equipment etc.) programmes and technologies some of which have relevance and applicability to problems of the rural areas. In many instances, the basic technology developed is pertinent to both the rural as well as the urban sectors. It is the application (and this involves agencies outside the S&T sector that generates technologies) that defines whether a particular technology or piece of work has relevance to the rural sector. In view of this and the fact that the accounting procedures do not enable an easy breakdown of the total expenditure in a manner in which the amount spent on technology development of relevance to the rural sector can be separated out. The amount sanctioned year-wise over the past three years is not tabulated here.

Several Government Departments and agencies such as Ministries/Departments of Rural Reconstruction, Agriculture, Science and Technology, Health and Family Welfare, Industrial Development, Education and Social

Welfare, Indian Council of Agricultural Research and Council of Scientific and Industrial Research, Handicrafts and Coir Boards, and Khadi and Village Industries Commission, etc. have taken up specific programmes for the generation and application of rural technology. Each of these Departments/Agencies has made provision in its budget for such projects under various categories and funding mechanisms e.g. the Indian Council of Agricultural Research (ICAR) has three centrally sponsored schemes. These are National Demonstration, Operational Research Project, and Krishi Vigyan Kendra. The Council of Scientific & Industrial Research (CSIR) had under the head 'Rural Development Projects' a provision of Rs. 1.5 crores for 1979-80. Under different funding schemes, Department of Science and Technology (DST) had sponsored rural development projects to the extent of about Rs. 1 crore. It is, however, difficult to give data relating to the specific allocation, year and institution-wise for the rural technology projects.

Many national laboratories of the CSIR, such as: Regional Research Laboratories, National Chemical Laboratory, National Botanical Research Institute, Central Institute of Medicinal and Aromatic Plants, Poly Technology Transfer Centres, and National Environmental Engineering Research Institute; the Agricultural Universities, Krishi Vigyan Kendras of ICAR, Khadi and Village Industries Commission, Appropriate Technology Cell of the Ministry of Industrial Development, Handicrafts and Coir Boards etc. are implementing different projects for development of appropriate technology. To cite a few examples, the following projects sponsored by the Department of Science and Technology/CSIR are under various stages of implementation:—Study of Consumption of Rural Energy in Rajasthan by Udaipur University; Generation and Application of Rural Technology by Centre of Science for Villages, Wardha District; Environment Planning & Rural Tech-

nology Development by Vidhushak Karkhana, Shahdol Distt. (MP); Co-ordinated projects on Biogas and Algae for Development of Food, Fuel and Fertilizer for Rural Areas; Improvement in the Design of the Bullock Cart by Indian Institute of Management, Bangalore; Popularisation of rural industrial technology projects through workshops entitled "Gaon Ke Karigar Aur Science" held at Magen Sangrahalaya (Centre of Science for Village), Wardha and at Agricultural Research Tools Centre, Bardoli.

### Reclassification of 'B' Grade Clerks

2663. SHRI R. K. MHALGI: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the Naval Headquarters, New Delhi have received a number of representations in the first quarter of 1980 and even earlier regarding reclassification of erstwhile 'B' grade clerks; if so, how many;

(b) what was the request made in the representation; and

(c) what action has been taken in regard to those representations and when?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir. Sixty three such representations have been received from time to time.

(b) The applicants were all 'B' grade clerks in the pay scale of Rs. 60—120 on or before the publication of the Varadacharya Pay Commission Report which was accepted by the Government of India w.e.f. 1-1-47. This Commission had recommended the pay scale of Rs. 55—130 for Lower Division Clerks and Rs. 80—220 for Upper Division Clerks. The 'B' grade clerks were, however, equated with Upper Division Clerks in some departments and with Lower Division Clerks in other departments. In the Navy also all the erstwhile 'B' grade clerks were not equated with

the Upper Division Clerks. This was because of the ruling given by the Ministry of Finance that such conversion could depend on the number of Upper Division Clerks sanctioned for each establishment and the 'B' grade clerks were to be promoted to the grade of Upper Division Clerks after absorbing all 'A' grade clerks and if vacancies still remain. The affected 'B' grade clerks of the Navy represented to the Government against this decision but their representations were turned down in 1956.

2. The Bombay High Court has recently given a decision in an identical case filed by some individuals working in the Office of the Textile Commissioner that all the 'B' Grade Clerks should be automatically deemed to have been equated as Upper Division Clerks and arrears of pay and allowances accruing to them be paid.

3. In the light of the above judgement the erstwhile 'B' Grade Clerks of the Navy have now represented that they also be classified as Upper Division Clerks w.e.f. 1-1-47 and the arrears of pay and allowances be given to them.

(c) The matter is under consideration of the Government.

### Relaxation of Upper Age Limit of NCC Officers

2684. SHRI R. K. MHALGI: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the Director General of N.C.C. Delhi have received in the month of November/December, 1979 a letter No. NCC/1979/165/61/XIX dated 28th November, 1979 regarding relaxation of upper age limit of NCC officers; and

(b) if so, what decision has been taken and when?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes Sir.

(b) Relaxation of upper age limit

as suggested in the letter of the State Government has not been agreed to since it is not covered by the existing policy on the subject. The State Government have already been informed of this.

**Representation for Application of Central Civil Pension Rules to Cantonment Board Employees**

2685. SHRI R. K. MHALGI: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that the All India Cantonment Board Employees' Federation is repeatedly representing the Government to introduce the Central Civil Pension Rules 1972 w.e.f. 1st August 1974 instead of 1st May, 1976; and

(b) if so, what action Government have taken or propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) From the records available it appears that no such representation has been made by the All India Cantonment Board Employees' Federation.

(b) Does not arise.

**Cantonment at Gopalpur in Orissa**

2686. SHRI K. PRADHANI: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that a Military Cantonment at Gopalpur in the District of Ganjam in Orissa was approved by Government;

(b) if so, the details regarding its progress; and

(c) the time by when this project is likely to be completed and how much amount has been sanctioned for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) to (c). The

Government has accepted the necessity for developing Gopalpur-on-Sea at an estimated cost of Rs. 19.82 crores for the Air Defence and Guided Missile School and connected establishments and units. The project is to be undertaken in three phases to be completed by 1991. Phase I of the project costing Rs. 12.91 crores was sanctioned on 31st January, 1979 and has been released for execution. It is expected to be completed by 1989.

The land required for the project has been acquired. Water supply is being arranged through participation in a joint scheme which is under implementation by the State Government.

Work for provision of minimum external services and essential accommodation for MES construction staff is in progress. Preliminary work including tender action on a few items has been initiated. Funds will be allotted as the scheme progresses.

**Development of Western Ghats**

2687. SHRI K. A. RAJAN: Will the Minister of PLANNING be pleased to state:

(a) whether Government have any plan to develop the western ghats;

(b) whether under the plan, there is any scheme for the development of the Wynad Area of Western Ghats; and

(c) if so, whether the scheme would include the exploitation of the gold and sulphur bearing pyrites of Wynad?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI):

(a) Yes, Sir. A programme for the development of Western Ghats region is already in operation since 1974-75.

(b) Yes, Sir. The Wynad Area of Kerala forms part of the Western Ghats region and hence covered under the programme.

(c) The schemes implemented so far in the Wynad area do not include any scheme for the exploitation of gold and sulphur bearing pyrites in the area, if any.

**Preliminary Indian Civil Services examination, 1979**

**2688. SHRI MANPHOOL SINGH CHAUDHARY:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of candidates, State-wise who appeared in the Preliminary Indian Civil Services Examination held in 1979; and

(b) the number of candidates, State-wise who qualified in this examination?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPTT. OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): (a) and (b). The Civil Services (Preliminary) Examination, 1979 was meant to serve as a screening test for the candidates for admission to the Main Examination and, therefore, the candidates were not required to indicate in their applications the State of domicile. In view of this, the information asked for is not available.

कागज तथा कार्डबोर्ड के बारे में कार्यदल का प्रतिवेदन

2689 श्री दया राम शर्मा : क्या उद्योग मंत्री कागज के बारे में कार्यदल की सिफारिशों के बारे में 2 मई, 1979 के तारांकित प्रश्न संख्या 952 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि:

(क) क्या योजना आयोग द्वारा पांचवी योजना में कागज तथा कार्डबोर्ड के लक्ष्यों की सिफारिश करने के लिये नियुक्त किये गये कार्यदल ने अपना प्रतिवेदन पेश कर दिया है ; और

(ख) यदि हां, तो उसका ब्यौरा क्या है ;

(ग) यदि नहीं, तो इसमें विलम्ब के क्या कारण हैं, और उक्त कार्यदल संभवतः कब तक अपना प्रतिवेदन पेश कर देगा ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरनजीत चानना) : (क) से (ग). कागज तथा कागज गत्ता संबंधी कार्यकारी दल की रिपोर्ट को अगस्त, 1979 में अंतिम रूप दिया गया था। पंचवर्षीय योजना 1978-83 के मसौड़े (संशोधित) को अंतिम रूप देते समय कार्यकारी दल के निष्कर्ष व सिफारिशों को ध्यान में रखा गया था। इसी बीच, सरकार द्वारा यह निर्णय लिया गया था कि 1980-85 की अवधि तक के लिये एक नई योजना बनाई जानी चाहिये। तदनुसार, नई पंचवर्षीय योजना 1980-85 बनाने का मंच शुरू कर दिया गया है और नई योजना तैयार किये जाने के लिये यह आवश्यक हो गया है कि इन उद्योगों की स्थिति, समस्याओं तथा भारी संभावनाओं के बारे में पुनः विचार किया जाय। अतएव, योजना आयोग द्वारा औद्योगिक विकास विभाग से यह अनुरोध किया गया है कि वह अन्य बातों के साथ-साथ कागज और गत्ता व अख्तारी कागज उद्योगों में कार्यवाई शुरू करे ये कार्यवाई की जा रही है।

**Industrialisation of Backward Regions in M.P.**

**2690. SHRI MADHAVRAO SCINDIA:** Will the Minister of INDUSTRY be pleased to state:

(a) the progress of the industrialisation of the backward regions in Madhya Pradesh till March, 1980;

(b) whether the progress is much behind the target fixed for the period; and

(c) steps proposed to be taken for rapid developments in this field?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). In Madhya Pradesh there are 36 Districts declared industrially backward out of the 45 Districts in the State. During the period 1977 (January)—1980 (March), 58 Letters of Intent and 14 Industrial Licences were issued for setting up industries in the backward districts. Besides, according to reports received from the District Industries Centres concerned, the total number of units under small scale, cottage and village industries sector set up in these 36 Districts during 1979-80 was 11,186, which pro-

vided total employment to 25,223 persons.

For rapid industrialisation of backward districts the Government of India provides following incentives:—

(i) Central Scheme of Investment Subsidy.

(ii) Concesional Finance facilities from the All India Term Lending Financial Institutions.

(iii) Tax Concessions.

(iv) Hire Purchase of Machinery by Small Scale Industries from National Small Scale Industries.

(v) Consultancy for technical services.

(vi) Interest Subsidy.

(vii) Special facilities for Import of Raw Materials.

(viii) Rural Industries Projects Programme.

(ix) Rural Artisans Programme.

(x) District Industries Centre.

In addition, proposal for setting up nucleus plants in each industrially backward districts eligible for Central Subsidy is under consideration of the Government.

**State Government's proposals for inclusion in Annual Plan for 1980-81**

2691. SHRI MADHAVRAO SCINDIA: Will the Minister of PLANNING be pleased to state:

(a) whether proposals of State Governments for inclusion in Annual plan for 1980-81 have been received from all State Governments;

(b) if so, details of the proposal received from Madhya Pradesh with regard to development of backward regions in the State; and

(c) reaction of Government and proposed outlay for the purpose?

THE MINISTER OF PLANNING (SHRI NARAIN DATT TEWARI):

(a) to (c). The proposals of State Governments for their Annual Plans 1980-81 have been received. In the Annual Plan proposals of Madhya Pradesh, no separate allocations have been proposed for 'Economically Backward Regions'. However, tribal areas in the State are economically backward and separate sub-plan is under implementation, with special Central Assistance. For Tribal Sub-Plan area, the flow of funds from the State Plan was envisaged at Rs. 9559.92 lakhs (including provision for Centrally Sponsored Schemes). A final view in this regard is yet to be taken in consultation with the State Government and the Ministry of Home Affairs. In regard to Special Central Assistance for Tribal Sub-Plan, as against the proposed allocation of Rs. 2270 lakhs, an amount of Rs. 1599.64 lakhs may be available to Madhya Pradesh during 1980-81 for this purpose. In addition, there is an unspent amount of Rs. 10.97 lakhs for the years 1978-80 which may also be utilised by Madhya Pradesh Government during 1980-81. Further, the State Governments are likely to receive special Central Assistance on account of primitive tribes and additional tribal pockets. The amounts however have yet to be finalised.

**Piling up of Arms by Bangladesh Nationals in Assam**

2692. SHRI MADHAVRAO SCINDIA:

SHRI AMAR ROYPRADHAN :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that Bangladesh nationals in Assam have piled up a large quantity of arms and ammunition endangering the security and peace of the region; and

(b) if so, the facts thereof?

**THE MINISTER OF STATE IN THE  
MINISTRY OF HOME AFFAIRS  
(SHRI YOGENDRA MAKWANA):**

(a) Government have no such information.

(b) Does not arise.

**Explosion of Shells in Army Firing  
Range in Villages of Bikaner**

2693. SHRI MANPHOOL SINGH  
CHAUDHARY: Will the Minister of  
DEFENCE be pleased to state:

(a) whether it is a fact that more than two dozen persons were killed due to explosion of shells in the Army Firing Range in villages under Lun-  
karansar in Bikaner; and

(b) what steps are being taken for the payment of compensation for the dead and destroy the shells with a view to check the recurrence of such mishaps?

**THE MINISTER OF STATE IN THE  
MINISTRY OF DEFENCE (SHRI  
C. P. N. SINGH):** (a) Only one accident has been reported in villages under Lunkaransar in Bikaner which fall within Mahajan Field Firing Range. One person died and three were injured in this accident, which occurred on 26th April, 1980. The deceased and injured persons had removed an unexploded rocket from the range area, which exploded when they were tampering with it outside the range boundary.

(b) Ex-gratia compensation is being paid to the family of the deceased person and to the injured persons purely on humanitarian grounds. As regards exploded shells, a search party is sent after the field firing to locate and destroy such shells in the range area. Civilians are also warned not to enter the range area during the periods of firing and to inform the nearest Army/Police authorities if they find an unexploded shell at any time, without removing or tampering with it.

**Use of Hindi for Official Works**

2694. SHRI T. S. NEGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of offices that had been notified in the official gazette under Rule 8 of the Official Languages (Use for Official purposes of the Union) Rules, 1976; and

(b) what further action is proposed to be taken to make certain official works compulsory for use of Hindi?

**THE MINISTER OF STATE IN THE  
MINISTRY OF HOME AFFAIRS  
(SHRI YOGENDRA MAKWANA):**

(a) There is no provision or notifying any office under Rule 8(4) of the official Languages Rules 1976. The Central Government may however, by order specify any office already notified under Rule 10(4) of the Official Language Rules 1976 where Hindi alone shall be used for noting, drafting and for such other official purposes as may be specified in the order, by employees who possess proficiency in Hindi.

(b) Certain categories of Official work are required to be done in Hindi or bilingually in Hindi/English under the provisions of the Official Languages Act, 1963 and the Rules made thereunder in 1976.

The Government does not propose to specify any other type of official work for being done compulsory in Hindi at present.

**Use of Hindi by Central Government  
Employees**

2695. SHRI T. S. NEGI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that under the official languages (Use for Official purposes of the Union) Rule 1976, a Central Government employee is free to record his note in Hindi or in English without being himself required to furnish a translation thereof in other language; and

(b) if so, how Government propose to switch over to Hindi if majority of the Government employees do not like to write in Hindi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) Yes Sir, Rule 8(1) of the Official Language (Use for Official purposes) Rules, 1976 provides that an employee can make noting either in Hindi or in English on any file and he will not be expected to provide its translation in the other language also.

(b). It is a considered policy of the Government that the progressive use of Hindi may be encouraged in the official work of the Union. However, there is a decision that this object may be achieved through persuasion and by providing adequate incentives. Following steps have been taken by the Government to promote the use of Hindi in the official work:

(1) A separate Department of official Language has been set up for coordinating all the matters relating to the progressive use of Hindi as the official language of the Union.

(2) Necessary arrangements have been made through Hindi Teaching Scheme under the Department of Official Language for imparting in service training of Hindi, Hindi Stenography and Hindi typing to the Central Government officials who do not know Hindi. About 150 training centres are functioning all over the country under this scheme.

(3) The officials who take training under Hindi Teaching Scheme are given necessary facilities, incentives and cash prizes.

(4) The use of Hindi has been allowed as optional medium for the examination conducted for making recruitment for Central Government services.

(5) An annual programme is prepared every year for progressive use of Hindi in the official work of the Central Government and all Ministries/Departments are asked to ensure its implementation.

(6) A Central Hindi Samiti under the chairmanship of Prime Minister and Hindi Advisory Committees in various Ministries under the Chairmanship of their respective Ministers have been set up to give necessary advice and guidance to the Government for the progressive use of Hindi. Official Language Implementation Committees have also been set up in various Ministries/Departments and their Attached and Subordinate offices.

(7) A cash prize Scheme has been introduced as an additional incentive for the officials who use Hindi in their day to day work.

(8) Workshops are organised from time to time to remove the hesitation of officials in using Hindi in the Official work.

(9) Necessary reference literature is made available to the officials with a view to facilitate the use of Hindi in official work.

#### **Shortage of Notarial Stamps and Paper in Delhi**

2696. SHRI JANARDHANA POOJARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there has been an acute shortage of notarial stamps and non-judicial stamp paper in Delhi; and

(b) if so, the reasons therefor and steps taken to replenish the stock?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) and (b). According to the information received from Delhi Administration there has been shortage of Notarial Stamps in Delhi since 18th



April, 1980. However, there has been no shortage of non-judicial stamp papers till date.

Supplies of Notarial Stamps are not being made by the Controller of Stamps, Nasik, which is the only source of supply. The following steps have been taken to replenish the stock:—

- (1) The Controller of Stamps, Nasik has been reminded periodically, even telegraphically, to expedite the supply of Notarial Stamps.
- (2) Two officials of the Delhi Treasury were deputed to Nasik to obtain supplies on personal level but the Controller of Stamps, Nasik, expressed his inability to arrange supplies immediately due to non-availability of stocks.

**Production of Steel Plant Equipment by IEC, Ranchi**

2697. SHRI NIREN GHOSH: Will the Minister of INDUSTRY be pleased to state:

(a) is Heavy Engineering Corporation, Ranchi producing steel plant equipments or they are being imported; and

(b) if imported, the reasons for import and non-production of steel industry equipments?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) and (b). The Heavy Engineering Corporation Ltd., Ranchi, manufactures a wide range of steel plant equipment. There are also, however, items of steel plant equipment which are either not within the manufacturing capacity of the Company or they are not able to match the prices and/or delivery. Such items are either bought from other indigenous sources, if available, or imported.

**Memorandum for taking over of India Paper Pulp Company, Mazonnagar**

2698. SHRI MOHAMMAD ISMAIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received a memorandum from Members of Parliament from West Bengal dated 24th March, 1980 for immediate take over of India Paper Pulp Company, Mazonagar, West Bengal;

(b) if so, what are the steps taken by Government to save this viable unit; and

(c) the reasons for delay in taking a final decision in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) Yes, Sir.

(b) and (c). A Scheme for rehabilitation of India Paper Pulp Company is under consideration of the Government. Before a final decision could be taken on this scheme, it was necessary to examine various aspects including the availability of raw materials, the condition of the plant and machinery, the future management pattern and the financial inputs called for.

**Ordinance Banning Strike in Essential Services**

2699. PROF. MADHU DANDAVATE:  
SHRI T. R. SHAMANNA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the ordinance banning strike in the essential services and making encouragement to such a strike a cognizable offence was issued without consulting the Labour Ministry; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). Ministry of Labour was not consulted before the issue of the Essential Services Maintenance (Maharashtra) Ordinance, 1980. In case of other similar ordinances, Ministry of Labour had been consulted. However, all these ordinances were considered and approved by the Cabinet before promulgation. Inter-departmental consultation is a procedural matter and can be dispensed with in cases of extreme urgency.

#### **Indian Scientists Abroad**

2700. SHRI JANARDHANA POOJARY: Will the PRIME MINISTER be pleased to state:

(a) whether the survey conducted by International Confederation of Free Trade Union has revealed that the Indian Scientists and technical personnel are getting raw deal; and

(b) if so, what steps are being taken by Government to safeguard the interests of Indian nationals working abroad?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Government have only seen a report in the press, on the survey purported to have been conducted by the International Confederation of Free Trade Union, in which it is stated that Indian scientists and other technical personnel including semi-skilled workers were being discriminated against in several countries where they were working and suffering large scale exploitation in this regard. Government has no other information concerning this survey.

(b) Does not arise.

#### **Shortage of Cement in West Bengal**

2702. SHRI NIREN GHOSH: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware of the fact that there is an acute

shortage of cement in West Bengal; and

(b) if so, steps taken by Government to fulfil the allotted quota for the State?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) There is a general scarcity of cement in the country including West Bengal as the overall availability of cement in the country is less than the demand.

(b) An increase in the allocation of cement to the State of West Bengal as well as other States is only possible when availability position of cement in the country improves. Government are however making every effort to increase the availability of cement in the country by better utilisation of existing capacities, sanctioning new capacities and imports.

#### **Loss of production in industrial Sector due to Shortfall of Coal**

2703. SHRI SOMNATH CHATTERJEE: Will the Minister of INDUSTRY be pleased to state:

(a) total loss of production in the last three years in industrial sector due to heavy shortfall of coal; year-wise; and

(b) the total loss to national exchequer in rupees during that period; year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). It is difficult to assess precisely and isolate the loss in industrial production which can be attributed to inadequate coal supply alone. Production losses are generally caused by a combination of factors like infrastructural constraints, shortage of raw materials, lack of finances, labour problems, slackness in demand, etc.

**Supply of Cement to West Bengal**

2704. SHRI SOMNATH CHATTERJEE: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are considering the demand made by the West Bengal State Government that cement should be allotted on a pro-rata population basis;

(b) if so, when; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). The West Bengal Government had in February, 1980 suggested that cement allocations of the State should be determined on the basis of population and the number of factory workers. This suggestion was considered alongwith suggestions of other States in this regard to fix the allocations on the basis of the area of the State, per capita income, stage of economic development, socio-economic conditions and the size of the plan projects etc. After examination of these suggestions, it was found that allocation of cement to the States cannot be diverted from the previous consumption pattern of the various States and that any revision in the basis of allocations at this stage would not appear to be practical.

**Requirement of Cement by West Bengal**

2705. SHRI SAIFUDDIN CHOWDHARY: Will the Minister of INDUSTRY be pleased to state:

(a) what is the West Bengal's minimum need of cement per month; and

(b) how much Cement was supplied to West Bengal in the year 1979-80, month-wise?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) The State Government of West Bengal have indicated their demand of cement per quarter as 5 lakh tonnes.

(b) The allocation/supply of cement to State is made on a quarterly basis. Supplies of cement made to the State of West Bengal during the year 1979-80 quarter-wise is indicated below:—

Quarter	Tonnes of Cement
April-June 1979	3,23,452
July-September, 1979	2,54,313
October-December 1979	2,27,659
January-March 1980	2,39,884

**Central Task Force for Speedy Action on Development**

2706. SHRI K. PRADHANI: Will the Minister of PLANNING be pleased to state:

(a) whether a Central Task Force was set up at the behest of the Prime Minister for speedy development of economy;

(b) what are the points made in the Action Plan suggested by the task force;

(c) whether some teams had also been sent to States in this regard; and

(d) if so, the details regarding the progress made in this regard?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI):

(a) No, Sir.

(b) to (d). Do not arise.

**Price of Indigeneous and Imported Cement**

2707. SHRI S. M. KRISHNA: Will the Minister of INDUSTRY be pleased to state: What is the price differential between the indigeneously produced cement vis-a-vis the imported one?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): The f.o.r. destination price of cement in respect of imported as well as indigenous cement is the same i.e. Rs. 455.97 as on 30-6-80.

#### **Reconstruction of Coir Board**

2708. SHRIMATI SUSEELA GOPALAN: Will the Minister of INDUSTRY be pleased to state whether Government propose to initiate steps to reconstitute the Coir Board?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): The reconstitution of the Coir Board is under the consideration of Government.

#### **Prosecution of Journalist for Wrong Reporting**

2709. SHRIMATI PRAMILA DANDAVATE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government of Maharashtra had sought the permission to prosecute a local Bombay journalist for alleged wrong reporting of a rape case and subsequent suicide by a woman near Drive-in-Theatre in Bandra, Bombay in April, 1980;

(b) if so, whether Government had given the permission; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):

(a) No, Sir.

(b) & (c). Does not arise.

#### **Change in the Scheme of Subsidies and Incentives for Industrialisation**

2710. SHRI M. V. CHANDRASHEKHARA MURTHY:

SHRI GHULAM RASOOL KOCHACK:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the existing scheme of subsidies and incentives for the purpose of industrialisation may undergo a major change;

(b) if so, whether Union Ministry have taken a decision to examine the possibility of according subsidies or incentives on the basis of employment generation by a particular unit rather than on the basis of capital deployed;

(c) whether Government have agreed to consider the feasibility of relating incentives to industries in backward areas to employment generation rather than capital invested;

(d) if so, what are the main features of the scheme proposed by the Minister;

(e) what incentives are likely to be given; and

(f) to what extent these incentives will help industries to open their industrial branches in the backward areas?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) to (f). Before making any major change in the existing scheme of subsidies and incentives for industrialisation of backward areas, Government are awaiting the recommendations of the National Committee on Development of Backward Areas set up by the Planning Commission under the Chairmanship of Shri B. Sivaraman, former Member, Planning Commission.

A statement indicating the composition and terms of reference of the Committee referred to, is laid on the Table of the House. [Placed in Library. See No. LT-986/80].

**Registration of Retired Superintending/ Executive Engineers as Engineers/ Surveyors in Delhi Municipal Corporation**

2711. SHRI K. MALLANNA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that persons holding diplomas are also working as Superintending/Executive Engineers in the Municipal Corporation of Delhi on execution of Works, etc.;

(b) whether retired Superintending/Executive Engineers are not being registered as Engineers/Surveyors, etc.; and

(c) if so, the reasons therefor and whether Government propose to register them as Engineers/Surveyors?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):  
(a) As intimated by MCD, it is correct that some persons who are diploma holders are working as Executive Engineers, but none of the Superintending Engineer is a diploma holder. According to the recruitment regulations framed in consultation with the UPSC, diploma holders with 10 years service in the Grade of Assistant Engineers are eligible for promotion as Executive Engineer.

(b) & (c). The MCD vide its Resolution No. 724 dated 3-9-1974 have approved licensing Bye-Laws for registering Architect / Engineers / Draftsmen/Town Planners for submitting building plans of private owners to MCD for according sanction u/s 333 and 334 of DMC Act, 1957 There is no provision for registration of Surveyors in the said Resolution. According to this Resolution Engineers holding Degree or Diploma in

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Civil Engineering of a recognised University or Institute which exempts them from passing Section "A" and "B" of the Associate Membership examination of the Institute of Engineers, India or equivalent qualifications with three years practical experience after qualifying in either case are eligible.

**Suicides by Women in Delhi**

2712. SHRI NAVIN RAVANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many married women committed suicide in Delhi in 1979 and 1980 so far;

(b) how many of them did so because of dowry disputes in family; and

(c) what action the Delhi Police is normally taking in such cases on complaints by victims' parents or even without such complaints?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA):  
(a) 88 married women are reported to have committed suicide in 1979 and 49 married women reportedly committed suicide during this year upto 15-6-1980.

(b) 11 of them committed suicide due to maltreatment on account of dowry disputes.

(c) Under Section 174 of Criminal Procedure Code, on receipt of information that a person has committed suicide, an enquiry is held by the police and a report submitted to the Sub-Divisional Magistrate concerned. Abetment of suicide is an offence under section 306 I.P.C. In cases of complaint of suicide due to maltreatment on account of dowry disputes, cases under section 306 of the IPC and under the Dowry Prohibition Act against the accused persons are registered after obtaining the permission of the magistrate in the latter cases.

**Reimbursement of Tuition Fees to Employees of Ichapur Ordnance Factory**

2713. SHRI MOHAMMAD ISMAIL: Will the Minister of DEFENCE be pleased to state:

(a) whether Government have received representation from Ichapur Ordnance Factorys Mazdoor Union for grant of reimbursement of tuition fees in respect of Defence employees on the analogy of Railway employees; and

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) The re-imburement of tuition fees to the Defence civilians in West Bengal and other States is payable on the basis of the orders issued by the Ministry of Finance. The orders dated 5th December, 1977, issued by the Ministry of Railways regarding re-imburement of tuition fee; to its employees are not in conformjty with the orders issued by the Ministry of Finance. The Ministry of Home Affairs is taking up the matter with the Ministry of Railways in this regard.

राजस्थान परमाणु ऊर्जा परियोजना

2714. श्री मूलचन्द्र डागा :

श्री बी० आर० नाहाटा :

श्री मनकूल सिंह चौधरी :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा में परमाणु ऊर्जा केन्द्र की स्थापना पर कुल कितनी धनराशि खर्च हुई और उस पर प्रतिवर्ष कितने व्यय की पुनरावृत्ति होती है; और

(ख) इस केन्द्र से उसके अनुपात में कितने प्रतिशत ऊर्जा प्राप्त होती है ?

प्रधान मंत्री (श्रीमती इंदिरा गांधी) :

(क) राजस्थान परमाणु बिजलीघर, कोटा क पहले तथा दूसरे यूनिट के निर्माण पर

31 मार्च, 1980 तक कुल मिलाकर क्रमशः 70.34 करोड़ रुपये तथा 87.72 करोड़ रुपये व्यय हुये हैं। पहले यूनिट के प्रचालन पर होने वाला वार्षिक आबर्ती व्यय औसतन 6.33 करोड़ रुपये है।

(ख) 31 मार्च, 1980 तक राजस्थान परमाणु बिजलीघर के पहले यूनिट ने कुल मिलाकर 68.32 करोड़ रुपये के मूल्य की बिजली सप्लाई की। यह राशि इस यूनिट के निर्माण पर हुए व्यय का 97.12 प्रतिशत है।

**Annual Plan for West Bengal**

2715. SHRI TRIDIB CHAUDHURI: Will the Minister of PLANNING be pleased to state the break-up of the major heads of allocation of annual plan for West Bengal for 1980-81?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI): A statement indicating sectoral break-up of approved outlay of Rs. 554.14 crores for Annual Plan 1980-81 of West Bengal is placed on the Table of the House.

**Statement**

(Rs. in lakh)

Major Head of Development	Approved Outlay 1980-81
I. Agriculture and Allied Services	11626
II. Cooperation . . . . .	984
III. Irrigation and Flood Control	6156
IV Power . . . . .	14469
V. Industry and Minerals. . . . .	3036
VI. Transport and Communi- cations . . . . .	3986
VII. Education . . . . .	4963
VIII. Medical, Public Health and Sanitation . . . . .	1691
IX. Sewerage and Water Supply	1000
X. Housing and Urban Develop- ment including Police Housing	1637
XI. State Capital Project . . . . .	4100
XII. Other Social and Community Services . . . . .	1128
XIII. Economic Services . . . . .	29
XIV. General Services including Public Works . . . . .	609
<b>GRAND TOTAL</b>	<b>554.14</b>

**Manufacture of Agricultural Tools and implements at Baldenga by HMT**

2716. SHRI TRIDIB CHAUDHURI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Hindustan Machine Tools has sponsored a project for starting a factory for the manufacture of agricultural tools and implements at Baldenga in the District of Murshidabad in West Bengal under the joint auspices of itself and the West Bengal Small Scale Industries Corporation;

(b) what would be the role of HMT in the implementation of the project; and

(c) at what stage of implementation the project happens to be now?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) An HMT's assisted Rural Industrial Centre is being set up at Baldenga in Murshidabad District in West Bengal. The State Government of West Bengal have nominated West Bengal Small Industries Corporation Limited for the implementation of the Rural Industrial Centre.

(b) HMT will provide technical assistance and also contribute Rs. 1 lakh by way of Machinery for the project.

(c) The Detailed Project Report prepared by HMT is under consideration of State Government, Negotiations for the land acquisition are at final stage.

**Sick Mills**

2717. SHRI K. A. RAJAN: Will the Minister of INDUSTRY be pleased to refer to the reply given to Unstarred Question No. 1084 on the 19th March, 1980 regarding number of sick mills and state:

(a) whether Government have taken any decision on the question of running the mills of which the take-over period will be over in 1980; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). According to the statement on 61 industrial undertakings given in reply to Unstarred Question No. 1084 dated 19th March, 1980, the period of takeover of management in respect of 20 undertakings was/is due to expire in the year 1980. Government has since issued orders in respect of the following four industrial undertakings extending the period of their takeover of management as shown below:—

Name of the undertaking	Date upto which take over period extended
1. M/s. Andhra Scientific Co. (P) Ltd. Machilipatnam.	26-6-1981
2. M/s. Krishna Silicate & Glass Works Ltd., Calcutta	4-3-1981
3. M/s. Aluminium Corporation of India Ltd., Calcutta.	30-10-1980
4. M/s. Bangal Immunity. Co-Ltd., Calcutta.	17-5-1982

Decision on the remaining industrial undertakings will be taken in due course at the time of expiry of their current take-over periods, in consultation with the administrative Ministries concerned. "Out of 61 industrial undertakings abovementioned one has since then been nationalised, namely, the National Company Limited, Calcutta".

**Production of MIGs**

2719. DR. VASANT KUMAR PANDIT: Will the Minister of DEFENCE be pleased to state:

(a) whether MIGs are manufactured indigenously; if so, to what percentage; and

(b) whether other aircraft required for Defence forces are being planned for manufacture in India?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir. Under

collaboration arrangements the aircraft is manufactured in various phases. The indigenous content in the final phase is about 70 per cent of the total cost of manufacture of the aircraft.

(b) Yes, Sir.

#### **Soviet Assistance for Building Atomic Power Plants**

2720. SHRI JANARDHANA POOJARY: Will the PRIME MINISTER be pleased to state:

(a) whether U.S.S.R. has agreed to give more assistance for building atomic power plants in this country; and

(b) if so, the details thereof?

THE PRIME MINISTER (SHRIMATI INDIRA GANDHI): (a) and (b). The Soviet Union had sounded us on the possibility of setting up a large Atomic Power Station in India in collaboration with that country. It is felt that due to local conditions and considering the development of the technology in the country, it would not be feasible at this stage to import large Atomic Power Plants.

#### **Kerala Government's request for Additional Central Assistance**

2721. SHRI A. A. RAHIM: Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that Kerala Government has made a special request to Planning Commission to sanction an additional Central assistance of Rs. 17.50 crores from the Special Problems Fund, pending final discussion by the Planning Commission for the revised annual outlay; and

(b) if so, the steps taken to give immediate relief to the State?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI): (a) Yes, Sir. The Chief Minister of Kerala in his D.O. letter addressed to the Prime Minister dated March 17, 1980 suggested that additional central

assistance of Rs. 17.5 crores may be allocated for special problems to finance higher State Plan outlay of Rs. 265 crores against the approved outlay of Rs. 240 crores for 1980-81.

(b) Recently the State Government has forwarded to the Planning Commission supplementary Annual Plan proposals envisaging a total plan outlay of Rs. 290.4 crores for 1980-81. The State Government has been requested to send a detailed scheme of financing of the proposed outlay.

#### **Thefts in Houses of Members of Parliament**

2722. SHRI JYOTIRMOY BOSU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many cases of burglary, house breaking, theft and other acts of crimes have been recorded by the Police that had taken place within the houses and compounds of Members of Parliament since the 10th January, 1980;

(b) in how many cases stolen goods have been recovered and the details thereof; and

(c) in how many cases actual culprits have been apprehended?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) During the period 10th January, 1980 to 15th January, 1980, 15 cases of burglary and thefts in the houses of Members of Parliament have been reported.

(b) The following stolen goods have been recovered in six cases:—

1. Golden Chain
2. Electric Bulbs and holders
3. Revolver
4. Stepny
5. Chess articles.

(c) Eight accused have been arrested in six cases.



**Credit Guarantee Scheme for Newspaper Industry**

2723. SHRI JYOTIRMOY BOSU: Will the Minister of INDUSTRY be pleased to state:

(a) whether newspaper industry is included in the credit guarantee scheme;

(b) if so, details thereof; and

(c) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) to (c). The Credit Guarantee Scheme for Small Scale Sector only. As the News-given for manufacturing activities in Small Scale Sector only. As the Newspaper Industry does not fall under this category, it is not covered under the Credit Guarantee Scheme.

**Finance available to Firms**

2724. SHRI JYOTIRMOY BOSU: Will the Minister of INDUSTRY be pleased to state:

(a) the details of finance made available in India to firms, individuals and Corporate Sector from the very beginning where foreign equity participation is there; and

(b) details as on 1975 and 1979 thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) and (b). Finances could have been made available in India to firms and individuals where the question of equity participation by foreigners or Indians does not arise as they are not corporate entities. In the case of the corporate sector with foreign equity participation, financing would have been done by banks, public financial institutions, State Financial Corporations, Life Insurance Corporation, Unit Trust

of India and possibly by non-institutional sources including public deposits. It has also to be noted that foreign equity participation may range from a single share being held by a non-national to a 100 per cent equity share holding by non-nationals. Further, companies with such wide range of variations in respect of foreign equity participation would have been operating in India for many decades.

In view of the above, it would not be possible to collect or compile the information sought by the Honourable Member.

**Law and order in West Bengal**

2725. SHRI JYOTIRMOY BOSU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether in March and April, 1980 the Prime Minister had forwarded some letters containing various allegations relating to law and order to the Chief Minister, West Bengal;

(b) if so, whether the Chief Minister, West Bengal had replied to every letter forwarded to him by her; and

(c) her reaction to the replies to the allegations contained in the letters forwarded by her?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). Between February and April 1980, the Prime Minister wrote four letters to the Chief Minister of West Bengal, drawing attention to the complaints she had received regarding assault, murders and lawlessness in West Bengal, and has received replies to three of them.

(c) It would not be desirable to disclose anything further as this would tend to inhibit free and frank exchange of ideas and views between the Prime Minister and Chief Ministers or other dignitaries and would not be in the public interest.

**Concept of Block Level Planning**

2726. PROF. NARAIN CHAND PARASHAR: Will the Minister of PLANNING be pleased to state:

(a) whether the concept of block level planning has been accepted by Government;

(b) if so, whether any programme for introducing Block Level Planning has been framed by Government;

(c) if so, the salient features of this programme;

(d) whether this programme has been implemented any where in the country;

(e) if so, the achievements of Block Level Planning in the above mentioned areas;

(f) if not, the reasons therefor; and

(g) the likely dates by which the programme would be drawn up and implemented?

THE MINISTER OF PLANNING  
(SHRI NARAYAN DATT TEWARI):

(a) Yes, Sir.

(b) to (g). The concept of block level planning covers identification of local resources, both physical and human, and constraints to their utilisation so as to develop programmes for increasing employment and incomes. The objective of the programme is to pre-empt the benefits of de-

velopment in favour of the weaker sections of society consisting of members of scheduled castes and schedule tribes, agricultural labourers, small and marginal farmers and rural artisans.

In the first instance, 2000 out of 3325 blocks in which one or the other of the three special rural development programmes such as the Small Farmer Development Agency, the Drought Prone Areas Programme and the Command Area Development Programme are in operation, are being assisted with additional funds so as to accelerate income generation and employment. In addition, every year 300 blocks, not so far covered under any of these programmes will be taken up for intensive development. The programme is being implemented since 1979 and coverage of 2900 blocks has been achieved.

The programme is being funded by the Central and State Governments on a 50:50 basis

The Planning Commission has issued broad Guidelines to the State Governments which, among other things, recommend the setting up of a small district level planning team to draw up the block level plans. The number of blocks in which the programme is being implemented is indicated State-wise in the Statement I. While the Government is committed to the concept of block level planning, the scope and coverage of the existing programme will be reviewed while formulating the Sixth Five Year Plan 1980-81 to 1984-85.

## STATEMENT-1

Integrated Rural Development Programme—Distribution of blocks under SFDA/DPAP/CADA &amp; Area planning for Employment

State/U.T.	Total No. of blocks										IRD Blocks (Area planning for Employment)			Total IRDP Blocks (10+11+12+13)				
	Number of blocks covered under			IRD blocks under				Total			1978-79	1979-80	1980-81		1981	1982	1983	1984
	C.A.P	IPAP	SFDA	Total	CADP	DPAP	SFDA	Total	1978-79	1979-80								
Andhra Pradesh.	324	74	72	134	280	45	43	80	168	6	16	11	201					
Assam	134	7	..	58	65	4	..	35	39	15	15	8	77					
Bihar	587	213	57	236	506	128	34	142	304	6	15	21	346					
Gujarat	218	32	41	86	159	19	25	52	96	4	3	7	110					
Haryana	87	22	12	32	66	13	7	19	39	9	9	6	63					
Himachal Pradesh	69	..	..	18	18	..	..	11	11	18	21	4	54					
Jammu & Kashmir	75	4	12	46	62	3	7	28	38	2	2	3	45					
Karnataka	175	34	42	66	142	20	25	40	85	6	12	13	116					
Kerala	144	17	..	58	75	10	..	36	45	13	5	12	75					
Madhya Pradesh	458	36	42	131	209	22	25	79	126	58	28	38	350					
Maharashtra	296	42	33	118	193	25	20	71	116	11	6	14	147					
Manipur	56	1	..	7	6	1	..	4	5	6	1	1	13					
Meghalaya	24	..	..	12(12)	122	..	..	7	7	3	1	1	12					
Nagaland	21	..	..	21	21	..	..	13	13	..	..	..	13					

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Orissa . . . . .		314	50	25	115	190	30	15	69	114	13	4	10	141
Punjab . . . . .		117	..	..	76	76	..	..	46	46	10	15	11	82
Rajasthan . . . . .		232	17	78	76	171	10	47	46	103	9	10	11	133
Sikkim . . . . .		..	..	..	4	4	..	..	2	2	..	..	..	2
TamilNadu . . . . .		374	..	48	167	215	..	30	100	130	31	25	25	212
Tripura . . . . .		17	..	..	12	12	..	..	7	7	..	1	..	8
Uttar Pradesh . . . . .		876	320	39	191	550	193	23	115	331	53	92	73	549
West Bengal . . . . .		335	103	34	133	270	62	21	80	163	6	13	17	199
Sub-total		4903	972	535	1797	3304	585	322	1081	1988	279	295	286	2848
<i>Union Territories</i>														
A&N Islands . . . . .		5	..	..	..	..	..	..	..	..	2	..	..	2
Arunachal Pradesh . . . . .		48	..	..	..	..	..	..	..	..	10	..	11	21
Chandigarh . . . . .		1	..	..	..	..	..	..	..	..	1	..	..	1
D&N Haveli . . . . .		1	..	..	..	..	..	..	..	..	1	..	..	1
Delhi . . . . .		5	..	..	5	5	..	..	3	3	..	..	..	3
Goa, Daman & Diu . . . . .		12	..	..	12	12	..	..	7	7	..	..	..	7
Lakshadweep . . . . .		5	..	..	..	..	..	..	..	..	2	..	..	2
Mizoram . . . . .		20	..	..	..	..	..	..	..	..	5	5	3	13
Pondicherry . . . . .		4	..	..	4	4	..	..	2	2	..	..	..	2
Sub-total		101	..	..	21	21	..	..	12	12	21	5	14	52
<b>TOTAL</b>		<b>5004</b>	<b>972</b>	<b>535</b>	<b>1818</b>	<b>3325</b>	<b>585</b>	<b>322</b>	<b>1093</b>	<b>2000</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>2900</b>

**Plan to Recruit Scheduled Castes Candidates against Reserved vacancies**

2727. **SHRI P. M. SAYEED:** Will the Minister of PLANNING be pleased to state:

(a) whether the high level meeting convened by the Planning Commission on 19 April, to discuss the special component plan for the Scheduled Castes/Scheduled Tribes to launch a massive drive for recruitment of Scheduled Caste candidates for posts reserved for them instead of deserving these posts when suitable Scheduled Caste candidates are not found;

(b) if so, whether representatives of State Governments' Central Ministers and various other official agencies attended this meeting;

(c) what were the major decisions taken in the conference and to what extent they were agreeable in the meeting; and

(d) what steps are being taken to implement those recommendations by the Union and State Governments?

**THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI):** (a) to (d). To discuss the various aspects concerning development programmes for scheduled castes a meeting was convened by the Planning Commission with the State Governments, Central Ministries and other agencies on 19th April, 1980. The meeting was attended by Planning Secretaries, Secretaries in-charge of Harijan Welfare, Directors of Scheduled Castes Financial Development Corporations of the State Governments, Senior officials of Central Ministries and representatives of Reserve Bank of India, Union Public Service Commission, University Grants Commission, National Dairy Development Board, National Cooperative Development Corporation, Indian Council for Agricultural Research, Indian Agricultural Research Institute and Housing and Urban Development Corporation.

During the meeting of 19th April, 1980, various aspects concerning de-

velopmental activities for scheduled caste population and for improving their quality of life were discussed. Several members expressed the view that a serious attempt be made including a special recruitment drive for filling up reserved vacancies for which suitable candidates were not being found under the scheduled procedure. There was a consensus on this issue and the suggestions made during the meeting have been circulated to the State Governments, Union Territories, Central Ministries and other organisations for necessary action.

Other major decisions taken in the meeting were improvement of traditional skills like fisheries, skin and hide products, pottery, handicrafts, etc., development of non-traditional skills through training, special educational drive through non-formal elementary and adult education, setting up of pre-schools to prevent drop-outs, facilities for credit and marketing, organisation of Cooperatives such as labour contract societies, prevention of exploitation of scheduled caste and ensuring social welfare programmes for these groups

**Phasing out of Gnat Aircraft**

2728. **SHRI P. M. SAYEED:** i

**SHRI GULAM RASOOL KOCHACK:**

**SHRI MADHAVRAO SCINDIA:**

Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that Indian Air Force has intention of phasing the Gnat fighter;

(b) if so, what are the main reasons for the same;

(c) whether it is also a fact that the Gnats had proved a great source of fighting during earlier Wars between India and Pakistan;

(d) if so, what are the main reasons for dephasing the same;

(e) whether any alternative has been found for replacing the same; and

(f) is it also a fact that this decision of defusing the Gnat has been taken only to see that the Jaguars which have been lately acquired are sufficient to replace them?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) Yes, Sir.

(b) The Gnat aircraft is proposed to be phased out as they have been rendered obsolete in the context of the present day air defence environment.

(c) Yes, Sir.

(d) The effectiveness of an aircraft is dependent upon the operational environment in which it functions. While the Gnat was highly effective in the sixties and early seventies, it is obsolete in the modern air defence environment of our neighbours.

(e) Yes, Sir.

(f) No, Sir.

#### **Foreign Nationals asked to leave the Country**

2729. SHRI P. M. SAYEED:  
SHRI GHULAM RASOOL  
KOCHACK:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many nationals from U.S. or other countries whose integrity was doubted have been asked to leave the country recently;

(b) whether these foreign nationals have been found encouraging and helping the organisation in the recent Assam agitation;

(c) how many foreigners have left the country and how many are still to leave; and

(d) what other steps are being taken to unearth all the foreign nationals who have been found disturbing the peace in Assam?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA) (a) to (d). Information is being collected and will be laid on the Table of the House.

#### **Communal Riots**

2730. KUMARI KAMLA KUMARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have any record of the number of persons killed in communal riots during the period March, 1977 to 1979, State-wise;

(b) the total number of communal riots during that period, State-wise; and

(c) whether guilty persons have been punished?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) and (b). A statement is enclosed.

(c): State Governments/UT Administrations have taken action in accordance with law against the offenders.

**Statement**

Statement showing total numebr of Communal incidents and the number of Persons killed during the period 1-3-77 to 31-12-79.

States/U.Ts.	Number of communal incidents	Number of persons Killed.
Andhra Pradesh	72	16
Assam	29	4
Bihar	99	180
Gujarat	62	15
Haryana	4	—
J & K	15	1
Karnataka	23	2
Kerala	34	5
Madhya Pradesh	43	3
Maharashtra	43	6
Manipur	3	—
Meghalaya	1	—
Orissa	16	—
Punjab	1	—
Rajasthan	23	5
Tamil Nadu	30	11
Tripura	1	1
U.P.	133	113
West Bengal g.	58	42
U.T.	—	—
Delhi	12	—
Other States/UTs	—	—
Total	702	404

### Steps to overcome Shortage of Cement paper and Aluminium

2731. KUMARI KAMLA KUMARI: Will the Minister of PLANNING be pleased to state:

(a) whether Planning Commission propose some steps to be taken by Government to overcome the shortage of cement, paper and aluminium and even plan to nationalise these industries; and

(b) if not, the steps to be suggested to overcome the shortage during five years?

THE MINISTER OF PLANNING (SHRI NARAYAN DATT TEWARI)

(a) The Government have taken a number of measures to meet the current shortage of cement, paper and aluminium. A statement indicating the steps taken by the Government to improve their availability is attached. There

is no proposal under consideration to nationalise these industries.

(b) The Planning Commission are currently engaged in the preparation of the new Five-Year Plan covering the period 1980—85. Detailed studies are in progress in regard to the development programmes for the cement, paper and aluminium industries in consultation with the administrative Ministries concerned. These studies would cover projections of demand, production possibilities and the manner in which the requirements would be met through domestic production or imports as necessary. A clear picture would emerge when the Plan is finalised.

### Measures taken to meet the Shortage of Cement, Paper and Aluminium Cement:

(i) The export of cement outside the country has been banned except to Nepal and Bhutan.

- (2) Cement is being imported into the country.
- (3) Additional capacity for cement is being created.
- (4) Existing rules relating to freight reimbursement for the road movements have been liberalised.
- (5) The Government have also granted assistance to the cement industry for the use of captive power for the production of cement during the period of power cuts.
- (6) Government have announced assistance to the cement industry for the use of furnace oil for production of cement subject to certain conditions being fulfilled by the factories.
- (7) Production of existing units is also closely monitored to ensure better capacity utilisation.
- (8) The important of precalcinator technology has been permitted to enable increase in production.
- (9) The construction of on-going projects is being expedited.
- (10) Government have also decided to encourage the setting up of cement plants at the site of or near steel plants to utilise the slag.
- (11) Government have also decided to encourage the setting up of mini cement plants.

**Paper:**

- (1) The Government, under the paper (Regulation of Production) order, 1978 have issued directions for certain proportion of production in terms of commonly used writing and printing paper.
- (2) Import of paper—writing and printing, and specially varieties is being arranged.

- (3) Hindustan Paper Corporation have opened depots at major metropolitan centres for distribution of paper.
- (4) Additional capacity for paper is being created through large mills as well as by small paper plants.
- (5) The use of secondary raw materials for manufacture of paper is being encouraged.
- (6) Import of second hand paper plants with capacity upto 30 Tonnes Per Day is being allowed.
- (7) The import of pulp has been liberalised.
- (8) Import duty on waste paper used for paper making has been waived.
- (9) Excise rebate has been allowed to small paper mills for the use of unconventional raw materials.
- (10) Special incentives have been offered for utilisation of bagasse for paper making.
- (11) Paper mills based on secondary raw material and which does not involve foreign exchange expenditure have been delicensed.

**Aluminium:**

- (1) The concerned State Governments have been requested to give priority in the supply of power to aluminium smelters.
- (2) Aluminium is being imported into the country.
- (3) Additional capacity for aluminium is being planned.



**State-wise demand and Supply of Cement**

2732. PROF. RUP CHAND PAL: Will the Minister of INDUSTRY be pleased to state the State-wise demand and supply of cement for the last three years; year-wise and month-wise?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Assessment of demand is made on an yearly basis and for the country as a whole. The Working Group on Cement Industry for 1978-83 set-up by the Planning Commission which had submitted its report in September 1979 had assessed

the country's demand of cement for the last three years as indicated below:

Year	Demand (In Million Tonnes)
1977-78	22.22
1978-79	24.00
1979-80	25.92

Statistics of depatches of cement are maintained on a quarterly basis. A Statement showing quarter-wise depatches of cement made to various States during the years 1977-78, 1978-79 and 1979-80 is annexed.

**Statement**

*Quarter wise Despatches of Cement made to Various States during the Years 1977-78, 1978-79 and 1979-80*

S.No.	State	1977-78				Total (77-78)
		April- June	July- Sept.	Oct.- Dec.	Jan.'78- March	
1.	Haryana	129.9	131.7	142.5	163.2	567.3
2.	Rajasthan-	105.6	133.6	143.2	171.5	553.9
3.	Uttar Prades	474.4	416.6	411.4	540.8	1843.2
4.	Himachal Pradesh	18.7	21.0	16.9	24.3	80.9
5.	Jammu Kashmir	33.2	43.4	45.5	32.0	154.1
6.	Punjab	204.0	182.9	195.3	213.4	795.6
7.	Chandigarh	16.6	21.1	20.8	21.2	79.7
8.	Delhi	112.8	112.3	108.9	114.0	448.0
9.	Assam	40.6	41.3	46.5	42.6	171.0
10.	Bihar	212.3	213.5	224.7	237.5	888.0
11.	Orissa	79.3	73.1	82.8	105.0	340.2
12.	West Bengal	253.9	253.8	278.8	259.5	1046.0
13.	Manipur	4.7	5.0	4.9	5.6	20.2
14.	Nagaland	1.9	1.1	3.7	4.6	11.3
15.	Arunachal Pradesh	0.7	0.3	0.2	0.7	01.9

1977-78

(In 000 Tonnes)

S. No.	State	April- June	July- Sept.	Oct.- Dec.	Jan.'78- March	Total (77-78)
16.	Tripura . . . . .	3.0	3.7	3.4	4.5	14.6
17.	Meghalaya . . . . .	7.1	5.9	4.8	9.8	27.6
18.	Mizoram } . . . . .	0.8	0.9	2.0	2.2	5.9
19.	Sikkim . . . . .	1.8	4.5	3.5	7.7	17.5
20.	Gujarat . . . . .	256.1	344.7	364.0	371.8	1336.6
21.	Madhya Pradesh . . . . .	175.3	168.4	157.3	175.6	676.6
22.	Maharashtra . . . . .	404.3	483.3	461.4	561.7	1910.7
23.	Goa, Daman & Diu . . . . .	13.4	16.9	15.2	21.5	67.0
24.	Dadra Nagar Haveli . . . . .	0.7	0.9	1.2	1.3	4.1
25.	Andhra Pradesh . . . . .	330.3	309.6	356.5	413.3	1409.7
26.	Tamil Nadu . . . . .	301.9	352.3	323.1	348.0	1325.3
27.	Karnataka . . . . .	209.6	207.9	188.7	255.6	861.8
28.	Kerala . . . . .	225.7	181.1	147.7	216.9	771.4
29.	Pondicherry . . . . .	6.1	9.4	6.5	7.9	29.9
30.	Andaman & Nicobar . . . . .	1.1	3.1	3.2	2.0	9.4
31.	Laccadives . . . . .	..	..	0.2	..	0.2
GRAND TOTAL :		3625.8	3743.3	3764.8	4335.7	15469.6

1978-79

1.	Haryana . . . . .	124.6	127.8	196.0	179.2	627.6
2.	Rajasthan . . . . .	162.3	166.7	165.4	169.1	663.5
3.	Uttar Pradesh . . . . .	432.7	400.4	495.8	522.7	1851.6
4.	Himachal Pradesh . . . . .	20.9	19.4	29.9	27.6	97.8
5.	Jammu Kashmir . . . . .	47.0	48.4	45.6	33.6	174.6
6.	Punjab . . . . .	178.4	177.8	244.9	206.9	808.0
7.	Chandigarh . . . . .	21.01	24.5	20.0	22.1	87.7
8.	Delhi . . . . .	105.7	107.6	116.1	112.8	442.2
9.	Assam . . . . .	38.1	46.8	48.4	33.8	167.1
10.	Bihar . . . . .	191.1	207.3	233.6	230.6	862.6
11.	Orissa . . . . .	120.0	96.8	118.5	101.5	436.8

(In 00 Tonnes)

S. No.	State	April- June	July- Sept.	Oct.- Dec.	Jan. '79- March	Total (78-79)
12.	West Bengal	284.5	274.0	244.1	321.4	1124.0
13.	Manipur	5.3	5.2	6.2	5.9	22.6
14.	Nagaland	4.3	4.9	7.0	8.1	24.3
15.	Arunachal Pradesh	0.4	0.2	0.6	3.1	4.3
16.	Tripura	4.0	6.5	5.8	4.2	20.5
17.	Meghalaya	5.7	10.0	11.2	8.9	35.8
18.	Mizoram	1.6	3.1	2.3	3.4	10.4
19.	Sikkim	3.8	6.6	8.0	3.8	22.2
20.	Gujarat	410.0	380.5	387.1	351.2	1528.8
21.	Madhya Pradesh	179.4	204.4	191.4	294.3	829.3
22.	Maharashtra	573.0	546.4	405.8	454.2	1979.4
23.	Goa, Daman & Diu	17.3	25.0	31.8	30.4	104.5
24.	Dadra Nagar Haveli	1.3	1.1	1.6	1.3	5.3
25.	Andhra Pradesh	374.4	322.4	351.6	419.8	1463.2
26.	Tamil Nadu	387.7	375.8	370.7	361.3	1495.5
27.	Karnataka	241.2	243.6	263.0	280.6	1028.4
28.	Kerala	200.3	172.8	197.2	204.5	774.8
29.	Pondicherry	8.0	7.9	10.4	8.9	35.2
30.	Andaman & Nicobar	1.1	2.6	3.3	2.8	9.8
31.	Laccadives	0.5	..	0.2	1.9	2.6
<b>GRAND TOTAL :</b>		<b>4145.7</b>	<b>4016.5 *</b>	<b>4213.3</b>	<b>4369.9</b>	<b>16745.4</b>

1979-80

(in 000 tonnes)

S. No.	State	April - June	July- Sept.	Oct.- Dec.	Jan.'80 Mar.	Total 79-80
1.	Haryana . . . . .	150.8	142.7	150.9	479.2	478.6
2.	Rajasthan . . . . .	170.4	130.7	138.5	93.8	533.4
3.	Uttar Pradesh . . . . .	440.7	412.3	399.9	389.9	1642.8
4.	Himachal Pradesh . . . . .	20.6	31.5	17.8	26.5	96.4
5.	Jammu & Kashmir . . . . .	46.6	36.1	28.4	29.7	140.8
6.	Punjab . . . . .	167.7	217.8	124.6	111.7	621.8
7.	Chandigarh . . . . .	20.7	20.0	14.5	14.6	69.8
8.	Delhi . . . . .	115.3	121.2	97.1	84.7	418.3
9.	Assam . . . . .	52.6	42.8	28.7	34.1	158.2
10.	Bihar . . . . .	204.5	205.4	173.0	186.3	769.2
11.	Orissa . . . . .	113.2	106.1	91.4	113.8	424.5
12.	West Bengal . . . . .	323.4	254.3	227.7	239.9	1045.3
13.	Manipur . . . . .	8.3	8.1	7.4	5.4	29.2
14.	Nagaland . . . . .	8.4	10.6	8.7	9.2	36.9
15.	Arunachal Pradesh . . . . .	11.9	4.1	2.6	5.5	24.1
16.	Tripura . . . . .	7.3	6.2	4.1	6.8	24.4
17.	Meghalaya . . . . .	12.9	8.8	8.3	10.7	40.7
18.	Mizoram . . . . .	1.0	2.8	1.8	1.6	7.2
19.	Sikkim . . . . .	6.0	9.2	4.6	3.3	23.1
20.	Gujarat . . . . .	423.7	330.5	366.0	396.7	1516.9
21.	Madhya Pradesh . . . . .	198.5	188.8	178.7	145.4	711.4
22.	Maharashtra . . . . .	502.5	426.3	383.4	517.2	1829.4
23.	Goa, Daman & Diu . . . . .	23.6	13.0	9.5	35.5	81.6
24.	Dadra Nagar Haveli . . . . .	2.0	1.1	1.5	1.9	6.5
25.	Andhra Pradesh . . . . .	410.8	372.5	311.2	372.5	1467.0
26.	Tamil Nadu . . . . .	370.7	365.3	291.8	358.6	1386.4
27.	Karnataka . . . . .	274.8	233.8	211.1	270.9	990.6
28.	Kerala . . . . .	251.9	202.2	121.5	218.2	793.9
29.	Pondicherry . . . . .	9.2	10.3	7.5	12.5	39.5
30.	Andaman & Nicobar . . . . .	2.1	0.5	2.2	3.6	8.4
31.	Laccadives . . . . .	0.2	0.7	0.5	1.8	3.2
GRAND TOTAL . . . . .		4352.3	3915.7	3369.9	3781.6	15419.5

दूक और बस चेतिस निर्माता कम्पनियां

2733. श्री विहाल सिंह : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) उन कम्पनियों के नाम और पते क्या हैं जो ट्रकों और बसों के चेतिस बनाती हैं;

(ख) इन कम्पनियों और फर्मों द्वारा प्रति वर्ष कितने चेतिस बनाये जाते हैं और इनका राज्य-वार किस प्रकार वितरण किया जाता है ; और

(ग) उक्त फर्मों के पास कितने आवेदन पत्र भ्राये हुये हैं अथवा पंजीकरण करवाये हुये हैं ; ये किस अवधि के हैं तथा किन-किन तारीखों के आवेदन-पत्रों पर इस बीच चेतिस आवंटित कर दिये गये हैं ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरणजीत खानना) : (क) एक विवरण संलग्न है ।

(ख) गाड़ियों के उत्पादन के बारे में एक विवरण संलग्न है । यह बताया गया है कि विभिन्न डीलरों के पास अनिर्णित पड़े आवेदनों को ध्यान में रखते हुये विभिन्न राज्यों को चेतिस बांटी जाती हैं ।

(ग) मुख्यतः टेलको और लेलैड चेतिसों के लिये आवेदन अनिर्णित पड़े हुये है जिन्हें अधिक पसन्द किया जाता है । अशोक लेलैड ने बताया है कि 31-5-80 तक 32,211 गाड़ियों को डिलीवरी बकाया थी । प्रतीक्षा की अवधि पूर्व तथा उत्तरी

क्षेत्रों के संबंध में एक से तीन वर्ष और दक्षिणी तथा पश्चिमी क्षेत्रों के संबंध में दो से पांच वर्ष तक है । टेलको ने बताया है कि 30-6-80 तक लगभग 75,000 भांडेर बकाया है और प्रतीक्षा अवधि 2 से 3 वर्ष की है ।

#### विवरण

1. मैसर्स टाटा इंजीनियरिंग एंड लोकोमोटिव कम्पनी लिमिटेड, बम्बई हाउस 24, होमी मोदी स्ट्रीट, फोर्ट, बम्बई-40023
2. मैसर्स अशोक लेलैड लिमिटेड, 11/12, नार्थ बीच रोड, मद्रास-600001
3. मैसर्स हिन्दुस्तान मोटर्स लिमिटेड, 9/1, आर० एन० मुखर्जी मार्ग, कलकत्ता-700001.
4. मैसर्स प्रीमियर आटोमोबाइल्स लिमिटेड, कन्स्ट्रक्शन हाउस, बेलार्ड एस्टेट, बम्बई-400001
5. मैसर्स स्टैंडर्ड मोटर प्रोडक्ट्स आफ इंडिया लिमिटेड, 29, माउंट रोड, मद्रास-600001
6. मैसर्स बजाज टैम्पो लिमिटेड, बम्बई पूना रोड, अकुर्दी, पूणे-411035
7. मैसर्स महीन्द्रा एंड महीन्द्रा लिमिटेड, अकुर्दी रोड, कान्दिवली (पूर्व) पोस्ट बाकम नं० 7655, बम्बई-400067

इसके अलावा म० सिम्पसन एंड कम्पनी लिमिटेड 202-203, माउंट रोड, मद्रास 600002 के पास प्रति वर्ष 12,000 वाणिज्यिक गाड़ियों के निर्माण हेतु औद्योगिक लाइसेंस है ।

#### विवरण

	1977-78	1978-79	1979-80
1. टेलको	23,069	33,046	29,115
2. अशोक लेलैड	8,347	11,572	11,868
3. प्रीमियर आटोमोबाइल	1,251	1,052	1,565
4. हिन्दुस्तान मोटर्स	1,001	1,790	1,694
5. स्टैंडर्ड मोटर	1,592	2,056	2,710
6. बजाज टैम्पो	5,049	6,760	7,426
7. महीन्द्रा एंड महीन्द्रा	935	1,979	3,063
	41,244	58,255	57,441

टायर एककों द्वारा नायलोन धागों के मूल्य में कमी की मांगें

2734. श्री निहाल सिंह : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या टायर बनाने वाले छोटे उद्यमी नायलोन धागे के मूल्यों में कमी की लगातार मांग कर रहे हैं ; और

(ख) यदि हा, तो इस संबंध में सरकार ने क्या कार्यवाही की है ; और प्रति वर्ष प्रत्येक उद्योग को कितना नायलोन धागा सप्लाई किया गया ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरणजीत चालसा) : (क) जी नहीं। लघु क्षेत्र के टायर निर्माण करने वाले लघु एककों ने ऐसे कोई अभ्यावेदन नहीं भेजे हैं।

(ख) प्रश्न ही नहीं उठता।

ट्रेक्टरों का निर्माण करने वाली कम्पनियों और उनकी स्थापना का स्थान

2735. श्री निहाल सिंह : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में ट्रेक्टर का निर्माण करने वाली कम्पनियों कौन-कौन सी हैं और कहाँ-कहाँ पर हैं तथा प्रत्येक कम्पनी में कितनी पूँजी लगी हुई है ;

(ख) विदेशी सहयोग से कौन-कौनसी कम्पनियाँ ट्रेक्टरों का निर्माण कर रही हैं और उनका स्तर क्या है ; और

(ग) ऐसी कौन-कौन सी कम्पनियाँ हैं जो उपभोक्ताओं को एक वर्ष की गारन्टी नहीं देती और उसके क्या कारण हैं ?

उद्योग मंत्रालय में राज्य मंत्री (श्री चरणजीत चालसा) : (क) तथा (ख). पूँजी निवेश के मूल्य समेत आवश्यक जानकारी, जैसा कि फर्मों ने बताया है, संलग्न विवरण में दी गई है।

(ग) छ: निर्माता अपने ग्राहकों को एक वर्ष की गारन्टी दे रहे हैं। शेष सात फर्मों द्वारा दी गई गारन्टी निम्न प्रकार है:—

क्रम संख्या	फर्म का नाम	गारन्टी की अवधि
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1.	मै० ट्रेक्टर्स एंड फार्म इक्विप-मेंट लि०, मद्रास	6 महीना अथवा 600 कार्य घंटे
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2.	मै० किलोस्कर ट्रेक्टर्स लि०, नासिक	6 महीना अथवा 1000 कार्य घंटे
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3.	मै० हर्ष ट्रेक्टर्स, लि०, गाजियाबाद	960 कार्य घंटे
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4.	मै० यूनाइटेड आटो ट्रेक्टर्स लि० हैदराबाद	6 महीना अथवा 1000 कार्य घंटे
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5.	मै० पिटो ट्रेक्टर्स प्राइवेट लि० पूना	6 महीना
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6.	मै० एच०एम०टी० लि० पिजौर	6 महीना अथवा 600 कार्य घंटे
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7.	मै० बिहार स्टेट एग्रो इंडस्ट्रीज डेवलपमेंट कारपोरेशन लि० पटना	6 महीना अथवा 600 कार्य घंटे
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गारन्टी की अवधि निर्माता के व्यवसायिक मापदंड पर निर्भर करती है।

## विवरण

क्र० सं० ट्रेक्टर यूनिट का नाम	स्थल	लगी हुई पूँजी रु० लाख में	विदेशी सहयोगी का नाम
1. मै० मर्हिद्रा एण्ड मर्हिद्रा लि० (इंटरनेशनल ट्रैक्टर डिवीजन)	बम्बई, महाराष्ट्र	1450.00	मै० इंटरनेशनल हारवैस्टर कं० आफ यू० एस० ए०
2. म० ट्रेक्टर एण्ड फार्म इक्विपमेंट लि०	मद्रास, तामिलनाडु	361.39	मै० मैसो फरगुसन कं० आफ युगोस्लाविया, यू० के०
3. मै० आयशर ट्रैक्टर इंडिया लि०	फरीदाबाद, हरियाणा	470.00	मै० गेवर आयशर लिमिटेड आफ वैस्ट जर्मनी
4. मै० एस्कार्ट ट्रैक्टर लि०	फरीदाबाद, हरियाणा	1132.00	मै० मोटो इंपोर्ट आफ पोलैंड
5. मै० एस्कार्ट ट्रैक्टर लि०	फरीदाबाद, हरियाणा	1280.00	मै० फोर्ड मोटर कं० आफ यू० एस० ए०
6. मै० फिलॉस्कर ट्रैक्टर लि०	नासिक, महाराष्ट्र	704.00	मै० लाकर हम्बोल्टज एग आफ वैस्ट जर्मनी
7. मै० गुजरात ट्रैक्टर कारपोरेशन आफ इंडिया लि०	बड़ौदा, गुजरात	991.00	मै० मोटोकोव आफ चेकोस्लावा- किया
8. म० एच० एम० टी० लि०	पिंजौर, हरियाणा	1188.00	मै० मोटोकोव आफ चेकोस्लावा- किया
9. म० पिटो ट्रैक्टर प्रा० लि०	पूना, महाराष्ट्र	87.72	कोई सहयोग नहीं
10. मै० पंजाब ट्रैक्टर लि०	मोहाली, पंजाब	352.00	कोई सहयोग नहीं
11. मै० हर्ष ट्रैक्टर लि०	गाजियाबाद, यू० पी०	101.00	म० प्रोमाशी एक्सपोर्ट आफ यू० एस० एस० आर०
12. मै० यूनाइटेड आटो ट्रैक्टर लि०	हैदराबाद, आंध्र प्रदेश	56.34	मै० यूनीवर्सल ट्रैक्टर बुखारेस्ट आफ रोमानिया
13. मै० बिहार स्टेट एग्रीकल्चरल डेवलपमेंट कारपोरेशन	फतवा, बिहार	79.50	एच० एम० टी० लि० के माध्यम सब-लायसेंसिंग

**More Allocations for Wagon Industry**

2736. SHRI SUSHIL BHATTACHARYA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Industry Ministry has asked the Planning Commission to significantly raise the allocations for the wagon building industry;

(b) if so, the increase of the allocation made by the Planning Commission in comparison to last year; and

(c) what is the demand for wagons during 1980-81?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) Yes, Sir.

(b) Fund allocations, as revised, permits procurement of 13,000 wagons (four wheelers) for 1980-81 from the Industry (including procurement from Railway workshops). The Revised allocation restores the level of procurement to the targetted procurement of 1979-80.

(c) Demand Estimates stand at 15,000 wagons (four wheelers).

**Closed Circuit Television at Key Crossing in Delhi**

2737. SHRI M. RAM GOPAL REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that closed circuit television installed at key crossing in Delhi to monitor traffic is not being put to full use; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) No, Sir.

(b) Does not arise.

**Loss incurred by Indian Rare Earths**

2738. SHRI B. K. NAIR: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware of huge losses entailed by the Indian Rare Earths Factories at Chavara and Manavala Kurichi by the present management (i) as a result of huge stocks of cement and gunny bags being damaged by rains; (ii) through underweighing of out-going ilmenite at the export point and (iii) improper utilisation of machinery; and

(b) if so, the steps Government propose to take to prevent such losses in future?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) Govt has recently received two complaints alleging certain irregularities.

(b) The matter is under investigation.

**उप-सचिवों और अवर-सचिवों की नियुक्तियाँ**

2739 श्री तारिक अमरुत : क्या गृह मंत्री यह बताने की कृपा करेंगे कि

(क) केन्द्रीय सचिवालय में उप सचिव और अवर सचिव के पदों का विभाग-वार व्यौरा क्या है ,

(ख) इन पदों पर (अर्थात् सी० एस० एस०, आई० ए० एस०, आई० आर० एस०, आई० ई० एस०, आई० डी० एस०, आई० सी० ए० एस०, आदि ) नियुक्त अधिकारियों के विभाग-वार तथा सेवा-वार आंकड़े क्या है ;

(ग) क्या इन पदों पर केन्द्रीय सेवाओं को पर्याप्त प्रतिनिधित्व दिया जाता है ; और

(घ) क्या इन पदों पर आई० ई० एस० अधिकारियों का प्रतिनिधित्व सबसे कम है और इसमें वृद्धि किए जाने की आवश्यकता है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी० बेंकटसुब्बय्या) (क) से (घ) सूचना एकत्रित की जा रही है और उसे सदन के पटल पर रख दिया जाएगा ।



**Representation from Kerala Government for Delegation of Power Under Essential Commodities Act**

2740. SHRIMATI SUSEELA GOPALAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received any representation from Government of Kerala for delegation of powers in respect of certain provisions of the essential commodities Act for the effective implementation of the Husk control order; and

(b) if so, what is the reaction of Government and the reasons for delay in delegating the power?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):  
(a) Yes, Sir.

(b) The matter is under active consideration.

**Attack on Adivasis at Sindri, Dhanbad**

2741. SHRI A. K. ROY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the indiscriminate attack on the Adivasis at Sindri, Dhanbad on the 7th and 8th June, 1980 by the musclemen of contractors inciting communal hatred and tension there;

(b) whether it is a fact that several huts of the Adivasis were burnt down and their office in the heart of Sindri in the name of Sri Birsa Munda, the great Adivasi leader was also burnt hurting the feeling of the Adivasis of Dhanbad; and

(c) if so, the details thereof and steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). The required in-

formation is being collected and will be laid on the Table of the House as soon as it is received.

**Setting up of Industries in Kerala**

2742. SHRI A. A. RAHIM: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to consider starting of sophisticated industries in Kerala using the potentialities of the educated unemployed in the State;

(b) if so, the concrete steps taken to start such industries; and

(c) whether the rich deposits of raw materials in Kerala like mineral Sand, ceramic clay can be made use of for starting such industries?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) to (c). Various proposals for the manufacture of caprolactum by M/s. Fertilizers & Chemicals Travancore Ltd., aromatics from Bombay-High Crude to be processed at Cochin Refinery by Kerala State Industrial Development Corporation, synthetic rutile and Titanium Dioxide based on the rutile mineral sands of Kerala by Kerala Mineral and Metals Ltd., are under consideration. Indian Telephone Industries factory in Kerala manufacturing electronic switch equipment is contemplating for the expansion of its capacity. A Newsprint Project of Hindustan Paper Corporation for the manufacture of Newsprint is under implementation.

Other State projects like titanium pigment unit mineral separation unit, refractory and ceramic unit to exploit the indigenously available raw materials are under implementation. A Functional Industrial Estate for Ceramic Industries is being set up by the State Government at Quillon.

All these projects/schemes are likely to provide employment opportunities to a large number of unemployed people.

**Setting up of wood based industries in Kerala**

2743. SHRI A. A. RAHIM: Will the Minister of INDUSTRY be pleased to state:

(a) the steps taken by Government to start wood based industries in Kerala, using the rich teak and rose wood which is abundant in Kerala;

(b) whether any proposal has been given by Federation of Chambers of Commerce and Industry in this matter; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) According to information received from Government of Kerala, the Kerala Forest Development Corporation has a scheme to start wood based industries. A special officer has been appointed to prepare a project report for the purpose.

(b) Government has not received any proposal so far from the Federation of Indian Chambers of Commerce and Industry.

(c) Does not arise.

**Visit by Indian Scientists to U.S.S.R**

2744. SHRI BHIKHU RAM JAIN: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that a group of Indian scientists propose to visit the USSR as part of Indo-Soviet Co-operation in peaceful uses of atomic energy; and

(b) if so, the details thereof?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) and (b). Pursuant to the Agreement signed between India and the Soviet

Union in January, 1979, some exchanges have taken place for cooperation in the field of peaceful utilisation of atomic energy. In this context, it is likely that a team of Indian scientists will visit the Soviet Union towards the end of the current year.

**Nuclear fuel cycle evaluation conference**

2745. SHRI MANPHOOL SINGH CHAUDHURY: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the International Atomic Energy Agency—sponsored nuclear fuel cycle evaluation conference recently had produced encouraging recommendations for the fast breeder technology;

(b) how the fast breeder compare with ordinary nuclear power reactor;

(c) whether any fast breeder project is under contemplation in the country; and

(d) if so, the details thereof?

THE PRIME MINISTER (SHRI-MATI INDIRA GANDHI): (a) The "International Fuel Cycle Evaluation" studies have revealed that development of fast breeder reactors are necessary for a viable nuclear energy programme.

(b) The main feature which distinguishes a fast breeder reactor is its ability to generate more fissionable material than it consumes.

(c) and (d). Yes, Sir. A Fast Breeder Test Reactor an integrated power producing unit of approximately 15 Mwe, is in an advanced stage of construction at Kalpakkam in Tamil Nadu.

**Total installed capacity of Engineering Industry**

2746. SHRI RASABEHARI BEH-  
ERA: Will the Minister of INDUST-  
RY be pleased to state:

(a) the total installed capacity of the engineering industry in India since the beginning of 1980;

(b) the percentage of capacity lying idle till March, 1980; and

(c) the quantities of engineering goods the country is importing while engineering industry is lying idle?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) and (b). A statement showing installed capacity and percentage utilisation of capacity in relation to selected DGTD engineering industries is annexed.

(c) Import statistics are available in the "Monthly Statistics of Foreign Trade of India, Vol. II (Imports)" published by the Director General of Commercial Intelligence and Statistics, Calcutta. Under the Import Policy care has been taken to give protection to indigenous industry.

**Statement**

Installed capacity and percentage of utilisation of selected Engineering Industry 1979-80

Sl. No.	Industry	Unit	Capacity (31-3-80)	%age of utilisation of capacity in 1979-80
1	2	3	4	5
1.	Aluminium . . . . .	Th. tonnes	325	60
2.	Copper . . . . .	Th. tonnes	47.5	40
3.	Zinc . . . . .	Th. tonnes	95	55
4.	Lead . . . . .	Th. tonnes	18	63
5.	Steel castings . . . . .	Th. tonnes	168	29
6.	Steel forgings . . . . .	Th. tonnes	220	55
7.	Machine tools . . . . .	Rs. crores	190	16
8.	Mining Machinery . . . . .	Rs. crores	42	71
9.	Metallurgical machinery and Steel plant equipment . . . . .	Rs. crores	80	55
10.	Cement machinery . . . . .	Rs. crores	43.3	56
11.	Chem. & Pham. machinery . . . . .	Rs. crores	105	78
12.	Sugar machinery . . . . .	Rs. crores	51.8	62
13.	Rubber machinery . . . . .	Rs. crores	15	54
14.	Paper & Pulp machinery . . . . .	Rs. crores	42	80
15.	Printing machinery . . . . .	Rs. crores	8.7	87
16.	Boilers . . . . .	Rs. crores	270	94
17.	Transformers . . . . .	Mill. KVA	1.15	57

1	2	3	4	5
18. Electric motors . . . . .		Mill. HP	6.5	39
19. Earth moving equipment . . . . .		Nos.	2035	69
20. Road rollers . . . . .		Nos.	1500	55
21. Tractors . . . . .		Th. Nos.	70.0	89
22. Railway wagons . . . . .		Th. Nos.	30.6	40
23. Commercial vehicles . . . . .		Th. Nos.	89.5	64
24. Passenger cars . . . . .		Th. Nos.	53.0	63
25. Jeeps . . . . .		Th. Nos.	13.0	98
26. Motor cycles . . . . .		Th. Nos.	90.0	101
27. Three wheelers . . . . .		Th. Nos.	32.0	55
28. Scooters . . . . .		Th. Nos.	278.0	56
29. Mopeds . . . . .		Th. Nos.	98.0	72
30. Bicycles . . . . .		Lakh. Nos.	45.97	82
31. Ball & Roller bearings . . . . .		Lakh. Nos.	364	88
32. Typewriters . . . . .		Th. Nos.	131.4	70
33. Sewing machines . . . . .		Th. Nos.	555	70
34. Conductors (ACSR & AAC) . . . . .		Th. tonnes.	139.7	48
35. (a) Cables (PVC & VIR) . . . . .		Mill. Cm.	1368.03	37
(b) Power cables (PILC & XLP, PVC) . . . . .		Th. K. M.	39.33	52
36. Dry cells . . . . .		Mill. Nos.	1291	66
37. Storage batteries . . . . .		Mill. Nos.	2.23	75
38. G. L. S. lamps . . . . .		Mill. Nos.	231.99	84
39. Fluorescent tubes . . . . .		Mill. Nos.	26.92	88
40. Electric fans . . . . .		Mill. Nos.	3.52	110
41. Grinding wheels . . . . .		Tonnes	10,000	87
42. Transmission towers . . . . .		Th. tonnes	180	56
43. Steel structurals . . . . .		Th. tonnes	452	22
44. Steel tubes (seamless) . . . . .		Th. tonnes	49	64
45. Steel tubes (Black & Galvanised) . . . . .		Th. tonnes	1800	34
46. C. I. Spun pipes . . . . .		Th. tonnes	476	34
47. Aluminium sheets & circles . . . . .		Tonnes	75,000	56
48. Aluminium foils . . . . .		Tonnes	6000	6
49. Copper/Cu. Alloy (Incl. brass) . . . . .		Tonnes	23,500	47
50. M. S. Bolts, Nuts & Rivets . . . . .		Th. tonnes	47.6	57

1	2	3	4	5
51. Wire ropes . . . . .		Th. tonnes	45·2	65
52. Razor blades . . . . .		Mill. Nos.	2680	57
53. Forged hand tools . . . . .		Tonnes	15,550	32
54. Twist drills . . . . .		Mill. Nos.	18·73	98
55. Welding electrodes . . . . .		Mill. meters	742	66
56. Diesel engines . . . . .		Th. Nos.	317	46
57. Cranes . . . . .		Th. tonnes	64	26
58. Lifts . . . . .		Nos.	1380	62
59. Power driven pumps . . . . .		Th. Nos.	624	17
60. Air Gas compressors . . . . .		Th. Nos.	15·35	88
61. Domestic refrigerators . . . . .		Th. Nos.	339·4	66
62. Air conditioners . . . . .		Th. Nos.	44·78	(5
63. Winding wires . . . . .		Th. tonnes	46·39	58
64. Radio receivers . . . . .		Th. Nos.	3150	66
65. Motor starters & contractors . . . . .		Th. Nos.	1474·2	74
66. Graphite electrodes & anodes . . . . .		Th. tonnes	25·90	73
67. House service meters . . . . .		Lakh. Nos.	30·48	12
68. Wrist watches . . . . .		Lakh. Nos.	70	66

### New policy of Andaman Tribals

2747. SHRI ARVIND NETAM:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Government are considering a new policy on Andaman tribals in the near future; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) No, Sir.

(b) Does not arise.

### Minorities from Assam in other States

2748. SHRI ZAINUL BASHER:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether because of disturbances in Assam a large number of panic stricken minorities have taken refuge in other States;

(b) the number of such persons State-wise; and

(c) the arrangements made by Government to provide them food and shelter, etc. and full details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) to (c). Facts are being ascertained and will be placed on the Table of the House.

**सरकारी नौकरियों के लिये चरित्र सत्यापन**

2749. श्री जैनुल बशर : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोई ऐसा उपबन्ध है जिसके अन्तर्गत सरकारी नौकरियों पर नियुक्त किये जाने वाले व्यक्तियों का पुलिस द्वारा चरित्र सत्यापन किया जाता है ;

(ख) यदि हाँ, तो क्या यह चरित्र सत्यापन पुलिस अधिकारियों अथवा सरकारी नौकरियों पर नियुक्त किये जाने वाले व्यक्तियों से उच्च दर्जे के कर्मचारियों द्वारा कराया जाता है ; और

(ग) यदि नहीं, तो उसके क्या कारण है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी० बैकटसुब्बय्या) (क) से (ग). सरकारी नौकरियों में नियुक्त किए जाने वाले व्यक्तियों के चरित्र तथा पूर्ववृत्त का सत्यापन राज्य सरकारों की एजेन्सी द्वारा कराया जाता है। इस रिपोर्ट को भेजने का दायित्व विभिन्न राज्यों में जिला मजिस्ट्रेटों का होता है तथा यह उनके विवेक पर छोड़ दिया जाता है कि वे किसी भी ऐसी एजेन्सी द्वारा सत्यापन करा सकते हैं जो इस कार्य के लिए सक्षम हो। यह व्यवहारिक प्रस्थापना नहीं है कि आन्देवकों की बड़ी संख्या के लिए इस कार्य को करने के लिए वरिष्ठ अधिकारियों को लगाया जाए। सत्यापित किए जाने वाले तथ्यों का सम्बन्ध इन तथ्यों को सत्यापित करने वाले व्यक्ति के स्तर से नहीं होता है।

**सरकारी सेवाओं में राष्ट्रीय स्वयं सेवक संघ से संबद्ध लोगों की नियुक्ति**

2750. श्री जैनुल बशर : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1977 से पहले एक नियम लागू था कि राष्ट्रीय स्वयं सेवक संघ तथा अन्य साम्प्रदायिक संगठनों से संबद्ध लोगों को सरकारी सेवा में नियुक्त नहीं किया जाता था और यदि कोई व्यक्ति सेवा में प्रवेश पा जाता था तो उसे सेवा से हटा दिया जाता था ;

(ख) क्या जनता तथा लोकदल सरकारोंने इस नियम को हटा दिया था अथवा इसके अधीन कार्यवाही करना बन्द कर दिया था ; और

(ग) क्या वर्तमान सरकार इस नियम को पूरा तरह लागू कर रही है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी० बैकटसुब्बय्या) : (क) इस संबन्ध में कोई विशिष्ट नियम नहीं है किन्तु सरकारी सेवा में नया प्रवेश करने वाले व्यक्तियों के चरित्र तथा

पूर्ववृत्त का सत्यापन उनकी नियुक्ति से पूर्व किया जाता है। उस समय उनकी उपयुक्तता पर विचार करने के लिए अन्य बातों के अलावा साम्प्रदायिक संगठनों के साथ उनकी संबद्धता को भी ध्यान में रखा जाता है। केन्द्रीय सिविल सेवा (आचरण) नियम, 1964 का नियम 5 तथा अन्य सेवाओं के आचरण नियमों में इसी प्रकार के नियम किसी सरकारी कर्मचारी के किसी राजनीतिक दल अथवा राजनीतिक स्वरूप की गतिविधियों में भाग लेने का निषेध करते हैं। राष्ट्रीय स्वयं सेवक संघ तथा जमात-ए-इस्लामी की गतिविधियाँ इस स्वरूप की मानी जाती हैं जिन पर उक्त नियमों के उपबन्ध लागू होते हैं।

(ख) तथा (ग). इन अनुदेशों को कभी भी रद्द नहीं किया गया।

**संघ लोक सेवा आयोग द्वारा ली गयी भारतीय प्रशासनिक सेवा तथा सम्बद्ध सेवा परीक्षा**

2751. श्री जैनुल बशर : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) संघ लोक सेवा आयोग द्वारा गत तीन वर्षों के दौरान ली गयी भारतीय प्रशासनिक सेवा (भारतीय प्रशासनिक सेवा तथा सम्बद्ध सेवा) परीक्षा में कितने अभ्यर्थी बैठे और उन में से ऐसे अभ्यर्थियों की संख्या कितनी है जिन्होंने प्रश्नों के उत्तर पृथक-पृथक अंग्रेजी तथा अन्य क्षेत्रीय भाषाओं में दिये तथा तत्संबंधी पूर्ण ब्यौरा क्या है ; और

(ख) सफल अभ्यर्थियों की भाषा-वार संख्या कितनी है ?

गृह मंत्रालय तथा संसदीय कार्य विभाग में राज्य मंत्री (श्री पी० बैकटसुब्बय्या) : (क) तथा (ख). 1976, 1977 तथा 1978 में ली गई भारतीय प्रशासनिक सेवा आदि परीक्षाओं के उम्मीदवारों को यह विकल्प था कि वे निबन्ध तथा/अथवा सामान्य ज्ञान के प्रश्न पत्रों का उत्तर अंग्रेजी में अथवा संविधान की आठवी अनुसूची में उल्लिखित किसी एक भाषा में दें। चूंकि 1977 तथा 1978 में ली गई भारतीय प्रशासनिक सेवा आदि परीक्षाओं का सामान्य ज्ञान का प्रश्न पत्र वस्तुनिष्ठ प्रकार का था इसलिए उपर्युक्त उपबन्ध के बावजूद इस प्रश्न पत्र का उत्तर भाषा के माध्यम से देने का प्रश्न नहीं उठता। 1976, 1977 तथा 1978 के दौरान भारतीय प्रशासनिक सेवा तथा सम्बद्ध सेवाओं की परीक्षा में बैठने वाले उम्मीदवारों की संख्या और उन में से अंग्रेजी, हिन्दी तथा अन्य भाषाओं में प्रश्नों का उत्तर देने वालों का अलग-अलग तथा भाषा-वार ब्यौरा और सफल उम्मीदवारों की संख्या को दर्शाने वाला एक विवरण संलग्न है।

## विवरण

वर्ष 1976, 1977 और 1978 के दौरान भारतीय प्रशासनिक सेवा तथा सम्बद्ध सेवाओं की परीक्षा में बैठने वाले उम्मीदवारों की संख्या और उनमें से अंग्रेजी, हिन्दी तथा अन्य भाषाओं में प्रश्नों का उत्तर देने वालों का अलग-अलग तथा भाषा-वार ब्योरा और सफल उम्मीदवारों की संख्या को दर्शाने वाला विवरण।

## सफल उम्मीदवारों की संख्या

## निबन्ध का प्रश्न पत्र

## सामान्य ज्ञान का प्रश्न पत्र

परीक्षा का वर्ष	निबन्ध का प्रश्न पत्र			सामान्य ज्ञान का प्रश्न पत्र			1977	1978	1976	1977	1978	1976	1977	1978	सामान्य ज्ञान	निबन्ध	सामान्य ज्ञान	निबन्ध	सामान्य ज्ञान	1978	
	1976	1977	1978	1976	1977	1978															1976
परीक्षा में बैठे उम्मीदवारों की कुल संख्या	17627	17359	18857	17392	17242	18734															
राज्यसभ																					
असमिया	5	9	12	3	*	*															
बंगाली	130	132	127	71																	
गुजराती	55	60	86	54																	
हिन्दी	2529	2891	3228	1219																	
कन्नड़	21	21	42	15																	
कश्मीरी	--	1	1	--																	
मालयालम	36	27	28	18																	
मराठी	61	67	98	43																	
उड़िया	41	28	39	26																	
पंजाबी	169	223	297	59																	
संस्कृत	1	1	4	--																	
सिन्धी (देवनागरी)	1	2	1	1																	
सिन्धी (अरबी)	--	1	5	--																	
तमिल	133	161	205	83																	
तेलुगू	33	55	104	15																	
उर्दू	38	56	80	21																	
अंग्रेजी	14374	13624	14500	15764																	

\* चूंकि 1977 और 1978 वर्ष की भारतीय प्रशासनिक सेवा आदि परीक्षा का सामान्य ज्ञान का प्रश्न पत्र वस्तुनिष्ठ प्रकार का था, इसलिए प्रश्न पत्र का उत्तर भाषा के माध्यम से दिए जाने का प्रश्न ही नहीं उठता।

**Retirement of Staff by Capital Photo Service (P) Ltd. Calcutta**

2752. SHRI SOMNATH CHATTERJEE : Will the Minister of INDUSTRY be pleased to state;

(a) number of staff retrenched by Capital Photo Service (P) Ltd. Calcutta as a result of take-over of distribution of photographic materials by the Hindustan Photo Films, a Government of India Undertaking;

(b) what steps have been taken by Government to absorb the retrenched staff into Hindustan Photo Films;

(c) number of retrenched staff so far absorbed in Hindustan Photo Films;

(d) number of retrenched staff who have not yet been provided with alternative jobs;

(e) whether Government would assure their employment; and

(f) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): (a) The details of the staff retrenched by Messrs Capital Photo Service (P) Ltd., Calcutta as a result of take-over of distribution of photographic materials by the Hindustan Photo Films Mfg. Co. Ltd., (HPF) are not available. The HPF have, however, reported that 26 such employees applied for absorption in their Company.

(b) The Government had advised the HPF to absorb the affected staff subject to their suitability and to the availability of jobs and the concerned persons accepting terms of service offered to them by HPF.

(c) 15 employees retrenched by Messrs Capital Photo Service (P) Ltd., Calcutta have been absorbed in HPF.

(d) to (f). 11 employees retrenched by Messrs Capital Photo Service (P) Ltd. who had applied for absorption in HPF, were found unsuitable by the Selection Committee constituted by HPF, which interviewed them along with other employees retrenched by the firm and those re-emplo-

by other distributors. HPF have reported that it is not possible to absorb them in the service of HPF.

**Arrest of Residents of R. K. Puram by Police**

2753. SHRI CHHITUBHAI GAMIT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the residents of R.K. Puram, New Delhi protested against detention of four residents on May 31, 1980;

(b) the reasons which led to such arrest and whether the arrested persons were taken to court; and

(c) what was the attitude of Police towards resident demonstrators?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI YOGENDRA MAKWANA): (a) Some residents held a demonstration outside police Station R. K. Puram against the arrests made on 31st May, 1980.

(b) 3 persons were arrested under sec. 93/97 of Delhi police Act for creating nuisance at a public place, and they were later released on bail. They were called to appear in the court on the 28th June, 1980 for hearing.

(c) The resident demonstrators were given a patient hearing and assured that an enquiry into the matter would be conducted. An enquiry has accordingly been ordered and is in progress.

**Approval of two medium Irrigation Projects**

2754. SHRI P. M. SAYEED:

SHRI GHULAM RASOOL KOCHACK;

Will the Minister of PLANNING be pleased to state:

(a) whether the Planning Commission have approved two medium irrigation projects in June, 1980;

(b) if so, what are these projects;



(c) and in which State they are;

(d) whether both these projects will irrigate a record number of unirrigated land;

(e) if so, the details of the same; and

(f) whether the Planning Commission have also cleared a third project for Goa, Daman and Diu?

**THE MINISTER OF PLANNING (SHRI NARAYAN DUTT TEWARI)**  
 (a) to (c). Two medium irrigation schemes have been approved by the Planning Commission in June, 1980, namely, Bankbal irrigation project in Orissa and Chhapi irrigation Project in Rajasthan.

(d) & (e). The relevant details of the two projects are given below

	Bankbal project (Ha.)	Chhapi project (Ha.)
(i) Existing annual cultivation before irrigation	4,466	7,525
(ii) Proposed annual irrigation after completion of projects.	7,560	6,437

(f) The Planning Commission in April, 1980 has approved Mandovi irrigation Project in Goa, Daman & Diu.

**Memorandum from National Rubber Factory Workers**

2755. **SHRI NIREN GHOSH:** Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received any memorandum dated 2nd April, 1980 from the workers of National Rubber Factory;

(b) if so, the demands raised in the memorandum; and

(c) steps taken by Government thereon?

**THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA) :**

(a) Yes, Sir. A copy of the Memorandum dated the 3rd April, 1980 submitted by the Workers of National Rubber Manufacturers Ltd. to their Management has been received.

(b) The demands raised are indicated in the Statement enclosed.

(c) The matter is being examined in consultation with the Management of National Rubber Manufacturers Ltd.

**Statement**

**DEMANDS:**

- (i) Full production should be ensured in all Departments and suggestions of the workmen and Unions should be given due importance .
- (ii) Sales Departments should be thoroughly reorganised.
- (iii) Competent Technical Personnel should be engaged in Production Departments so that production is not hampered as at present.
- (iv) We apprehend that some top official men are reluctant to sell our product, the cause might be for their vested interest.
- (v) A section of your officers are indirectly encouraging indiscipline among a section of employee which leads to anarchism.
- (vi) The wage-cut measures announced by the Management should be immediately withdrawn.
- (vii) The Company should change its anti-labour policies and all attacks on Trade Union rights should be immediately stopped.
- (viii) All outstanding issues including Production Bonus should be immediately settled through bipartite negotiation with the Unions.

12 hrs.

MESSAGE FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:

"In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 30th June, 1980, agreed without any amendment to the Banking Companies (Acquisition and Transfer of Undertakings) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 16th June, 1980".

श्री राम विलास पासवान (हाजीपुर) : अध्यक्ष महोदय, मैंने आकाशवाणी के खिलाफ प्रिवलेज मोशन दिया है. . . . .

MR. SPEAKER: I have referred it for facts.

(Interruptions)

MR. SPEAKER: I am not allowing it.

श्रीमती प्रमिला बंडवले (बम्बई उत्तर-मध्य) : 18 जून को बागपत में जो घटना हुई थी, उस के बारे में मैं ने नोटिस दिया है : (व्यवधान)

MR. SPEAKER: The Minister is making a statement at 3.0 O'clock.

SHRI INDRAJIT GUPTA: (Bihar): Some lady Members of Parliament were asked to accompany the Minister and they accompanied him. After he has made the statement, they may kindly be allowed also to give their version of what they saw.

MR. SPEAKER: No.

SHRI INDRAJIT GUPTA : Why were they sent them? (interruptions)

MR. SPEAKER: You can discuss it, but not like this. There is no precedent. I can allow a discussion after due notice and I will allow that.

(Interruption)

MR. SPEAKER: You are not cooperating with me.

श्री जन्मपाल शैलानी (हायरस) : कृपा कर मुझे सुन लीजिए । (व्यवधान)

MR. SPEAKER. Not here, you can come to my chamber.

SHRIMATI GEETA MUKHERJEE (Panskura): Since the Home Minister did not ask us as to our reaction after the visit, when he makes the statement. . . .

MR. SPEAKER: We will discuss the statement with due notice under Rule 193.

श्री छटल बिहारी बाजपेयी (नई दिल्ली) : अध्यक्ष महोदय, मैं एक और मुद्दा उठाना चाहता हूँ । गृह मंत्री संसद् सदस्यों के साथ गये थे । इस से यह धारणा बनी है कि वे स्वयं उन को साथ ले कर के गये थे । अब जो स्टेटमेंट आयेगा वह इस बात को ले कर के आयेगा, वह सब की राय से मिल कर के आयेगा ।

अध्यक्ष महोदय : यह मैं नहीं कह सकता ।

श्री छटल बिहारी बाजपेयी : फिर साथ में जाने का मतलब क्या है ?

MR. SPEAKER: This is Home Minister's job, not my job.

PROF: MADHU DANDAVATE (Rajapur): Some lady Members had gone there. . . .

MR. SPEAKER: I will work according to the rules laid down in this book. I will allow a discussion; I am not going to shun any discussion, but it will be done according to the rules. Let the Home Minister make a statement and then it will be discussed.

श्री मनो राज बालाजी (हिसार) : अध्यक्ष जी, आपने एक बात कही है कि घर मंत्री जी जब तहकीकात करने गये हैं तो उनको रफ्त सदन में लेनी है लेकिन. . .

(अवधान)\*\*

MR. SPEAKER: Not allowed: nothing has been said, he will make a full statement here. . . This is not the way. You have agreed to cooperate; but you are not helping for the smooth proceeding of the House. Why can't you cooperate with each other? I am ready to accommodate every point of view, but still you go on persisting. This is not the way.

Now, Calling Attention.

12.05 hrs.

#### CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

#### REPORTED CHINESE OFFER TO SETTLE THE BORDER PROBLEM ON THE BASIS OF PRESENT LINE OF ACTUAL CONTROL

श्री राज बिलास पासवान (हाजीपुर) : मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर विदेश मंत्री का ध्यान बिलाता हूँ और प्रार्थना करता हूँ कि वह इस बारे में एक बक्तव्य दें :

“वास्तविक नियंत्रण की वर्तमान रेखा के आधार पर सीमा की समस्या को हल करने की चीन की कथित वेसकश तथा उस के सम्बन्ध में सरकार की प्रतिक्रिया।

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Vice Premier Deng-Xiaoping of the People's Republic of China met an Indian journalist on June 21, 1980. According to the official Chinese News Agency Xinhua, on the settlement of the border problem. The following is an extract of his statement:

\*\*Not recorded.

“So long as both sides are sincere, respect the present state of the border, and are tolerant towards each other, the Sino-Indian boundary question can be solved through peaceful negotiations. As a matter of fact ever since negotiations on boundary question began, China has never asked for the return of all the territory illegally incorporated into India by the old colonialists. Instead, China suggested that both countries should make concessions, China in the East Sector and India in the West Sector, on the basis of the actually controlled border line so as to solve the Sino-Indian boundary question in a package plan, thus fully demonstrating the spirit of mutual understanding and concessions”.

Similar suggestions have been made to us earlier occasions by the Chinese Government. This time it is somewhat more precise. The Government of India has never accepted the premise on which it is based, namely, that the Chinese side are making a concession in the Eastern sector by the giving up of territory which they allege is illegally incorporated into India. Nevertheless we welcome the prospect of the Eastern Sector being settled without any particular difficulty.

As the House is aware, the India-China boundary question is long-standing and complex. After a considerable lapse of time, our two Governments have only just begun to come to grips with it once more. This itself is a positive step. It may be that ways other than the package solution suggested by the Chinese Government could prove more effective. In any event, I am sure the House will agree that we should proceed forward meaningfully, while also keeping our best interests in mind.

It is our hope that we can settle the border question in the spirit of Five Principles of peaceful co-existence consistent with the national

honour and interest on both sides and on a basis of equality.

In the course of the same interview Vice Premier Deng Xiaoping had also indicated a strong desire for the improvement and extension of relations between India and China as this would undoubtedly exercise positive influence in world affairs and Asian affairs in particular. We fully reciprocate these sentiments.

**श्री राम विलास पासवान :** भारत और चीन के बीच जो यह जो बोर्डर डिस्प्यूट है यह बहुत ही गम्भीर मामला है और इसके साथ किसी एक पार्टी या दल की सरकार का नहीं बल्कि पूरे देश का सम्बन्ध है। इसका फल पूरे देश को भुगतना पड़ता है।

जहां तक चीन का सम्बन्ध है चीन से पहली झड़प 1954 में हुई थी। उस के पहले हमारे चीन के साथ बहुत ही पुराने सम्बन्ध थे और मधुर सम्बन्ध थे। 1947 में भारत आजाद हुआ था। 1948 में जब चीन में मार्क्सवादी सरकार बनी और उसको मान्यता देने का प्रश्न आया तो मैं समझता हूं कि गैर-कम्युनिस्ट राष्ट्रों में सबसे पहले भारत ही एक ऐसा राष्ट्र था जिसने उसको मान्यता प्रदान की। संयुक्त राष्ट्र संघ में भी जब उसकी मददस्यता का प्रश्न उठा, तो सबसे ज्यादा भारत ने उसकी बकालत की, कोरिया का युद्ध हुआ तो उस में भी भारत ने उस का साथ दिया। यह सारा रिश्ता उस के साथ शुरू से हमारा रहा है लेकिन जब 1959 में तिब्बत पर हमला किया गया और जब वहां से दलाई लामा हिन्दुस्तान आये और उसके बाद भारी संख्या में तिब्बती शरणार्थी हिन्दुस्तान में पहुंचने लगे तो वहां से विवाद शुरू हो गया और 1959 के पहले जब कभी भी बैठक हुई, तो जहां तक मुझे मालूम है, उस के अनुसार मैं कह सकता हूं कि कभी भी चीनने भारत के साथ सीमा का प्रश्न नहीं उठाया था। जब तिब्बत का मामला आया, मैं अभी भी इस बात को मानता हूं और बड़े अदब के साथ कहना चाहता हूं कि आज भी हम लोगों को इस बात को कबूल करना चाहिये कि हमारी यह सब से पहली गलती हुई थी जो कि तिब्बत के मामले पर हुई थी कि तिब्बत को हमने छोड़ा था।

अब जो सीमा विवाद है, जो कंट्रोल लाइन है, यह कहा जाता है कि मैकमोहन लाइन है। यह मैकमोहन लाइन क्या है? मन् 1914 ईस्वी में तिब्बत के प्रधान मंत्री, चीन सरकार के प्रतिनिधि और भारत की ब्रिटिश सरकार के समय में सर हेनरी मैकमोहन ने, इन दोनों ने हस्ताक्षर किये और उस हस्ताक्षर के द्वारा तिब्बत को 2 भागों में बांटा गया, एक आन्तरिक तिब्बत और दूसरा बाह्य तिब्बत। उस बाह्य तिब्बत और भारत के बीच करार के अनुसार नक्शे में लाल रेखा खींची गई और जो कैलाश, मानसरोवर और ब्रह्मपुत्र

हैं, इसको मान लिया गया कि यह हमारी मैकमोहन लाइन है। आज हमको अफसोस के साथ कहना पड़ता है कि आज जो मानसरोवर और कैलाश है, जो भारत का प्रतीक माना जाता था, आज वह महादेव जी का स्थान है। हमने वही गलती की थी।

उसके बाद आज यह आपकी मंशा है। मुझे बहुत खुशी होगी अगर भारत और चीन का सम्बन्ध फिर से सुधर जाये और फिर दोनों राष्ट्र, हम जो नारा लगाते थे "भारत-चीन भाई भाई" उससे बन्ध जायें, लेकिन उसके बाद भी हमको देखना होगा।

हमारे बाजपेयी जी यहां बैठे हुए हैं, ये भी चीन गये थे। जब यह चीन गये हुए थे उसी समय चीन के द्वारा बियतनाम पर हमला किया गया, नतीजा यह हुआ कि इन को अपनी यात्रा बीच में ही बिना पूरी किये, वापिस आना पड़ा। मैं यह कहूंगा कि यह जो सारे पेशकश हो रहे हैं, यह हमारा विदेश का मामला है, 1962 के पहले भी आप देखें तो चीन के साथ भारत का जो वार्तालाप हो रहा था, उस में कहीं यह मालूम नहीं पड़ रहा था कि इसमें कहीं कटुता है। मैं एक बात और कहना चाहूंगा कि जो हमारी विदेश नीति है, इसको अगर देखें तो जो बड़े-बड़े राष्ट्र हैं, उन का किसी नीति या सिद्धान्त से कोई मतलब नहीं है। उनका एक ही मतलब है कि उनके हथियार कैसे बिकें? जब कभी आप का पाकिस्तान के साथ झगडा होगा तो एक राष्ट्र आप का साथ दे देगा, अगर हिन्दुस्तान और चाइना का युद्ध होगा तो दूसरा जो बड़ा राष्ट्र है, वह साथ देगा। इसलिये जो बड़े-बड़े राष्ट्र हैं, इनके दिमाग में एक ही बात है कि युद्ध चले, तो युद्ध के समय किस प्रकार उन के हथियार बिकें और उनको मुनाफा मिले।

मन्त्री महोदय को कहना चाहूंगा कि जो नक्शे के ऊपर भाग में दिखाया हुआ है, एक तरफ आप के उत्तर में जहां असाई चीन है, जो अभी तक चाइना के कंट्रोल में है, जो कराकोरम है, जिससे हो कर उसकी सड़क है, स्काईलैड होकर सड़क है, वह सीधी अभी इस पोजीशन में है कि वह सीधे अफगानिस्तान से हो कर हिन्दुस्तान के बगल से होते हुए पाकिस्तान वगैरै वह कहीं भी जा सकता है।

1962 के बाद इस संसद् में एक प्रस्ताव पास किया गया था, और सब सदस्यों ने—सरकारी पक्ष और विपक्ष ने—बड़े हो कर यह प्रतिज्ञा ली थी कि जब तक हम हिन्दुस्तान की भूमि पर से—उसकी एक एक इंच जमीन पर से—विदेशियों को नहीं हटा देंगे, चीन को नहीं हटा देंगे, तब तक हम चीन की सास नहीं लेंगे। यह जो आफर आया है, यह एक तरफ से बातों का दरवाजा है, मैं यह मानता हूं, लेकिन बुनियादी बातों को तय किये बिना यह बचवाता सफल नहीं हो सकेगी। परसों हिन्दुस्तान टाइम्स में श्री एम० पी० गुप्ता का एक लेख निकला था, जिस में उन्होंने कहा था कि जब तक कराकोरम के इलाके और मैकमोहन लाइन के बगल में कैलाश, मानसरोवर और ब्रह्मपुत्र के क्षेत्र को डीमिलिटराइज नहीं किया जाता है, जब तक उस

[श्री राम विलास पासवान]

सड़क पर से पाकिस्तान और दूसरे देशों को जाने वाली फीज को रोका नहीं जा सकता है, सब तक इन समझौतों का कोई रिजल्ट निकालने वाला नहीं है।

मैं आप के माध्यम से मंत्री महोदय से बड़े अदब के साथ आग्रह करूंगा कि यह कोई साधारण सी बात नहीं है। आज हमारे पास पास के देशों में जो स्थिति है, अफगानिस्तान में रूस की उपस्थिति का प्रश्न है, दूसरे देशों में भी कई घटनाएँ हो रही हैं—विदेश मंत्री को इन बातों की जानकारी है—इन परिस्थितियों में क्या फिर से हमारे साथ मिल कर कोई नई योजना चलाने की बात तो नहीं सोची जा रही है कि हिन्दुस्तान अब पुराना हिन्दुस्तान नहीं रहा है। हमें ख़ुशी है कि 1962 के बाद हमारे उत्तरी क्षेत्र और दूसरे सीमावर्ती क्षेत्रों में अपने अपने पर हमारे सैनिक तैयार हैं और पूरी तरह से लैस हैं। आज सरकार इस सदन को यह आश्वासन दे कि यदि कोई बड़ी से बड़ी शक्ति भी हम पर आक्रमण करेगी, तो हिन्दुस्तान उस का मुकाबला करेगा और विजय हासिल करेगा।

इन स्थिति में यह जो पेशावण हुई है, मैं मंत्री महोदय से आग्रह करूंगा कि वह इसको बहुत गम्भीरता से लें। जहाँ तक बातचीत और भाषणों का सम्बन्ध है, वह सब होता है, लेकिन जब तक आग्रह ऐसी रणनीति नहीं बनायेगी, जिस से बरिगाडी समस्या हल हो सके, तब तक चीन के साथ चाहे कितने भी मित्रतापूर्ण सम्बन्ध ही हमारी कठिनाइयाँ दूर नहीं हो सकेंगी।

अध्यक्ष महोदय : अगर आप कोई सवाल पूछना चाहते हैं, तो पूछ लें।

श्री राम विलास पासवान : मैं मंत्री महोदय को दो तीन सुझाव देना चाहता हूँ। मंत्री महोदय जो भी निर्णय लें, उसमें पहले देश का जनमत जानना चाहिए। ससद सर्वोपरि है, इसलिए उस को विप्रधान में लेकर चलें। 1962 के युद्ध के बाद इस सदन में जो प्रतिज्ञा ली गई थी, उसको हमेशा मद्देनजर रखें। डीमिलिटराइजेशन का जो सुझाव आया है, उस पर भी वह विचार करें।

अध्यक्ष महोदय : माननीय सदस्य ने कोई प्रश्न नहीं पूछा है। श्री कोचक।

श्री राम विलास पासवान : अध्यक्ष महोदय, मैंने पूछा है कि क्या मंत्री महोदय इन बातों पर विचार करेंगे। आप मेरे इतनी देर के भाषण को ऐसे ही खत्म कर रहे हैं।

श्री श्री० श्री० नरसिंह राव : माननीय सदस्य ने जो सुझाव दिये हैं, उनके लिए मैं उन का आभारी हूँ। हम यह कभी सोच ही नहीं सकते कि जो इतना पेचीदा मसला है, उसके बारे में जनमत जाने बिना, या संसद के मत को जाने बिना, या यहाँ पूरी तफसील से उस पर चर्चा किये बिना कुछ हो सकता है। ऐसा कभी नहीं हो सकता है।

श्री राम विलास पासवान : मेरे दां डेफिनिट सवाल थे, आप ने उन को सुझाव में बदल दिया।

अध्यक्ष महोदय : राम विलास जी, वह सारे आग्रह उसी में।

SHRI GHULAM RASOOL KO-  
CHAK (Anantnag): Sir, the way statement has been put before this House, I may be excused if I say that it is dangerously worded and it is diplomatically dangerous, because this question is one of great national importance and the House should have been taken into confidence fully and completely by letting the House know as to what is the package deal going on with China and the offer that has been made. From what I read out of the statement, almost the package deal has been accepted by the Government of India without letting this House know what was the basis for accepting the package deal. I shall read only one sentence from the statement made before this House:

“We welcome the prospect of the Eastern Sector being settled without any particular difficulty.”

In other words, the Government has accepted the McMahon line to be the line of settlement. The Govern-

ment appears to have accepted the offer. I would, with all respect to the Foreign Minister, point out that from what he has stated before this House, we have started travelling on a hazardous journey to have a settlement with China once again and the journey is full of risk and pitfalls. If we are not cautious in driving, we may fall down once again the same way as we have done in the past. It means that a lot of understanding, caution and a lot of knowledge is required, so that we do not fall a prey in their hands once again.

The basic question now is not one of border dispute. That has lost its significance by the process of years. Now a new map has come, that is the map of India. I would like the hon. members to know that it is not the borders that count now, but it is the deep infiltration into the territory of India through roads, which are becoming dangerous to the safety and integrity of India. Aksaichin was occupied by China in 1962, which was a part of the territory of Jammu and Kashmir State. From Aksaichin have emerged two factors. One is that Aksaichin links with Sinkiang, one of the Tibetan territories occupied by China. Another is that by Aksaichin, road has been constructed by China which is known as the Karakoram Road. Thousands and thousands of miles of road have been constructed whereby they have been able to touch not the borders, but rather the base of Kashmir. So, I have two swords hanging on my head now. From Aksaichin side, there is the easiest access

to Ladakh and from Ladakh to Kashmir. Another direct link is from Aksaichin to Muzaffarabad, Pakistan occupied territory of Kashmir, which has been linked by Karakoram Road. So, we have made the passage very clear for the invaders to come any time without touching the border. That is the situation on the Western side also. That made the invasion possible in the past also.

According to the Constitution of the Jammu & Kashmir State, no territory can be ceded to any power without consulting the Government and the State of Jammu & Kashmir. Has the hon. Minister taken into confidence my Government on this question because here the question of territorial sovereignty is involved? Has the Government thought that the invasion can never stop if steps are not taken to de-militarise the Karakoram Road and Sinkiang Road? There is no border danger in the light of the changed circumstances except that a new threat is posed to India to have an invasion through roads newly built by China on either side of the frontiers.

I would refer to my friend's last answer where he said: "I am going to deal with this problem in a businessman like manner.". The real business is this. If those issues that created abnormal relations with China, are solved, that would bring normalisation of relations.

MR SPEAKER: You please put the question.

SHRI GHULAM RASOOL KOCHAK: As my learned friend said, a categorical declaration had come from this House in 1962 that they should vacate our territory. There is no issue except vacating the territory and accept the sovereign and territorial character of the areas which belong to India but have been illegally occupied by China. That alone would bring normalisation of relations, as we would be free from constant threat of invasions.

We have not to depend on the emotional slogans as have been given in the Statement like panch sheel. Our great leader, Panditji, trusted China but they had belied that trust. Now, we have to take a realistic approach.

May I ask categorically whether this offer which has come in the form of a statement by the Vice-Premier of China is acceptable to the Government of India? If this is the basis, would this not have repercussions on the border problem between India and Pakistan? Is it not a fact that a similar offer was made during Panditji's time but was rejected by the House when it demanded unconditional immediate withdrawal of forces from all those territories which were forcibly occupied by China?

May I know what steps Government propose to take to restore this territorial sovereignty of Kashmir?

The recently built Karakoram Road and the Aksaichin Road are a danger to the safety and security of Kashmir. So, may I know whether, before agreeing to a settlement on the border dispute, stopping of military movement through them would be made a condition precedent?

MR. SPEAKER: You do not want an answer. You only want to speak. That is all. I am going to disallow this. Shri Bheekabhai.

AN HON. MEMBER: He has to reply.

MR. SPEAKER: I am not going to allow it.

SHRI GHULAM RASOOL KOCHAK: I want a reply.

SHRI N. K. SHEJWALKAR (Gwalior): After all, it is the property of the House.

MR. SPEAKER: No, I have not allowed it. I have disallowed this question. (Interruptions). You are trying to defend him. You cannot take the House for a ride. The House has to do some business.

SHRI G. M. BANATWALLA (Ponnani): What is the reply?

MR. SPEAKER: How do you expect a reply to a non-existent question? Mr. Rao, can you reply to this question?"

SHRI INDRAJIT GUPTA (Basirhat): There are two or three questions. He may reply.

MR. SPEAKER: They must realise their responsibilities. They are wasting the time of the House. I cannot allow that.

SHRI P. V. NARASIMHA RAO: On the matter mentioned in the calling attention, there has been no specific question raised by the hon. Member. We are going to have a full debate on the Demands of the Ministry of External Affairs. That will be the proper occasion for hon. Members to give us the benefit of their views, and that will be the proper occasion for me to respond on behalf of the Government. All I can say is that the statement made by me is by no stretch of the imagination dangerously worded, it is delicately worded I would say, because we had to touch upon certain aspects of this package deal. We are still at the beginning, we have not made any commitment. Actually, stated positions have been restated in this. So, there is no occasion now to make any categorical statement. As I have just submitted, naturally the Parliament of India will have its say, there will be a long national debate on this question. All this is to be expected. So, there is nothing for me to add to what I have said in the statement.

श्री बीजाबाई (बांसवाडा) : अध्यक्ष महोदय, मुझे इस सम्बन्ध में कुछ नहीं कहना है, मुझे केवल इतना ही कहना है कि जो भी सम्झौता हो, वह सम्मान के साथ होना चाहिये और राष्ट्रीय परिप्रेक्ष्य से होना चाहिए ।

विदेश मंत्री जी ने जो स्टेटमेंट दिया है और जो कदम चीन की तरफ से सामान्य संबंध बनाने के लिए लिया जा रहा है, उसका मैं स्वागत करता हूँ । लेकिन मैं यह जरूर निवेदन करूंगा और वह यह है कि हमारे यहां अतीत में जो कुछ चीन ने किया, उसको तो हमें भूलना पड़ेगा, अगर सम्झौता करते हैं । इसके साथ-साथ मैं यह निवेदन जरूर करना चाहता हूँ कि जब तक

सतर्कता (काशन) नहीं बरती जाएगी, तब तक काम नहीं चलेगा। इस मामले में केवल भावनात्मक चीजों को लेकर हम नहीं चल सकते, हमें यथार्थवादी बनना पड़ेगा। अगर हमें यथार्थवादी बनना है तो दूसरे छोटे-मोटे झगड़ों के बजाय हमें यह भी देखना होगा कि हमारे नार्थ-ईस्ट रिजन के अन्दर क्या हो रहा है। वहां भी विदेशी लोगों का हाथ है, चाइना के लोगों का हाथ है, चाइना ने वहां हथियार धिये हैं, उन को प्रशिक्षण दिया है, इसलिये हम को बातचीत की शुरुआत वही से करनी होगी और जो बाउण्ड्री डिस्ट्रिक्ट का मामला है, उस का फैसला बाद में करना होगा।

एक बात में जरूर कहना चाहता हूँ—हम को यह बात नहीं भूलनी चाहिये कि सीमा-विवाद से इस देश को बहुत बड़ी क्षति उठानी पड़ी है। हम इस बात को कभी नहीं भूल सकते हैं कि हम ने अपने पं० जवाहर लाल नेहरू और श्री लाल बहादुर शास्त्री को इसी लिये खोया कि उन के दिमाग पर मेंटल टेन्शन था और वह सीमा विवाद के कारण था, चाहे वह चीन का आक्रमण हो या ताशकन्द का समझौता हो। इस सीमा विवाद ने पं० जवाहर लाल नेहरू के स्वास्थ्य को इतना गिरा दिया था कि उन को लड़खड़ाते हुए नहीं देखा जा सकता था। इस समय हमारी जो प्रधान मंत्री हैं, वे लोकप्रिय प्रधान मंत्री हैं, उन के दिमाग पर ऐसा टेन्शन न पैदा हो, इस बारे में हम को बराबर ध्यान रखना चाहिये। जो भी समझौता हो वह देश के सम्मान के अन्तकूल हो, उसके द्वारा भारत की धरती और आनमान की सुरक्षा होनी चाहिये—केवल इतना ही मैं आपके माध्यम से कहना चाहता हूँ।

अध्यक्ष महोदय : आपने ठीक कहा है।

DR. SUBRAMANIAM SWAMY (Bombay North-East): First I would like to say I am quite satisfied with the manner in which the Minister of External Affairs is handling the relations with China. I am quite confident that no national interest would be sacrificed in whatever steps he will take.

The key question is whether there is a willingness on the part of both the countries to have a negotiated settlement. I would like to know from the hon. Minister, from what he has, whether he thinks Chinese have expressed a desire for a negotiated settlement. I have seen what he has stated. But I would like him to specifically answer this question.

Now, my own knowledge is—I have been to China twice, first in September, 1978, when the Deputy Premier Deng

Xiaoping did tell me many things and I also came away convinced that China is willing for a negotiated settlement. I want to know whether the Government of India's understanding is the same.

Again, about the proposals or what Mr. Deng Xiaoping has told an Indian journalist, I would like to know from him whether he has looked at the proposal originally made in 1963 by Premier Chou En-Lai, the 6-point proposal whether he has compared the two, whether he sees any materials difference between the two, whether he thinks that Mr. Deng Xiaoping's proposals are a step forward or a more concrete version of the same or a more specific version of the same. If they so, if the hon. Minister feels that there is a possibility of a negotiated settlement and the Chinese have after a long time expressed a desire for a negotiated settlement and they have made a proposal, then I would like to know from him whether the Government—obviously, the proposal made by the Chinese cannot be accepted. he is quite right; it is a preliminary thing—itself is clarified in its mind about the situation and willing to make a counter proposal for a negotiated settlement. Is he prepared for a negotiated settlement and, if he is prepared for a negotiated settlement, is he willing to make a counter proposal?

AN HON. MEMBER: What is that counter-proposal?

DR. SUBRAMANIAM SWAMY: Of course, I do not know whether he is in a position to say what that counter-proposal is at the moment. But I would like to know whether he is mentally prepared for that.

Then, I would also like to know from the hon. Minister whether he has fixed a time for the Foreign Minister of China who has been invited once again by the External Affairs Minister—an invitation has been handed over to Mr. Huang Hua to visit India—whether he has fixed any kind of rough schedule.



not exact dates, a rough idea, when he expects him to come and whether any agenda is going to be drawn up for such a meeting. I am particularly interested because there are two parts of our relations with China. One is the border issue and the other is the general political understanding on international affairs..

SHRI INDRAJIT GUPTA: Global issues.

DR. SUBRAMANIAM SWAMY: Don't worry. Soviet Union is also included in that understanding. I know, he is worried about the loss of leverage of the Soviet Union; that the Soviet Union will suffer if India and China have a negotiated settlement.

SHRI INDRAJIT GUPTA: Please reply to this.

DR. SUBRAMANIAM SWAMY: I did not ask the Minister. I told him that.

SHRI INDRAJIT GUPTA: Why is he telling me?

DR. SUBRAMANIAM SWAMY: I do not want an answer on that. I would like to know from the hon. Minister how he places these two, a political understanding which the two countries have and the border question. What priority does he assign, which comes first or do they go together or one comes after the other. Therefore, in that context, I would like to know whether he would satisfy himself about perhaps a broader package or perhaps he could ask the Chinese about north-east frontier. I fully share their anxiety. The Chinese themselves have unilaterally stated that in the past they did. But that is the thing of the past. They are not going to do it again. So I would like to know whether this is something which he would consider. The economic aspects of it, of course, are not his domain, but he should tell the House something about that too.

Sir, I have only asked question; I have made no speech.

MR. SPEAKER: And you also care for your neighbour!

SHRI P. V. NARASIMHA RAO: Sir, there is a saying in English 'Speak, that I may see thee'. The only way of judging the intention of a person or a State is to start with their statements. From that point of view, we think that the Chinese Government wants the process of normalisation to be taken up again, and we are responding to that. On our part also, as part of our general policy of normalising relations and strengthening relations with neighbours, we are proceeding on those lines. So, on that I could say nothing beyond what our judgment is on the basis of statements coming from the other side.

So far as the visit of the Chinese Foreign Minister is concerned, the visit has been slated for some time later this year because it would depend on the special and general sessions of the United Nations. Only after those sessions are out of the way we could think of this visit. I have sent an invitation; the invitation has been accepted. But the exact date, the agenda, etc. remain to be finalised.

What is your other question in your questionnaire?

DR. SUBRAMANIAM SWAMY: Have you compared Chou-En-Lai's proposals?

SHRI P. V. NARASIMHA RAO: I would say that similar suggestions have been made to us on earlier occasions also. (*Interruptions*).

The statement contains an answer to that particular query. Similar suggestions have been made to us on earlier occasions by the Chinese Government. This time it is somewhat more precise.

12.43 hrs.

## COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

## THIRD REPORT

SHRI G. LAKSHMANAN (Madras North): I beg to present the Third Report of the Committee on Private Members' Bills and Resolutions.

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : अभ्यक्त महोदय, मुझे एक निवेदन करना है। मैंने एक निजी विधेयक का नोटिस दिया है और उस विधेयक को पार्लियामेंट में पेश करने के लिए राष्ट्रपति महोदय की अनुमति चाहिए। मैंने 10 मार्च को नोटिस दिया था और मात्र दो जुलाई है लेकिन अभी तक राष्ट्रपति महोदय से संविधान संशोधन विधेयक को पेश करने की इजाजत नहीं मिली है। मैं सन्नता था कि यह कमेटी इस मामले पर भी विचार करेगी। आखिर हमारे विधेयक कब तक रुके रहेंगे? कानून मंत्रालय इस संघर्ष में देरी क्यों कर रहा है?

MR. SPEAKER: I will see to that. We will look into it.

12.44 hrs.

[MR. DEPUTY SPEAKER in the Chair.]

## STATEMENT RE NEWSPRINT ALLOCATION POLICY, 1980-81.

THE MINISTER OF INFORMATION AND BROADCASTING AND SUPPLY AND REHABILITATION (SHRI VASANT SATHE): The House would recall that in his address to Parliament in January this year, the President had referred to the Government's commitment to provide all possible encouragement for the development of small and medium newspapers including those in regional languages. Ever since assuming office, our Government has been engaged in the consideration of a variety of policy initiatives and programmes to help the small and medium newspapers to become more viable and be able to serve the people better.

As the Hon. Members are aware, newsprint is a critical input for publication of newspapers. Indigenous production of newsprint is limited to 50,000 tonnes i.e. less than 1/7th of our total estimated requirement. Foreign Exchange utilisation on account of newsprint has shot up from Rs. 34.5 crores in 1975-76 to Rs. 122 crores in 1979-80. It is expected to go higher during the current year.

In accordance with our national commitment to the freedom of the press, we are arranging for sufficient imports of newsprint to meet the legitimate and reasonable demands of all categories of newspapers. However, the existing imbalance between newsprint consumption of small newspapers (only 8%), medium newspapers (only 23%) and big newspapers (69%) has made us incorporate certain new features in our policy which will encourage the growth of small and medium newspapers.

One of the important features of the new policy would be to allow a higher initial allotment to small and medium newspapers, to let them have an assured supply in the beginning of the year itself so that they can plan their expansion and growth in a systematic and orderly manner. The basic entitlement of every newspaper will be equal to the consumption level attained in the previous calendar year. On the basic entitlement, an addition of upto 5% on account of increased circulation will be available to big newspapers; on the other hand an initial increase of 10% would be available to medium newspapers and 15% to small ones.

Another important highlight of the new policy would be the substantial reduction of the price differential between the newsprint available for big newspapers and that available for small and medium newspapers. Because of various factors including state taxation rates, levy of port charges, unloading expenses, etc. etc.,

[Shri Vasant Sathe]

the existing difference between the high-sea sale and buffer stock prices is approximately Rs. 250 per metric tonne. Besides, buffer stock sales are also subject to state sales-tax which comes to approximately Rs. 170 per tonne. We have decided to make the high-sea sales price as equal to the buffer stock sale price from ports as would be equitable. Measures to remove the burden of sales tax on newsprint are also under examination in consultation with the Ministry of Finance & State Governments.

Our Government is anxious that circulation of newspapers has not kept pace with the increase in consumption of newsprint. We do not propose at this stage to fix any ceiling on the number of pages however much we may like to do so. This matter requires deeper study. However, we have certainly provided for some inbuilt features in the new policy to encourage growth of readership and circulation. While we will continue the system of mid-year revision of entitlement, instead of basing it on the actual consumption of newsprint, we will now calculate it on the increased circulation achieved.

The other important features of the new policy are as follows:—

- (i) A longer validity period (6 months) to the small newspapers for lifting their stocks in instalments;
- (ii) Opening of more regional depots by the STC which again will benefit largely the small and medium newspapers;
- (iii) Import of more newsprint in sheets by the STC to cater to the special requirements of small and medium newspapers. STC will also examine the feasibility of converting newsprint reels into sheets and supplying the same to small newspapers;

(iv) Introduction of calendar year as the basis for determination of basic entitlements—again to help small and medium newspapers.

I hope and trust that this new policy will assist the small and medium newspapers in concrete terms by making them more viable than they are at present.

I may mention that these are the first steps which we are taking in this behalf. A number of other measures and policy initiatives are under examination for helping the small and medium newspapers. I shall keep the House informed of the decisions taken by us regarding this from time to time.

With these words, Sir, I place public notice No. 1-PR-NP/80 dated 2 July 1980 on the Table of the House. [Placed in Library. See No. LT-987/80.]

12.50 hrs.

#### MATTERS UNDER RULE 377

- (i) REPORTED ARREST OF A JOURNALIST BY POLICE IN JAMMU.

श्री हरिकेश बहादुर (गोरखपुर) उपाध्यक्ष महोदय, जम्मू में एक पत्रकार श्री सी० बी० कौल को बिना कारण बताये पुलिस ने गिरफ्तार कर लिया और उसे ग्राफ़मार्गित किया। उक्त पत्रकार को धोखा देकर गिरफ्तार दिया गया। उसके विरुद्ध किसी एफ० आई० आर० की भी सूचना उसे नहीं दी गई। ऐसा समझा जाता है कि विपरीत नमाचार के प्रकाशन से प्रशासन को कुछ असुविधा हुई, जिससे उक्त पत्रकार को गिरफ्तार कर लिया गया। यह घटना समस्त पत्रों की स्वतंत्रता पर कुठाराघात

है। केन्द्र सरकार को तत्काल इस मामले पर कार्यवाही करनी चाहिये जिससे भविष्य में इस प्रकार की घटना न हो सके।

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : उपाध्यक्ष महोदय, सूचना मंत्री यहां उपस्थित हैं, जम्मू ही कर आए हैं। पत्रकार को गिरफ्तार करने की घटना गम्भीर है, वह बताएं।

सूचना और प्रसारण तथा प्रति और पुनर्वासि मंत्री (श्री वसन्त साठे) : इस मामले में यह सवाल उठाने से पहले जिस दिन मेरे ध्यान में यह बात आई, मैं फौरन होम मिनिस्ट्री के साथ और उसकी मारफत स्टेट गवर्नमेंट से इसकी जानकारी मंगाई है कि यह क्यों हुआ। मैं भी इससे दुखी हूँ।

श्री हरिठश बहादुर : यह बहुत गंभीर घटना है।

श्री वसन्त साठे : मैंने आपके पहले ही कार्यवाही कर ली है।

(ii) REPORTED WITHHOLDING OF PENSION TO FREEDOM FIGHTERS BY U.P. GOVERNMENT.

श्री राम नगोना मिश्र (सलेमपुर) : उत्तर प्रदेश में बहुत से ऐसे स्वतंत्रता संग्राम सेनानी हैं, जिनकी पोलिटिकल पेंशन केन्द्र सरकार द्वारा दी जा रही है। उसे रोक दिया गया है। शासन द्वारा भेजी वृत्तियों के संबंध में उचित उत्तर दे दिया गया है किन्तु उत्तर प्रदेश शासन की तरफ के केन्द्र को आज तक कोई स्पष्टीकरण नहीं आया है। इससे देश पर कुर्बान होने वाले हजारों स्वतंत्रता सेनानियों के मौलिक अधिकारों पर कुठाराघात हो रहा है। मैं आपके माध्यम से केन्द्रीय सरकार से मांग कर रहा हूँ कि अविलम्ब इस पर उचित कार्यवाही की जाय। उत्तर प्रदेश सरकार को इस बात की हिदायत दी जाये कि जितने स्वतंत्रता सेनानियों के पैडिंग केस पड़ चुके हैं उसकी रिपोर्टें अविलम्ब केन्द्रीय सरकार को भेज दें।

(iii) HOLDING OF SOME GAMES OF ASIAD 1982 IN CALCUTTA.

PROF. RUP CHAND PAL (Hooghly): When the talks of holding the Asian games of 1982 were going on in the last year, the Government of West Bengal had proposed that the games might be held in Calcutta

which would be a very suitable place for the purpose for many reasons. At that time it was decided that the Asian Games would be held in the capital city of Delhi.

It has now been reported that some of the games might be held outside Delhi. In view of this changed thinking, West Bengal has again proposed that some of the games of ASIAD 1982 be held in Calcutta. The Chief Minister of West Bengal has written another letter to the Prime Minister on May 26, 1980 for allotting some of the games to Calcutta where games like football, hockey and lawn tennis can be held. The football matches can be held in the historic Eden Gardens which can accommodate no less than 80,000 people. The grounds there are excellent and the Stadium, with a modern and well-equipped Club House, conforms to international standards. Similarly, Hockey can be played at the Mohan Bagan Club grounds which is one of the finest grounds in India and no less than 32,000 spectators can be accommodated there. The air-conditioned Netaji Indoor Stadium has an accommodation of about 15,000 spectators. Indoor games can be held there. Lawn tennis can be staged on the South Club grounds where many international events including Davis Cup and Grand Prix championship have been held in the past. There is also the historic Rabindra Sarobar Stadium where some other events like Athletics, cycling etc. can be held. The Central Government is urged to look into the matter so that the very justified expectations of a large number of people are fulfilled.

(iv) REPORTED CONTAMINATION OF DRINKING WATER SUPPLY IN DELHI DUE TO HEAVY RAINS.

श्री मनी राव बागड़ी (हिसार) : उपाध्यक्ष महोदय, दिल्ली में भारी वर्षा के कारण सीवर टूट-फूट गये, गन्दी नालियाँ और पीने के पानी की नालियाँ आपस में मिल गई, जिससे पीने के पानी में बदबू और सड़ाघ्र आने लगी। साठ लाख से ऊपर की आबादी की दिल्ली के जीवन और स्वास्थ्य को बहुत खतरा हो गया है। इस काम को फौजी तौर-तरीके से बहुत जल्दी समाप्त कर तुरन्त किया जाय। अगर लोगों के लिये पीने के साफ पानी का प्रबंध न हुआ, तो बीमारी फैलेगी और कितनी जामें चली जायेंगी। गन्दी बस्तियों और झोपड़ियों में बरसात के पानी द्वारा गन्दगी मकानों में दाखिल हो गई है। इसकी तुरन्त सफाई की जाय। इसके लिये चाहे कार्यकर्तारों की तादाद बढ़ाई जाय, ताकि सफाई को कायम रखा जाय। इसके लिये पी० डब्ल्यू०, डी० और स्वास्थ्य विभाग को मिल कर एक ज्वायंट कमेटी बना कर कार्य करना चाहिये।

(v) REPORTED DISRUPTION OF TELEPHONE SYSTEM, TRANSPORTS SYSTEM, ETC. IN DELHI DUE TO HEAVY RAINS.

(SHRI NARAYAN CHOUBEY (Midnapore): Sir, even only with the onset of monsoon in Delhi, our capital, everything connected with public service has begun to fail. Transport system has come to a halt; drains fail to carry water and are overflowed. 20,000 telephones went dead in the first heavy rain. All these go to prove the bankruptcy of the claim by the Government that all were moving on correct rails. One day's heavy shower proved government claim to be wrong and incorrect. Since it is just the beginning of monsoon, all mea-

asures by respective departments be immediately taken so that public life does not come to a standstill in future due to heavy showers. No wrong claim of half-hearted measures without any seriousness can be guaranteed against expected attack from natural climate.

12.58 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1980-81\*

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1980-81 for which 5 hours have been allotted.

Hon. Members whose cut motions to the Demands for Grants in respect of the Budget (Railways) for 1980-81 have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1981, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

\*Moved with the recommendation of the President.

*Demands for Grants (Railways) for 1980-81 to be submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 12-3-1980	Amount of Demand submitted to the Vote of the House.
1	2	3	4
		Rs.	Rs.
1	Railway Board . . . . .	96,22,000	2,09,44,0
2	Miscellaneous Expenditure (General) . . . . .	5,61,27,000	11,59,20,000
3	General Superintendence and Services . . . . .	43,82,97,000	91,97,20,000
4	Repairs and Maintenance of Permanent Way and Works . . . . .	74,54,96,000	158,49,54,000
5	Repairs and Maintenance of Motive Power . . . . .	66,41,74,000	142,24,23,000
6	Repairs and Maintenance of Carriages and Wagons . . . . .	82,88,39,000	174,32,91,000
7	Repairs and Maintenance of Plant and Equipment . . . . .	39,57,68,000	85,16,21,000
8	Operating Expenses—Rolling Stock and Equipment . . . . .	82,68,24,000	183,25,33,000
9	Operating Expenses—Traffic . . . . .	88,02,46,000	187,77,82,000
10	Operating Expenses—Fuel . . . . .	140,11,15,000	324,76,06,000
11	Staff Welfare and Amenities . . . . .	29,07,30,000	62,78,66,000
12	Miscellaneous Working Expenses . . . . .	40,79,76,000	86,57,31,000
13	Provident Fund, Pension and other Retirement Benefits . . . . .	35,06,92,000	70,13,84,000
14	Appropriation to Funds . . . . .	105,18,15,000	246,40,18,000
15	Dividend to General Revenues, Repayment of loan taken from General Revenues and Amortization of Overcapitalization . . . . .	5,89,45,000	334,38,48,000
16	Assets—Acquisition, Construction and Replacement		
	Revenue	3,99,90,000	7,99,80,000
	Other Expenditure	568,78,85,000	1246,93,69,000

**MR. DEPUTY-SPEAKER:** Shri Chandra Deo Prasad Verma.

Your party has been allotted twenty minutes and there are two Speakers. This is for your information.

श्री चन्द्रदेव प्रसाद वर्मा (आरा) : उपाध्यक्ष महोदय, इन मांगों पर कटौती के प्रस्तावों पर चर्चा के समय नीतियों पर बातें तो मुख्यतः नहीं होती लेकिन मैं एक बात यहां रखना चाहता हूँ कि इन बजट की जो प्रधानता है वह है किराया बढ़ाना और भाड़ा बढ़ाना। इसके प्रतिरिक्त और कुछ नहीं। 204.24 करोड़ रुपया यात्री किराया और माल भाड़े से सरकार को अधिक मिलेगा। रेलवे मालों की चोरी और बेकार खर्चों को हटा देने से इसकी पूर्ति हो सकती थी, लेकिन मंत्री महोदय ने ऐसा न कर देश के मारे लोगों को परेशान किया है। मंत्री महोदय पिछली सरकार से विगत में मिली अर्थ-व्यवस्था को गंभीर क्षति पहुंची है, ऐसा कहा है, यह हम को लगता है कि सरासर गलत है। ऐसा उन्हें नहीं कहना चाहिये था।

मैं अपने इलाके और कुछ आस पास के क्षेत्रों के संबंध में बातें रखना चाहता हूँ। पटना से बक्सर, पटना से जहानाबाद और पटना से मुकामा तक सर्वत्र एरिया, अर्द्ध-शहरी क्षेत्र घोषित करना आवश्यक है। वहां इतनी कठिनाई हो गई है कि हर जगह इस इलाके में गाड़ियां रोकी जाती हैं चाहे वह सुपर फास्ट गाड़ी ही क्यों न हो। ऐसा इसलिए हो रहा है कि लोगों के आने जाने की व्यवस्था ठीक नहीं है। बिहार की राजधानी पटना में काम करने वाले केन्द्रीय सरकार के या बिहार सरकार के जो सरकारी कर्मचारी हैं उनके रहने की व्यवस्था पटना शहर में नहीं है। इसलिये वे नित्य प्रति इन इलाकों से आते जाते हैं। तो उनके लिये भी अगर यह सर्वत्र एरिया घोषित कर दिया जाय और गाड़ियां अच्छी तरह से चलान का प्रबंध हो तो उनको सुविधा होगी और वे बड़ी आसानी से आ जा सकेंगे। इस इलाके के स्टेशनों पर जो भीड़भाड़ होती है वह भी इस से खत्म हो जायेगी और कर्मचारियों की भी मारी परेशानियां दूर हो जायेंगी। इसलिये मेरा आग्रह है कि पटना और उसके आस पास के इलाके को आप अर्द्धशहरी क्षेत्र घोषित कीजिये और इसमें आप को कोई कठिनाई नहीं है। संभवतः बिहार सरकार ने इसके संबंध में आपको लिखा भी है।

बिहार में दो लाइट रेलवे हैं और दोनों ही करीब करीब बन्द हैं। एक है आरा-सासाराम लाइट रेलवे और दूसरी है फतुआ-इस्लामपुर रेलवे। खुशी की बात है कि मंत्री महोदय ने आरा-सासाराम लाइट रेलवे को ब्राडगेज में परिणित करने के लिये सर्वेक्षण का प्रस्ताव किया है। हम लोग इस के लिये लगभग तीन वर्षों

से प्रयास कर रहे थे। मधु दंडवत जी से भी हम लोगों ने बहुत आग्रह किया था। इस रेलवे के लगभग 575 मजदूरों को भारतीय रेलों में समाहित कर लिया गया है लेकिन वह ब्राडगेज नहीं हो सकी है। हम आशा करते हैं कि शीघ्र ही उस पर कार्यवाही मंत्री महोदय करेंगे। ऐसा न हो कि वह सर्वेक्षण खटाई में ही रह जाय जैसा कि पहले से होता रहा है।

दूसरी लाइट रेलवे है फतुआ-इस्लामपुर लाइट रेलवे जिसे जनहित के ख्याल से चलाना बहुत ही आवश्यक है। भारतीय रेलवे बोर्ड इसे चलाने के लिये 20 लाख रुपया प्रति वर्ष दे रहा है। लेकिन यह रेलवे चलती नहीं है। तो फिर क्यों भारत सरकार यह 20 लाख रुपया प्रति वर्ष उन को दे रही है? क्यों नहीं वह इसे देना बन्द कर देती? वहां के जो कर्मचारी हैं उनको भारतीय रेलवे में समाहित कर लें जैसे आरा-सासाराम रेलवे के मजदूरों के साथ किया गया है। बाद में उसका सर्वेक्षण करके उसको ब्राडगेज लाइन में परिणित करें।

पटना-गया लाइन सिविल लाइन है। काफी भीड़ उस पर रहती है। आये दिन दुर्घटनाएँ होती रहती हैं। दोहरी लाइन बनाने के लिये कोई योजना भी सरकार के पास है। लेकिन पता नहीं इसमें कितना काम हुआ है और क्या हो रहा है। इसको अतिशीघ्र किया जाना चाहिए।

पटना में दीघाघाट के पास गंगा पर रेल पुल बनाने की बात बहुत दिनों से लंबित है। इसे सेटल वाटर रिमर्च, पूना में दो वर्ष दिए हुए हो चुके हैं। शास्त्री जी के अनुसार पांच वर्ष से ज्यादा हो गए हैं लेकिन अभी तक रिपोर्ट नहीं आई है। मेरा आग्रह है कि वहां से रिपोर्ट मंगवाकर इसे कार्यान्वित कराना चाहिए।

आरा, बिहटा और पटना शहर स्थित राजेन्द्र-नगर और नीठापुर में यात्रियों को आने जाने की सुविधा के लिए ओवर-ब्रिज अति आवश्यक हो गया है। रेल क्रॉसिंग के पास यात्रियों को घंटों रुकना पड़ना है। मेरा आग्रह है कि शीघ्राति-शीघ्र इसका प्रबंध किया जाए।

पटना से बक्सर और पटना से मुकामा तक गाड़ियों की अत्यन्त कमी है। मंत्री महोदय नजदीक के ही हैं इसलिए वे सारी बातें जानते हैं। जो भी गाड़ियां हैं वह भी समय पर नहीं चलती हैं जिसके कारण यात्री तंग आकर जो भी तेज गाड़ी अगर सुपर फास्ट भी मिलती है तो उस पर बढ़ जाते हैं और जहां चाहते हैं जमीर खींच देते हैं। ऐसी हालत में वहां पर जो लोकल गाड़ियां हैं उनको समय पर चलाने की आवश्यकता है। अगर गाड़ियां समय पर नहीं चलेंगी तो यही स्थिति बनी रहेगी।

रेलवे सर्विस कमीशन सेवा में भर्ती के लिए परीक्षाएँ लेता है और उत्तीर्ण छात्रों को साक्षात्कार देना होता है। साक्षात्कार में छात्रों से काफी वैसे लिए जाते हैं। इस बात की पूरी छानबीन बड़ी मुस्तैबी से होनी चाहिए। जो अच्छे लड़के हैं, जिन्हें परीक्षा में अच्छे नम्बरों से पास किया गया, उनको भी वैसे देने पड़ते हैं तभी वह सर्विस कमीशन से चुन जाते हैं। इसलिए इस संबंध में काफी ध्यान देने की आवश्यकता है।

जो कर्मचारी जीवन भर रेलवे की सेवा करते रहे उनके कम से कम एक लड़के की रेलवे में भर्ती होनी ही चाहिए। यह प्रस्ताव भी बहुत दिनों से लंबित है। जनता पार्टी की सरकार ने इस प्रश्न पर कुछ विचार किया था। हमने त्रिपाठी जी के पास कई पत्र लिखे लेकिन उन्होंने वैसे व्यक्तियों को नौकरी देने से इनकार कर दिया। ऐसे लोग जो वर्षों से रेलवे की सेवा कर रहे हैं या जिन्होंने सेवा की है और अभी सेवा से अलग हुए हैं उनके लड़के रेलवे में भर्ती करन पर जरूर ध्यान दिया जाना चाहिए।

रेलवे क्रासिंग से आपने लगभग सभी गेटमेन हटा दिए हैं जिससे तीन प्रकार की क्षति हुई है। प्रथम तो जो गेटमेन हटाए गए वे नौकरी से वंचित हो गए। दूसरे, उनके हट जाने से दुर्घटनाएँ बढ़ रही हैं। तीसरे, अधिक देर तक गेट बन्द होने से यात्रियों को घंटों ठहरना पड़ता है क्योंकि जब खबर दी जायेगी और स्टेशन से कोई चाबी लेकर आयेगा तब गेट खोला जायेगा। इसकी वजह से जनता को काफी क्षति हो रही है।

मैं आपसे आग्रह करूंगा कि दानापुर मण्डल स्थित सदीसोपुर और नेऊरा स्टेशनों पर जनता एक्सप्रेस तथा कोइलवर, जहाँ टी० बी० सेनिटोरियम है, जहाँ पर सारे देश के लोग, यक्ष्मा रोगी स्वास्थ्य लाभ के लिए जाते हैं, वहाँ पर तुफान एक्सप्रेस को भी रोकना चाहिए।

उपाध्यक्ष महोदय, गाड़ियों में नित्यदिन कहीं-न-कहीं से लूट और हत्याओं की खबरें आती रहती हैं, लेकिन सरकार इस ओर सुरक्षा का कोई बहुत बढ़िया प्रबन्ध नहीं कर रही है। ये जो घटनाएँ होती हैं, वे सब अधिकांश रोगियों से मिलकर ही होती हैं। इस पर भी सरकार को काफी ध्यान देने की आवश्यकता है।

जहाँ पर आप रेलवे मार्केट खोल रहे हैं, वहाँ उस मार्केट में हरिजन लोगों को दुकान देने की कोई व्यवस्था आपके यहाँ नहीं है। इस सम्बन्ध में मैं आपको एक उदाहरण देना चाहता हूँ, गोमों में आपने 49 दुकानें खोली हैं, इस संदर्भ में एक हरिजन व्यक्ति, श्री साधू प्रसाद ने आवेदन पत्र दिया था, लेकिन उसको दुकान नहीं मिली, जब कि हिसाब से उन 49 दुकानों में से 6 दुकानें हरिजनों को मिलनी चाहिए थीं, जब किसी और हरिजन का

आवेदन पत्र नहीं था या तो कम से कम एक दुकान तो इन्हें ही जानी चाहिए थी। जैसी कि हमको खबर मिली है कि वहाँ के एसिस्टेंट इंजीनियर, \*\* ने उस हरिजन युवक को कहा कि तुम्हें इसके लिए रूपया देना पड़ेगा, तभी यह आपका काम हो सकेगा, अन्यथा नहीं।

उपाध्यक्ष महोदय, लगभग सभी राज्यों की राजधानियों से दिल्ली से सुपरफास्ट गाड़ियाँ हैं, लेकिन पटना के लिए अभी तक कोई प्रबन्ध नहीं किया गया है। आप कहते हैं कि डिलक्स है, लेकिन डिलक्स में आरक्षण कम है और यहाँ के संसद सदस्यों और अन्य लोगों को बड़ी कठिनाई हो रही है, इसलिए मेरा मंत्री महोदय से आग्रह है कि एक पटना के लिए सुपर फास्ट गाड़ी की शीघ्र व्यवस्था करने का कष्ट करे।

रेल संघो (श्री कमलापति त्रिपाठी) : विचार हो रहा है।

MR. DEPUTY-SPEAKER: Mr. Chandra Dev Prasad Varma, you have mentioned about a name of a person who has received some money. I will go through the proceedings and if I find the name of that person, I will expunge it from the proceedings.

SHRI RAMAVATAR SASTRI: Can we not mention the name of a person here?

MR. DEPUTY-SPEAKER: No, because he is not here.

श्री कमलापति त्रिपाठी : मेरा यह कहना है कि आपने जो कुछ बताया है, वह मेरे पास लिखकर भेज दें, तो मैं उसको जांच करा लंगा।

श्री चन्द्रबेब प्रसाद वर्मा : पूर्वी रेलवे में वालेन्टीयर एसिस्टेंट बुकिंग क्लर्क वर्षों से कार्य रत है, उन्हें एक रूपया प्रति घंटे के हिसाब से पैसा दिया जाता है। हम समझते हैं कि यह अच्छी व्यवस्था नहीं है, जब आपको बरोवर उनकी जरूरत है, तो क्यों नहीं आप उनको भरती कर लेते हैं। यह रेलवे में काम करने वाले कर्मचारियों के ही पुत्र हैं। इनको शीघ्र भरती करना चाहिए। हमारा अन्दाजा है, जैसा कि हमको खबर मिली है, उसके अनुसार इस प्रकार के 400 कर्मचारी हैं।

उपाध्यक्ष महोदय, पटना से सीधे हावड़ा के लिए कोई गाड़ी नहीं है। इस गाड़ी के न होने की वजह से यात्रियों को बहुत कठिनाई होती है। मेरा आपसे आग्रह है कि इस संबंध में शीघ्र व्यवस्था करनी चाहिए, जिससे यात्रियों को सुविधा



हो सके। लोकल ट्रेन्स में भी यात्रियों की कठिनाइयों का सामना करना पड़ता है, उन यात्रियों में न पंखा रहता है, न लाइट रहती है और पखाने की हालत तो यह है कि पूरे डिब्बे में दुर्गन्ध होती रहती है।

उपाध्यक्ष महोदय, जैसा मैंने कहा था कि पूर्वी रेलवे के दानापुर डिब्बेज में कारीसाथ, कुल्हारिया और न्यूरा स्टेशनों के प्लेटफार्मों को ऊंचा करने की आवश्यकता है, क्योंकि इन स्टेशनों पर बहुत से यात्री चढ़ते उतरते हैं और घाए दिन दुर्घटनाएँ होती रहती हैं। इन दुर्घटनाओं को रोकने के लिए आवश्यक है कि वहाँ प्लेटफार्मों को ऊंचा किया जाए। मेरा सरकार से यह भी आग्रह है कि जहाँ टिकट की बिक्री की जाती है और जहाँ यात्री ज्यादा उतरते चढ़ते हैं, उन सब स्टेशनों के प्लेटफार्मों को ऊंचे बनाने चाहिए, ताकि यात्रियों को कठिनाई न हो।

उपाध्यक्ष महोदय, कोइलवर स्टेशन के पास सोन नदी पर एक पुल है, उसकी हालत बहुत खराब है। वह अंग्रेजों के जमाने का बना हुआ बहुत पुराना पुल है और उसके कारण किसी समय भी कोई खतरा हो सकता है। मैं मंत्री महोदय से आग्रह करना चाहता हूँ कि कोइलवर स्टेशन के पास सोन नदी के पुल को फिर से नया बनाया जाये, ताकि उसे कोई खतरा न होने पाये।

पटना जिले में बिहटा स्टेशन से अनुग्रहनारायण रोड तक नई रेलवे लाइन की व्यवस्था होनी चाहिए यह लगभग 100-150 किलोमीटर का रास्ता है, इस पर लाइन बन जाने से बीच वाले यात्रियों को सुविधा हो सकती है।

दानापुर मण्डल में आरा और बिहटा दो बड़े स्टेशन हैं। आरा की हालत बहुत खराब है, उनके आधुनिक ढंग से बनाये जाने की जरूरत है। इसी तरह से बिहटा की हालत है। मेरा अनुरोध है कि दोनों स्टेशनों को नये ढंग से बनाया जाये।

यह प्रश्न अनेक बार उठा है कि बिहार की राजधानी पटना में बिहार की रेलवे का एक जोन बनाकर मुख्यालय खोला जाये। बिहार में इस समय काफ़ी रेलवेज है, यदि आप उन सबका एक जोन बना दें तो इससे आपको भी लाभ होगा और वहाँ की जनता को भी लाभ होगा। इस समय उम जोन का हैडक्वार्टर कलकत्ता में है जिससे बिहार की जनता को बहुत कठिनाई होती है।

मैं चाहता हूँ कि आसनसोल, मुगलसराय बरास्ता पटना का विद्युत्करण शीघ्र किया जाये। मुझे विश्वास है कि आप स्वयं इस संबंध में जरूर कार्यवाही कर रहे होंगे, चूके नहीं होंगे।

मुजफ्फरपुर से नर कटियागंज तक बड़ी लाइन बनाने की आवश्यकता है। वह ऐसा इलाका है जो राज्य के बार्डर पर है और इस समय जो लाइन वहाँ पर है उससे काम नहीं चल रहा है।

जिला मुख्यालय कुमका को मैदार हिल स्टेशन से तथा हजारीबाग को प्रस्तावित गिरीडीह-रांची रेलवे स्टेशन से रेल द्वारा जोड़ने की आवश्यकता है। अगर यह काम कर दिया जाये तो हमारे हजारीबाग के जो साथी हैं तथा वहाँ के लोगों को आये-दिन जो कठिनाईयाँ हो रही हैं, वे दूर हो जायेंगी।

रेलवे में जो भ्रष्टाचार व्याप्त है, उस को आप अच्छी तरह से जानते हैं। वह कम हो सके, इस के लिये कोई ठोस व्यवस्था होनी चाहिये। इस समय जो खान-पान की व्यवस्था है, वह दिन प्रति दिन बहुत घटिया किस्म की होती जा रही है। यहाँ तक कि आप का जो रेलवे कैंटीन यहाँ पर संसद भवन में है, उसकी हालत भी खराब है। दो-तीन दिन पहले मैं बैठा खाना खा रहा था, मैंने देखा कि महिलायाँ भिनक रही थी। जब पार्लियामेंट के अन्दर रेलवे कैंटीन की यह हालत है तब बाहर क्या हालत होगी उस का अंदाजा आप स्वयं लगा सकते हैं। मैं मंत्री महोदय से आग्रह करूँगा कि आप इन बातों की तरफ अच्छी तरह से ध्यान दें।

SHRI KAMALAPATI TRIPATHI:  
Mr. Deputy Speaker, Sir, how many cut motions are there? Are there more than 1200?

MR. DEPUTY SPEAKER: I have already announced that. So far I have received some. Slips are being received. They will be announced within 15 minutes.

Now Mr. A. G. Mukhopadhyay.

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): I rise to support the Budget proposals placed in the House by the hon. Minister, Shri Tripathi. A very large number of Members have participated in the debate. On a careful consideration of

all their points, it may be said that over and above the Demands placed by the hon. Minister, each Member of the House has placed his own Demands. The Demands of the Railways are so important, that Members from all over the country tried to highlight their points of view, and place their specific demands, and to request the Minister to fulfil them. If this Budget could be doubled, trebled or even multiplied 4 times, all their demands cannot be met.

In this Budget, there is an attempt to rectify the maladies of the past, to improve the efficiency of the Railways, to improve line capacity, to increase the quantity of the rolling stock, to connect areas where the country is supposed to have its industrial development, to improve the backward parts of the country and to look after the well-being of its own workers as well as that of the common people in the country.

In the eastern region, Railways connect the major industrial belts such as those of steel, coal and other raw materials. In the matter of development of the areas having raw materials in the country, transportation of coal poses a very great problem to-day. Railways have to supply coal to the power plants, steel plants and also to the other neighbouring industries.

If you look at the performance of the Railways in the course of the last 6 months, you will certainly find that the situation is improving. I am not going to quote figures, but it has appreciably improved. Efficiency has gone up. As a result, the supply of coal to the power plants has improved much to-day; power generation is picking up. If the Railways have to provide one of the most important infra-structural facilities, there should be complete coordination. There should be complete coordination between the railways and the steel plants; there should be complete coordination between the railways and the power plants and also other industries for

development purposes. In our planning; railway must have and must occupy the most important position. Today we are limited to the production of 7-8 million tonnes of steel. It can be measured whether the production can be achieved. It can be achieved provided the position of the rolling stock is improved, provided the raw-materials are brought in time, provided the coal is supplied to the steel plants in time according to the required quantity. So is the case with other types of developments. So, you can measure the development of the industrial production in our country and also the growth rate to be maintained, according to the availability of the railway stock.

Our Railway Minister has presented his Budget in a very efficient manner and has looked into all these aspects very well. The economic development of the country depends upon not mainly but entirely on the performance of the railways. While looking into that, projection is necessary for the next five years so that it will be able to cover the entire mineral belt area, so that it will be able to cover the distribution system, so that it will be able to cope up with the present development needs of the country. If, in any case, that is not maintained, it is impossible to maintain the development rate or rather the growth rate as envisaged in the Finance Minister's Budget.

While considering all these aspects, I would like to point out certain areas where improvement is necessary. Our railways maintain the main communication link of the travelling public throughout the country. The other day, I was looking at the old timetable of the railway. I want to quote interesting figures for the information of the House. The Bombay Mail used to run from Howrah to Bombay in earlier days and the total time taken was less. Now with the increase in efficiency, with the increase in power and with the increase in other develop-

[Shri Ananda Gopal Mukhopadhyay]

ments which are necessary, today Bombay-Calcutta-Mail requires more time. Speedy trains have been introduced from Calcutta to Delhi. Of course, the running time has been limited, but there are constraints at many places. In the main line, the running time has been reduced, but that also is only for a few trains. But if you look at the running time of other important trains like Toofan Mail, Howrah-Delhi-Express, Howrah-Bombay-Mail via Nagpur and other timings you will find that efficiency is yet to be improved.

Now I would like to point out the needs of the industrial workers who have to move in thousands to reach their destination of work. From Howrah to Asansol, it has got suburban facilities. I have got the figures to quote between Burdwan and Asansol. There are daily passengers who have to move in thousands covering three shifts to their place of work. There are no suburban facilities, no local fast train is there to cater to that area. There is another line between Bandel and Katwa where the railways have made some improvement but you will see that the running time of the passengers starting from Howrah to Katwa has been increased upto 12 hours; one does not know how many hours it will take. But for the same distance, 150 km., from Howrah to Durgapur, it takes 2½ hours. As far as Lalgola is concerned, one does not know whether the train reaches there on the same day or not. My appeal to the Railway Minister, who is a pious man is as Katwa is a place of Lord Sreegoranga, Nabdwip is a place of Lord Sreegoranga, to these two places one has to travel from any part for pilgrimage. The total time taken from here to the longest distance is equal to the time taken either from Bandel to that area or from Howrah to that area. What is specifically necessary is, as this is a single line area it must be doubled. It is hauled by steam engine. It should be energis-

ed and electrified or it should be hauled by diesel engine to cover the distance.

On a point of working of the Howrah Amta line, which was taken up, which was accepted by the Planning Commission, I may submit that the work had started but the speed of the work is just like the speed of the snail. If you look at it, since the foundation has been laid, what is the progress made? We do not have any answer to the people. Its progress is very slow. It may be due to paucity of funds. It may be due to lack of proper attention to the work in that area. It needs to be taken up as speedily as possible.

The underground Railway system in Calcutta is improving a little bit. The rate of progress upto 1977 was all right. After 1977, of course now, under the guidance of our marxist friends in West Bengal the speed has been lost. It is just progressing like a snail. On careful examination, it will be found, though it is not under the direct supervision... (*Interruptions*)

SHRI KRISHNA CHANDRA HALDER (Durgapur): The Chief Minister of West Bengal has asked for Rs. 30 crores for the year 1980-81 for speedy progress of the Calcutta Metro. Railway but Panditji has sanctioned Rs. 23 crores only for 1980-81.

MR. DEPUTY SPEAKER: Mr. Halder, he is helping you. He is addressing the Railway Minister to get more funds.

SHRI ANANDA GOPAL MUKHOPADHYAY: I am drawing the attention of the Railway Minister to speed up the work and also the progress of the job as quickly as possible because the cost of the project is increased.

With the increase in population in Calcutta, transport is becoming difficult. The population is more than the road or rail capacity. The total num-

ber of persons entering Calcutta through Sealdah and through Howrah to reach the heart of the city, commercial centres or commercial undertakings is more and, therefore, it is very time consuming. It takes hours to come. It takes hours to go out of the city and it takes hours to move inside the city. There must be direct push in the work so that it can improve its efficiency and the work could be completed in time. But I will draw the attention of the Railway Minister to develop a particular area. Development is there in the Eastern Railway. There should be a direct link from Asansol to Bombay. A large number of passengers go to Bombay from Asansol. Durgapur region should have a special post in that area. For the way side stations—Durgapur to Bombay, Durgapur to Delhi or even Durgapur to Howrah, the number of trains is very low.

One of the major difficulties is that some of the important trains like Rajdhani, do not touch Asansol, Durgapur etc. The travelling passengers are many in number. Trains are stopping at Dhanbad. It is essential that it should have stoppage there also.

While limiting my observation to such an important aspect—the system of transportation in Calcutta should be taken up early. Howrah—Amta line should be taken up as quickly as possible and completed. Bandel—Katwa line should be doubled and energised and also the running time should be reduced. Suburban facilities from Howrah to Asansol are essential for meeting the industrial needs and needs of thousands of daily passengers working at different projects in the Asansol—Durgapur area.

With these words, I support the budget.

SHRIMATI SUSEELA GOPALAN (Alleppy): Sir, this budget has shown utter disregard to the backward areas. Take the case of Kerala. We have got only 904 KM of railways in our area. Out of this, only 200 KM were

given to us after independence. The rest was already there. After prolonged agitation, we got less than 200 KM of new railway lines in Kerala.

Kerala is industrially very backward. When we ask for railways, they will say, "Because there is no industry there is no need for railways". When we ask for industries, they will say "Industries cannot be set up because there are no railways." That is the fate of our State. Three years back, there was a bitter agitation and one MP offered satyagraha. Then only 52 KM of railway line from Alleppy to Ernakulam was sanctioned. The progress of work on that line is very slow. This year the provision in budget is only Rs. 130 lakhs. How long will it take to complete that line? Rs. 466 lakhs more are needed and that means, it will take at least four more years to be completed. It is being done at a very slow pace. This line has to be extended from Alleppy to Kavankulam. Then only the full benefits of this railway line will be got by Kerala people, but there is no mention of that extension.

Our Railway Minister is a very pious man. Even he did not consider the Guruvayur-Kuttippuram railway line. Even the Prime Minister and other Ministers come to Guruvayur to have darshan of Lord Guruvayurappan. Still, that line is not being considered. Kerala Government has given a list of nearly 408 KM of new railways, but not an inch has been sanctioned to our State. Throughout the years, we were being neglected. What about the question of workshops? There is no State in South India without a railway workshop. Madras has got five workshops and three other diesel depots. But Kerala has got nothing. We are not envious of Madras. But a State having two divisions should at least have one workshop. So far, you have not committed anything. All the demands of Kerala are being always denied by the Central Government. Whatever may be the drawbacks

of the Janata Government, I think it is because of them that we got the Alleppey-Ernakulam railway and the Trivandrum division. At least after the agitation, they took a lenient view and gave us these two things. So, I appeal to the Minister that this discrimination against Kerala should be ended. For the development of Kerala, new railways are needed and they should be given a workshop. There is a proposal for having one at Palghat. That should be conceded.

Coming to amenities, if you go to Kerala, you will find that almost all the railway stations are in a dilapidated condition. The bogies which are sent there are all very old and bad. All the old bogies are sent to Kerala. Why? Because they think that whatever is sent to Kerala, they will not agitate.

MR. DEPUTY-SPEAKER: What is the anger of Shri Kamalapati Tripathi towards Kerala?

SHRIMATI SUSEELA GOPALAN: I do not know. But this is our experience for the last 33 years. If you travel in trains in Kerala you will find that the bogies are so old that they cannot be used at all. That is the state of affairs. Even in overbridges we are being neglected. In Calicut, Ankamali, Cannanore and Kasargod, demand is there for overbridges but that is not being met. Even small amenities are not being given to Kerala.

What is the attitude you are taking towards the workers—casual workers, vendors and the commission bearers? After working for so many years, they are not being taken into regular service. Because of this attitude, there is unrest among the workers. In the Central Railway, the bearers and the vendors had to go on satyagraha. There is no uniform pattern in the Railways regarding their absorption. The Railway Board appointed a Committee to go into this. That Committee suggested absorption

of even vendors and commission bearers. But in the Central Railway, these vendors are not regularised. They continue as casual workers for 15 to 20 years. So, the rights of these Class IV employees are always neglected. That is the attitude of the Central Railway.

We passed a Bill for the headload workers. When we sent it to the Central Government, the Centre has directed the State Government to exclude the Central Government undertakings from the purview of this Bill. So, you want slave labour in these undertakings. They are there for the last 33 years. This type of casual workers should be regularised.

When a project is started some workers are taken into it. After the project is completed, these workers are sent out and again fresh workers are appointed for another project. Class III employees are permanent. The officers are also permanent. Then why should not these Class IV employees be taken as permanent employees, I fail to understand. They are working like bonded labour. At least, the bonded labour have security of job but their condition is bad. Here these casual workers have no security of job. If you have cordial relations with the workers, it will improve the working of the railways.

Recently, the association of station masters has suggested to the Government that they are prepared to get their uniforms stitched if the Government give them the cloth and the stitching charges. The rate of the stitching charges which they proposed, was less than the present rate. But the Government did not agree to that. In 1978, the Minister had a meeting with the employees and told them that in the next quota, full uniforms would be given to them. And if those uniforms were

[Shrimati Suseela Gopalan]

not found satisfactory, then they would be given cloth and also the money for stitching. They have quoted lower rates, but even then Government is not prepared. Even for minor things they have to agitate and go on strike. Why can you not have a talk with them and decide things?

In the case of station masters, there is no uniformity in the matter of promotion and other things. In different railways there are different practices. Hence, there is discontent among them. After all, Indian Railways are one, and you will have to have uniform conditions, but that is not being followed.

Now you are going to introduce third and fourth generation computers which are 1,600 times more powerful than the present ones. Because of this workers have their own fears about their future. A country like ours cannot afford computers because lakhs of persons are waiting for employment. Even with the safeguards which you have given at present, there is apprehension among the workers that their future will be in jeopardy. So, Government will have to discuss the matter with them and see that none of them lose their jobs.

In the matter of providing better conditions to the workers and amenities to the public you are very strict and sometimes even miserly, but what about the malpractices going on in the railways? The Tata Iron & Steel Co., had defrauded the railways of Rs 13 lakhs in freight charges. An enquiry was ordered, but they went to the Supreme Court. The Supreme Court, however, has cleared it. What has happened to that enquiry? Has the enquiry report come, and what is the decision taken on the report? We are much concerned about it because public money is involved.

There was a case of false tickets being sold at Patna station, with a CBI enquiry. What has happened to that? So much money is going down the drain in these ways, but you are strict only where workers are concerned. Unless and until a different policy is pursued towards workers and backward areas, there will be a lot of discontent. Assam is a lesson to the Government. You have to respect the feelings of the people in the backward areas. Otherwise, fissiparous tendencies will develop to a great extent.

I hope the Minister will look into these things and rectify the mistakes.

SHRI K. T. KOSALRAM (Tiruchendur): I rise to say a few words on my cut motion.

At the very outset I would like to point out that a provision of Rs. 90.84 lakhs has been made for the Nagercoil-Tinnevely line, while a sum of Rs 1.38 crores more would be required to complete it. I wonder how the Railway Minister says that this line would be completed by the end of 1980. I want to have a categorical reply from the hon. Minister. They have allotted only Rs. 90 lakhs. A sum of Rs. 1.38 crores is needed in addition. How are they going to implement it within this year? It is a funny thing.

Secondly, the hon. Minister is aware of that fact that the survey for Tirunelveli-Tuticorin BG conversion has been completed long ago. He had assured me that this would be taken up soon. If this conversion work is not taken up, the Tuticorin port which is a major port will not develop at all. The hon. Minister must announce in his reply to the debate that the BG conversion from Tirunelveli to Tuticorin would be taken up in 1980-81 and that he would be providing all the needed funds for the completion of Nagercoil-Tirunelveli line by the end of 1980.

I am surprised to see that Karur-Dindigul-Tuticorin line has been included in the Budget only for consideration. I do not know what is the meaning of it. No provision has been made. After Independence, no broad-gauge line has been taken up in my State of Tamil Nadu. In the neighbouring States, no metre gauge is there—all metre gauge has been converted into broad gauge. But what an unfortunate thing in Tamil Nadu! Nothing has happened there. For the last 20 to 30 years, we are agitating like anything. I met all the concerned Ministers. My hon. friend, Mr. Jaffer Sharief, told me, "Don't worry about it. It will be done. It is under consideration." This is a very unfortunate thing. You must see that this line is taken up during 1980-81. Otherwise, I cannot say how our people will feel and about our Government. I want to bring this to your notice.

Even the previous Railway Minister, Prof. Madhu Dandavate, had categorically assured in the Consultative Committee that this will be taken up and the work will be executed in 1980-81. The assurances of the Ministers, whatever may be the Government, must be implemented. You can throw away bad things but good things must be taken up.

Also, from Madras to Tirunelveli it is all metre gauge. If you are going to take up that project, why can't you take up BG conversion from Madras to Tiruchirappalli also? Without the broad gauge line, no industry will come up. It is quite a natural thing. You must consider that also. A number of industries are there. In the southern most corner, there are Tirunelveli and Ramanathapuram districts. There is also the Tuticorin port. There are a lot of industries coming up. Already there is the biggest cement factory in Thalavuthus, Sankarnagar and another cement factory near Virudunagar. There is also a very big government cement factory in Alamgulum. There is 150-crore

SPIC Project. There is no broad gauge line. This is a matter which you must consider very seriously. I hope, my hon. friend, Mr. Mallikarjun, will convey it to his senior colleague. He can himself assure that this will be taken up this year. Tuticorin is a major centre of salt production, with an annual turn-over of more than 20 lakh tonnes. This salt is supplied through rail to the north-eastern States. While salt is being sold at five paise per Kg. in Tuticorin, in Assam and other north-eastern States, salt is sold at Rs. 5 to Rs. 8 per Kg. The main reason for this is the absence of a BG line in this part of Tamil Nadu. Secondly, the wagon supply is also tardy. The required number of wagons is not made available at all in the southern zone of Tuticorin, Nagapattinam and Tanjavour.

During British time, salt duty was there and for the convenience of collection of this tax, certain stations were declared as salt loading stations. This old system still continues though there is no duty now. There was Mahatma Gandhi's Satyagraha and those who took part in the Satyagraha were convicted. I was also convicted and after that, the salt duty was abolished. But still that old British tradition continues! Wherever salt is produced, if there is any station nearby, all such stations should be declared as salt loading stations. This would avoid delay in transportation of salt.

At Arumuganeri station, another main salt producing centre—and nearby there is Dhrangadhara Chemical Works, PARC and a lot of other industries—even a shed is not there and the salt is washed away by rain. I am agitating for the last three and four years, but nobody cares.

Moreover, in the railway station there is no weighing machine and, because of this, so many people are suffering. They say 36 tons have been loaded but only 26 tons reach the destination and then there is a penalty. In this way, people are suffering

[Shri K. T. Kosalram]

This is a salt producing centre and salt is being sent from there to Assam and other Eastern States. Such railway stations are being completely neglected by the Department.

We have been demanding one more express train from Madras to Tirunelveli. I want to bring one instance to the notice of the hon. Minister. One day my clerk telephoned to the Booking Clerk and was told that my name was at 113 in the waiting list from Madras to Tirunelveli. I then telephoned to the General Manager's office, to some bigger man, and told him that I am an M.P. and that I had to attend some meeting, and so on; then somehow or other, the Railway people obliged me. But being No. 113 in the First Class waiting list is a wonderful thing. If this happens to an M.P., how can the common man travel between Tirunelveli and Madras? About three or four years back, at the Consultative Committee meeting the Minister had assured us that they will certainly run another express train. Even last year, one General Manager—who has retired—while addressing the Tuticorin Chamber of Commerce, categorically gave the assurance that from December, 1979 another express train would be run on that line. But nothing happened. Now that man has retired and another man has come in his place. This man wanted to help another State since he belonged to that State; he does not bother about my Tamil Nadu. This man has cancelled the proposal. In such a way it is going on there. All these things are in the Cut Motions. So an additional train should be run. My friend, Mr. Mallikarjun, is here. He must see to it that, at least a very simple thing like this is done. We will name it as 'Mallikarjun Express'. The people there will be very grateful to him. There is so much of crowd in that line.

14 hrs.

In my district Tirunelveli, near Kurumbur station, in the absence of manned level-crossing, many fatal

accidents have taken place. Prof. Madhu Dandavate, when he was Railway Minister, had announced on the floor of the House that, wherever there were unmanned level crossings, they would be converted into manned level crossings. About the Kurumbur level crossing near Kurumbur Station, be categorically assured that it would be done. But now it seems, they are demanding Rs. 42,000 or Rs. 72,000 to keep up this promise. I could not understand this. This also must be attended to.

Tiruchendur is a famous pilgrim centre in South India. Since Nagercoil will be connected by a B.G. line with Tirunelveli, I demand that Tirunelveli and Tiruchendur should be connected by a B.G. line. A traffic survey may be ordered for this purpose.

There is a long-standing demand from the Railwaymen's Unions for preference to be given to their wards in the employment opportunities in railway services.

The Railway Board seems to be keen on dropping the Metropolitan Transport Project of Madras. I would like to suggest a less expensive project. There is the Buckingham Canal which goes round the city of Madras. This Canal can be desilted and can be used for underground railway or it can be covered and then used for a circular railway. This is, comparatively, less costly than the Metropolitan Transport Project. With the existing staff of this project, a detailed Project Report can be prepared in no time and then implemented.

The proposed inclusion of Kanyakumari-Nagercoil-Tirunelveli B.G. link in the Trivandrum Division has resulted in violent agitation in Tirunelveli. Kindly do not include this in the Trivandrum Division. It is proposed to be taken away from the Madurai Division and included in the Trivandrum Division. It should be dropped.



**DR. GOLAM YAZDANI (Raiganj):** Mr. Deputy-Speaker, Sir, first, I support the Railway Budget presented by the hon. Railway Minister. I thank him for the attention which he has given for the convenience of the citizens of Calcutta: for the Metro Railway, he has raised the annual outlay from Rs. 19 crores to Rs. 23.4 crores. I also thank him for the attention which he has given for the improvement of the Railways in the north-eastern region of the country where he has taken up about six new link lines and has taken up also conversion of Bongaigaon-Gauhati metre gaugs into broad gauge.

**SHRI G. M. BANATWALLA (Ponnani):** Sir, there is not a single Cabinet Minister in the House. Please send the Marshal and get one, Sir.

**SHRI DINEN BHATTACHARYA (Serampore):** What can the Deputy Speaker do in this matter?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** I do not think it is necessary for the Marshal to go and get any Cabinet Minister when the concerned Minister is sitting here.

**MR. DEPUTY SPEAKER:** He never asked you to give any clarification.

Please go on with your speech. It is your maiden speech.

**SHRI RAMAVATAR SHASTRI (Patna):** At least one Cabinet Minister should be there.

**SHRI R. P. YADAV (Madhopura):** That is the convention also.

**PROF. N. G. RANGA (Guntur):** Sir, we are meeting during the lunch hour. Should they not show us this much courtesy?

**SHRI RAMAVATAR SHASTRI:** I am not particular about Panditji. Any Cabinet Minister can be present.

**MR. DEPUTY SPEAKER:** This shall be brought to the notice of the Minister of Parliamentary Affairs.

**SHRI RAMAVATAR SHASTRI:** He is also not here.

**DR. GOLAM YAZDANI:** The hon. Minister in his budget speech has laid down the government's policy as modernisation and expansion of the railways and provision of comfortable coaches for long-distance passengers. In the Rajya Sabha only day before yesterday he has said that expansion will be made keeping in view the defence needs and the needs of the travelling public....

**MR. DEPUTY-SPEAKER:** Mr. Yazdani, whatever has been said in the Rajya Sabha should not be quoted here. This is just for your information because this is your maiden speech.

**DR. GOLAM YAZDANI:** He declared that he would expand the railways from the defence point of view and also from the convenience of the public. So, I would like to draw the attention of the hon. Minister to the said state of affairs which is prevailing in the northern part of my State and also in the north-eastern part of our country. I am speaking about the northern part of north Bengal, namely, the West Dinajpur district. There is no railway communication at all and this is due to a very sad story and that is the partition of the country. Before the partition of the country this West Dinajpur district was not so bad in the matter of railway communication because the main railway line to Calcutta and Siliguri ran through Parbatipur which is now in Bangladesh. But during partition, the old Dinajpur District was divided into two halves, the eastern half falling to East Pakistan, now Bangladesh and the other half, that is, the West Dinajpur came to India and hence the railway communications are completely cut off. Balurghat was made the district town of West Dinajpur district while Dinajpur which was the main town of Dinajpur went to East Pakistan, now Bangladesh. So the half por-

[Dr. Golam Yazdani]  
 tion of West Dinajpur district with the district headquarters of Balurghat was left without any railway communication and this Balurghat before partition had the nearest railway station at Hily—some 30 miles from Balurghat. This Hily railway station is in Bangladesh. So people there cannot use that Hily railway station. Before partition, there was a line from Parbatipur to Barsoi. But after partition, that line was cut off and terminated at the blind end at Radhikapur near the Bangladesh border. So, that line has also become practically useless. What to do? There is no railway communication for the people of West Dinajpur. Now it has become more complicated because one portion of Bihar, namely, Islampur town, after re-organisation of the States, was included in West Dinajpur. Islampur is far far away from Balurghat. Balurghat is situated at the remotest corner in the Eastern side near Bangladesh Border. The people from that corner of the district have to travel either by bus or by some private arrangements to reach Balurghat. It takes a long time for them to reach their district town. Because of that, the people from Balurghat and other parts of West Dinajpur have to come from Balurghat to Calcutta and people from other parts of West Dinajpur District have to travel by state buses to come to Calcutta, a long distance of 400 to 500 miles. They have to travel this distance for about 11 to 12 hours. This is very tedious. It is very difficult for the people to cover this journey continuously by travelling for 11 to 12 hours. It is very difficult especially for the women folk when there is no other alternative route. Because of partition of the country, that part of West Dinajpur is in a deplorable condition in the matter of railways. So, Government must pay attention to this as they paid their attention to the main railwayline from Sealdah to Siliguri via Malda, Kishanganj and Farakka. The alternative route from Calcutta to Siliguri is all right. But, what about the poor people of West

Dinajpur? Government has also not paid attention to the pitiable conditions of the West Dinajpur people. A proposal for a major survey was made in 1962 for connecting Balurghat with the main railway line at a station in Malda district. The route was proposed from Eklakshi to Balurghat. The Passengers' Amenities Associations which have been affiliated to Government went and visited the proposed route and named various stations. Various stations were not only determined but were also approved by the Railway Board; in 1970, Government issued the acquisition notices for the lands to be acquired along the route. But, that has not been implemented. I do not know why.

I want to say another thing here. They have not constructed any new line that is proposed. They have not paid any attention to conversion of the railway line from Barsoi to Radhikapur, border station. This is a metre-gauge line. It is of no use to the people. By this metre-gauge they go to Barsoi but they do not get a continuous train to go either to Calcutta or to Katihar.

In 1965-66 again a proposal was made for converting the metre-gauge into broad-gauge. This is a very easy task, having two girders in each bridge for converting the metre-gauge into broad-gauge. It has not been done. From 1965 the West Dinajpur people had been facing difficulties. I have a suggestion to make. You will please construct a new railway line and connect Balurghat with the mainline. The line from Calcutta and Siliguri via the route from Barsoi to Radhikapur may be converted into a broad-gauge.

MR. DEPUTY-SPEAKER, Sir, here I may say that the metre-gauge line from Barauni to Katihar has been completed into broad-gauge and from Katihar to Barsoi it is already broad-gauge. If the other portion from Barsoi to Radhikapuri via Raiganj is converted into broad-gauge people will easily travel to Calcutta, Delhi and Siliguri by broad-gauge.

There is another important reason for converting this line into broad-gauge, namely, the defence point of view. Balurghat is near the border of Bangladesh. It has great importance from the defence point of view of our country. If something happened there nobody will move from there easily. It has military importance. These railway lines should be given immediate attention so that military personnel—men and material—could go by the main railway lines to any part of the country. So, from the point of view of defence these railway lines in West Dinajpore district should be completed on war-footing.

Now, I would like to tell you some of the grievances which should be met to improve the railway lines, etc. in West Bengal to construct a new railway station at Nebotala between Baliaghata bridge and Borsai station and double line from Ranaghat to Lalganj. Malda station has got a very good prospect because the Gaur Express has been introduced recently. I want to thank the hon'ble Minister for this. The importance of Malda station has increased but the first-class waiting room is very small there. It can only contain about ten persons. It should be enlarged. Disadvantages of the level crossings at Malda and Siliguri should be eliminated by constructing over-bridges.

Now, I would like to point out certain other things. Many hon'ble Members have said about the late running of trains. It is a regular feature with the new Jalpaiguri passenger train to be late. Sometimes it is one hour late; sometimes twelve hours late and sometimes even twenty-four hours late. One does not know when it will come. Sir, when we have introduced Gaur Express people from Siliguri come by NJP to catch this Gaur Express but the train is so late that its passengers cannot catch the Gaur Express. This late running also occurs in the case

of Darjeeling Mail and Tinsukhia Mail.

Now, I shall touch one important point. For the convenience of the public, the Railway Minister has promised many things. I am talking about Tinsukhia Mail. It is a long-distance super-express train but if you travel any day by Tinsukhia Mail you will find you cannot get into the train because the military personnel occupy the compartments including the reserved compartments and the first-class. These military personnel get into the train at New Bongaigaon making difficult for the passengers from the intermediary stations to get into the train. They keep their trunks even in the latrines. All the seats are occupied by the military personnel. Even when the railway authorities want them to vacate they do not vacate. So, the passengers have either to postpone their journey or have to travel standing. To rectify this situation I have a suggestion to make, that is, to introduce another train, a super-express train, a second Tinsukhia Mail. If that cannot be done, I request the Government to limit the warrants to be issued from New Bongaigaon to military persons. These warrants should be limited and they should not occupy more than a few reserved seats. If unlimited warrants are issued, unlimited military persons get into the train causing inconvenience to passengers from intermediate stations. This should be stopped. Even if this cannot be done, please arrange for one first class coach and one second class coach in the New Jalpaiguri station so that passengers from the intermediate stations downwards will have no difficulty in getting into the Tinsukhia Mail. Please give attention to these suggestions of mine.

MR. DEPUTY-SPEAKER: You can speak only on important things. For the rest you can write to the Minister.

THE MINISTER OF RAILWAYS  
(SHRI KAMLAPATI TRIPATHY):  
Thank you Sir.

MR. DEPUTY-SPEAKER: Whatever deserved publicity, which should satisfy your constituency, you can state them here.

DR. GOLAM YAZDANI: I request for stoppage of the Tinsukia Mail and Darjeeling Mail at Dalkola Station which is a business centre. I am just pointing out to him certain matters which he can attend to easily according to his declared policy.

MR. DEPUTY SPEAKER: You should stick only to the problems of your constituency.

DR. GOLAM YAZDANI: About the dacoit menace, I am glad that the hon. Minister has tried to set up an Anti-Dacoity Cell under CRP, with the cooperation of the State Government. He has tried to make a beginning in U.P. I request him to extend this anti-dacoity cell throughout the country so that these people may be saved from the dacoits and they can travel by night safely. I have no more suggestions to make. Other Members have drawn attention of the Government to various problems already. The Minister has promised to look into them. I am thankful to him for that.

While concluding, I thank the hon. Railway Minister in that he has taken some steps for the improvement of the Railways. We do hope that during his time the Railway system will improve more and more to our satisfaction and to the satisfaction of everybody.

With these words I conclude.

MR. DEPUTY-SPEAKER: Before I call Mr. Arjunan, I would like to point out to him that his DMK party has two speakers. He can speak for 5 minutes. The other Member can speak for 5 minutes. So, Mr. Arjunan, you please take 5 minutes and conclude your speech.

SHRI K. ARJUNAN (Dharampuri) I welcome the budget presented by the hon. Railway Minister.

At the same time I wish to emphasise certain points relating to my constituency and my State of Tamil Nadu.

There should be a separate Railway Division which should be formed at Salem. Because, Salem is connected with other important Railway links. They are:—

Salem to Vriddhachalam

Salem to Mettur

Salem to Coimbatore and Trivandrum

Salem to Bangalore

Salem to Madras

Salem to Trichy via Erode.

It is a most important place. The distance between Salem to Madras is more than 200 k.m. From Salem to Olavakode, the distance is more than 200 k.m. From Salem to Madurai, it is more than 200 k.m. It is a most important central place. In order to have better administration, it is a very easy thing for you to form a separate division at Salem. Then, Sir, during day time, no train has been running between Madras and Coimbatore. I would therefore submit that the Hon'ble Railway Minister may consider introduction of an Express Train between 10.00 hrs. and 13.00 hrs. between these two stations. At present there is only one passenger train running between Olavakot and Jollarpet. In this connection, I would submit that this passenger train should be extended up to Madras. This would help the passengers and traders to carry their perishable goods quickly to various places. The perishable goods from Salem, Bommidi and Buddireddipatti and from other places will have to be transported to other districts of Tamil Nadu very quickly.

Sir, there is a railway crossing near the General Hospital at Salem. There is always a traffic jam at this crossing. People who have to go to the Hospital very urgently and also other

people are put to a lot of difficulties because of traffic jam at this railway crossing. I would request the hon'ble Railway Minister kindly to consider the construction of an over-bridge near the General Hospital at Salem. Sir, there is a proposal for inclusion of Nagarkoil-Tirunelveli railway line in Trivandrum Division. I would submit that this railway line should continue to be in Madurai Division as hitherto.

Sir, at present the Kovai Express running between Madras and Coimbatore is not stopped at Morappur. I would like to suggest that this Express train should stop at Morappur for at least 2 minutes. Moreover, all the Express trains running through Bommidi and Buddiredipatti should stop at these stations for 10 minutes for the convenience of the passengers. At present, there are only two berths available for reservation from these stations. I would suggest that this number should be increased to 10.

Sir, I am sorry to mention here that the passenger train running between Bangalore and Salem has been withdrawn. I would urge upon the hon'ble Minister that this train should be restored. The passengers at Salem, Dharamapuri and Bangalore are put to a lot of difficulties on account of withdrawal of this train.

Sir, there is a mosaic factory at Salem in which about 3000 people are working. The raw materials for the factory are obtained from the neighbouring States like Andhra Pradesh. In Kerala also, there are some mosaic factories. Those factories are also getting raw materials like coloured lime stones from other States. What happens is that at these railway stations where these factories are established, there is no weighing machine available and the raw materials are invariably weighed by approximation. This results in overweighing for which the traders, for no fault of theirs, are penalised to pay 20 times the freight charges. It is the fault of the railway authorities and

not the traders. I hope that the Hon'ble Railway Minister would look into this and take immediate steps for the provision of weighing machines at these stations.

SHRI KAMLAPATI TRIPATHI: If he writes to me, I will look into it.

SHRI K. ARJUNAN: I met the officials of the Commercial Department of Southern Railway. They assured me that they would look into the matter. But so far, no weighing machine has been provided in these stations. The traders refuse to take delivery of the raw material at Salem because of the twenty times freight charge on the overload of weight. This all happens because of the non-availability of proper weighing machines. The Southern Railways and the Central Railways have consequently stopped the supply of wagons. The entire mosaic industry is now at a stand-still and is suffering because of lack of raw material.

MR. DEPUTY-SPEAKER: You may conclude now and write about all these matters to the Railway Minister.

SHRI K. ARJUNAN: Further, the railways do not unload the raw material in a suitable place, where the trucks can approach conveniently. If they are paid under the table, they will unload at proper places, otherwise they will unload the material at some remote place where the trucks cannot go. This requires to be looked into.

Then, I request that at Delhi station, some Tamil knowing clerks should be appointed to cater to the requirements of passengers from Tamil Nadu etc. They neither know English nor Tamil and we are put to a lot of inconvenience. This should be done immediately.

Lastly, I request that the reserved quota from Jolarpet to New Delhi should be suitably increased because besides other passengers, a lot of military personnel also travel between these stations.

MR. DEPUTY-SPEAKER: Shri Kunwar Ram... Shri Era Anbarasu... Shri K. C. Pandey... None of them is present. I would suggest that when the names are given, they must be present in the House. When I call, it should not be that they are not available.

SHRI DINEN BHATTACHARYA:  
For how long should they wait?

MR. DEPUTY-SPEAKER: You have to be present. The names are submitted by the leader of the party concerned. The members must be present.

PROF. MADHU DANDAVATE  
(Rajapur): They have decided to write to the Minister.

श्री इमर लाल बीठा (भररिया) : उपाध्यक्ष महोदय, मैं रेलवे की डिमांड्स का समर्थन करने के लिये खड़ा हुआ हूँ।

मैं, श्रद्धेय पंडित जी ने जैसा उस वक्त कहा था, उससे सहमत हूँ कि रेलवे समूचे राष्ट्र में, जैसे नस के द्वारा सम्पूर्ण शरीर में खून दौड़ता है, उसी प्रकार से रेलवे भी समूचे राष्ट्र में यातायात एवं संचार का काम करती है। उन्होंने कहा था कि इमरजेंसी के दौरान रेलवे में सुधार हुआ था और लोग रेलवे के समय से अपनी घड़ियाँ मिलाया करते थे, मैं उस बात को यहाँ पर फिर दोहराना चाहता हूँ कि आज अगर हम यह चाहते हैं कि देश में रेलवे का सुधार हो और अन्य विभागों के प्रशासन पर भी इसका असर पड़े, तो सबसे पहले हमें रेलवे में सुधार करना होगा। क्योंकि आम जनता से जितना सम्पर्क इस विभाग का है, शाायद बहुत ही कम ऐसे अन्य विभाग होंगे जिनका आम जनता से इतना घनिष्ठ सम्पर्क होगा, इसलिये यदि रेलवे विभाग अन्य सभी विभागों की जड़ कहा जाय, जिस का प्रभाव दूसरे विभागों पर पड़ता है, तो कोई अत्युक्ति नहीं होगी। आज रेलें यदि ठीक टाइम पर चलने लगे तो देश की अर्थ व्यवस्था पर इस का बहुत गहरा प्रभाव पड़ेगा। जहाँ प्रचुर मात्रा में सामग्रियाँ उपलब्ध होती हैं, वहाँ से अभावग्रस्त क्षेत्रों में उनको समय से पहुँचाया जा सकता है। सैन्य व्यवस्था में भी रेलवे का बहुत बड़ा योगदान है, हम समय पर अपनी सैन्य सामग्रियों को पहुँचा सकते हैं। देश में शायद ही कोई ऐसा विभाग होगा, जहाँ रेलवे का प्रभाव न पड़ता हो। इसी दृष्टिकोण से

हमें देखना होगा—अगर हम इस मुल्क के प्रशासन में सुधार लाना चाहते हैं तो सर्वप्रथम रेलवे में सुधार लाने की आवश्यकता है। मगर इसी सिलसिले में मैं एक बात यह कहना चाहता हूँ—अगर हम लोग यह सोचें कि रेलवे में सुधार केवल रेलवे प्रशासन ही ला सकता है, तो यह हमारी भूल होगी। रेलवे प्रशासन के साथ साथ रेलवे कर्मचारियों का सहयोग तो चाहिये ही, लेकिन विरोधी दल, आम जनता, सब का सहयोग इसमें वांछित है, बिना सब के सहयोग के इसमें सुधार लाना संभव नहीं है।

इसी सिलसिले में मैं आज, उपाध्यक्ष महोदय, आप के माध्यम से श्रद्धेय पंडित जी से यह कहना चाहूँगा कि बहुत सी ऐसी छोटी-मोटी बातें हैं जिन की तरफ थोड़ा सा ध्यान देने से प्रशासन को सुधारा जा सकता है। पंडित जी ने जब पहली दफा रेलवे विभाग का प्रशासन अपने हाथ में लिया था, पता नहीं उस समय उन्होंने क्या जादू किया था कि रेलवे में बहुत जबरदस्त सुधार हुआ था। आज हम फिर पंडित जी से वही अपेक्षा रखते हैं, वे फिर से अपने उस जादू को चला कर रेलवे में फिर से सुधार लाने की कोशिश करें। आज बहुत सी ऐसी चीजें हैं जहाँ बिना किसी खर्च के सुधार किया जा सकता है। जैसे कुछ स्टेशनों पर पीने के पानी की समुचित व्यवस्था नहीं है। नल-कूप की व्यवस्था है, लेकिन वे टूटे-फूटे पड़े हैं। इनमें कितने खर्च की आवश्यकता है? छोटे मोटे खर्च से इनको सुधारा जा सकता है। मैंने स्वयं देखा है—जान बुझ कर रेलवे की व्यवस्था में बाधा पहुँचाई जाती है।

14.37 hrs.

[SHRI HARINATH MISRA in the Chair]

मैं एक उदाहरण आप को देता हूँ। एक दिन मैं कटिहार में था। वरौनी से कटिहार वाली गाड़ी ठीक समय पर कटिहार पहुँची। जब ट्रेन के खुलने का समय हुआ, तो वह नहीं चली, इस लिये कि उसमें रेलवे के किसी अधिकारी का सैलून जोड़ा जाना था, उस गाड़ी के इंजिन को खोल कर ले जाया गया और सैलून को लाकर उसमें जोड़ा गया, इस तरह से वह गाड़ी एक घंटा लेट हो गई। यदि सैलून उसमें जोड़ा जाना था तो वह ट्रेन खुलने के समय से पूर्व जोड़ा जाना चाहिये था क्योंकि ट्रेन वहाँ एक घंटे से अधिक देर तक रुकती है। जरा सी सावधानी बरतने से एक घंटे का समय नष्ट होने से बचाया जा सकता था। रेलवे में जहाँ तक भी संभव हो पंचवैलिटी लाने का प्रयास किया जाना चाहिये और इस कार्य में हमारे रेलवे प्रशासन का सहयोग होना चाहिये।

रेलवे विभाग में बहुत सारी बातें ऐसी हैं—जिन के बारे में बिना किसी खर्च के भी सुधार हो सकता है। इस पर सोचना चाहिये। भ्रष्टाचार की बात को ही लीजिये, पिछले दो तीन सालों में सभी प्रशासनों में जो गिरावट आई है वैसे गिरावट पहले कभी नहीं आई और उन सब में रेलवे में सबसे अधिक गिरावट आई है। आज जिस सुधार की प्रमेजा हम पंडित जी से कर रहे हैं, हम जानते हैं उन के लिये यह एक बहुत बड़ा सिरदर्द है, फिर भी हमें यह मानना पड़ेगा कि रेलवे में उस सुधार को लाये वगैर अन्य क्षेत्रों में सुधार की भाषा बहुत कम होगी। आज रास्ते में जाते जाते इंजिन बन्द हो जाता है। पूछते हैं तो जबाब मिलता है कि कोयला खराब है, खराब कोयले की वजह से स्टीम नहीं बन रही है। इस लिये इंजिन आगे नहीं जा सकता है। कभी यह शिकायत मिलती है कि इंजिन बहुत पुराना है, उस के कल-पुर्जे खराब हो गये हैं, इस लिये वह आगे नहीं बढ़ सकता है। आप जरा यह सोचिये—जो पैसेन्जर यात्रा कर रहा है, दूर से आ रहा है, इंजिन के खराब होने से उस की क्या हालत होगी—उस का अन्धाजा आप स्वयं लगा सकते हैं—ऐसी समस्याओं की तरफ संभौरता से सोचने की आवश्यकता है। मैं माननीय पंडित जी का ध्यान विशेष रूप से कटिहार-जोगबनी खंड, पूर्वोत्तर सीमान्त रेलवे, की ओर दिलाना चाहता हूँ। उस की गाड़ियाँ कितने दिन समय पर चलती हैं और कितने दिन इंजिन खराब नहीं होता है—आप जरा मालूम कर लीजिये।

मैं समझता हूँ कि शायद ही कोई दिन ऐसा होगा जबकि वहाँ इंजन की खराबी के कारण गाड़ी रुकी नहीं पड़ी हो। वहाँ यात्रियों को काफी परेशानी रहती है, न उनको खाना, न पानी मिलता है। यह सब बातें केवल मुझे ही पता लगी हों ऐसी बात नहीं है और लोग भी मानते हैं। मैं पंडित जी का भी ध्यान उस तरफ दिलाता हूँ। ये सारी चीजें रेल मंत्रालय को सोचनी चाहिये।

पूर्वोत्तर सीमान्त रेलवे में लाखों रुपये इंजिनों की मरम्मत के लिये खर्च किये गये दिखाये गये हैं पता नहीं किसी इंजिन की वहाँ मरम्मत हुई है या नहीं। मेरी तो पक्की खबर नहीं है कि वहाँ इंजिन की मरम्मत नहीं की गयी है, परन्तु लोगों का कहना है कि सारे पैसों का गवन हो गया और मरम्मत की मद में ऐसे ही दिखला दिये गये हैं। इस बारे में भी ध्यान दिया जाना चाहिये।

अब मैं पंडित जी का ध्यान कटिहार-बरोनी छोटी लाइन को ब्राडगेज में कन्वर्ट करने की योजना की तरफ आकर्षित करना चाहूंगा। पहले यह योजना 1980 में पूरी होनी थी और कटिहार-बरोनी मीटरगेज लाइन को ब्राडगेज

में 1980 तक बदला जाना था लेकिन अब वह अवधि बढ़ा कर 1982 तक कर दी गई है। अब मैं फिर सुनता हूँ कि यह लाइन 1984 तक कन्वर्ट होने वाली है। मैं पंडित जी से कहना चाहता हूँ कि कटिहार एक महत्वपूर्ण और प्रमुख स्थान है। कटिहार से हो कर असम जुड़ता है वे इस बात को जानते हैं। अतः इस लाइन को जल्दी ही ब्राडगेज में बदलना आवश्यक है। अगर यह लाइन ब्राडगेज में नहीं बदली जाती है तो असम-फरक्का पार कर के ही पहुँचा जायेगा। जो एक अत्यधिक लम्बा रूट हो गया है। यह योजना कितनी महत्वपूर्ण है, उसको उतना ही महत्व देना चाहिये। मेरा निवेदन है कि इस योजना की अवधि जो 1982 तक कर दी गई है, इसको 82 तक नहीं बल्कि उससे पहले ही पूरा कर दिया जाना चाहिये।

स्वर्गीय ललितनारायण मिश्र जी, भूतपूर्व रेल मंत्री का एक स्पष्ट था। वे चाहते थे कि सम्पूर्ण उत्तर भारत में हिमालय के समानान्तर मीटरगेज फ्रंटियर रेलवे लाइन चालू हो। उसको चालू करने में कोई बड़ी बाधा नहीं है। उस लाइन के बीच में तीन ही गेप हैं अगर उनको दूर कर दिया जाय तो इस फ्रंटियर रेलवे लाइन का निर्माण हो सकता है। पहले तो छितीनी जो उत्तर प्रदेश में है और बगहा के बीच में एक गेप है। छितीनी और बगहा की दूरी 13 किलोमीटर है और दोनों के बीच गंडक नदी है। अगर गंडक पर पुल बना दिया जाय तो यह गेप दूर हो सकता है। गंडक पर पुल बनाने का कार्य स्व० ललित नारायण मिश्र तत्कालीन रेल मंत्री ने आरम्भ किया था उसके सिलसिले में शिलाग्यास समारोह के अवसर पर प्रधान मंत्री जी ने भाषण दिया था। उसमें उन्होंने कहा था कि इस पुल के द्वारा यू. पी. और बिहार जुड़ेंगे तो आसाम-बंगाल भी जुड़ेंगे और असम के विकास में सहायता मिलेगी। अगर यह गेप मिला दिया जाय तो यह दूरी बहुत कम हो सकती है।

उसके बाद दूसरा गेप रह जाता है निर्मली और सरायगढ़ का जो कि 14 किलोमीटर का गेप है। इस गेप की वजह से गाड़ी निर्मली से घूम कर, सम्पूर्ण बरोनी होते हुये कोई तीन सौ किलोमीटर का चक्कर लगा कर सरायगढ़ पहुँचती है। अगर इस गेप को बन्द कर दिया जाय तो यह दूरी 14 किलोमीटर रह जायगी। यह गेप कोसी पर पुल बना करके दूर किया जा सकता है। 44 वर्ष पूर्व निर्मली-सरायगढ़ जुड़े हुये थे।

तीसरा गेप है फारबिसगंज और सिलीगुड़ी अगर इनको कनेक्ट कर दिया जाय तो इससे भी बड़ी मदद मिल सकती है। इस में कोई

[श्री डूमर लाल बंडा]

ज्यादा खर्चा नहीं है। मैंने पंडित जी को पत्र लिखा था। उन्होंने उत्तर दिया कि 12 करोड़ रुपये लगेंगे। पता नहीं इस बारे में पंडित जी क्या सोच रहे हैं? अगर यह 12 करोड़ रुपया एक साथ खर्च न किया जा सके तो इसकी खंडशः बजट में व्यवस्था की जाय और इस काम को किया जाय? एक ही बांध है डोम बांध। वहां जमीन सरकार की है। आपको भूमि का अधिग्रहण करने की वहां आवश्यकता नहीं है। वहां पर मिट्टी का काम भी किया हुआ है। सब से बड़ी बात यह है कि छोटे छोटे क्लवर्ट जहां तहां लगीं और बड़ी नदी एक भी नहीं है जहां पुल बनाने की आवश्यकता हो। 18 करोड़ या 12 करोड़ जो भी खर्चा है उसके बनाने का उस में वह हो जायेगा। इस तरह से सिलीगुड़ी से फारबिसगंज तक नार्थ फ्रंटियर रेलवे का निर्माण आसानी से हो जायेगा।

एक बात में सुरक्षा की दृष्टि इस भी कहना चाहता हूं। जो लाइन भी किशनगंज हो कर असम तक जाती है उस बीच में बारसोई ब्रिज पार करना पड़ता है। इस ब्रिज को अगर डैमेज कर दिया जाय तो हमारा असम का लिंक सदा के लिये टूट जाता है। लेकिन इस रूट को बना देने से आपको सुरक्षा का एक दूसरा साधन मिल जायगा एक वैकल्पिक रूट मिल जायगा और यह सुरक्षा की दृष्टि से बहुत महत्वपूर्ण भी होगा।

आज हर तरफ से ब्राड गेज की मांग होती है। ब्राड गेज का निर्माण भी हो रहा है। मीटर गेज के जो डिब्बे और लाइनें हैं वे अभी जो नार्थ फ्रंटियर रेलवे का मैंने आपके सामने प्रस्ताव रखा है, अगर उसको मान लिया जाता है तो इन डिब्बों तथा सभी दूसरे साधनों का उपयोग इस नार्थ फ्रंटियर रेलवे में हो सकता है। इस वास्ते मैं अनुरोध करना चाहता हूं कि इस और आप ध्यान दें।

अब मैं अपने इलाके के बारे में थोड़ा सा कहना चाहता हूं। नरपतगंज की बात मैं करना चाहता हूं। अभी कहा गया है कि छोटी-छोटी बातों को पत्र लिख कर पूरा करवा लिया जाना चाहिये। मैंने इसी दृष्टि से पत्र भी लिखे थे इस स्टेशन के बारे में। नरपतगंज हमारे क्षेत्र का एक महत्वपूर्ण स्टेशन है और पूर्वोत्तर रेलवे पर है.....

सभापति महोदय : आपने पत्र लिखा था समय बचाने के लिये तो फिर अब इसको यहां उठाने की क्या आवश्यकता है?

श्री डूमर लाल बंडा : पत्र तो लिखा था लेकिन हुआ क्या यह मैं आपको बताना चाहता हूं। मुझे जवाब दिया गया कि कंसल्टेंटव कमेटी की इसके बारे में कोई सिफारिश नहीं आई है कि कोसी एक्सप्रेस का वहां ठहराव हो और इस वास्ते वहां ठहराव देना उचित नहीं समझा गया है और न ही दिया गया है। फारबिसगंज से सहरसा तक जितने भी बीच के स्टेशन हैं सभी पर यह कोसी एक्सप्रेस गाड़ी ठहरती है लेकिन नरपतगंज में नहीं ठहरती है। वह स्टेशन व्यापारिक दृष्टि से किसी अन्य स्टेशन से कम महत्वपूर्ण नहीं है। उससे छोटे छोटे जो स्टेशन हैं और कम महत्व के स्टेशन है वहां पर तो यह गाड़ी कोसी एक्सप्रेस ठहरती है लेकिन यहां नहीं ठहरती है। इन्होंने कंसल्टेंटव कमेटी की बात कही है। अभी कोई कमेटी बनी ही नहीं। मधु दंडवते जी जब रेल मंत्री हुए थे उन्होंने इसके बारे में आश्वासन दिया था लेकिन आज तक उनकी मांग की पूर्ति नहीं हुई है। वहां पर कोसी एक्सप्रेस का ठहराव होना चाहिये। यही ट्रेन है जो जयन्ती जनता को भी पकड़ाती है। जयन्ती जनता से जिस को जाना होता है वह कोसी एक्सप्रेस से आता है।

जोगवनी नेपाल का एक द्वार है। यहां से भारत में आया जाता है। एक योगवनी है और दूसरा रक्षौल है। जोगवनी से कटिहार तक ब्राडगेज करने का प्रस्ताव नेपाल सरकार की तरफ से भारत सरकार के पास पहले भी आया था। मारका प्रसाद कोयराला और बी० पी० कोयराला तथा दूसरे लोगों की मार्फत भी यह प्रयास किया गया था कि इसको ब्राडगेज कर दिया जाय। बरीनी से कटिहार तक का प्रस्ताव पहले से ही है। मैं चाहता हूं कि जोगवनी से कटिहार तक को भी ब्राडगेज कर दिया जाय। उनी सिलसिले में जो केवल 70 किलोमीटर की दूरी का कटिहार से जोगवनी का भाग है, उसको भी ब्राडगेज में परिवर्तित कर दिया जाये। इसको ब्राडगेज करने से जोगवनी से कटिहार कलकत्ता तक का मार्ग ब्राडगेज का हो जायेगा। जोगवनी कटिहार खंड पूर्वोत्तर सीमांत रेलवे का एक छोटा सा हिस्सा है। इसलिए मेरा सुझाव है कि इसको बड़ी लाइन करने की कोशिश की जाये। बरीनी से कटिहार तक ब्राडगेज के लिए प्रस्तावित है, इसलिए जोगवनी से कटिहार को भी इसमें शामिल किया जाये।

मैं पंडित जी से एक अनुरोध और करना चाहता हूं कि आज घण्टाबार का बोलबाला हर जगह है और वह रेलवे में भी है, यह मैं मानता हूं। आज आरक्षण के सिलसिले में अगर पार्लियामेंट के मेम्बरेशन के दिनों में कहीं जाना चाहते



हैं तो 10 दिन पहले नोटिस देने पर भी उनका आरक्षण नहीं होता है और जो व्यापारी लोग हैं, वह पैसा देते हैं तो उनका आरक्षण हो जाता है। हम कहना चाहते हैं कि थोड़ा इस तरफ भी रेलवे अधिकारियों को ध्यान देना चाहिए कि इस प्रकार की व्यवस्था क्यों है। प्लेन से यात्रा करने में इस बात का ख्याल रखा जाता है कि मेम्बरो को जब सेशन होता है तो इस तरह की सुविधा दी जाती है, मगर रेलवे में इसकी अपेक्षा ही, यह शोभनीय बात नहीं मालूम देती है।

सभापति जी मैंने आपके द्वारा पंडित जी का ध्यान आकर्षित किया है और मैं आशा रखता हूँ कि पंडित जी इन छोटी-छोटी बातों पर भी अपना ध्यान देंगे और उनके सशक्त हाथों से उनके सशक्त प्रशासन में अगर रेलवे इस मामले में दुरुस्त नहीं हुई तो फिर किसी से आशा नहीं की जा सकती है। इन्हीं शब्दों के साथ मैं धन्यवाद दूंगा कि आपने मुझे थोड़ा बोलने का समय दिया।

**SHRI M. RAM GOPAL REDDY** (Nizamabad): Sir, we are grateful to Madam Gandhi for having included in her Cabinet Mr. Mallikarjun, who is very fortunate in having the guidance of Pandit Kamalapati Tripathi. I am sure he will learn many things from him and will prove a worthy and able Minister of our country.

The population of this country is increasing by 2.5 per cent. Agricultural production is increasing by 5 per cent. Industrial production is going up by 5 per cent. 5 per cent to 8 per cent is our aim. So, the total comes to about 13 to 14 per cent increase every year in our country. All this load is on railways. We are not giving sufficient funds to the railways to cope up with all this traffic that needs to be transported. When any tax is levied on railway fare or freight, there is a hue and cry from all sides of the House. When demands come, everybody wants more trains to be run for passengers and more goods to be transported in the speediest manner. Under Pandit Kamalapati Tripathi's leadership, the railway has started moving very fast. जब सवार अच्छा होता है तो थोड़ा भी अच्छा चलता है। When the Minister is all right, everything will be all right.

Some improvements are still required and I will give some suggestions for the improvement of the movement of commodities. The movement of goods in the cities is quite all right because the city people have got approach upto the Railway Board and the Railway General Managers. But in villages and backward areas, the movement is not proper. The Railway Board should give more consideration to the movement of goods that are manufactured in those factories which are established in rural and backward areas and also to the stations that are set up there. In my State, most of the stations are in rural areas. But most of the goods are not being properly moved. The goods that are meant for export must be given top priority. Lot of cement is there in our factories. In one factory Kesavram Cement, the stock is about one lakh tonnes. They have written to the Railway Minister to clear that stock. If the stock is not cleared in time, they will have to bear storage charges and bank interest. Then it will become uneconomic for factory people. I request the Minister to give top priority for clearing such stocks so that it reaches the consuming centres.

After giving bonus to the railwaymen, they are very happy. Prof. Dandavate was trying to give bonus during his Ministership but could not succeed. Now, we have given the bonus to them and they are working very hard.

14.58 hrs.

[MR. SPEAKER in the Chair]

In my own district headquarters Nizamabad Panditji was kind enough to sanction an over-bridge. But the State Government has not taken up the work so far. I request Panditji to write to the Chief Minister in this regard so that construction of the over-bridge can be started early. This demand of the over-bridge has been there since 1952 when Mr. H. C. Heda was the MP from that area. As an MP from that area, I want that this should be taken up very early.

[Shri M. Ram Gopal Reddy]

In Nizamabad area, over 8 lakh bags of sugar, thousands of tonnes of turmeric, maize and paddy are produced. They all reach Nizamabad headquarters thus causing traffic hazard in the city. There is traffic jam for hours together in the city. The population of the city is 1.3 lakh. Over and above that, there is a floating population also. With the movement of cars and trucks, there is a terrific traffic jam. I hope, Panditji during his term of office, will get this over-bridge completed. I request Panditji to come there and lay the foundation stone of that over-bridge.

15 hrs.

STATEMENT RE. INCIDENT AT  
BAGHPAT

गृह मंत्री (श्री जैल सिंह) : महोदय, संसद के दोनों सदनो के अनेक माननीय सदस्यो तथा अन्य लोगो द्वारा 18 जून, 1980 को उत्तर प्रदेश के मेरठ जिले मे बागपत मे हुई एक घटना के प्रति क्रोध और रोष प्रकट किया गया है जिस में एक महिला के साथ छेड़खानी तथा अभद्र व्यवहार किया गया है। मैं 11 संसद सदस्यों जिनमे 10 महिला सदस्यो थे के साथ 1 जुलाई, 1980 को बागपत गया था। हमने बहुत से लोगो तथा विभिन्न विचारो के प्रतिनिधि मण्डलों और राजनीतिक दलो को मुता जिन्होंने 18 जून, 1980 को हुई दर्दनाक घटना का विस्तृत वर्णन हमको दिया और उनके बारे में जो वास्तव में उस दिन वहा हुआ था अपना मत प्रकट किया।

मुझे यह कहने मे कोई गकोच नहीं है कि इस प्रकार की घटनाएँ हम देश की परम्पराओं और सस्कृति पर लाछन और गलत है जहा सदा से नारी को एक सम्मान की दृष्टि मे देखा जाता रहा है। अतः बागपत मे हुई घटना निष्कपट रूप से और बिना किसी सकोच के निन्दा करने लायक है। सरकार की ओर से मैं सदन को यह आश्वासन दे सकता हूँ कि किसी को भी, चाहे वह किसी भी हैसियत का हो यदि इस शर्मनाक घटना के लिए किसी प्रकार से दोषी पाया जाता है अथवा उसका इममें कोई हाथ है तो उसे कड़ा दण्ड दिया जाएगा।

तथापि मैं सभी से अपील करूंगा कि इस घटना का प्रयोग किसी व्यक्ति या दल द्वारा किसी राजनीतिक लाभ के लिए न किया जाए क्योंकि हमें संदेह है कि इस घटना ने एक राजनीतिक मोड़ ले लिया है तथा कुछ तत्वों द्वारा इन उद्देश्यों के लिए इसका फायदा उठाया जा रहा है..... (व्यवधान).....

एक माननीय सदस्य : यह गलत है।

श्री जैल सिंह : .....जिनका किसी भी तरह से नारी के सम्मान की रक्षा के मुख्य प्रश्न से सम्बन्ध नहीं है। दुर्भाग्यवश, इससे बागपत में भारी तथा तनावपूर्ण वातावरण पैदा हो गया है और इसके परिणामस्वरूप 18 जून, को वास्तव में जो हुआ था उसके बारे में परस्पर विरोधी और भ्रांतिपूर्ण मत व्यक्त किये जा रहे हैं।

..... (व्यवधान) .....

श्री राम बिलास पासवान : आपने कार्यवाही क्या की? (व्यवधान).....

श्री जैल सिंह : .....इन तथ्यों को ध्यान में रखते हुए तथा यह मालूम करने के विचार से कि उस तारीख को निश्चित रूप से क्या हुआ, सरकार को यह प्रतीत होता है कि 18 जून, 1980 को बागपत में एक महिला के साथ किए गए अभद्र व्यवहार की घटना के लिए वास्तव में उत्तरदायी व्यक्तियों को खोज निकालने के लिए सबसे अच्छा रस्ता न्ययिक जांच कराना होगा। अतः हमने राज्य सरकार को शीघ्र ही ऐसी जांच आरम्भ कराने की सलाह दी है।

(Interruptions)\*\*

MR. SPEAKER: Nothing should go on record without my permission.

(Interruptions)\*\*

MR. SPEAKER: If the House will bear with me, I think we have some rules here. The Minister has made a statement. You may or may not like it, you may differ from him, but here is the guideline for you, rule 372 You must look into it.

SHRI ATAL BIHARI VAJPAYEE (New Delhi): The House can decide to suspend the rule, and you can allow clarifications.

MR. SPEAKER: I am going to be guided by the rules. I shall not spare anybody, I shall not try to press or suppress anything. I shall give you full liberty. We must have some motion by which we can discuss anything. I will allow a discussion under rule 193 any time you like, even on Monday.

(Interruptions)

अध्यक्ष महोदय : कोई भी काम आप विधि के अनुसार कर लीजिए, मैं उसमें आपका साथ दूंगा। . . . . (व्यवधान) . . . .

श्री हरिकेश बहादुर : मैं सदन से वाक-आउट करता हूँ।

(Shri Harikesh Bahadur then Left the House.)

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय हम रूल से चलना चाहते हैं। आपको स्मरण होगा कि कई मामलों में आप नियम में अपवाद कर सकते हैं।

अध्यक्ष महोदय : नहीं, मैं नहीं करूंगा।

श्री अटल बिहारी वाजपेयी : आप इस तरह के मामलों में . . .

अध्यक्ष महोदय : मैं कह रहा हूँ कि आप इसको नियम 193 के अन्तर्गत ले आइए, मैं इसको करवा देता हूँ।

. . . . (व्यवधान) . . . .

श्री अटल बिहारी वाजपेयी : इस तरह के स्टेटमेंट करने के बाद, अगर आप चाहें तो स्पष्टीकरण पूछ लें . . . . (व्यवधान) . . . .

अध्यक्ष महोदय : वाजपेयी जी, आप तो समझदार हैं। आप इसको नियम 193 के अन्तर्गत दे दीजिए, मैं इसको ऐडमिट करता हूँ।

. . . . (व्यवधान) . . . .

SHRI INDRAJIT GUPTA (Basirhat): Will you permit a discussion under rule 193 at an early date?

MR. SPEAKER: Yes. Why not? I will make an exception in this case.

SHRI INDRAJIT GUPTA: Please make an exception. Why did the Home Minister take so many Members of Parliament with him if we are not to

hear their version? 10 lady Members of Parliament accompanied him. Will you not permit us to hear from them?

MR. SPEAKER: No, that is not admissible.

I will take the Minister of Parliamentary Affairs into consultation and I will fix a discussion at the earliest. I will waive the rule I have given that promise.

SHRI INDRAJIT GUPTA: No action has been taken up till now.

(Interruptions)

श्री मनोराम बागड़ी (हिसार) : अध्यक्ष जी, इस मामले को राजनीतिक तो बनाना नहीं है। सब लोगों की सोझी बात है, पक्ष और विपक्ष दोनों बैठे हैं। न इनको तकलीफ है, न हमको तकलीफ है और खामख्याह इस बात को बढ़ाने की जरूरत क्या है। श्रीम जी खड़े होकर कह दें . . . (व्यवधान) . . . . इसको अगर राजनीतिक . . . (व्यवधान) . . . इस तरह से पार्लियामेंट नहीं चलेगी . . . . (व्यवधान) . . . . अध्यक्ष जी, आप मीटिंग बुला लें और सदन को दस मिनट के लिए स्थगित कर दें . . . . (व्यवधान) . . . .

अध्यक्ष महोदय : मेरी बात सुनिए।

. . . . (व्यवधान) . . . .

अध्यक्ष महोदय : आप मेरी बात सुनिये। मैं लीडर्स आफ दि ग्रुप्स की गवर्नमेंट के साथ मीटिंग बुला लेता हूँ और उस में तय कर लेते हैं कि किस दिन डिस्कशन करना है . . . .

. . . . (व्यवधान) . . . .

श्री मनोराम बागड़ी : तब तक के लिए स्थगन करो, ऐसे नहीं चलेगा।

. . . . (व्यवधान) . . . .

MR. SPEAKER: Please, order! You are responsible people.

We are taking up the problem in a proper manner. Mr. Gupta, I think at 3 30 . . .

SHRI INDRAJIT GUPTA: We are thankful to you for agreeing to give an early date for the discussion. Only

[Shri Indrajit Gupta]

one thing we want to know: how can an impartial enquiry be held if no action is taken to remove the Police officer?

MR. SPEAKER: That will come up during the discussion. You cannot indict anybody without enquiry. First, we will have a discussion at 3.30 in my Chamber.

SHRI INDRAJIT GUPTA: The discussion is all right, but the enquiry cannot be held with the officer sitting there.

MR. SPEAKER: That is with the Government. I cannot deliver a judgment on that. I cannot deliver a judgment, without enquiry, as to who is wrong and who is right. I have also got different versions regarding this.

At 3.30 all the Group leaders will come to my chamber and we will discuss.

(Interruptions)

MR. SPEAKER: Mr. Bhalgi.

(Interruptions)

MR. SPEAKER: Mr. Ram Vilas Paswan you have certain limits, if you cross the limits, it is bad. (Interruptions) It is not allowed; nothing is allowed. I am not going to budge. I am a reasonable man. (Interruptions). No, not like this (Interruptions).

Not allowed, nothing is to be recorded.

....(व्यवधान) \*\*

मैं आपका मान कर रहा हूँ, मीटिंग बुला रहा हूँ, सारी बातें हो रही हैं, फिर भी आप इस तरह से कर रहे हैं।

....(व्यवधान)....\*

श्री मन्तराम बागड़ी: हम आप के फैसले के विरोध में वाक-आउट करते हैं...

....(व्यवधान)....\*\*

अध्यक्ष महोदय. हम अभी मीटिंग कर रहे हैं, ये लोग उस के पहले ही कुछ करना चाहते हैं....

(Interruptions)

MR. SPEAKER: Not allowed. Nothing should go on record. (Interruptions)\*\*

MR. SPEAKER: It is very wrong. It is irrelevant. It is not according to Rules. The House is unnecessarily being delayed, it is not good. I appeal to the hon. Members of this august House to behave properly.

(Interruptions)\*\*

MR. SPEAKER: I am trying to cooperate and I fully associate myself to solve any problem.

(Interruptions)\*\*

अध्यक्ष महोदय लेकिन इस तरीके से कोई समाधान नहीं होगा। पांच घादमी खड़े हो कर सारे हाउस को रोक दे, यह रवैया ठीक नहीं है। यह प्रजातंत्र का तरीका नहीं है। (व्यवधान)\*\*

मुझे अण्डरस्टैंडिंग दी गयी थी, सभी पार्टी लीडर्स की मीटिंग में दी गयी थी कि विधान के मुताबिक क्लम के मुताबिक कानून के मुताबिक हम कार्यवाही चलायेंगे जो कि विवकल नहीं चला रहे हैं। (व्यवधान) आप विवकल ठीक नहीं कर रहे हैं। आप सारे हाउस का समय जाया कर रहे हैं।

(व्यवधान)\*

श्री रामविलास पारुषान अगर आप कहते हैं कि हम हाउस का समय जाया कर रहे हैं तो हम वाक-आउट कर रहे हैं।

(Shri Ram Vilas Paswan and some other Members then left the House)

(व्यवधान)

अध्यक्ष महोदय: कहालगी जा आप शुरू करिये।

15.28 hrs.

[SHRI HARINATHA MISRA in the Chair]

**SHRI EDUARDO FALEIRO** (Mormuga): Mr. Chairman, Sir, a very serious allegation is being made here by an hon. Member that the lady in question is a dacoit....

(Interruptions)

**SHRI INDRAJIT GUPTA:** If she is a dacoit, should she be raped....

(Interruptions)

**SHRI EDUARDO FALEIRO:** That is the allegation that the hon. Member is making.

(व्ययजन)

समाजति महोदय : जैन कि स्पीकर साहब ने कहा है साहे तीन बजे हमारे कुछ नेतागण मिन रहे है और वहा स्पीकर साहब भी रहेगे जो निश्चय करेगे कि क्या किया जाए और इस विषय पर हमे किस प्रकार से चर्चा हो और हमे क्या कार्यवाही हो। अब इस विषय की चर्चा हम न करें। रेलवे बजट पर बहस हमे शुरू की जा रही है और हम उन निम्निले को हमे बड़ने दे।

श्री रामवन्तर शास्त्री का माफी मागे जां स्टेटमेंट उन्हीने की है।

**SHRI N KUDANTHAI RAMALINGAM** (Mayuram): These people want to divert the attention ..

(Interruptions)

**MR. CHAIRMAN:** When the Chair is on his legs, it is the duty of every hon. Member to resume his seat....

(Interruptions)

**MR. CHAIRMAN:** I am not apportioning any blame. For the time-being, all this controversy should be hushed into silence. When we get an occasion, you have your say as also others will get a similar opportunity. (Interruptions) Excuse me, I am not here to apportion any blame. So, for the time-being, forget about it and let us resume the debate on Railway Budget, Shri R. K. Mhalgi. You will kindly go on. (Interruptions) I shall listen to you. Please cooperate with me.

(\*\*) Not recorded.

(Interruptions)\*\*

एक शब्द भी नहीं लिखा जायेगा।

Nothing will go on record. Let them go on shouting.

**SHRI BAPUSAHEB PARULEKAR** (Ratnagiri): Mr. Chairman, Sir, I am on a point of order.

**MR. CHAIRMAN:** Under what rule?

**SHRI BAPUSAHEB PARULEKAR:** Under Rule 380. Just now you said that nothing of what has been said should be recorded Sir, we are governed by Rules of Procedure. Rule 380 clearly mentions as to what matters are not being recorded and not all what the Members have said just now is covered by rule 380 (Interruptions)

**MR. CHAIRMAN:** Kindly listen to me. When the Presiding Officer is standing, please do not stand up. Kindly sit down.

I only said that in spite of disturbances the Members continue to shout. Their words will not go on record.

**SHRI BAPUSAHEB PARULEKAR:** Under what Rule?

**MR. CHAIRMAN:** I had called upon Shri R. K. Mhalgi to resume his speech.

**SHRI BAPUSAHEB PARULEKAR.** We have a right to know under what rule you say that it will not go on record.

**MR. CHAIRMAN:** Excuse me. He had been called upon to speak now.

**SHRI BAPUSAHEB PARULEKAR:** Sir, a point of order can be raised at any time. You have not given your decision on my point of order.

**MR. CHAIRMAN:** I am not asking you to speak. I have asked Shri Mhalgi to speak. Let him continue his speech. What was your point of order and under what Rule did you raise it?

**SHRI BAPUSAHEB PARULEKAR:**  
Kindly see Rule 380.

(व्यवधान)

**MR. CHAIRMAN:** Please read that out.

**SHRI BAPUSAHEB PARULEKAR:**  
That is what I am doing.

**MR. CHAIRMAN:** I have called upon Mr. Mhalgi to speak. Is your point of order related to that. He has begun his speech. I have only asked him to resume.

**SHRI BAPUSAHEB PARULEKAR:**  
After the Speaker left the Chair you addressed the staff not to record what the Hon'ble members said just now (Interruptions) As far as expunction is concerned under Rule 380 the only portion which is defamatory shall not go on record. You have not indicated what defamatory statements they have said. So, I have raised this point of order and what your ruling on that. (Interruptions)

**MR. CHAIRMAN:** If anybody tries to speak or speaks without the permission of the Chair then the Chair can order that it should not go on record. I have done exactly the same. I am within my rights to say so.

**SHRI R. K. MHALGI (Thane):**  
Mr. Chairman, Sir, I would like to speak in Marathi.

(Interruptions)\*\*

**MR. CHAIRMAN:** Nothing to be recorded.

श्री मूल चन्द डाटा नभापति महोदय, मेरा व्यवस्था का प्रश्न है। सदन में एक बार यह मंत्री जी ने अपना स्टेटमेंट दे दिया। उसके बाद कई बार चेयर से रूलिंग ही चुकी। यह होने के बाद नियमों की अवहेलना की जा रही है। हाउस के बारे में नियमों की अवहेलना कर के कुछ मेम्बर इनका शर्मनाक काम कर रहे हैं। इन लोगों को नाम लेकर बाहर निकाला जाय। इनको हाउस के बाहर निकाला जाय। रूल 374 और 350 के अन्दर, इनको बाहर निकालें, ये सदन की कार्यवाही रोक रहे हैं।

सभापति महोदय : इस सदन के सभी सदस्यों में पूरा धैर्य है। अगर दो तीन सदस्य व्यवस्था फैलाना चाहते हैं तो वे खुद बखुद थक जाएंगे, ऐसा मैं मानता हूँ। आप देख लीजिए, वे थक जाएंगे।

15.42 hrs

**DEMANDS FOR GRANTS  
(RAILWAYS), 1980-81—Contd.**

**@SHRI R. K. MHALGI (Thane):**  
Sir, I rise to say a few words regarding demands for grants in respect of Railways. Since the suburban trains are the only means of transportation for crores of commuters, their problems should be looked into in depth by the Railway Minister. As I was saying, I am grateful to the House for the quiet that prevails now and which has given me an opportunity to complete my speech. I was stressing two points. Crores of passengers travel in suburban trains. All the problems concerning suburban trains have to be examined carefully by the Railway Minister. I want to elaborate my views regarding suburban railway services in India. As I have said, crores of passengers travel in the suburban trains. In Bombay only, more than 100 crores of passengers travel in the suburban trains. The problems of such a large number of passengers have to be considered by this august House because, unfortunately, they are not considered by the Railway Ministry. In this context, let me suggest that like the general budget and the railway budget, a separate budget should be presented for the suburban railways. The Ministry of Railways should present, along with the railway budget, a separate budget for suburban railways. This should receive attention from a financial point of view. The amount sanctioned for the suburban projects should not be spent on any head. The rolling stock used for suburban railways should be sepa-

\*\*Not recorded.

@The original speech was delivered in Marathi.

rately shown in the budget and care should be taken to see that they are utilised only for suburban traffic.

In the suburban railways many accidents take place in which hundreds of people die. The former railway Minister had started an automatic warning system to check accidents. It must be effectively employed to avoid accidents in suburban railways. As soon as it is feared that a train might collide with another, the alarm bell rings in the train itself. If the driver is alert, he can stop the train. If he fails to do it, the breaks automatically operate and the train stops. This system can be effectively employed in case of suburban trains where the frequency of traffic of trains is more. It is very essential this this system should be immediately and effectively adopted by suburban railways in Bombay.

The problems of railways in general are different from those of suburban railways. The railway officials who have a special knowledge of the problems of the suburban railways should be assigned to the suburban services. We have experienced General Managers who join service in Bombay and retire immediately thereafter. Their experience cannot be used later on. Therefore, I would suggest that the services of experts and retired experienced officials should be made available again and their experience should be utilised to improve the conditions of the suburban trains. I would also like to suggest that several committees like Railway Users' Committee should include some Members of Parliament in the suburban area.

There are about six or seven members of Parliament who are concerned about the problems of Bombay suburban railways. We have to bring to the notice of the House those problems. Even for simple tasks like changing the timings of trains etc. we have to raise the matter in this House. We do not wish to take valuable time of the House.

15.46 hrs.

[MR. SPEAKER *in the Chair*].

ANNOUNCEMENT RE: DISCUSSION  
ON INCIDENT AT BAGHPAT

श्री मनोराम बागड़ी (हिसार) :

अध्यक्ष महोदय, क्या निर्णय किया ?

(*Interruptions*)

MR. SPEAKER: On Friday at 6 O' Clock we are discussing this matter.

PROF. MADHU DANDAVATE (Ra. japur): Sir all of us have agreed that instead of taking Calling Attention Notice, we will have it at 6 P. M. Since Friday is a Private Members, day, instead of 6 O'clock if you have it a little earlier . . . .

MR. SPEAKER: We have already decided that we would take it up at 6 P.M. So, after 6 P.M. on Friday we are going to discuss this.

SHRI G. M. BANATWALLA (Ponani): Sir, there is a resolution of the House. Under rule 193, no motion will be taken till the Finance Bill is passed. This is the recommendation of the Business Advisory Committee and it was passed by this House. Unless and until you bring in a proper motion here, the announcement cannot solve this problem.

MR. SPEAKER: We will do it. Every rule will be adhered to. That is my only concern.

SHRI NIREN GHOSH (Dum Dum): The rules have become the dominant God of this House. You should become the dominant God of this House and not the rules.

MR. SPEAKER: Even God is controversial.

15.48 hrs

**DEMANDS FOR GRANTS (RAILWAYS), 1980-81—Contd.**

\*SHRI R. K. MHALGI: So the concerned Members of Parliament should be on these Committees. As long as this does not take place, we are forced to raise these matters in the House.

I would like to make a few suggestions regarding the suburban trains in Bombay. My first suggestion is about my constituency, Thane, which is a very important railway station. Many long distance trains pass through Thane. Terminal facilities for long distance trains should be made available to this station. The suburban Commuters travelling from Bombay to Thane and *vice versa* can easily travel to Bombay. Thane is a convenient place where adequate land is available for the expansion of terminal facilities. A survey has already been conducted. Mr. Dandavate, then Railway Minister had assured us that the terminal facilities could be provided at Thane. Two years have passed. I request that the Railway Minister should take quick steps to meet this need.

Sir, one and a half lakh commuters of Dombivali daily travel in Bombay. There are no direct local trains running between Dombivali and Bombay. The former Railway Minister visited Dombivali to see whether such Dombivali local train could be started. Mr. Dandavate had also assured that this could be done. The assurance can be fulfilled by the hon. Railway Minister.

Lastly, I would like to say something about dacoities in railways. A week back there was a dacoity on Dehradun Bombay Express between Borivali and Jogeshwari. At about 4 A.M. about 25 masked men stopped the train, entered it and robbed the passengers of Rs. 40 to 50 thousand worth of property. Robbery is a common occurrence in the country. A similar incident took place at Sion

sometime before. When the passengers purchase tickets to travel, it is the responsibility of the Railways to protect their lives and property. The Railways do not discharge this responsibility of protecting us. Passengers are threatened and robbed at gun point. Railway officials do not discharge their duty properly. There are R.P.F. and G.R.P. The R.P.F. act only if railway property and railway installations are threatened. If passengers are looted they will not lift their little fingers because the responsibility generally falls on the G.R.P. The law and order situation is tackled by the State. The Railway Ministry is therefore helpless in this matter. Even when, the train is looted the Railway Minister cannot give satisfactory answer because the law and order is a State subject, I suggest that right patrolling should be introduced to check robberies for which more police personnel would be required. The former Minister had agreed to share half of the expenditure with the States. But the State Governments did not respond to bear their shares. The Central Government should bring the State Governments round to accepting their burden. I would earnestly request the hon. Railway Minister to take early steps to get the cooperation of the State Governments in this matter.

15.53 hrs.

[SHRI HARINATHA MISRA *in the Chair*]

SHRI KRISHNA CHANDRA HALDER (Durgapur) : I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to declare Burdwan-Asansol as suburban section of Eastern Railway (1)]

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to introduce E.M.U. services in Burdwan-Asansol section (2)]

\*The original speech was delivered in Marathi.



"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to construct fly over the road from G.T. Road to Bankura via Durgapur station (3)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to construct new railway line from Raniganj via Mejia coal field to Bankura and railway cum-road bridge over the river Damodar (4)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to introduce a pair of Howrah-Asansol Express trains with limited stoppages leaving Howrah in the morning and reaching Asansol well before office hours and *vice-versa* (5)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to construct double line railway tracks of Khona-Sainthia and Bandel-Katwa sections (6)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to electrify Bandel-Katwa railway line and to declare it as suburban section (7)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to convert narrow gauge Burdwan-Katwa and Shamadpur-Katwa railway lines into broad gauge line (8)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to have equal passenger fare in B.K. and A.K. Railways (9)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to convert narrow-gauge Bankura-Damodar (from Rains to Bankura) railway line into broad gauge line (10)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to give 8.33 per cent bouns to Railway employees (589)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to treat bonus as deferred wage (590)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to accept the long standing demand for a new station at Noapara between Belgharia and Sealdah (496)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to declare suburban area upto Asansol (597)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to introduce E.M.U. coaches between Asansol-Burdwan (598)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to introduce double decker coaches in Howrah-Asansol section (599)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to introduce new fast train between New Delhi and Howrah (600)].

[Shri Krishna Chandra Halder]

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to provide more trains in Andal-Saithia section (601)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to introduce one pair of train between Dhanbad-Howrah one *via* main and another *via* chord (602)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to modernise the Asansol Railway station in Eastern Railway (603)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to connect Asansol by rail with Madras and other places in the South (604)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

Need to make more stoppage of trains at Andal station for the people of Birbhum Nadia and Murshidabad Districts (606)].

"That the demand under the head General Superintendence and services be reduced by Rs. 100."

[Need to stop wagon breaking at Asansol, Ranigang, and Andal station (607)].

"That the demand under the head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

[Need to repair approach tunnel to K. T. Road from Asansol station (608)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

[Need to construct a double way tunnel besides Asansol] locoshed towards Jhingri Mahalla (610)].

"That the demand under the head Assets, Acquisition Construction and Replacement be reduced by Rs. 100."

[Need to construct fly-over at Chata Pathar level crossing at Asansol (616)].

"That the demand under the head Assets Acquisition, Construction and be reduced by Rs. 100."

[Need to provide railway land for bus stand at Asansol station (617)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for doubling line between Asansol Adra of S.E. Railway. (618)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to improve the condition of IInd class waiting room at Asansol station. (619)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to connect Suri, district headquarters of Birbhum with Howrah by rail. (620)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a modern waiting room at Asansol station. (621)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to open more reservation counters for the public at Asansol and Durgapur stations of Eastern Railway. (622)].

16 hrs.

SHRI HANNAN MOLLAH (Ulu-beria): I beg to move:—

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct a flag station at Chackasi in South Eastern Railway. (28)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct sheds at Ghorhguta station in South-Eastern Railway. (29)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to introduce new Bagnan local in South-Eastern Railway. (30)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct a fly-over near Mouringram station joining National Highway in the South-Eastern Railway. (31)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct a level crossing at Changail-Kalabagan in S.E. Railway. (32)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for extension of the overbridge at Bauria Station in South-Eastern Railway. (33)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to the Government to give recognition to the Loco-Running Staff Association. (761)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce more EMU local trains in Kharagpur-Howrah Division. (853)].

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

[Need to exempt from levy of 15 per cent surcharge on betel leaves and flowers for saving peasants from the extra burden. (854)].

"That the demand under the head Operating Expenses-Traffic be reduced by Rs. 100."

[Need to extend opportunity to carry betel leave-bundles by suburban local trains and Mail and Express trains. (855)].

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to declare bonus as deferred wage. (856)].

[Shri Hannan Mollah]

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to absorb all the casual workers as regular employees of the railways. (857)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to complete the work of Howrah-Banguchia railway. (858)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure in extension of line upto Amta of Howrah-Amta railway line. (859)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for construction of a tunnel from South to North of Bagnan station for easy movement of the daily fifty thousand passengers. (860)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a bus stand in the South of Bagnan station for two bus routes and one stand in the North for six bus routes. (861)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for extension of suburban section of S.E. railway from Howrah to Kharagpur. (862)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to introduce more local trains in the morning for factory going workers in Kharagpur-Howrah section. (863)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for platform accommodation for S.E. railway trains, both suburban and non-suburban at Howrah station. (864)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to remove the congestion at reception platforms at Howrah station due to existence of trolleys (865)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to improve the deplorable conditions of lavatories in the Southern Railway (866)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for proper indications Boards for departure of S.E. Railway trains (867)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for terminal facility at Bagnan station (868)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a fly-over at Mourigram in S.E. railway (869)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for construction of level crossing at Nalpur in S.E. Railway (870)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for construction of level crossing at Fuleswar in S.E. Railway (871)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for extension of broad gauge line from Uluberi to Shibpur (Shyampur) (872)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for construction of a flag station at Chackari between Bauria and Chengail station of S.E. Railway (873)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for construction of a level crossing at Chackari (874)].

SHRI SAIFUDDIN CHOUDHURY (Katwa): I beg to move:—

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct double lines and electrify the Bandel-Katwa section of Eastern Railway (34)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to nationalise the Katwa-Ahmadpur N.G. Section of Eastern Railway (35)].

SHRI MUKUNDA MANDAL (Mathurapur): I beg to move:—

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure of the Railway Board to have proper coordination with the administrative Ministries about the wagon requirements (36)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to reduce the administrative expenditure of the Railway Board (37)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to modernise the Railways by giving proper attention and allocating adequate funds (38)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Failure to expedite the survey of new railway lines in the south of West Bengal (39)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to speed up several passengers trains in Sealdah Division of West Bengal (40)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to start an additional daily passenger train in the Sealdah south sections West Bengal to meet the heavy traffic on this route (41)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Shri Mukunda Mandal]

[Need to provide bigger and better big room space for the A.C.C. Chair cars in the Rajdhani Express trains (42)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to check effectively and urgently the prevailing malpractices throughout the country in the matter of reservation of berths and seats for long distance trains (43)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100"

[Failure to root out to a significant extent the prevailing bottlenecks in the movement of wagons (44)].

"That the demand under the head General Superintendence and Services be reduced by Rs 100."

[Failure to eliminate corruption and malpractices in the matter of allotment of wagons for speedy and timely movements of various goods particularly perishable ones (45)].

"That the demand under the head General Superintendence and Services be reduced by Rs 100."

[Need to extend the concessional railway facilities to teachers of all educational institutions (46)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure of Railway Administration to co-ordinate with the Ministry of Energy in the matter of regular and quick supply of coal to power stations, mills and factories throughout the country (47)]

"That the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced to Re. 1."

[Need to increase the number of closed wagons by converting all the open wagons available now (49)].

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1."

[Need to open T. B. Clinics in the Railway hospitals (50)].

"That the demand under the head Staff Welfare and Amenities be reduced to Re. 1."

[Need to provide minimum facilities like residential accommodation, educational and medical facilities to the staff working on the wayside stations (51)].

"That the demand under the head Appropriation to Funds be reduced by Rs 100."

[Failure to allocate further funds both from the Railway surpluses and the general budgetary resources for the speedy and balanced all round development of the railways (52)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for utilisation of railway vacant land Canning station, Sealdah South Section, West Bengal for productive and useful purposes (53)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for immediate construction of over bridge at Diamond Harbour, 24 Parganas, West Bengal (54)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to take active and concrete steps for the construction of Budge. Budge-Naurkhana new railway line in West Bengal even though the survey works of the proposed line have been completed. (55)]

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct a retiring room at Lakshmikantapur station in the Sealdah South Section, West Bengal (56)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct double line in the Barnipur Diamond Harbour section, West Bengal (57)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to convert the Sonarpur Canning section in West Bengal into double line (58)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct double line in the Sealdah Budge Budge section West Bengal (59)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct a new railway line from Mathurapur to Patharpratima in Sealdah South Section, West Bengal (60)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

Failure to construct a shed on the Eastern platform of Dakshin Barasat station in Sealdah South Section, West Bengal (61)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert the Mathurapur flag station in the Sealdah South Section into a fullfledged station (62)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for having a retiring room at Dakshin Barasat station in the Sealdah-Lakshmikantapur Section West Bengal (63)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct a weighbridge at Baruipur Jn., Sealdah South Section, West Bengal (64)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to construct crossing at Dhap Dhapi station in Sealdah Lakshmikantapur Section, West Bengal (65)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to extend Sealdah Lakshmikantapur line to Kulpi (66)].

"That the demand under the head Assets Acquisition, Construction and Replaement be reduced by Rs. 100."

[Failure to convert the Barnipur-Lakshmikantapur Section in West Bengal into double line (67)].

[Shri Mukunda Mandal]

"That the demand under the head Repairs and Maintenance of Carriages and Wagons be reduced to Re. 1."

[Failure to improve the maintenance system of carriages and wagons, particularly those which carry perishable commodities including food items over long distance (578)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need for fans, light and cleanliness in the EMU coaches in the Sealdah Division (1093)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to maintain punctuality in running of the trains particularly passenger trains in the Sealdah Division, West Bengal (1094)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to supply montly tickets at different stations in the Sealdah South Section, West Bengal (1095)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to stop malpractices in respect of monthly and daily tickets in the Sealdah Division (1096)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to supply daily tickets at different stations in the Sealdah South Section, West Bengal (1097)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need for punctual running of trains in Sealdah South Section 1968)]

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Failure to maintain and repair the EMU coaches in the Sealdah Division (1099)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need for more EMU trains in the Sealdah South Section, West Bengal (1100)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100".

[Failure to extend Sealdah-Lakshmikantapur line to Kulpi (1101)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100".

[Failure to convert Barnipur-Diamond Harbour single line into double one (1102)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100".

[Failure to convert Sonarpur Canning single line into double one (1103)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100".

[Failure to construct double line in the Sealdah Budge Budge line (1104)].



**SHRI M. M. LAWRENCE (Idukki):**  
I beg to move:—

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to have sufficient number of staff quarters under Olavakode and Trivandrum divisions of Southern Railway (71)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Inadequate amenities to Railway staff (72)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Inadequate facilities of drinking water, fans and platforms at Ernakulam junction (73)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need for supplying good and cheap food to the passengers (74)].

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need be laying cushions in 2nd class seats and berths (75)].

“That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need for conversion of Quilon-Madurai metre gauge line into broad gauge line (79)].

“That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need for doubling the Ernakulam-Trivandrum line (80)].

“That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need for construction of a new bridge between Ernakulam and Wellington Island as the existing bridge has passed the guarantee period of safety (81)].

“That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need for inclusion of Ernakulam-Trivandrum line for electrification (82)].

“That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need to have a coach factory at Palghat (83)].

“That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100.”

[Need for initiating survey of a new link between Ernakulam and Madurai for the development of district Idukki as well as for the development of tourism (84)].

**SHRI K. A. RAJAN (Trichur):** I beg to move:—

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure in the electrification of Coimbatore-Trivandrum railway line (113)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure in setting up of proposed railway coach factory in Kerala (114)].

“That the demand under the head Railway Board be reduced to Re. 1.”

[Failure to construct Mangalore-Bombay West coast line (115)].

[Shri K. A. Rajan]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to convert Punolur-Quilon railway line into broad gauge (116)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to construct railway line between Ernakulam and Bodiay Kkanur (117)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to construct railway line between Kozhikode and Nilambur (118)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to construct railway line between Kayamkulam and Alleppey (119)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to construct the railway line between Tillicherry and Irilly (120)].

SHRI SUDHIR GIRI (Contai): I beg to move:—

"That the demand under the head Operating Expenses—Rolling Stock and Equipment be reduced by Rs. 100."

[Failure to provide for the construction of rail link from Tamluk to Digha in the District of Midnapore in West Bengal (141)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to protect the lives and properties of the passengers from the dacoits (465)]

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to check black-marketing of tickets in respect of the reservation of seats (466)].

SHRI K. T. KOSALRAM (Trichendur): I beg to move:—

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce excessive staff at the top of regional railways (172)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide funds for survey of any new line in Tamil Nadu (173)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate funds for converting all unmanned gates into manned gates or into automatic gates (174)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide funds for Tirunelveli-Tuticorin broad gauge line (175)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in providing weighing machines and sheds in important salt producing centres of Arumughaneri on Southern Railway (176)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to concede to the genuine demand for running another express train between Madras and Tirunelveli (177)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide funds for Metropolitan Transport Project at Madras (178)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide funds for expansion of Madras Central station (179)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to include Karur-Dindigul-Tuticorin broad gauge line for execution (180)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide full funds required for completing Nagercoil-Tirunelveli broad gauge line (181)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in supplying wagons to Tamil Nadu, particularly metre gauge wagons (182)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to manufacture, metre gauge locomotives required by Southern Railway (183)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to declare all stations as salt loading stations by removing the present restrictions (184)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide computerisation for improving the reservation facilities (185)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide funds for survey of a broad gauge line between Tiruchy and Madurai (186)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide stacking facilities for salt and gypsum in Tuticorin station (187)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Failure to provide adequate funds for increasing passenger amenities (188)].

"That the demand under the head Ass'ts—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to set up a factory for producing metre gauge locomotives (189)].

SHRI RAMAVATAR SHASTRI  
(Patna): I beg to move:—

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to build sufficient number of rest houses for subordinate inspecting staff at the Zonal Headquarters, Divisional Headquarters, and work-shops (211)].

[Shri Ramavatar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide rest rooms to the TTEs at important Railway Stations (212)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce equal pay for equal work (237)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to implement Sharma Commission's report for the doctors in the Indian Railways (238)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to fix workload for the staff according to job analysis and yard stick in the Railways (239)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in supplying uniforms and other essential items to the R.P.F. (240)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check malpractice indulged in by certain railway officers of the commercial section at Katihar under N.F. railway in awarding goods parcel handling contract (241)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in absorbing all the employees of the Arrah-Sesaram Light Railway in the Indian Railways (242)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to abolish contract system in the Indian Railways (243)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in promoting Accounts staff like carriage and wagon staff without examination, on seniority basis (244)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to hand over staff working under PW construction office at Patna Junction to open line after completing the work of 1968—71 (245)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to pay RLT/69 to the gangmen working under PWI's in Danapur division of the Eastern Railway (246)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide financial assistance to the staff stagnating at their pay scales in Indian Railways (247)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce running scales for the railway employees to save them from stagnation (248)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide staff to overcome the shortage of employees in the Accounts Office, Eastern Railway, Danapur (249)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100".

[Need to provide yard sticks for the staff working in the Railway Accounts Offices in the Indian Railways (250)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to supply over coats and water proofs to the HTXRs in the Indian Railways (251)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to implement High Power Committees Report under the Chairmanship of Dr. Ram Subhag Singh for RPF staff (252)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise all India Railway Protection Force Organisation (253)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide sufficient accommodation in the RPF barracks, situated in Neora colony at Danapur (254)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to have recognition to All India Loco Mechanical Staff Association (279)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to treat ticket checking staff as running staff (280)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give recognition to All India Loco Running Staff Association (281)].

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"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to give recognition to Indian Railway Checking Staff Association (282)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to recognise the Indian Railway Workers' Federation (283)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to recognise the All India Railway Employees' Confederation (284)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to merge all the unions, federations and associations etc, into one union and thus follow the principle of having one union in the railways (285)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abandon the anti-labour policy of the Railway Board (286)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish the Railway Board and to run the railways as an industrial establishment (287)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to set right the top-heavy administration in the Railway Board (288)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to check the mosquito menace in Danapur Railway colony on Eastern Railway (289)].

[Shri Hanumanth Shastri]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to remove shortage of drinking water in Danapur railway colony on Eastern Railway (290)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to avoid delay in the payment of education fee to the children of railway employees (291)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to make arrangements for games in all the railway colonies (292)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to remove difficulties of teachers in railway schools (293)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to increase the number of railway schools (294)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to increase the number of rest houses for railway employees (295)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to provide good canteens for railway employees (296)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Unsatisfactory arrangement of canteen at Danapur D.R.M. on Eastern Railway (297)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Unsatisfactory lodging arrangements at Danapur Divisional Headquarters on Eastern Railway for persons who come to receive their pensions (298)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to appoint specialist doctors in all railway hospitals (299)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Failure to appoint lady doctors in all railway hospitals (300)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Unsatisfactory sanitary conditions in Danapur Railway colony of Eastern Railway (301)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Scarcity of drinking water in the Railway colony near Patna Junction station of Eastern Railway (302)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to start the construction of a Railway bridge on Ganga river near Sadaquat Ashram Dighaghat in Patna (303)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to improve the railway catering service (304)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to make railway catering a fully departmental arrangement (305)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give 8.33 per cent minimum bonus to railway workers as deferred wage (306)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to change the decision of giving bonus to railway employees on the basis of productivity (307)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in stopping malpractices in reservation of sleeping berths (308)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in giving bonus to the employees of Railway Protection Force (309)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to improve the conditions of Railway engineering employees i.e. gangmen (310)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to establish a Zonal Headquarter in Bihar after reorganising Eastern Railway, North Eastern Railway, South Eastern Railway and N.E. Railway (311)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to convert Arrah-Sasaram and Fatuha-Islampur Light Railway into broad gauge (312)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check the entry of unauthorised persons in reserved compartments (313)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to link backward areas of the country by railway (314)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Lack of promptness in conversion of narrow gauge lines into broad gauge (315)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to run trains in time (316)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check thefts and dacoities in trains (317)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to accord recognition to All India Station Masters' Association (318)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check increasing malpractices in Railways (319)].

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100."

[Failure in doubling the Patna-Gaya railway line of Eastern Railway (320)].

[Shri Ramavatar Shastri]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100"

[Failure to electrify Mughal-sarai-Asansol section of Eastern Railway (321)]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100"

[Failure in supplying essential medicines to Railway Hospitals (322)]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100"

[Shortage of doctors and essential medicines in Railway Hospital, Danapur in Eastern Railway (323)]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100"

[Need to open a railway college in Samastipur on North-Eastern Railway (324)]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100"

[Failure to improve the unsatisfactory conditions of the Railway Hospitals (325)]

"That the demand under the head staff Welfare and Amenities be reduced by Rs. 100."

[Failure to provide fans in the quarters of Railway employees (326)].

"That the demand under the head staff Welfare and Amenities be reduced by Rs 100".

[Failure to open a railway college in Danapur, Eastern Railway (327)]

That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100"

[Failure to make available adequate housing accommodation to Railway employees (328)]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100".

[Failure to provide more facilities in staff quarters of railway employees (329)]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100."

[Failure to convert metre gauge line from Barauni to new Bongaigaon into broad gauge line (343)]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced Rs. 100"

[Need to construct sheds at railway platforms on both sides at Bankaghat on the Eastern Railway (344)]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100"

[Need to construct a level crossing for the benefit of passengers at Ranipur Mohalla towards the East of Gulzarbag station on the Eastern Railway (345)]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100"

[Need to raise the level of platforms and to extend sheds at Parsa-Bazar, Pothahi, Nadwan-Nadaul stations of Patna-Gaya line on Eastern Railway (346)].



"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100"

[Failure to construct pucca bridge at Meethapur near Patna railway junction on Eastern Railway (347)]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100"

[Need to raise the railway bridge at Begumpur Mohalla near Patna city junction on Eastern Railway (348)]

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to provide a level crossing at Ranipur Mohalla towards the east of Gulzarbagh Station of Eastern Railway (349)].

"That the demand under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100".

[Need to construct a new railway line between Bihta to Anugarh Narain station via Bikram, Paliganj, Arwal, etc. (350)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to supply timely and adequate number to wagons to stone quarries at Jamalpur (355)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to formulate and implement the policy regarding transfer and posting of Station Masters at Danapur-Muggalsarai Division on Eastern Railway (356)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to safeguard the lives of station masters (357)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to post station master at each railway station (358)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to publish seniority cum confirmation list in respect of station masters (359)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failures to remove inequality in the number of postings of station masters (360)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to realise full amount of demurrage running into lakhs of rupees from (Andhra Cement Company (361)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to stop Andhra Cement Company to use railway coaches as godowns (362)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to accept the 26 point demand of All India Shunting Cabin and Traffic Staff Association (363)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Shri Ramavatar Shastri]

[Failure to recognise All India Shunting Cabin and Traffic Staff Association (364)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to provide seats to more passengers in addition to the the reserved seats in Jayanti Janata (365)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to check Supply of bad quality of food in Delux, Jayanti Janata and Vikram Shila Express (366)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to construct new railway line from Ranchi to Gaya via Hazaribagh (367)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to extend the Patna Railway Junction (368)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to give C.P.C. scale to gangmen (369)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to provide uniforms to gangmen (370)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to take action against those officers who suppress the gangmen (371)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to accept 11 point demand of Ticket Checking Staff Association of N.F. Railway (372)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to give at least three promotions to Railway employees during service period (373)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to adopt time bound policy regarding promotions of Railway employees (374)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to give pension to Railway employees in time (375)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to pay full amount of pension to the wives and dependents of deceased pensioners of Railways (376)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to convert Ranchi-Lohardagga and Muri-Purulia Light railway into broad gauge (377)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to fill up the reserved posts of Scheduled Castes and Scheduled Tribes (378)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to provide need-based wages to railway employees (379)].

Railway Board be reduced by "That the demand under the head Rs. 100".

[Need to give the pay scales of public undertakings to railway workers (380)].

Railway Board be reduced by "That the demand under the head Rs. 100".

[Need to expand the railway factory at Jamalpur (381)].

Railway Board be reduced by "That the demand under the head Rs. 100".

[Need to establish a Railway Factory at Patna (382)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to fill up the vacant posts in Railways (383)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to pay Travelling Allowance and Over Time Allowance in time to railway employees (384)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to solve labour problems by periodical consultation with Railway Employees Unions (385)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to make the payment of due dearness allowance instalments of railway employees. (386)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to remove irregularities in the allotment of wagons. (387)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Link of Railway Administration with capitalists in the allotment of railway wagons. (388)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to stop the practice of using the railway wagons as godown by capitalists for a long time. (389)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to accept 8-Point demand of Indian Railway Workers Federation. (390)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to forgive the employees punished during the recent strike of Loco Running Staff in Northern Railway. (391)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to accept the 21-Point demands of Eastern Railway Engineering Kamgar Union. (392)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to withdraw action taken against discharged and suspended gangmen of Danapur Division in E.R. (393)].

[Shri Ramavatar Suastri]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to accept the 10-Point demand of All India Station Masters Association, Danapur (E.R.) Divisional Branch. (394)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to employ more employees at Patna Enquiry Office for convenience of public. (395)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to start a departmental canteen at Danapur station of Eastern Railway. (396)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure in making departmental catering arrangements at Katihar, N.F. Railway. (397)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure in ending monopoly of catering arrangements at Katihar. (398)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to convert New Bongaigaon-Gauhati railway line into broad gauge. (399)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to make arrangements of reservation for both the classes in Tinsukia Mail for the passengers coming from Patna to Delhi. (400)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to run Jayanti Janata Express via New Delhi. (401)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to run a fast train from Patna to Delhi. (402)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to run a fast train from Patna to Calcutta. (403)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to run a fast train in the morning between Patna and Ranchi. (404)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to construct one bridge at the level crossing near Rajendra Nagar station of Patna. (450)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to declare all the bearers of railway as permanent railway employees. (406)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to stop the entry of unauthorised persons in the Railway canteen of Patna junction (407)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to prevent entry of unauthorised, unsocial elements in the first class waiting room at Patna junction (408)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stop the malpractices of Railway police at Patna Railway station (409)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to improve condition of sanitation at Patna junction (410)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in removing the dirt in the premises of Patna junction (411)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in making arrangements of cold drinking water during summer at Patna junction (412)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the number of retiring rooms at Patna junction (413)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run Bikaram Shila Express train via New Delhi (414)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give job to atleast one son or daughter of the railway employee in the railways (415)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to open separate ration shop for the railway employees (416)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide equal medical facilities to officers and staff of the railways (417)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to increase the number of staff in proportion to officers in the railways (418)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide drinking water during summer season at Railway stations (419)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to abolish saloons and inspection coaches in Railways (420)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demands of All India Loco Mechanical/Staff Association (421)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Failure to accept the demands of All India Station Masters Association (422)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demands of All India Guard Council (423)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demand of Indian Railway Checking Staff Association (424)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demands of All India Signals and Telecommunication Staff Association (425)].

"That the demands under the head Repairs and Maintenance of permanent way and works be reduced by Rs. 100."

[Need to construct Vaunsi-Mandar Hill new rail line in Santhal Pargana district in Bihar (426)].

"That the demand under the head Repairs and maintenance of permanent way and works be reduced by Rs. 100."

[Need to construct a new broad gauge line from Jasidih (E.R.) to Deoghar in Bihar (427)].

"That the demand under the head Repairs and maintenance of Motive power be reduced by Rs. 100."

[Failure to repair the rail engines which are out of order (429)].

"That the demand under the head Repairs and maintenance of Motive power be reduced by Rs. 100."

[Failure to replace the old steam engines (430)].

"That the demand under the head Repairs and maintenance of Motive power be reduced by Rs. 100."

[Failure to supply spare parts for repairs of engines (431)].

"That the demand under the head Repairs and maintenance of Motive power be reduced by Rs. 100."

[Failure to supply coal of high quality for engines (432)].

"That the demand under the head Repairs and maintenance of Motive power be reduced by Rs. 100."

[Acute shortage of spare parts in loco sheds for repairs of engine (433)].

"That the demand under the head Repairs and maintenance of motive power be reduced by Rs. 100."

[Failure to supply coal according to specification for engines (434)].

"That the demand under the head Repairs and maintenance of motive power be reduced by Rs. 100."

[Need to convert Jamalpur Railway workshop into diesel engine manufacturing factory (435)].

"That the demand under the head Repairs and Maintenance of Carriages and wagons be reduced by Rs. 100."

[Need to build more goods train wagons manufacturing factories (436)].

"That the demand under the head Repairs and Maintenance of Carriages and wagons be reduced by Rs. 100."

[Failure to remove the shortage of wagons (437)].

"That the demand under the head Repairs and Maintenance of Carriages and wagons be reduced by Rs. 100"

[Failure to accelerate the pace of manufacturing wagons in Britania Engineering Company, Mokameh (438)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to provide staff at the level crossing of Sadisopur station of Eastern Railway (548)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to construct a shade at Up platform of Sadisopur station of Eastern Railway for the convenience of passengers (549)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to halt 30 Up and 40 Dn. trains at Sadisopur station of Eastern Railway (550)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to provide signal at Sadisopur station of Eastern Railway (551)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to pay the salary of the employees of Fatuha-Islampur light railway regularly (552)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to annul the decision to give heavy amount every year to

the owner of Fatuha-Islampur Light Railway (553)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to run all the six pairs of trains of Fatuha-Islampur Light Railway (554)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to provide fencing on Down platform of Sadisopur station of Eastern Railway (555)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to improve the catering service on railways (556)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to reduce the charges of food in railways (557)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to provide beddings on payment to all passengers in all the fast trains (558)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Increase in railway fare freight (559)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to discontinue the policy of giving facilities to capitalists and monopolists (560)].

[Shri Ramavatar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Non-availability of railway tickets at Bihata station of Eastern Railways for Patna Junction (649)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Increase in the price of food and tea in the refreshment rooms at Muzaffarpur station of N.E. Railway (650)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Misbehaviour of officers of G.R.P. at Patna Junction (651)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to remove the difficulties of the daily passengers from Buxar to Patna and back, from Patna to Mokana and back from Patna to Jahanabad and back (652)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to increase the number of trains for daily commuters to Patna (653)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to run the trains to Patna on time (654)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check thefts in the running trains (655)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to make satisfactory arrangements for lighting, drinking water and cleanliness in trains (656)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Lack of water, lighting and fans in trains running between Patna and Gaya (657)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Misbehaviour of police officers of the railways at Patna Junction (658)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to have the 1st class bogies of trains in Bihar vacated from the possession of the police (659)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Non-availability of railway tickets at Bankaghat station for Patna Saheb Gulzar Bagh and Rajendrapuri (660)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Poor conditions of cleanliness of roads, footpaths and lavatories in the Railway's dormitory situated at South-east level crossing of Bahadurpur—near Rajendranagar colony of Patna (737)].

"That the demand under the head Railway Board be reduced by Rs. 100."



[Failure to give recognition to All India Ministerial Staff Association (738)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to give recognition to Indian Railway Signal and Telecommunication Staff Association (739)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to construct sheds on both platforms of Neura in Eastern Railway (740)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to construct a new railway line from Ranchi to Giridih via Hazaribagh (741)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to implement the provisions of Official Languages Act in all Railway Zones (742)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to issue tickets from Barkakana to Amritsar in Amritsar Mail which runs from Jamshedpur to Amritsar (1004)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to fix quota of seats for coming to Delhi from Patna in Tinsukhia Mail (1005)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to stop issuing complimentary passes in Railways (1006)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to check misuse of complimentary passes (1007)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to give passes and P.T.Os to those railway employees who have completed 120 days in service (1008)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need for appointment of T.T. Porters in railways (1009)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to increase the quota of sleeper berths of 1st and 2nd classes in the Parliament House Railway Booking Office (1010)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to check the stoppage of Delhi bound Tinsukhia Mail, Delux, Jayanti Janata and Vikramshila Express, at the non-stoppage stations (1011)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to check the stoppage of all trains at the outer signals of Delhi and New Delhi railway stations for a considerable time (1012)].

[Shri Ramavatar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to check the late departure of trains from New Delhi and Delhi Junctions (1013)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Non-availability of water in many First Class and Second Class compartments in Vikaramshila Express on the 24th June, (1014)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Lack of fan-light and water-facilities in the trains running from Patna to Gaya in Eastern Railway (1015)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to take action against officials involved in malpractices of fake tickets at Patna railway junction (1072)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to regularise the services of volunteer booking clerks in Eastern Railway (1073)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to raise the wages of volunteer booking clerks in Eastern Railway (1074)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to provide 8 hours work for volunteer booking clerks (1075)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to absorb the remaining employees of Arrah Sasaram line of Martin-Light Railway in Indian Railway (1076)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to take back the remaining employees punished in 1974 railway strike (1077)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to check the sale of bogus tickets at Patna Junction on the Eastern Railway (1078)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to take action against officials involved in the malpractices of sale of bogus tickets at Patna (1079)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to keep the 2nd class air conditioned sleeper cars of Air-conditioned Express and Tinsukhia Mail flies and mosquito free (1206)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Failure to keep the compartments of all trains neat and clean (1207)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to provide bulbs in the seat head lights in the first class and 2nd class sleeper cars of the Air-conditioned Express and the Tinsukia Mail (1208)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to provide beds to the passengers travelling in the 2nd class ACC cars in the Deluxe and Tinsukia Mail (1209)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to check late running of trains particularly the Air-Conditioned Express (103 Up) from Calcutta to New Delhi which was more than four hours late on 30-6-80 in which about a dozen MPs were travelling (1210)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to improve quality of food, breakfast and tea supplied to the passengers travelling in Deluxe (103 UP and 104 Dn) Tinsukia Mail, Vikramshila Express and Jayanti Janta Express (1211)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to give correct information to the passengers about the arrival of trains by the Control Room at Danapur for the service of DNR Division of the Eastern Railway (1212)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to streamline the functioning of the office of the Controller at Danapur of the Eastern Railway (1213)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Failure to stop malpractices indulged in by T.T.Es for allotting berths in the Jayanti Janta Express which comes from Muazafarpur to Delhi (1214)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to review the restructuring of Telegraph/Teleprinter Signallers cadre in regard to pay scales and promotions (1215)].

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to consider sympathetically memorandum given to the Railway Minister by employees working as Telegraph and Teleprinter Signallers in Danapur Division of the Eastern Railway (1216)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to concede the demand of parity of pay scales and higher percentage of upgraded posts equal to the sister categories, for Telegraph and Teleprinter Signallers (1217)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Irregularities in handling contract at Katihar metre gauge and broad gauge transshipment point (1247)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Malpractices by officers at Katihar in handling contracts (1248)].

[Shri Ramavatar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to ensure that catering contracts in Assam Mail, Tinsukhia Mail and Kamrup Express trains are not monopolised by one person (1249)].

SHRI R. P. DAS (Krishnagar): I beg to move:

"That the demand under the head repairs and maintenance of motive power be reduced by Rs. 100."

[Mismanagement at the Ranaghat Loco Shed in regard to repairs and maintenance of locomotives (213)].

"That the demand under the head operating expenses-traffic be reduced by Rs. 100."

[Deterioration in punctuality of all trains in Ranaghat-Lalgola and Ranaghat-Gede Sections (214)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Techno-Economic survey for provision of additional coaching terminal facilities at Ranaghat Junction and Krishnagar City Junction (215)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Feasibility-cum-cost survey for electrification of the left out portion of Ranaghat-Lalgola section beyond Krishnagar City Junction (216)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Preliminary Engineering-cum-Traffic survey for conversion of narrow gauge line from Santipur to Krishnagar and Krishnagar/Nabadwip under Eastern Railway into broad gauge (217)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to discuss preliminary Engineering-cum-Traffic survey for a new broad gauge line from Krishnagar city Junction to Shikarpur under Eastern Railway (218)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Doubling of track between Krishnagar city Junction and Lalgola (219)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to convert Bahadurpur flag station into a crossing station under Ranaghat-Lalgola section Eastern Railway (220)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to complete road over-bridge at Barhampura-Panchantala on National Highway 34 under Ranaghat-Lalgola section Eastern Railway (221)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to provide a new loco-shed at Krishnagar city Junction under Ranaghat-Lalgola section

Eastern Railway, for better management of repairs and maintenance of locomotives (222)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to provide an additional foot-over-bridge at Krishnagar City Junction for daily commuters and the pilgrims who journey to Nabadwip and Santipur (the famous Vaishnava Tirthas) (223)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to open an additional booking counter at Krishnagar city junction station to cope up with hundreds of passengers at the peak period (224)].

"That the demand under the head Repairs and maintenance of plant and equipment be reduced by Rs. 100."

[Failure to supply spare parts of locomotives to the loco repair shops (526)].

"That the demand under the head Operating expenses-Traffic be reduced by Rs. 100."

[Failure to assess the deep discontentment among the commuters for late running of trains in the Ranaghat Lalgola-Ranaghat-Gidi, Katwa-Asimganj and Bandel-Katwa sections (527)].

"That the demand under the head Operating expenses Traffic be reduced by Rs. 100."

[Failure to put the diesel car into service between Santipur and Nabadwip (528)].

"That the demand under the head Operating expenses-traffic be reduced by Rs. 100."

[Failure to reintroduce the Lalgola Express, the only express train of the Sealdah Division under Eastern Railway (529)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure of the R.P.F. to protect the interests of the consignees and check pilferage while the trains are on the move (530)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure to supply wholesome food to the passengers of the Kalka Mail (531)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure to supply standard food at fair price to the passengers when the trains are on the run through the Departmental catering (532)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure to recruit local people in the state of West Bengal as porters at the stations and at the parcel sheds (533)].

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to keep Berhampore, Court, Krishnagar City Junction, Ranaghat Junctions, Dum Dum Junction and Sealdah station clean and maintain the minimum standard of Sanitation as required under the rules (534)].

[Shri R. P. Das]

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to provide a foot-over bridge at Debagram rail station under Sealdah Division, Eastern Railway. (535)].

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to construct the foot over-bridge at Plassey station under Ranaghat-Lalgola section (536)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to effect economy in the working of the Railways (990)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to increase route Kilo-metres line capacity. (991)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to follow the principle of same wages for work in the case of all categories of railway workers.(992)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to evolve a consistent policy of absorbing the casual laborers as permanent employees of the Railways (993)].

"That the demand under the head Operating expenses-traffic be reduced by Rs. 100."

[Need to provide a Kisan Local in Lalgola Ranaghat section upto Krishnagar City junction daily between 04.00 hrs. and 14.00 hrs. for facility of hundreds of Khet Mazdoors from Murshidabad to Nadia. (1000)].

"That the demand under the head Operating expenses-traffic be reduced by Rs. 100."

[Need to change the timings of Lalgola-Ranaghat Local from early morning to late morning. (1001)].

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need for reorientation of the existing fountain head encompassed for beautification of Santipur station under Ranaghat-Santipur section, Eastern Railway. (1002)].

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to form a Consultative Committee for Santipur station under Sealdah Division, Eastern Railway. (1003)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to effect a change in the outmoded capital structure of the Railways since independence. (1016)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Punctuality of running trains non-suburban services under Sealdah Division, Eastern Railway (1017)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reconstitute the Zonal Railway Consultative Committees. (1034)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to make the report of the National Transport Policy Committee available to the Members of Parliament (1035)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to abolish the labour contract system. (1036)].

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to provide more funds to the Calcutta Metropolitan Transport Project for quick completion of the work. (1037)].

"That the demand under the head Assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to produce steam engines in Chittaranjan Locomotive Works since January, 1972. (1038)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to create more zones for better management of the Indian Railways. (1080)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a Circular Railway around Calcutta in addition to Calcutta Metro Rail to tackle the continuous growth of passenger traffic. (1081)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure to settle the accident compensation claims early. (1087)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure to expedite the payment of compensation claims in Raghunathganj-Ahram Bridge accident. (1088)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure of the R.P.F. and G.R.P. in providing security on the Indian Railways. (1089)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Need to strengthen the Rail Surakshak Kalyan Nidhi. (1090)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Need to improve the activities of the R.P.F. in regard to recovery of stolen railway materials and fittings and booked consignments. (1091)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100."

[Failure of the R.P.F. to curb the activities of the criminals and punish the receivers of the stolen property. (1092)].

**SHRI AJIT KUMAR SAHA** (Vishnupur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce an Express train from Purulia to Howrah via Bankura (459)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to run the Nilachal Express through Guma-Adra-Kharagpur-Puri (460)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to convert narrow gauge lines into broad gauge of B.D.R. railways (461)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to maintain time of the Hatia Express which goes from Hatia to Howrah through Adra-Kharagpur (462)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to review 3 sets of train services from Bankura to Raina of B.D.R. railway (463)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to convert steam engine to diesel in the B.D.R. railway (464)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct new railway line from Tatanagar—Durgapur

via Ranibandh-Bankura to develop the backward region (714)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct new railway line from Mejhia coal field to Haldia via Bankura (175)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to replace the gatemens room from the gate of Nutanchati S.E. Railway which obstructs the road traffic (716)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to electrify Adra-Kharagpur section (717)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a fly over the Bankura-Midnapur Calcutta road near one Km. distance rail gate on the east of Bankura station (718)].

"That the demand under the 'Miscellaneous working expenses' be reduced by Rs. 100."

[Need to improve the quality of food supplied in the long distance trains (734)].

**PROF. RUPCHAND PAL** (Hooghly): I beg to move:—

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to introduce A.C. 2 Tier sleeper in Rajdhani Express, (101 Up and 102 Down trains (467)].



"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to construct a new line from Arambag to Bakkura via Bishnupur of the Eastern Railway (468)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to electrify and double the Bandel-Katwa line of the Eastern Railway (469)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Failure to make provision for doubling Sheorafuly-Tarakeswar line of the Eastern Railway (470)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to make provision for introduction of additional trains in Bandel-Naihati section of the Eastern Railway and additional coaches in existing trains run on the line (471)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need for stoppage of long distance Super Fast trains at Bandel in Howrah of the Eastern Railway (472)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to provide one halting station at Khurigachi between Bhadreswar and Baidyabati in Howrah-Bandel section of Eastern Railway (735)].

"That the demand under the head assets-acquisition, construction and replacement be reduced by Rs. 100."

[Need to provide refreshment room at Bandel station of Eastern Railway (736)].

SHRI NARAYAN CHOUBEY (Midnapore): I beg to move:—

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give time bound promotion to such railway employees who are stagnating for a number of years (510)].

"That the demand under the head general superintendence and services be reduced by Rs. 100."

[Need to check malpractices in the education office of the S.E. Railway at Garden Reach (511)].

"That the demand under the head 'Repairs and Maintenance of permanent way and works' be reduced by Rs. 100."

[Failure to reconstruct the neglected railway road, namely Kharagpur-Gokulpur railway road (512)].

"That the demand under the head general superintendence and services be reduced by Rs. 100."

[Failure to probe into the malpractices in appointment made in D.M.E. (C & W) office at Kharagpur (1082)].

"That the demand under the head operating expenses-traffic be reduced by Rs. 100."

[Need to meet the demand of a fast E.M.U. local from Kharagpur to Howrah in morning hours (1086)].

SHRI R. L. P. VERMA (Kodarma): I beg to move:

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to halt 81 Up and 82 Dn. Delux trains for 5 minutes at Kodarma Station (537)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to stop 184 Neelachal Express for 3 minutes at Kodarma station so that Jains, Punjabis, Hindus as well as Muslims may visit their places of worship. (538)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to construct an over-bridge near Kodarma station. (539)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to increase the number of passenger trains between Gaya and Dhanbad. (540)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Need to introduce a new train "Mica Express" from Dhanbad to Patna via Kodarma and Gaya. (541)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need for construction of shops on the vacant land along road side of big junctions for allotment to the un-employed youth on rent. (561)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need for two minutes stoppage of Patna-Ranchi Express at Chaube, Sharmatand, Parsabad, Chichaki and Chandhribandh railway stations of Grand Chor line. (562)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to provide level crossing at Maskodih and Hirodih between Dhanbad and Kodarana which are villages of minority people. (563)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to add one additional coach in M.G. 1 Up and 2 Dn. Tata-Patna Express. (564)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to provide tea-stall, book-stall and cold water at Kodarma and Hazirbagh Road stations. (565)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to attach one more bogie each in Giridih-Madhopur Passenger, South Bihar Express and Patliputra Express for Giridih to provide relief to the people of Giridih district. (648)].

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Need to provide a main entrance gate at Kodarma station. (661)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

[Need to open a booking office at Koderma station towards N.H. 31 for the convenience of passengers. (662)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

[Failure to complete the construction of over-bridge at the bypass of N.H. 31 by 1980. (663)].

"That the demand under the head Repairs and Maintenance of Motive Power be reduced to Rs. 100"

[Need to replace old engines of Madenpur-Giridih passenger train. (664)].

"That the demand under the head Repairs and Maintenance of Motive Power be reduced to Rs. 100."

[Need to maintain punctuality of the passenger trains. (665)].

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide work to the unemployed by constructing 100 market sheds by filling up idle ponds by the side of Patna-Ranchi towards the South of Koderma station. (666)].

"That the demand under the head Staff Welfare and Amenities be reduced to Rs. 100."

[Need to grant adequate remuneration to 700 sanitary inspectors who are required to plead in courts under the Food Adulteration Act, (667)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give adequate remuneration to 700 health inspectors of Eastern railway who are also working as lawyers for translating the Food Adulteration Act. (936)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start a Central School at Asansol where sons of railway employees can get education properly. (937)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to recognise P.R.K.S. of Eastern Railway which is a national union affiliated with Bhartiya Rail Mazdoor Sangh (B. R. M. S.) (938)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide nutritious food to the passengers in Kalka and Delux trains by departmental catering service. (939)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to construct a broad gauge line from Giridih to Ranchi road via Kodorma-Hazaribagh town. (940)].

"That the demand under the head 'General Superintendence and Services' be reduced by Rs. 100."

[Failure to promote in time the employees of Eastern Railway who are stagnating for a number of years. (941)].

"That the demand under the head Railway Board (Pages 1-2) be reduced by Rs. 100."

[Shri R. L. P. Verma]

[Failure to check theft of copper, aluminium and brass daily from the railway yard outside Bokaro Steel Plant and to give compensation therefor. (1119)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the collusion of R.P.F. and G.R.P. with station masters at Bokaro railway yard. (1120)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to supply adequate railway wagons for movement of coal from Dhanbad coal field to the industrial areas of the country. 1121)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to check the pilferage of railway goods being done with the collusion of security guards and officers from the yard of Asansol junction daily. (1122)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check robberies in the goods trains at Asansol. (1123)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct 1000 market sheds in the area between Asansol junction and G.T. Road and give them unemployed youth on hire. (1124)].

SHRI MATILAL HASDA (Jhargram): I beg to move:

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[Failure to introduce more trains to mitigate the sufferings of the passengers. (576)].

"That the demand under the head Operating Expenses—Rolling Stock and Equipment be reduced by Rs. 100."

[Need for construction of a new line from Jhargram to Bankura via Shilda in the districts of Midnapur and Bankura in West Bengal. (582)].

SHRI DINEN BHATTACHARYA (Serampur): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1".

[Increase in the fare in II class and monthly and season tickets of suburban sections in all the Railways. (591)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Top heavy administration in the Railways specially the Railway Board. (592)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need for widening the subways which are used by vehicular traffic and pedestrians in Konnagar, Seoraphuly, Bhadreswar and Chander Nagar in the Howrah Bandel section of Eastern Railway (593)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need for remodelling of Bandel, Seoraphuli and Uttarpara station in Howrah-Bandel section of Eastern Railway. (594)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need for decasualisation in the Indian Railways, (595)].

"That the demand under the head Miscellaneous working expenses be reduced by Rs. 100".

[Need for payment of bonus at deferred wage without being linked with productivity. (612)].

"That the demand under the head Assets—acquisition, Construction and Replacement be reduced by Rs. 100".

[Need for sanctioning adequate funds for the construction of rail-line from Howrah to Sheakhala and extension of Santragachi-Mavjehik line to Amta and Champadanga (614)].

"That the demand under the head Assets—acquisition, Construction and Replacement be reduced by Rs. 100".

[Need for construction of a new station between Baidyabati and Bhadreswar station in Howrah Bandel section of Eastern Railway (615)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to absorb the apprentices as regular employees after the completion of their training period (719)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

[Need to construct fly-over the railway line crossing G. T. Road near Servampore Railway Station (Eastern Railway) (721)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100".

[Need to raise the railway track on the approach line to Howrah station to check the water logging during rainy season. (722)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100".

[Need for doubling the railway line from Bandel to Katwa section of Eastern Railway. (723)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100".

[Need for doubling the railway line from Sheevaphuly to Tarkeswar section of Eastern Railway. (724)].

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Need to introduce diesel engine in Bandel section of Eastern Railway. (726)].

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Need to extend all facilities of permanent employees to the coach attendants of Howrah Division of Eastern Railway (727)].

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Need to introduce more trains in the Chord line from Howrah to Burdwan (728)].

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100".

[Need to arrange better security arrangements both for suburban and long distance trains. (729)].

[Shri Dinen Bhattacharya]

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to improve the announcement of arrivals and departures of trains on Howrah station. (1018)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to transfer all the employees of electrification projects to serve as permanent employees in other railways (1019)]

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to frame a guide line for the recruitment of porters in Howrah and Sealdah of Eastern Railway (1020)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to withdraw the ban on new recruitments of class IV staff in Railways (1021)].

"That the demand under the head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a station on the point where H.B. chord line meets with main line. (1032)].

"That the demand under the head Assets—acquisition, Construction and Replacement be reduced by Rs. 100".

[Need to construct a shed on the up platform of Kuntighat halt station in Bandel-Katwa section of Eastern railway (1033)].

SHRI SATYAGOPAL MISRA (Tamluk): I beg to move:—

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100".

[Necessity of another booking room at Mecheda station, S.E. Railway (605)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100".

[Necessity of a flag station at Durgachan (near bus line at Panskura-Haldia section of S.E. Railway. (608)].

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to solve problem of the ex-casual labourers of Indian Railways (611)].

"That the demand under the head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to give more facilities at Mecheda station, S.E. Railway (613)].

"That the demand under the head Assets-Acquisition, construction and Replacement be reduced by Rs. 100"

[Necessity of a modern waiting room at Mecheda station, S.E. Railway (623)].

SHRI G. M. BANATWALLA (Ponnani): I beg to move:—

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to withdraw the increase in quarterly and monthly season tickets (624)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to enhance adequately the list of commodities exempted from the additional supplementary surcharge on freight by including in the list more such commodities which have direct impact on the daily life of the common man (625)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to restore the cancelled trains Nos. 65 and 66 between Shoranur and Calicut (Southern Railways) in view of the persistent demand for the trains (626)].

"That the demand under the head Railway Board be reduced by Re. 100."

[Neglect to provide adequate passengers amenities at stations in the Olavakot Division of Southern Railway, specially between Shoranur and Mangalore (627)].

"That the demand under the head Repairs and Maintenance of Permanent Way and Works be reduced by Rs. 100."

[Need for a second platform at the important Tirur Railway station in Olavakot Division, Southern Railway (628)].

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100."

[Need for more express trains between Shoranur and Mangalore, Southern Railway (629)].

"That the demand under the head Operating Expenses—Traffic be reduced by Rs. 100."

[Persistent unpunctuality of trains between Shoranur and Mangalore, Southern Railways (630)].

"That the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Large number of defective and condemned bogies and coaches in trains in Kerala (631)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to lift Vallikunu railway station (Olavakot Division, Southern Railway) to block station level 674)].

"That the demand under the head Railway Board be reduced to Rs.1."

[Insistence by Divisional Superintendent (Olavakot Division, Southern Railway) upon the poor Panchayats of Kuttipuram and Tirunavaya to provide initial cost and annual maintenance charges for level crossing at 611/10-11 between Kuttipuram and Thirunavaya (675)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide necessary level crossing between Tanur and Parappanangadi at 635/10-11 (Olavakot Division, Southern Railway) consequent to insistence upon poor local panchayats to bear the entire initial cost and annual maintenance charges (676)].

"That the demand under the head Operating Expenses Traffic be reduced to Re. 1."

[Failure to provide parcel vans at Tirur (Olavakot Division, Southern Railway) for carriage of perishable betel leaves baskets resulting into serious economic crisis for traders (712)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend train Nos 69/70 Yercaud Express to Calicut (Southern Railway) in view of the heavy rush of passenger traffic on the Calicut-Coimbatore-Erode section (720)].

"That the demand under the head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

[Shri G. M. Banatwalla]

[Need to renovate and improve Tirur Railway Station (Olavakot Division, Southern Railway) with retiring rooms, goods shed and attached toilets in second-class waiting rooms especially for ladies (725).]

"That the Demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide a halt to train Nos. 47 and 48 at Kudalundi station (Olavakot Division, Southern Railway) as a large number of people from Kadalundi, Mannur and Vallikunnu are working in Kochin (730)]

"That the Demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to provide a halt to train Nos. 27-28 and 29-30 at Parappanangadi (Olavakot Division, Southern Railway) which is an important station for Calicut University, Mamburam shrine and famous temple Kalikave Chithram (731)].

"The the demand under the head Operating Expenses Traffic be reduced by Rs. 100."

[Need to increase the number of general coaches in Madras-Mangalore Mail (732)]

"That the demand under the head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to provide adequate number of quarters for staff at Tirur railway station (Olavakot Division, Southern Railway) (733)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give bonus as deferred wages (762)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to formulate a firm policy to give priority in employment to at least one family member of railway employees. (763)].

"That the demand under the head miscellaneous expenditure (General) be reduced to Re. 1."

[Failure to provide adequate funds for surveys to Southern Railways as compared to other railways (764)].

"That the demand under the head miscellaneous expenditure (General) be reduced by Rs. 100."

[Need to expedite the updating of survey for a B.G. rail link from Gurvayur to Trichur via Kuttipuram (765)]

"That the demand under the head miscellaneous expenditure (General) be reduced by Rs. 100."

[Need for more surveys for new projects in Kerala State (766)].

"That the demand under the head Assets-Acquisition, construction and replacement be reduced to Re. 1."

[Failure to provide to Southern Railways adequate funds for construction new lines, as compared to other Railways (767)].

"That the demand under the Head Assets Acquisition, construction and replacement be reduced by Rs. 100."

[Need for a foot overbridge at Tirur station in the Olavakot Division of Southern Railway (768)].

"That the demand under the head Assets Acquisition, construction and replacement be reduced by Rs. 100."



[Need to provide adequate staff quarters to railway employees of all classes (769)].

"That the demand under the head Assets Acquisition, construction and replacement be reduced by Rs. 100."

[Need to locate the proposed railway coach manufacturing project in Kerala (770)].

SHRI SUBODH SEN (Jalpaiguri: I beg to move:—

"That the demand under the head railway board be reduced to Re. 1."

[Failure to introduce a fast moving express train, in addition to Parjeeling Mail between New Jalpaiguri and Sealdah (668)].

"That the demand under the head railway board be reduced to Re. 1."

[Failure to handover the proposed agreed land, adjacent to Jalpaiguri Railway station, to the State Government for opening a market and thereby helping the settlers at the entrance of the station to shift there (669)].

"That the demand under the head railway board be reduced to Re. 1."

[Failure to construct double-track B.G. line between Delhi to Tinsukia (670)].

"That the demand under the head railway board be reduced to Re. 1."

[Failure to restore Railway service between Domohani station and Changrabandha station (N.F.R) abandoned since 1968 (671)].

That the demand under the head railway board be reduced by Rs. 100."

[Need to restore railway service between Domohani and Changrabandha (994)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to extend Gaur Express to New Jalpaiguri (995)].

That the demand under the head railway board be reduced by Rs. 100."

[Need to improve the platform of Jalpaiguri station. (996)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need for stoppage of all shuttle trains at flag stations opened between Jalpaiguri and Haldibari (997)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need for stoppage of Tinsukia Mail at Jalpaiguri Road station (998)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need for the improvement of Belacoba station. (999)].

SHRI VIJAY KUMAR YADAV: (Nalanda): I beg to move:

"That the demand under the head railway board be reduced by Rs. 100."

[Need to check the unauthorised passengers in sleeper coaches (681)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to check the ticketless and unauthorised passengers in first class (682)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need for the extension of Bukhtiarpur-Rajgir broad gauge line to Gaya (683)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to take over Futwah-Islampur Light Railway and change it into broad single broad gauge line (684)].

[Shri Vijay Kumar Yadav]

"That the demand under the head railway board be reduced by Rs. 100."

[Need to lay double broad gauge line from Bukhtiarpur to Rajgir in place of single broad gauge line (685)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to absorb 200 to 300 employees of the Futwah Islampur Light Railway who are out of employment (686)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to expand and develop Patna Junction and Bukhtiarpur junction. (687)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to construct an over-bridge on the railway line at the end of the Patna city by pass. (688)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to expedite the construction of railway bridge at Patna. (689)].

"That the demand under the railway board be reduced by Rs. 100".

[Need to construct an over-bridge at Futwah (690)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to make better arrangements of meal in the running trains (691)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make adequate arrangements to check dacoity in the running trains (692)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for the stoppage of fast running trains i.e. Delux Bikram-silla etc. at Bukhtiarpur junction (693)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the quota of reservation in first and second classes of Patna and Bukhtirpur stations (69)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to start trains on Bukhtiarpur-Rajgir line (695)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to Start express trains on Bukhtiarpur Rajgir (696)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to provide better passengers' waiting rooms on Rajgir, Nalanda and Bukhtiarpur railway stations (697)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to start faster trains from Patna to New Delhi. (698)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to provide residential quarters to the station masters and other employees of the railways. (699)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make proper arrangements to avoid railway accidents (700)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to run the trains by electricity instead of diesel and coal. (701)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to increase the number of trains on New Delhi—Howrah line to cope with the increasing demand of the passengers. (702)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to check malpractices prevailing in reservations. (703)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to increase the reservation counters to meet the increasing demand of reservation by the passengers (704)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to stop the selling of forged railway tickets. (705)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to check the travelling of passengers without tickets. (706)]

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to provide more sleepers in the trains. (707)].

"That the demand under the head railway board be reduced by Rs. 100."

[Need to make adequate arrangements of light, drinking water and sanitation in trains. (708)].

SHRI A. K. ROY: (Dhanbad): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100".

[Non-payment for detention period under DIR/MISA during 1975-76 violating the Board's order No. E/DA/76/RC6158 dated 18th October 1977 in Adra Division of S.E. Railway (771)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need for Construction of foot over-bridge near goods shed at Purulia of S.E. Railway. (772)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Promotion policy followed in Adra Division violating seniority. (773)].

"That the demand under the head Railway Board be reduced by Rs. 100.

[Need to ensure supply of water for the railwaymen at Jamadova, Loyabad, Purulia in Adra Division. (774)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need to check the late running of Howrah—Delhi Rajdhani Express. (775)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Ned for proper sanitation of Railway Hospital in Dhanbad. (776)].

[Shri A. K. Roy]

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need for a train service from Dhanbad to Sindri in Eastern Railway. (777)].

"That the demand under the head Railway Board be reduced by Rs. 100".

[Need for extension of Dhanbad-Pathardih train service upto Bhoradih. (778)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for Construction of a footpath on the Sudumdih-Bhorudih railway bridge. (779)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for Construction of Tupkodi-Talgoria new railway line for Bokaro (780)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for Construction of over-bridge from Bhorudih Railway Station to the colony. (781)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for proper management of the Railway Hospital at Adra. (782)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Retrenchment of more than 400 gangmen in Asansol Division (783)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Victimisation of the Leaders of Eastern Railway Engineering Kamgar Union (784)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for departmentalisation of loco Ash handling mazdoors now under contractors. (785)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Recruitment policy of the Railway in ignoring the villagers of Dhanbad (786)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for running one more train between Gomoh and Gaya. (787)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give facilities to the gangmen at par with other railway employees (788)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for opening of city booking-cum-reservation counters at Sindri, Bokaro and Jharia for all mail and express trains from Dhanbad (E. Railway). (789)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for restoration of the Delhi bogie to the Jammu Tawal Express at Dhanbad (790)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for extension of railway over-bridge upto Purana Bazar in Dhanbad. (791)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for extension of the jobs on compassionate grounds to the gangmen under CPC (792)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for increasing the train service on Dhanbad Chandrapura section (793)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Non-availability of tickets in the stations of Dhanbad-Bokaro line. (794)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct approach road and over-bridge to Pradhan-khanta and Tentulmari station in E. Railway. (795)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for giving city allowance to the Bhojadih Railwaymen. (796)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for making a halt station between Kalubathan and Ambona on E. Railway. (797)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to review the cases of penal transfer in Dhanbad Division. (798)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Entrusting Panchayats to protect Railway property and line. (799)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Harassment of bona fide railway passengers in Doon Express by free trippers between Delhi-Son and Sasaram in E. Railway. (800)].

SHRIMATI SUSHEELA GOPALAN (Alleppey): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to absorb commission bearers in regular service. (824)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to consider the questions of the absorption of the vendors in regular service even after long years of service. (825)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to treat bonus as deferred wage. (826)].

"That the demand under the head Railway Board be reduced by Re. 100."

[Failure to absorb casual workers as permanent even after long years of service. (827)].

"That the demand under the head Railway Board be reduced by Kg. 100."

[Failure to provide daily service of K. K. Express to help the passengers of Karnataka and Kerala. (829)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to abolish contract system in the Indian Railways. (830)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to construct the railways line between Tillicherry and Iritty. (831)].

"That the demand under the head Railway Board be reduced to Rs. 100."

[Failure to construct a railway line between Kayamkulam and Alleppy. (832)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give 8.33 per cent minimum bonus to railway workers, as deferred wage. (833)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to connect backward areas of the country by railways. (834)].

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

[Need to construct railway factory at Olavakkot. (836)].

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

[Need to construct a new railway line from Kuttipuram to Guruvayur. (837)].

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

[Need to provide funds for the extension of the Ernakulam Alleppy railway line to Kayamkulam. (838)].

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

[Need to electrify the Cochin-Ernakulam line and Cochin-Shornpur line. (839)].

"That the demand under the head Assets-Acquisition, construction and replacement be reduced by Rs. 100."

[Need to convert the metre gauge railway lines in Kerala and Tamil Nadu into broad gauge lines. (840)].

"That the demand under the head assets Acquisition, Construction and Replace man be reduced to Rs. 100."

[Need to construct Mysore-Tellecherry railway line (841)].

SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to declare Ranaghat-Gede as suburban section of Eastern Railway. (849)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to electrify Ranaghat-Gede section of Eastern Railway. (850)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to introduce diesel rail car in Nabadwip-Santipur N. G. section of Eastern Railway. (851)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to construct double line railway tracks in Ranaghat-Krishnagar suburban section of Eastern Railway. (852)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to electrify Ranaghat-Bongaon section of Eastern Railway and to utilise diesel power till electrification of the section. (1218)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to introduce even one additional pair of trains during the last thirty years in the Ranaghat-Bongaon section. (1219)].

"That the demand under the head Superintendence and Services be reduced by Rs. 100".

[Need to introduce additional four pairs of trains in the Ranaghat-Bongaon section of Eastern Railway. (1220)].

"That the demand under the head General Superintendence and Services be reduced by Rs. 100."

[S-22. for immediate resumption of SK 265 up Sealdah-Santipur local and upto Santipur to Krishnanagar respectively, on Sundays (1221)].

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs. 100"

[Need to replace age old and out-dated steam locomotives in Ranaghat-Bongaon and Ranaghat Gede section of Eastern Railway. (1222)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100"

[Need to improve halt stations viz. Akalpur, Nabarainagar on Ranaghat-Bongaon section. (1123)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert Bahirgachehi halt station on the Ranaghat-Gede section into a flag station (1224)].

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs. 100."

[Need for a shed on platform No. 2 and a cycle stand at Badkulla station on Sealdah-Krishnanagar section. (1225)].

SHRI R. K. MHALGI (Thane): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to check increasing accidents on the suburban services of Bombay which are mainly due to inadequate maintenance of the EMU coaches (875)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to allocate enough funds or the all round improvement in the suburban railway services in Bombay. (876)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to take up on priority basis the work of conversion from metre gauge to broad gauge of the Latur-Pandharpur-Miraj railway line in Maharashtra. (877)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to complete the work of doubling the lines between Chembur and Mankurd in Bombay (878)].

[Shri R. K. Mhalgi]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide electric indicators and roofs on many stations in the Bombay suburban area (879)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make the railway administration responsible to the people's needs and prompt action dealing with them (880)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to speed up the Thane-Trombay goods line in order to ease the goods traffic burden on main corridors in Bombay area (881)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the number of coaches to the Bombay-Bhusaval passengers and Bombay Pune passengers (882)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide funds for the link railway lines between Kirli/Bandra in Bombay as suggested by the National Transport Policy Committee (883)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide terminal facilities at Thane for long distance trains coming to Bombay, in order to increase the suburban services (884)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate local services between Pune and Lonavala on Central Railway (885)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to take up the electrification work on the Diva-Panvel-Uran Railway line (886)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide additional passenger (Express) trains between Bombay-Manmad on Central Railway (887)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide enough funds for the speedy shifting of Kalyan goods yard on Central railway (888)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to speed up the work of road over-bridges at Ambarnath and Shahad in Thane district on Central Railway (889)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide for the Mankhurd-Belapur-Panvel railway link on highest priority basis as suggested by the National Transport Policy Committee (890)].



"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to open enough ticket/season ticket windows in the Bombay suburban area (891)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to allocate enough funds for the all round improvement in the Bombay suburban services (892)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to take up on priority basis the work of conversion from metre gauge to broad gauge of the Latur Pandharpur-Miraj railway line in Maharashtra (893)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide enough goods sheds and other relevant facilities at Thane (Maharashtra), Central Railway, which caters to the biggest industrial estate in India (894)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stop crimes on running trains which are increasing every day (895)].

SHRI M. RAMANNA RAI (Kasaragod): I beg to move:

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need for Extension of Trivandrum Cannor express up to Mangalore (909)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to stop West Coast Express at Kanhargard and Payyan-nae railway stations of Cannor district (910)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to take steps to convert Mangalore-Hassan line into broad gauge (911)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to improve Kasaragod railway station (912)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Insufficiency of security arrangements on trains (913)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need for a road by the side of railway track at Airkkad and for a level crossing near Kunbla railway station (914)].

"That the demand under the head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Failure to take up the work of Mangalore Bombay line (915)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to provide over bridge at Kasaragod railway station in Kerala (91)].

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[Shri M. Ramanna Rai]

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Failure to attach sufficient number of compartments in Jayanthi Janta from Delhi to Mangalore (917)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for extension of K. K. Express to Mangalore (913)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for attaching Ist and IInd class compartments to K. K. Express for the convenience of the passengers going to Cannor and Mangalore (919)].

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduce by Rs. 100.

[Need for extension of one train which runs upto Cannor to Mangalore (920)].

SHRI CHANDRADEO PRASAD VERMA (Arrh): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to run 39 Up and 40 Dn Janata Express as passenger trains between Amrah and Danapur railway stations in Danapur Division of Eastern Railway (947)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to depute gatemen at all the level crossings (948)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to construct a new railway bridge on Sone river in Danapur Division of Eastern Railway (949)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to declare Patna-Buxar, Patna-Mokamah and Patna-Jahanabad areas of Eastern railway as suburban areas (950)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to provide departmental catering in all the long distance trains (951)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to halt Deluxe train at Amrah station of Danapur Division in Eastern Railway (952)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to stop Toofan Express at Koilwar station of Danapur Division in Eastern Railway (953)].

"That the demand under the head Railway Board be reduce to Re. 1."

[Need to construct a new railway line in Bihar from Bihta station to Anugrah Narayan Road station in district Patna (954)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to remove filth at Patna Danapur and Amrah railway stations (955)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to remove filth at Patna, bridges near Amrah, Bihta and Rajendra Nagar and Mithapur stations, Eastern railway (956)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to modernise Amrah and Bihta stations of Danapur Division, Eastern Railway (957)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Need to construct proposed broad gauge line between Arrah and Sasarman Eastern Railway (958)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to merge the employees of Fatuha-Islampur Light Railway into Indian Railway (959)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to run super fast train from Delhi to Patna every day (960)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide a new railway zone at Patna, the Capital of Bihar (961)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check malpractices in Railways (962)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Delay in completing the railway bridge near Dighaghat at Patna (963)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Justification of giving Rs. 10 lakhs annually to the owner of Fatuha-Islampur Light Railway in Bihar (964)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to electrify the railway line from Asansol to Mughalsarai via Patna (965)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to convert Patna-Gaya Single line into double line (96)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to construct a broad gauge line from Muzzafarpur to Narkatiaganj in Bihar (967)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to connect district head-quarter Dumaka with Mandar Hill Station and that of Hazaribag with proposed Giridih-Ranchi railway station by rail (968)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to run regular trains in Danapur and Mogalasarai Divisions (1062)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Need to regularise the services of voluntary Assistant Booking Clerks serving in the Eastern Railways. (1063)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to construct new rail line from Arrah to Capra via Sinha Ghat and to construct an upper bridge on Ganga river near Sinha Ghat (1064)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Laxity in conducting proper enquiry into railway ticket racket (1065)].

[Shri Chandradeo Prasad Verma]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to introduce an express train from Patna to Howrah on Eastern Railway (1066)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need for fans, light and cleanliness in passenger trains in Danapur and Mogalsarai Divisions (1967)].

"That the demand under the head Railway Board to reduced to Re. 1."

[Need to raise platforms at Karisath-Kulharia and Neura stations in Danapur Division of Eastern Railway (1968)].

"That the demand under the head Railway Board to reduced to Re. 1."

[Need to construct an upper bridge at Rajinder Nagar near Patna railway station (1969)].

SHRI R. P. YADAV: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate security to passengers travelling on the trains (1056)].

"That the demand under the head Railway Board to reduced by 100."

[Decline in railway earnings (1057)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate wagons to lift coal from the coal mining regions (1058)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to implement electrification of certain railway lines (1059)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate arrangements with regard to reservations for long distance travellers (1060)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to maintain punctuality in running of the trains (1061)].

SHRI RAVINDRA VARMA (Bombay-Nort): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100".

[Failure to extend the shuttle service between Valsad/Dahanu Road and Virar to Andheri to avoid inconvenience to commuters from Palghar Virar and other suburban areas (1070)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide adequate number of coaches in the Valsad-Bombay Express to avoid inconvenience to commuters travelling to Bombay from Dahanu Road, Palghar and other suburban areas (1071)].

SHRI GEORGE JOSEPH MUNDACKAL (Mavahupuzha): I beg to move.

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to provide adequate funds for surveying and constructing Cochin-Madurai railway (1105)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to provide new express trains during day time between Cochin and Margalore (1106)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make available direct train services between Gujarat and Kerala (1107)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to improve the condition of railway bogies of trains running in Olavakot and Trivandrum divisions (1108)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent physical attacks on passengers and robberies at Alkonam station (1109)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for extension of railway lines in Kerala so as to bring them upto the level of national average on the basis of population (1110)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to electrify Kerala railway lines (1111)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take up Mangalore-Bombay line (1112)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct new railway lines in Idikki and Muvathupuzha constituencies (1113)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for doubling the Trivandrum-Calicut line (1114)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start daily service of K.K. Express and add more compartments to it (1115)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to improve quality of food in long distance trains like K.K. Express (1116)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for improving the Alwaye Railway station (1117)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide adequate railway goods wagons in Kerala (1118)].

SHRI HARIKESH BAHADUR (Gorakhpur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide proper security to the passengers travelling in railway (1155)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a railway line between Sahjanwan and Barhalganj in Gorakhpur (1156)].

[Shri Harikesh Bahadur]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to have direct train service from New Delhi to Gorakhpur (1157)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for regularisation of casual labourers in railways (1158)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend railway service in rural and neglected areas (1159)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to remove malpractices in regard to reservation of seats/berths in railway trains (1160)].

SHRI S. MURUGIAN (Tirupattur): I beg to move:

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to provide a road-cum-railway over-bridge at Jalarpet Junction in Southern Railway (1173)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to provide a new railway line between Tindivanam and Jalarpet (1174)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to arrange for stopping of at least one Express train at Vaniambadi and Ambur in Southern Railway (1175)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Need to start passenger train between Jalarpet and Bangalore from Kotpadi (1176)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to open a separate reservation counter at Jalarpet Junction in Southern Railway (1177)].

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to pay local taxes to Jalarpet Town Panchayat by the railways resulting in lack of civic amenities for railwaymen's quarters (1178)].

SHRI DAULAT RAM SARAN (Churu): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Abnormal increase in the fares and freight charges (1180)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check the increasing accidents (1181)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate security to the passengers and to check the increasing incidents of dacoities and robberies and other crimes on the running trains (1182)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide rail links in the backward areas (1183)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to provide gatemen at all the unmanned level crossings to avoid accidents (1184)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to have effective co-ordination with the concerned Ministries for the movement of coal and other essential commodities (1185)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish labour contract system in the Railways (1186)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide more opportunities to the staff stagnating at the maximum of their pay scales (1187)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to safeguard the interests of Scheduled Castes and Scheduled Tribes employees (1188)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide housing facilities to the railway employees on various sections of the railways (1189)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to streamline the procedure for the grant of pension to the railway employees promptly after their retirement from service (1190)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate arrangements for the education of the children of railway employees (1191)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate employment opportunities to the children of the railway employees after the death of their wards (1192)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give recognition to the various Associations such as All India Loco Running Staff, Indian Railway Checking Staff Association, All India Loco Mechanical Staff Association and Indian Railway Workers Federation (1193)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the increasing malpractices in the railways in the matter of reservation berths, seats and allotment of wagons (1194)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Failure to provide drinking water facilities in running trains (1195)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Failure to provide adequate number of coaches to prevent overcrowding in the trains (1196)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Need to improve the quality of food served in the trains and on the stations (1197)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Shri Dulat Ram Saran]

[Failure to maintain punctuality in the running of trains (1198)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Failure to maintain neatness and cleanliness in the trains and on the railway platforms (1199)].

"That the demand under the head Railway Board be reduce by Rs 100."

[Failure to check pilferage and thefts of railway goods (1200)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Need to provide adequate compensation to the victims of railway accidents (1201)].

"That the demand under the head Railway Board be reduce by Rs. 100."

[Failure to replace the old and out-moded coaches (1202)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to improve the existing amenities in the II Class Waiting Rooms and to improve their condition (1203)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the existing sleeper berths/Seats quota allotted to the Parliament House Railway Booking Office and to allot quota for the reservation of II Class ACC sleepers (2 tier). (1204)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to allot quota to the Parliament House Railway Booking Office for reservations in Taj Express. (1205)].

SHRI R. Y. GHORPADE (Bellary):  
I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to provide a new rail link between Kottur and Harihar (1233)].

"That the demand under the head Railway Board be reduced to Rs. 1".

[Failure to provide a broad gauge line between Hospet and Hubli (1234)].

"That the demand under the head Railway Board be reduced to Rs. 1"

[Need to utilise the broad gauge track between Guntakkal and Bellary for passenger traffic. (1235)].

"That the demand under the head Railway Board to Rs. 1".

[Need to provide a new rail link between Hubli and Karwar. (1236)].

SHRI K. ARJUNAN (Dharmapuri):  
I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to provide weighing machines at Railway Stations. (1237)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Need to increase the time for halt of trains at Bommididi, Buddireddipatti and Morappur of Southern Railway. (1238)].



"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to run an Express train in the forenoon from Madras to Coimbatore. (1239)].

"That the demand under the head Railway Board be reduced to Re. 1".

[Failure to extend the Trivandrum Jalarpet passenger train upto Madras. (1240)].

"That the demand under the head Railway Board be reduce to Rs. 1".

[Failure to establish a new railway division with Salem as headquarters. (1241)].

"That the demand under the head 'Railway Board' be reduced to Re. 1"

[Failure to have a stoppage of Koval Express at Morappur in Dharmapur district. (1242)].

"That the demand under the head Railway Board be reduced to Rs. 1"

[Failure to construct a railway overbridge near Salem town station adjoining the Government headquarters hospital. (1243)].

"That the demand under the head Railway Board be reduced to Rs. 1".

[Failure to allot wagons to transport lime stone from Andhra Pradesh to Tamil Nadu. (1244)].

"That the demand under the head Railway Board be reduced to Rs. 1"

[Failure to provide more reservation of seats and berths at Bommi Buddireddipatti and Morappur. (1245)].

"That the demand under the head Railway Board be reduced to Rs. 1".

[Failure to widen the railway level crossing at Kovilur in Salem-Mettur track of Southern Railway. (1246)].

रेल मंत्री (श्री कमलापति त्रिपाठी) ये जितनी आपने कट मोशन पढ़ कर सुनाई है इन सब को एक साथ ले लिया जाए और इन पर डिस्कशन होती रहे। ये सैंकड़ों की ज़ादाद में कट मोशन हैं। यह समझ लिया जाए कि सब मूब हो गई हैं और माननीय सदस्य बोलते चले जाएं।

समापति महोदय : यह भी एक तरीका हो सकता है। सबको मूड मान लिया गया है।

श्री रामावतार शास्त्री (पटना) : आपके यहां तरीका अलग है यहां अलग है।

समापति महोदय : जनरल बे में इन को ले लिया गया है और मूड मान लिया गया है।

PROF. MADHU DANDAVATE (Rajapur): If some of the cut motions are pressed, all are put together for voting. There is generally a common method.

MR. CHAIRMAN: In fact that used to be the procedure in certain Assemblies also.

SHRI R. Y. GHORPADE (Bellary): There has been a long-standing demand from the people of Karnataka to have a few new railway links and conversion of some of the existing meter gauge into broad gauge track. One such line is from Kottur to Harihar. It is a very short distance. If this is provided, it will open the hinterland of mineral belt as well as of agricultural produce. Secondly, conversion of metre gauge from Hospet to Hubli and the new link from Hubli to Karwar have also been a long-standing demand, because this not only opens the hinterland of about six or seven districts but it also opens the unexplored and explored rich mineral belt from Karwar to Bellary. This would further help the movement of the agricultural commodities which are also of great commercial value like cotton, groundnut, sugarcane etc. In view of the Vijayanagar Steel Plant which is envisaged to come up in the ensuing year or so, I think this is a very vital

[Shri R. Y. Ghorpade]

conversion. Once this broad gauge is linked up from Hospet to Hubli and Hubli to Karwar, it will give a necessary boost to the development of Karwar Port, which is the need of the Karnataka State. Further, we have a broad gauge line between Bellary and Guntakkal which is used only for goods transport. I really fail to understand why this benefit should not be extended for passenger traffic, when there is a great potential for the same.

There has been a lot of inconvenience and unsatisfactory running of the railways from Bangalore to Mangalore and there have been various complaints from that area. I would like the Minister to take note of this.

We in Bangalore particularly and Karnataka in general feel that we should be directly linked with Delhi and we have this K. K. Express which is very popular. I would like to inform the Minister that there is enough traffic offering for this K.K. Express daily from Bangalore to Delhi. When I was once travelling by this train, I felt that I was travelling from one country to another. Once the K.K. Express leaves Bangalore and comes to Vijayawada, the entire staff gets down and the Andhra railway staff takes control of the train. When we come to Maharashtra area, the Andhra staff gets down and the Maharashtra staff takes control of the train and so on till we reach Delhi.

MR. CHAIRMAN: I hope no visa was required!

SHRI R. Y. GHORPADE: Thank God, it was not required. In fact, I asked the railway authorities why such cumbersome procedure is followed. After all, this is a train starting from Bangalore and I am sure the Bangalore staff are competent to run it from Bangalore to Delhi and back if necessary. But everyone gets down at Vijayawada and there is change of staff. Again at Nagpur there is

change of staff. Again in Madhya Pradesh, the same thing happens. These staff wait till the train comes back the following day or the day after and again jump on to the same train. The Karnataka staff again joins the train at Vijayawada and brings it to Bangalore. I would like this aspect to be studied by the Railway authorities to save unnecessary inconvenience to the passengers whose needs are not attended to because of the change of running staff.

There has been of late a great shortage of coal in the south in general and Karnataka in particular. The shortage is to such an extent that many of our private and public sector undertakings have been feeling this pinch very much to the extent of being started. More than that, whenever a few coal wagons are sent to the south for the consumption of private and public undertakings, these are diverted for railway use. The consumer at Bangalore does not receive his quota of coal. I have brought this to the notice of the hon. Minister of State for Railways. Even the Government Undertakings like the Soap factories are finding it difficult to get coal. Suddenly after six months, they realise that the coal allotted to them has been used by the railway authorities and then they are given the value of that coal. They do not come to know about it and they cannot question them as to why this coal is suddenly snatched away by the railway authorities for their use.

The Railways are the largest public undertaking. I had made a hard-hitting speech about public undertakings yesterday. The Railways are also suffering from the malady of massive mismanagement, inefficiency, incompetence, corruption and high-handedness. If this is eliminated, I am confident that much of the wastage in the railways could be channelised for better purposes.

I have brought one such highhandedness that happened at Varanasi to the notice of Mr. Juffer Sharief,

the Minister of State and I am awaiting his findings. I must acknowledge that the hon. Minister has taken prompt steps. In spite of that, the railway authorities at Varanasi have shown scant regard for the instructions of the hon. Minister and have gone ahead in an autocratic manner. In the interest of ensuring clean and efficient administration, such high-handed and irresponsible officers must be taken to task. I am confident that with the able administrative capabilities and long experience of Panditji, ably assisted by his young Ministers, these things will not take place. One of the major reasons why the Railways are not coming up to the expectation, whatever may be the intention and good policy of the party in power, unfortunately is that some of these officers at various levels indulge in high-handed and in different behaviour bringing discredit to the entire organisation.

As I feel very strongly about this matter and hence I have felt that I must bring this to the notice of our hon. Minister, Panditji, a very able and efficient administrator, I am confident that something will be done by him to set things right. It is only then that we will be able to save a lot of funds which are now going into wrong channels.

With these words, I would like to withdraw my cut motions and also request the Government to take note of some of the these serious aspects that I have brought to the notice of the Government and the authorities.

श्री मूल चन्द डागा (पाली) सभापति महोदय, मैं बहुत कम समय लंगा। मैं रेल मंत्री जी से नम्रता के साथ अर्ज करना चाहता हूँ कि मेहरबानी कर के अहमदाबाद से दिल्ली तक ब्राडगेज कर दीजिए या आप हमारा किराया कम कर दीजिए। आप देखें मीटर गेज वालों को कितना नुकसान होता है? आप राजस्थान, महाराष्ट्र, हरियाणा और दिल्ली के रास्ते से हो कर ब्राडगेज निकालें। इसके न होने से राज्यों के सारे उद्योग ठप पड़े हुए हैं। सीमेंट का कारखाना लगाना है, लोग लगाने नहीं हैं। तो मैं चाहता हूँ आप किसी तरह इस काम को हाथ में लीजिए। आप देखें, आप के ब्राडगेज के अन्दर जो गाड़ियों

के कम्पार्टमेंट होते हैं उन के अन्दर ज्यादा आराम और सुविधाएँ होती हैं, मीटर गेज वालों को उस के मुकाबिले में कम सुविधाएँ होती हैं और किराया दोनों का एक ही लेते हैं। हम कहते कहते थक गए। पन्द्रह साल से हम यह डिमांड कर रहे हैं कि अहमदाबाद से ले कर दिल्ली तक मेहरबानी कर के ब्राडगेज कर दीजिए। व्यापार की दृष्टि से, उद्योग की दृष्टि से हम की बड़ी आवश्यकता है। इस से हमारे देश की प्रगति होगी। लेकिन जहाँ 28 अरब का आप का बजट बना है 65 अरब का इन्वेस्टमेंट है, 15 से ले कर 18 लाख तक आदमी उस में काम कर रहे हैं वहाँ आप यह अहमदाबाद से ले कर दिल्ली तक ब्राडगेज करने का काम नहीं कर पाते।

दूसरी बात मैं यह कहना चाहता हूँ कि हिन्दुस्तान में 66 करोड़ लोग अब काफी जागरूक हो गए हैं और अब कुछ लोग फर्स्ट क्लास में और अयर कडीशनड डिब्बों में ट्रेवल करें, रेलवे का स्टाफ उस में ट्रेवल करे, भगवान जानता है रेलवे के किसी अफसर की बदली हाँ जाये तो वह या इन के और सेक्रेटरीज तथा दूसरे डिपार्टमेंट के लोग जो हैं वे इन फर्स्ट क्लास के कम्पार्टमेंट्स में जा कर बैठते हैं, मेहरबानी कर के यह बन्द कर दीजिए, अब जमाना यह नहीं चाहता कि कुछ लोग तो फर्स्ट क्लास में बैठे रहें, सारी सुविधाएँ उन को मिलें और बाकी सैकड़ों और हजारों लोग छत्तो पर बैठ कर चलें। आज इतनी खराब हालत रेलवे की है कि कुछ कहा नहीं जा सकता। इसलिए ऐसी व्यवस्था या तो आप कर दीजिए या गरीब जनता जाग चुकी है वह खुद कर लेगी, कानून को वह हाथ में ले लेगी। अब और वह बर्दाश्त नहीं करेगी। आप के कानून और नियम सब अच्छे हैं। या तो समाजवाद और कल्याणकारी राज का नारा बन्द कर दीजिए या फिर कल्याणकारी राज के अन्दर यह नहीं होगा कि लोग इस तरह से रेलों में चलें। अहमदाबाद से जितनी गाड़ियाँ चलती हैं उन में लोग सैकड़ों की संख्या में छत पर बैठ कर चलते हैं। मैं आप से अपील करना चाहता हूँ, आप दूरदर्शी हैं, आप काफी सोच सकते हैं भविष्य की तरफ, यदि आप ने गाड़ियों के अन्दर सुविधाएँ नहीं दी तो क्या हालत हो सकती है? यह आप खुद सोच सकते हैं।

एक मेरा निवेदन यह है कि आप और गाड़ियाँ नहीं दे सकते हैं तो कम से कम जो खारा खास स्टेशनों हैं उन स्टेशनों पर इन गाड़ियों के दो दो मिनट टहरने की व्यवस्था कर दें, जैसे एक हरीपुर स्टेशन है वहाँ दो मिनट के लिए गाड़ी खड़ी करने की व्यवस्था कर दीजिए।

एक छोटी सी गांग मैने और की थी कि राजस्थान में एक ट्रेन बड़ से लेकर बिलारा तक चला दीजिए। आज हालत यह है कि जोधपुर जाने के लिए 70 मील ज्यादा घूमकर जाना

[श्री मुल चन्द डागा]

पड़ता है और उस में 8 वंटे ज्यादा लगते हैं। मैंने कहा था कि इस का परीक्षण करा लीजिए, आप को तसल्ली हो जायगी।

रेलवे में सफाई की व्यवस्था बिल्कुल असंतोषजनक है। किसी डिब्बे में चले जाइए, गन्दगी देखने को मिलेगी, कहीं बिजली गायब मिलेगी। ये छोटी छोटी बातें हैं। स्टेशनों की हालत खराब रहती है। मेरा निवेदन है कि रेलवे का आप चाहे जितना बड़ा बजट बना दें जब तक सख्ती और मजबूती के साथ हम काम नहीं करेंगे तब तक लोगों को फायदा नहीं पहुँचेगा। 17 लाख आदमी आज उस में काम करते हैं, उनके नेता लोग चाहे भले ही हड़ताल के लिए आवाज उठाते हों, उन्हें आप बोनस दीजिए, हमें बोनस के लिए एतराज नहीं है, लेकिन अगर आप केवल उनकी सुविधा ही देखते जायें और जनता की जो मांग है उस तरफ ध्यान न दें तो बात नहीं बनेगी। आज रेलवे में यात्रा करने वाले जो दुख भोगते हैं उसकी तरफ भी आप को ध्यान देना चाहिए। मैंने कवचचन किए थे—ज्यादा बताने का समय नहीं है—मैंने पूछा था कि रेलें कितनी बार लेट आईं तो बताया गया कि अभी आंकड़े उपलब्ध नहीं हैं। मैं कहना चाहता हूँ रेल व्यवस्था के मामले में अगर आपने जनता की मांगों पर ध्यान नहीं दिया, ज्यादातर गरीब जनता जो इस देश की है उसकी मांगों पर ध्यान नहीं दिया और इसी तरह से एअर-कंडीशन्ड और फर्स्ट क्लास में घूमते रहे तो आप आज भी देख ही रहे हैं कि विद्यार्थी फर्स्ट क्लास में घुस जाते हैं।

मैं कुछ छोटी छोटी बातें आपके सामने रखना चाहता हूँ। आपने जगह जगह पर फाटक खड़े कर दिए हैं जिन पर कोई आदमी रहता नहीं है जिससे लोगों को बड़ी असुविधा होती है। मैंने कई बार इस बात की तरफ आपका ध्यान दिलाया है। फाटक के लिए जो आदमी रखे जाते हैं वे रेलवे स्टेशन मास्टर के घर पर काम करते हैं। फाटक बन्द रहता है, सामान से लदी हुई बेलगाड़ियां खड़ी रहती हैं और उनका सामान चोरी चला जाता है। मैंने कई बार हरीपुर, गुमादरा फाटकों के लिए आपका ध्यान दिलाया है। लखनऊ के सम्बन्धित अधिकारी से आप वार्तालाप कर रहे हैं। आज तीन मील घूमकर बेलगाड़ी ले जानी पड़ती है। अगर इसी तरह से आप ध्यान नहीं देंगे तो गरीब लोग कानून को अपने हाथ में ले लेंगे। हरीपुर में घंटों फाटक बन्द रहता है। पहले कहा गया था कि रात को आदमी रहेगा, रात को आदमी जाता नहीं। उस आदमी की हाजिरी तो फाटक पर दिखाई जाती है लेकिन वह काम स्टेशन मास्टर के घर पर करता है। इस तरह की जो छोटी छोटी समस्याएँ हैं उनकी तरफ भी अगर आप ध्यान नहीं देंगे तो जनता को लाभ नहीं पहुँचेगा। आपका बजट तो पास ही हो जायेगा लेकिन जनता की परेशानी भी दूर होनी चाहिए। हमारी आर्थना है आप मेहरबानी करके अहमदाबाद से

दिल्ली तक मीटरगेज को बदलकर ब्राडगेज कर दीजिए। फालना, एरिनपुरा, कहीं पर भी रिजर्वेशन की व्यवस्था नहीं है। अहमदाबाद से मारवाड़ जंक्शन तक जो गाड़ी चलती थी उसको भी आपने बन्द कर दिया है। गर्मी की छुट्टियों में हजारों की संख्या में लोग लटक कर चलते हैं। आपसे प्रार्थना है मेहरबानी करके आप इन छोटी छोटी बातों की तरफ ध्यान दें। मुझे आशा है आप हमारी इन छोटी छोटी बातों की तरफ जरूर ध्यान देंगे और उनके सम्बन्ध में जरूर कार्यवाही करेंगे।

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) : सभापति जी, भारत सरकार के विभागों में रेलवे की आज हालत सबसे बुरी है। न इसमें एकीशियेती है, न क्व-प्रालिटी है, न सेफटी है, न खाने की सुविधा है और न कहीं पर सफाई है। अगर आप सफर करेंगे तो लगेगा पता नहीं हम कहां चलें जा रहे हैं। अभी 27 तारीख को हम लगभग 15-20 संसद-सदस्य पटना गए थे डीलक्स ट्रेन से जो कि एक प्रेस्टीजियस ट्रेन है, उसकी हालत यह थी कि एअर-कंडीशन्ड डिब्बे में सेंकड़ों मक्खियां घूम रही थीं। तारिक साहब भी हमारे साथ थे, हमने खाने के लिए आर्डर दिया तो कहा गया कि यहां पर फूट सलाद और दूसरी खाने की चीजें मिल नहीं सकती हैं क्योंकि यह ट्रेन कनेक्टेड नहीं है, अलग से सिन्धा लगाया जाता है।

सभापति जी, मैंने इस संबंध में 1056 से 1061 तक कट मोशनस दिए हैं। मैं अन्त से ही शुरू कर रहा हूँ। पंचयलिटी के बारे में रेलवे बोर्ड के अनुसार मंत्री जी भी उसी आधार पर कहते हैं कि गाड़ियां 97-98 प्रतिशत समय पर चलती हैं, जब कि गाड़ियां समय पर नहीं चलती हैं—उनको यह कहना चाहिए था। हां, 97-98 परसेंट गाड़ियां ठीक समय पर नहीं चलती हैं। डीलक्स, राजधानी एक्सप्रेस सभी गाड़ियों का यही हाल है और यह कोई नई बात नहीं है। अभी परसों ही मैं डीलक्स गाड़ी से आ रहा था, वह भी चार घंटे लेट थी। अधिकारियों का कंट्रोल है, और वे जबरबस्ती रिक्वाई करा लेते हैं कि ठीक समय पर गाड़ी आती है। यदि आप गार्ड की किताब को देखें, जो राइट टाइम की एन्ट्री करता है, तो पायेंगे कि गाड़ियां ठीक समय पर नहीं चलती हैं, लेकिन इस तरफ कोई देखने वाला नहीं है। मेरा मंत्री जी से निवेदन है कि वे इस स्थिति में भी सुधार करें।

पंडित जी की ही पार्टी के श्री के० हनुमन्तया जब रेलवे मिनिस्टर थे, तब उन्होंने कहा था, जिस डिवीजन में, जिस जोन में गाड़ियां लेट चलेंगी, वहां के जनरल मैनेजर्स या डी० एस० की प्रोमोशन्स रोक दी जायेंगी। उसका अच्छा परिणाम निकला और गाड़ियों में काफ़ी इम्प्रूवमेंट हुआ। 1975-

76 में पंक्ति जी के जमाने में नाशियों में काफी सुधार हुआ था, लेकिन अब हो नहीं पा रहा है। इसलिए मैं रेल मंत्री जी से आग्रह करूंगा कि वे इस तरफ भी ध्यान दें।

दूसरी बात मैं रिजर्वेशन के करप्शन के बारे में कहना चाहता हूँ। अब रिजर्वेशन का यह मामला है, देश के और भागों की बात तो भलग है, यहाँ दिल्ली में जहाँ भारत सरकार है, रेलवे मंत्रालय है, मंत्री जी वहाँ बैठे हैं, और जब कोई रिजर्वेशन के लिए जाता है, तो कह दिया जाता है कि रिजर्वेशन खत्म हो गया है। आपकी डीलक्स की बात बता रहा हूँ, यदि मीके पर चले जायें, तो 15-20 रुपये देकर एयर कंडीशनड में आप कानपुर तक तो बड़ी आसानी से पहुँच ही सकते हैं। आखिर वह समस्या सौल्व कौन करेगा? इस तरह के जो टिकट चैकर्स हैं, उनकी जो हालत है, उसके बारे में जितना कहा जाए उतना कम है। इसलिए मैं मंत्री जी से आग्रह करूंगा कि इस तरफ भी वह तवज्जह दें, ताकि लोगों को इस प्रकार की समस्या से राहत मिल सके।

खाने के बारे में तो मैं पहले ही आपको बता चुका हूँ, जब हमने आर्डर दिया, तो उन्होंने कहा कि हम यह आर्डर सप्लाई नहीं कर सकते हैं। फिर हमने कहा कि हम लोगों को तो यह बराबर मिलता रहा है, इसी गाड़ी में मिलता रहा है। चूँकि हम मसाला नहीं खाते हैं, हमने मनेजर को बुलाकर कहा कि आप हमें इंग्लिश खाना ही दे दीं। उन्होंने कहा ठीक है, हम देंगे, लेकिन कुछ भी नहीं दिया गया, यहाँ तक कि वह सूप भी दे सकते थे लेकिन वह भी नहीं दिया गया। ठण्डा पानी तो दिया, लेकिन फ्रूट-मलाद नहीं दिया। मैं यह नहीं जानता हूँ कि उनकी क्या दिक्कत है, लेकिन मेरा मंत्री जी से आग्रह है कि वे उसकी देखें। यदि वह दिक्कत वास्तविक दिक्कत है तो उसमें सुधार किया जाए और यदि बनावटी है, तो फिर उसके लिए कार्रवाई की जाय।

तीसरी बात, जो मैं कहना चाहता हूँ वह खाने और सफाई के बारे में है। हम उनसे कम्प्लेंट बुक मांगते हैं तो कम्प्लेंट बुक नहीं दी जाती है। यदि एम० पी० के साथ इस तरह का व्यवहार है, तो आप अन्दाजा लगा सकते हैं कि आम जनता के साथ किस प्रकार का व्यवहार करते होंगे। मैं माननीय मंत्री जी से आग्रह करूंगा कि वे इस पर विशेष ध्यान दें।

इस संदर्भ में भी यदि मैं भी हनुमन्तैया जी को कोट करूँ, तो कोई ताज्जुब की बात नहीं होगी। वे कहते हैं—हमारे 750 संसद सदस्य आनरेरी इन्सपेक्टर हैं। यदि वे सदस्य किसी के बारे में शिकायत करेंगे तो उस पर कार्यवाही पहले होगी, फिर इन्सपेक्टर होगी। इस तरह से रेलवे में

बहुत हद तक सुधार हो ही सकता है, सीट-परसेट सुधार हो या न हो। मैं मंत्री जी से आग्रह करूंगा कि वे संसद सदस्यों की कम्प्लेंट्स पर कार्यवाही करें। मैं छः महीने पहले से बर्नॉन्स कम्प्लेंट्स भिजवा चुका हूँ, लेकिन अभी तक उन पर कोई कार्यवाही नहीं की गई।

श्री कमलापति त्रिपाठी : मैं उनको बिखरा रहा हूँ।

श्री राजेन्द्र प्रसाद यादव : रेलवे का बेफट और पिलफरेज पर करोड़ी खपता जाता होता है। इस की सुरक्षा के लिये इन के पास आर० पी० एफ० है। जैसा श्री जी ने अभी कहा, वह ठीक है, इसको रेलवे पिलफरेज फोर्स कहा जाय तो ठीक है। मैं ऐसा समझता हूँ कि यदि आर० पी० एफ० को हटा दिया जाय, तो रेलवे में चोरी कम हो सकती है।

पाँचवीं लोक सभा में मैंने सुझाव दिया था—हर जगह रेलवे की तरफ से क्लेम्स के केसेज को डील करने के लिये लायर्स होते हैं। मैं भी एक लायर हूँ, इसलिये मैं उनके सप-डोल्स को अच्छी तरह से जानता हूँ। उनकी व्यापारियों से सांठगांठ होती है, जो सही डिक्वा जाता है, उसको भी खाली दिखा दिया जाता है और व्यापारी उसके लिये क्लेम कर देता है रेलवे वकील कहते हैं कि रेलवे को क्लेम दे देना चाहिये। इस तरह से रेलवे को नुकसान पहुँचाया जाता है। मैंने उस समय आग्रह किया था कि इन वकीलों की टेन्योर निश्चित कीजिये, एक साल, दो साल या तीन साल, जो भी आप चाहें, वह समय निश्चित कर दीजिये ताकि उनके अन्दर यह डर पदा हो कि हम ठीक काम नहीं करेंगे तो हमको हटाया जा सकता है। इससे गड़बड़ी को किसी हद तक रोका जा सकता है।

समापति महोदय : जो नये आयेंगे, वे कैसे होंगे, क्या इस का आप को अन्दाज है?

श्री भगवत शर्मा अजाब (भागलपुर) : यही होगा कि सांपनाथ आयेंगे, नागनाथ आयेंगे।

श्री राजेन्द्र प्रसाद यादव : ठीक है, यदि यही सिलसिला चालू रखना है तो हम को कुछ नहीं कहना है।

श्री कमलापति त्रिपाठी : आप जिस को कहियेगा, उसको रख लेंगे।

श्री राजेन्द्र प्रसाद यादव : मैं यह चाहता हूँ कि वह टेन्योर पोस्ट हो। अब मैं सिम्प्योरिटी की बात पर आता हूँ। रेलवे में आज कम रात में चलना खतरे से खाली नहीं है। यात्रियों की सुरक्षा के लिए आर० पी० एफ० और जी० आर० पी० के

लोग चलते हैं। उनकी इयूटी मात्रियों की सुरक्षा है, लेकिन वे सब फर्स्ट क्लास के डब्बों में भरे रहते हैं। अगर कोई बोनाफाइड पैसेन्जर आ जाय, तो टी० सी० उसको कहते हैं कि हम क्या करें, मैं इनसे खाली नहीं करा सकता हूँ, ये हमको बन्द कर देंगे। मैं मंत्री महोदय से आग्रह करना चाहूँगा कि वे इसको देखें। मैं जानता हूँ कि वे कह देंगे कि ये स्टेट के स्टाफ हैं, फिर भी मैं चाहता हूँ कि आप इसकी कोई उचित व्यवस्था करें ताकि बोनाफाइड पैसेन्जर्स को दिक्कत न हो और उनको जगह मिल सके।

श्री भागवत झा आजाद : उनके लिये कोई डी क्लास कर दीजिये।

श्री राजगुरु प्रसाद यादव : तब टीक है, मुझे कुछ नहीं कहना है। फर्स्ट क्लास को जरूर फ्री कर दीजिये ताकि बोनाफाइड पैसेन्जर्स को जगह मिल सके।

गाई ट्रेन का मास्टर कहा जाता है—यह डेफिनीशन है। लेकिन गाईस के ब्रेकवान की क्या हालत है, बार-बार यह बात यहाँ पर उठाई गई है। यदि माननीय मंत्री जी या उनके दोनों सहयोगी मंत्री एक स्टेशन से दूसरे स्टेशन तक ही चलकर देख लें तो उनको उनकी कठिनाईयों का आभास हो जायेगा। माननीय विपक्षी जी ने कुछ कदम जरूर उठाये हैं, लेकिन फिर भी सुधार की बहुत गुंजाइश है। एक स्टेशन से दूसरे स्टेशन तक जाने मात्र से आप को पता चल जायगा कि उनकी ब्रेकवान यात्रो के लायक है या नहीं है। हमें उनकी सुविधा और सेपटी की देखना चाहिये। इसलिये मैं आग्रह करूँगा कि उधमें ज्यादा से ज्यादा सुधार होना चाहिये।

एक बात जो मैं बजट पर ध्यान बहस में नहीं कह पाया था, अब कहना चाहता हूँ और वह है बोनस के बारे में। रेलवे ने माना है कि रेल कर्मचारियों को प्रोडक्टिविटी बोनस दिया जाय, लेकिन डेफिनीशन के मुताबिक बोनस डेफॉ-बेस है। अब जहाँ तक फायदे की बात है—अगर इनके पदाधिकारी नहीं चाहेंगे तो फायदा नहीं हो सकता है, ऐसी स्थिति में उस कर्मचारी का कोई धौब नहीं है। उसने तो ईमानदारी से काम किया है, फिर भी उसे बोनस न मिले, यह न्याय नहीं है। अतः इस पर फिर से विचार किया जाना चाहिये और उनको अधिकार के तौर पर बोनस दिया जाना चाहिये।

रनिंग स्टाफ की डेफिनीशन में ऐसी व्यवस्था है कि जो ट्रेन के साथ चले उसको रनिंग स्टाफ में माना जाता है, बेकिंग स्टाफ भी ट्रेन के साथ चलता है, लेकिन उसको रनिंग स्टाफ नहीं माना जाता है। 1931 से पहले ऐसी व्यवस्था थी

कि बेकिंग स्टाफ को रनिंग स्टाफ माना जाता था, लेकिन बाद में पता नहीं क्या गड़बड़ी हुई कि उसको रनिंग स्टाफ की कैटेगरी से हटा दिया गया, जिससे वे बहुत सी सुविधाओं से वंचित हो गये हैं। मैं चाहता हूँ कि इस वर्तमान डेफिनीशन को बदला जाय और उनको भी इसमें इन्कलूड किया जाय।

बहुत से इम्पार्टेंट जंक्शंस हैं, खास कर बरौनी के बारे में कहना चाहता हूँ कि, जहाँ के ए०एस०एम० का सालों से प्रमोशन नहीं हुआ है। इनके बल पर ही गाड़ियाँ चलती हैं। आपने 18 एडीशनल जनरल मैनेजर्स बहाल कर दिये हैं। मैं चाहूँगा कि इन लोगों को भी प्रमोशन दी जानी चाहिये।

सभापति महोदय, ट्रेड यूनियन एक्टिविटीज वर्कर्स का संवैधानिक अधिकार है। लेकिन ट्रेड यूनियन एक्टिविटीज में भाग लेने पर यूनियन के पदाधिकारियों का तबादला किया जाता है। मैं एक उदाहरण देना चाहता हूँ। एक प्रनाथ सिंह, दरभंगा में लोको के प्रांच इन्स्पेक्टर थे। उनका इसलिये ट्रांसफर कर दिया गया कि वह ट्रेड यूनियन एक्टिविटीज में भाग लेते थे। मैं मंत्री जी से आग्रह करूँगा कि ट्रेड यूनियन एक्टिविटीज में भाग लेने के कारण तबादला न किया जाय और जिनका तबादला किया गया है उनको वापस उसी स्थान पर भेजा जाय जिससे कि वे यूनियन का काम कर सकें।

अन्त में मैं दो-तीन बातें कह कर समाप्त कर रहा हूँ। पटना बिहार की स्टेट केपिटल है। वहाँ से दिल्ली के लिये कोई डायरेक्ट ट्रेन नहीं चलती है। दिल्ली की वहाँ से गुजरने वाली ट्रेनों से तो कनेक्ट किया गया है लेकिन वहाँ से चलने वाली किसी ट्रेन से कनेक्ट नहीं किया गया है। मैं मंत्री जी से माँग करूँगा कि पटना से रात की कोई ट्रेन चले जो दूसरे दिन सुबह दिल्ली पहुंच जाय। इससे वहाँ के लोगों को सुविधा होगी अगर वहाँ रेल-कम रोड ब्रिज हो जाय बड़ी अच्छी बात होगी। पटना स्टेट केपिटल है।

अन्त में धन्यवाद देने से पहले मैं एक बात और कहना चाहता हूँ। जयन्ती जनता और विक्रम शिला ट्रेन्स के बारे में हमने भी लिखा, और माननीय सदस्यों ने भी लिख कर भेजा है कि वह ट्रेन नई दिल्ली को टच करनी चाहिये जिससे कि तमाम लोगों को सुविधा हो। लेकिन उधर ध्यान नहीं दिया गया है। मैं आग्रह करूँगा कि मंत्री जी कल से ही ऐसी व्यवस्था करें कि वह ट्रेन नई दिल्ली को टच करने लगे।

MR. CHAIRMAN: Mr. Ravindra Varma. I hope you will be brief.

SHRI RAVINDRA VARMA (Bombay North): I will not take more time that I am entitled to.

Mr. Chairman, the Railways constitute the basic skeletal framework of the infrastructure of transportation in our country; and it is, therefore, natural that, when the House gets an opportunity to discuss the performance and problems of the Railways, one hears expressions the anxiety that Members have at the prospect of the ossification of this skeletal framework and the anxiety that Members have that this skeletal framework should have the necessary resilience to bear the burden that will be placed on such a framework. I shall not deal with the various problems that come to our mind on an occasion like this, because my distinguished colleague and friend, the Rt. Hon. gentleman from Ratnagiri, has dealt ably and effectively with the various aspects of the Budget that the House is discussing. But I would like to refer to a certain aspect of the services that the Railways render.

It is well known that, of the ten million total passengers that the Railways carry every day, more than five million passengers are commuters who travel from their places of residence in the adjuncts of urban conglomeration to the areas and centres of work that they go to in the towns.

There are many urban centres in this country. I shall not refer to all of them. But it is necessary for us particularly to understand that, in any future plan for the development of transportation of the railway system that we have, we have to give adequate attention to the requirements of these urban areas and the suburban areas that surround those urban areas. Because of the fact that the Railways can provide these services with speed, because of the fact that they can cover arterial routes overground and underground,

because of their ability to work to a time schedule, because of the expectations and possibilities of punctuality in the railway system, because of their carrying capacity, because of the frequency of services that they can offer and the expectation of low cost of transportation, it is but natural that the railway networks will have to bear the brunt of the burden of providing services in the urban and suburban areas. Any development, therefore and any budget which tries to incorporate ideas of development, therefore, will have to have a background of perspective planning. I am glad my distinguished friend, the Planning Minister, Mr. Narain Dutt Tiwary is also present here at this hour. It is necessary that there must be a tempering of any budget of this kind—I am afraid Panditji has a feeling that he has been ignored, he has not been ignored. . .

AN HON. MEMBER: They are old friends.

SHRI RAVINDRA VARMA: If I can refer to my relationship . .

SHRI KAMLAPATI TRIPATHI: I was asking Narain Duttji that you were fast friends sometime back.

SHRI RAVINDRA VARMA: The friendship remains but the fastness might have disappeared in certain quarters, Panditji.

SHRI KAMLAPATI TRIPATHI: That is all right. . . .

AN HON. MEMBER: Because you have gone fast.

SHRI RAVINDRA VARMA: I am glad that I could go far, not fast. . . .

SHRI KAMLAPATI TRIPATHI: . . . go fast.

SHRI RAVINDRA VARMA: I don't think that Panditji would like to encourage competition in leading a fast life.

**SHRI BHAGWAT JHA AZAD:** It is a very unfair remark that you have made.

**SHRI RAVINDRA VARMA:** Sir, I was referring to the need to have a perspective planning for the development of services in the urban and suburban areas.

Referring to Bombay I would like to point out that Bombay city is served by two systems—the Central and the Western Railway systems. The complaints of break-down, inefficiency, unpunctuality and even accidents are more in the case of the Central Railway system and not so many in the case of the Western Railway system. The reason for this is the disparity in the calibre and competence of the equipment on which these two systems operate. My distinguished friend, Prof Dandavate, the other day referred to an aspect of this matter. As far as the western railway system is concerned, the rakes that are used are indigenously produced. Therefore, there is an insurance against the effect of wear and tear, the need for repair and the need for replacement, but, in the case of the Central Railway, unfortunately, it transpires that 31% of the rakes that are currently in use are imported rakes. In 1960, if I am not wrong, a decision was taken to depend on imported rakes to the extent of 31% for the Central Railway system. Sir, when you depend on imported equipment, there is a danger that this equipment may become obsolete. The manufacturer who produces may no longer be producing the spare parts or even the whole machinery or the rake that you want to import. Therefore, your system becomes vulnerable. When you do not have the equipment, when you do not have the facilities for repair and the spare parts necessary for repair, you become vulnerable, vulnerable to inefficiency, vulnerable to delay and vulnerable to accidents. Therefore, it is necessary to see that something is done to correct this situation.

It is no longer possible for us to get traction motors and compressors for these rakes from abroad. The designs are not available with us. The UK firm from which we ordered these rakes no longer produces these rakes. It is, therefore, necessary for us to take on hand some programme, some steps for correction. I understand that in the Budget that my distinguished friend, Kamapatiji has placed before the House, there is a provision of nearly Rs. 100 crores for new rakes. I would not suggest that all this money be spent on the Central Railway. Obviously, there are requirements elsewhere. But I would certainly plead with him to bear in mind the special vulnerability the Central Railway system suffers from and, therefore, to give it such priority as is required to correct the situation.

Now, frequency is a very important question as far as the railway services are concerned. I understand from the reports that have been presented that one of the factors that are standing in the way of increasing frequency is the saturation point that has been reached in the terminal capacity in Churchgate and Victoria Terminus in Bombay.

Obviously, it is necessary to augment this terminal capacity so that the frequency might be increased. Here I would like to refer to the fact that there were proposals earlier to build up Charnak Bunder as another terminal point. I hope attention will be devoted to this. While expanding the terminal capacity at these points and increasing the efficiency of the services, many factors could be taken into account. Even with the available facilities, the number of rakes that are available with us, with re-adjustment of time-schedules with increased stoppages wherever necessary and by extending shuttle services wherever necessary, it might be possible to have better and more efficient and more adequate coverage. Here I am reminded of the situation in my constituency. For example, there are



people in Bombay living in Dahanu or Palghar. Because suburban areas are also expanding areas—suburbs keep on expanding—as every resident in a city knows, there are shuttle services to distant places like Dahanu Road and Palghar which come into areas near Bombay. There are people who live in Palghar, in Virar, in Bassein who travel for their work to Bombay. These shuttle service unfortunately taper off at Virar. If they could be extended upto Borivili or Andheri, a link could be provided and the existing services, the net work, can be better utilised.

Then, Sir, I would refer to another very important point.

MR. CHAIRMAN: I hope this is your last point.

SHRI RAVINDRA VARMA: No, Sir. This is not my last point. I would like to be brief and I would not like to take much time of the House. If there is redundancy, you can stop me.

MR. CHAIRMAN: I never meant that.

SHRI RAVINDRA VARMA: Then about the safety of women. That is my next point. I am sure you would not like to interrupt me knowing the temper of the House on this question. There has been a persistent demand in Bombay for the addition of another coach in the suburban trains for women who travel by them. This is wellknown to the hon. Minister. Therefore, it is very essential to explore the possibility of augmenting the present number of coaches and have another additional reserved coach for women in suburban trains. I will also refer to their safety while travelling in these coaches. It is not necessary to take the time of the House to emphasise the need for safety.

But, I would only plead with the Hon. Minister to accept the demand that has been made on behalf of the travelling women public that there must be an armed reserved guard in each women's compartment in the trains in Bombay. Now, Sir, I will make a reference to fares as well.

There has been a 15 per cent increase on the suburban season tickets. It is quite understandable that the Railway Minister, however proficient a magician he may be, has to deal with freights and fares. His income comes from freights and fares. Therefore, he will have to tinker with them and, perhaps, to increase them. But, then what happens? As far as the urban work force is concerned, their incomes are limited. If they ask for an increase in neutralisation of the cost of living, their D.A. becomes a matter of debate and resentment. It is, therefore, necessary to find some way of at least alleviating the burden cast on the urban workers by this incidence, whether they are industrial workers or middle-class workers. How can this be done?

The other day, my hon. friend, made a suggestion in this House. And that was that, an effort should be made to persuade employers to subsidise, to bear, a part of this incidence. This is not a preposterous suggestion. I would like to point out to you that enlightened employers including the Government have accepted the idea of subsidised accommodation or housing for workers; they have accepted the idea of subsidised transport for workers. There are many private companies which run their own transport systems for their workers. Therefore, in principle, the idea of subsidised accommodation, the idea of subsidised transportation has been accepted. Therefore, when it is said that an effort should be made by discussion with the employers to find out whether it is not possible to persuade them to accept a share of this burden, this burden cast on the meagre income of urban workers, it should not be brushed aside as preposterous. I hope the hon. Minister, who is wellknown for his competence and powers of persuasion, will address himself to this task among the many other tasks that he has. I hope he can persuade the employers and, if necessary, bring forward necessary legislation for this purpose.

Now, Sir, I want to refer to the disabled. Government has decided and declared that three per cent of jobs should be reserved for disabled people, that is, those who do not have arms, who do not have legs and who use crutches. Their potential for employment is still there though they are not as mobile as we are. Therefore, when you say that three per cent of the jobs should be reserved for them, there must also be facilities provided to them, to move, for travel to their areas of work. Most of them work in urban areas and so they have to board and use these trains.

Any hon. Member who has attempted to board a suburban electric train during peak hours or, who has at least witnessed the spectacle of others trying to board these trains during the peak hours must know how difficult it is even to get into a first-class compartment. You have often to stand from Borivili to Churchgate. Therefore, Sir, I would appeal to the humanitarian sense and sense of fair play and justice of my hon'ble friend the Railway Minister, and appeal to him to provide some special facilities to them. I would remind him that a demand has been made on their behalf that where a bonafide disabled person who is employed can provide a certificate of employment he may be allowed to travel by first class even if he holds a second class season ticket. I would recommend it for the sympathetic consideration of my hon'ble friend, the Railway Minister.

16.56 hrs.

(MR. DEPUTY-SPEAKER in the Chair)

Sir, I am concluding by making a very brief two sentence appeal to the Hon. Minister so increase facilities for drinking water on the suburban railway stations, and to improve the efficiency of the canteens and ensure that these canteens work late hours, since in a city like Bombay there are workers who work in the night shifts. Therefore, I will appeal to him to explore the possibility of improving the efficiency and extending the hours of the canteens so that they can serve the workers who work in the night

shifts. The need for safety has already been referred to by many hon'ble Members. I join them in underlining this point. Reference was made by Mr. Mhalgi to the recent dacoity that took place in Dehra Dun Express between Borivili and Jogeshwari both of which happen to be in my constituency. I would, therefore, join every hon'ble Member who has appealed for the increase of safety on the trains so that passengers may travel with a sense of security.

श्री गिरधारी लाल व्यास (भीलवाडा) :  
उपाध्यक्ष महोदय, सब से पहले मेरा निवेदन है कि श्रमिकों को रेलवे बोर्ड में प्रतिनिधित्व दिया जाये, क्योंकि मालिक और मजदूर के बीच में जिस प्रकार के सम्बन्ध होने चाहिए, उस प्रकार के सम्बन्ध बिना उन्हें प्रतिनिधित्व दिये नहीं जा सकते हैं। रेलवे बोर्ड में श्रमिकों को प्रतिनिधित्व देने से रेलवे प्रशासन और कर्मचारियों के सम्बन्ध अच्छे और मधुर होंगे और आये-दिन ग्राम-हटताल वैंगरह से देश का जो बड़ा नुकसान होता है, हम उस नुकसान से बच सकेंगे। इस लिये रेलवे मंत्री महोदय से मेरा निवेदन है कि मजदूरों को भी रेलवे बोर्ड में प्रतिनिधित्व दिया जाय।

मीटरगेज की लाइनों के लिये, खाम तौर से उन लाइनों के लिए जो राजस्थान और मध्य प्रदेश आदि पिछड़े हुए इलाकों में फैली हुई हैं, कोई अलग व्यवस्था है। इस कारण जब भी मीटरगेज में नई लाइनों का सुझाव दिया जाता है, तो उस पर कोई विशेष ध्यान नहीं दिया जाता है। ज्यादा ध्यान ब्राडगेज लाइनों पर देकर उन्हें बढ़ाया जाता है। इसलिये मीटरगेज लाइनों बहुत पिछड़ गई हैं। हम सुझाव देने हैं कि अणुक अणुक स्थान पर नई रेलवे लाइन बिछाई जायें, ताकि रेलवे की वजह से सारे देश में जो डेवलपमेंट हो रहा है, उस प्रकार के डेवलपमेंट में राजस्थान पिछड़ न जाय, मगर ऐसे सुझावों पर ध्यान नहीं दिया जाता है। इस लिये मेरा सुझाव है कि मीटरगेज का एक अलग जोन बनाया जाय और उसके अन्तर्गत ज्यादा से ज्यादा नई लाइनें बिछाई जायें, जिससे पिछड़े हुये क्षेत्र, खास तौर से राजस्थान, आगे बढ़ सके और उनके विकास में गति आ सके।

मेरा एक तीसरा सुझाव है कि अजमेर से खंडवा के बीच में कुछ स्थान ऐसे हैं कि जो बहुत इम्पोर्टेंट हैं खास तौर से गुलामपुरा और रायला जो बिजनेस की बड़ी-बड़ी मंडियों में गिने जाते हैं। वहाँ कोई स्टेशन की व्यवस्था नहीं है। ऐसे बड़े बड़े स्थानों पर जब स्टेशन की व्यवस्था न हो और वहाँ से माल का लदान न हो वहाँ के वैसेन्जर्स के लिये आने जाने की व्यवस्था न हो, फास्ट ट्रेन के रुकन की व्यवस्था न हो तो कितना व्यवधान और रुकावट वहाँ की तरफकी में आती है? इसलिये मैंने यह सुझाव दिया था कि रायला और गुलामपुरा जहाँ बड़ी बड़ी मंडियाँ हैं और बड़े बड़े कल कारखाने हैं वहाँ स्टेशन बनाये जायें

घौर याँड बनाया जाय ताकि वहाँ पर माल उतारने घौर चढ़ाने की व्यवस्था हो सके। उस के लिये विशेष प्रकार से प्रबंध किया जाये, तब जाकर उन मंडियों घौर कल-कारखानों का लाभ समुचित रूप से लोगों को हो सकता है।

भीलवाड़ा जिला एक औद्योगिक क्षेत्र के रूप में तेजी से बढ़ता जा रहा है। यहाँ पर कई कपड़े के उद्योग हैं, माइका के उद्योग हैं घौर दूसरे छोटे मोटे बहुत से उद्योगधन्धे वहाँ पनप रहे हैं। पिछले दो तीन सालों के अन्दर जो कोयला वहाँ के लिये उलब्ध होना चाहिये था वह वैगनों के अभाव से वहाँ नहीं पहुँच सका जिससे उन उद्योगों को काफी नुकसान हुआ है। पिछले सालों में जितने ले-ग्राफ कपड़े की मिलों में घौर दूसरे कल-कारखानों में किये गये उसकी वजह से हजारों मजदूरों को अपनी बेजम का नुकसान उठाना पड़ा। अगर कोयला वहाँ ठीक तरह से पहुँच जाय तो ये कल कारखाने चल सकते हैं घौर उनमें उत्पादन हो सकता है। इसके लिये मैंने रेल मंत्री घौर ऊर्जा मंत्री दोनों को निवेदन किया। एक का कहना है कि कोयला नहीं मिलता, दूसरे का कहना है कि वैगन नहीं मिलते हैं। इन तरह से उम क्षेत्र की उन्नति में बड़ी रुकावट आ रही है। इसलिए मेरा निवेदन है कि जितने भी उद्योगधन्धे वहाँ चल रहे हैं, वे ठीक तरह से चल सकें, इस दृष्टि से रेल मंत्रालय घौर ऊर्जा मंत्रालय दोनों में ऐसा कोऑर्डिनेशन बैठाना चाहिये जिससे कि होना भी उलब्ध हो घौर वैगन भी मिलें ताकि वे उद्योग धन्धे अच्छी तरह से चल सकें, उन्हें लाभ करने वाले मजदूरों की मजदूरी का भी नुकसान नहीं हो, जो प्रोडक्शन हम करना चाहते हैं वह प्रोडक्शन हो घौर उमसे सारे देश को राहत मिले। इस दृष्टि से इस प्रकार का प्रयत्न निश्चित रूप से इस क्षेत्र में करना चाहिये।

अजमेर घौर खंडवा मार्ग पर एक गाड़ी चलनी है - मीनाक्षी गाड़ी वह हफ्ते में दो दिन आती है घौर दो दिन जाती है। उम क्षेत्र के लिये हमने यह मांग की थी कि यह गाड़ी सातों दिन आये घौर सातों दिन जाये तो उससे बहुत बड़ी रिलीफ वहाँ के लोगों को मिलेगी। उम क्षेत्र के डेवलपमेंट को भी उससे फायदा होगा। इसलिए उस मीनाक्षी गाड़ी को प्रति दिन चलाने की व्यवस्था करें। इसके अलावा अजमेर खंडवा मार्ग पर अधिक संख्या में तेज गाड़ियां चलाई जायें।

चेतक एक्सप्रेस उदयपुर से दिल्ली तक चलती है। अलवर तक तो वह गाड़ी काफी ठीक आती है लेकिन इसके बाद वह हर एक स्टेशन पर ठहरती है घौर इससे इतनी देर होती है कि उस का अन्वज नहीं लगा सकते। एक पैसेन्जर ट्रेन जो थोड़ी सी एरिया में चलती है उससे भी ज्यादा

बुरी हालत उसकी है। इसलिये इस चेतक ट्रेन को दिल्ली तक ऐसी व्यवस्था की जाय कि वह एक्सप्रेस ट्रेन हो घौर जल्दी से जल्दी दिल्ली पहुँच सके।

मैन दो नई रेलवे लाइनों के लिये प्रायोजना की थी। राजस्थान एक पिछड़ा क्षेत्र है। मालपुरा से नाथद्वारा घौर व्यावर से भीलवाड़ा ये दो लाइनें अगर बिछा दी जायें तो उससे इस पिछड़े क्षेत्र में काफी सुविधा लोगों को हो सकती है। नाथद्वारा घौर मालपुरा के बीच में बड़ी बड़ी मंडियां हैं केकड़ी, शाहपुरा, बनेड़ा, भीलवाड़ा घौर गंगापुर घौर इसी प्रकार से कांकरोली घौर नाथद्वारा बहुत बड़े बड़े तीर्थस्थान हैं जहाँ रात दिन हजारों पैसेन्जर ट्रेवल करते हैं। अगर ये लाइनें बिछा दी जायेंगी तो निश्चित रूप से उम क्षेत्र का बहुत बड़ा विकास होगा घौर वहाँ के लोगों को काफी मज्जुनियत मिलेगी। व्यावर से भीलवाड़ा के बीच में लाइन बिछाने के लिये उसका सर्वे करने के लिये निवेदन किया था। मैंने इसलिये यह निवेदन किया क्योंकि उम क्षेत्र में किसी प्रकार की कोई कम्युनिकेशन नहीं है। 70 किलोमीटर में अगर यह लाइन बिछा दी जाय तो उम क्षेत्र को बहुत बड़ा फायदा पहुँचेगा।

हमने यह भी सुझाव दिया था कि दिल्ली अहमदाबाद के बीच में छोटी लाइन को बड़ी लाइन में परिवर्तित कर दिया जाए। जब तक इसको छोटी लाइन से बड़ी लाइन नहीं बनाया जाता है तब तक अलग अलग स्थानों पर लोडिंग अनलोडिंग से बड़ा नुकसान होता है घौर देरी भी होती है। मंत्री जी ने अभी कुछ दिन पूर्व रेल बजट पर बहस के समय स्वीकार किया था कि इस संबंध में वे कोई न कोई निर्णय लेंगे। मेरा निवेदन है कि अगर इस छोटी लाइन को बड़ी लाइन में बदल दिया जाता है तो उससे राजस्थान को बहुत फायदा होगा घौर वहाँ की विकास योजनाओं को बड़ी गति मिलेगी।

इन शब्दों के साथ आपको धन्यवाद।

श्री राम वता : शास्त्री : (पटना) : उपाध्यक्ष महोदय, सबसे पहले दूसरे दर्जे के रेल भाड़े में घौर माल भाड़े में जो वृद्धि की गई है, उसका मैं विरोध करता हूँ घौर मंत्री जी से निवेदन करता हूँ कि वे कम से कम दूसरे दर्जे के यात्रियों के साथ कृपा करें।

दूसरे, अभी यहाँ पर दो माननीय सदस्यों ने कुछ बातें कही हैं, हमारे लोकदल के साथी श्री चन्द्रदेव प्रसाद वर्मा तथा श्री घोर 0 पी 0 यादव जी ने, उनकी बातों का मैं समर्थन करता हूँ, उन्होंने बहुत उपयोगी सुझाव दिये हैं तथा मंत्री जी को उनके सुझावों पर विचार करना चाहिये।

सौतरी बात में कटौती प्रस्तावों के बारे में कहना चाहता हूँ। 1249 कटौती के प्रस्ताव प्रस्तुत किये गये जिनमें मैंने भी कटौती के प्रस्ताव पेश किये जिनकी संख्या 244 है। मैंने इन पर पर बड़ी मेहनत की है और अगर पंडित जी उनको पढ़ेंगे या उनके सहयोगी पढ़ेंगे तो बहुत छोटी 2 बातें हैं जिनका निराकरण पढ़ते ही वे कर देंगे। मैं इसलिये कह रहा हूँ कि उन्हें ठीक से इनको पढ़ना चाहिये, रेलवे बोर्ड के अधिकारियों को भी पढ़ना चाहिये, जो भी रेल चलाने से संबंधित लोग हैं वे अगर पढ़ेंगे इन सारे कटौती प्रस्तावों को तो बहुत से आवश्यक काम ढोड़ा सा ध्यान देने पर ही हो जायेंगे।

यहां पर गाड़ियों के विलम्ब से चलने की बात बहुत कही गई है। मैं समझता हूँ अब टाइम-टेबिल में लिख देना चाहिए कि तमाम गाड़ियां विलम्ब से चलेंगी। पंडित जी जब बजट का जवाब दे रहे थे तो उन्होंने स्वीकार किया था कि तीन, चार और पांच घंटों लेट गाड़ियां चल रही हैं और यह तेज गाड़ियां हैं, पैसेंजर गाड़ियों की तो बात ही मत पूछिये, आज आने वाली गाड़ी अगर कल भी पड़च जाय तो गनीमत है। अभी 30 जून को लोकसभा और राज्यसभा के एक दर्जन प्रमुख संसत्सदस्य, जिनमें लोकसभा के भूतपूर्व अध्यक्ष श्री बलिराम भगत और चन्द्रमोखर सिंह भी थे, श्री आर० पी० यादव भी थे, जिस डीलक्स गाड़ी से आये वह चार घंटों लेट थी जिसका नतीजा यह हुआ कि श्री आर० पी० यादव अपने ध्यानाकर्षण प्रस्ताव में भाग नहीं ले सके और मैं अपने प्रश्न के लिये, जो बहुत महत्वपूर्ण था, उपस्थित नहीं हो सका। मेरे मन में तो ऐसा लगता है कि इससे सदन की मर्यादा भंग का सवाल पैदा होता है। अगर गाड़ियों को लेट चलाकर के हमको रोकते हैं जिससे हम सदन का काम नहीं कर सकते तो यह मर्यादा भंग का सवाल होगा। पंडित जी के सामने तो मैं इस तरह की बातें ज्यादा बोल नहीं पाता हूँ, लेकिन यह रेलवे बोर्ड किस मर्ज की बजा है। लोग कहते हैं कि रेलवे बोर्ड तो सुफेद हाथी के समान है, लेकिन पंडित जी से मैं इतना निवेदन जरूर करूंगा कि उनके ऊपर मजबूत पीलवान की जरूरत है। अगर मजबूत पीलवान नहीं होंगे तो जाहिर है कि रेलवे बोर्ड कुछ काम नहीं कर सकेगा। मैं तो समझता हूँ कि सिर्फ गाड़ियों के विलम्ब से चलने के अपराध में रेलवे बोर्ड को डिसमिस कर देना चाहिये। मेरा तो इस संबंध में आपसे यही निवेदन है, क्या जरूरत है रेलवे बोर्ड की जब गाड़ियों ठीक समय पर नहीं चलती है। गाड़ियों में सफाई नहीं है, बब तो मक्खी और मच्छर डिलक्स गाड़ी में भी प्रवेश कर गये हैं। तिनसुकिया के एयर-कंडिंशंड डिब्बों में, दूसरे दर्जे की बात तो आप छोड़ दीजिये, भी मच्छर और मक्खियां बस

गई हैं। मेरा आपसे निवेदन है कि आप इसको ठीक कीजिये, क्योंकि इससे लोगों के काम में बहुत हर्ज होता है।

श्री भागवत झा आजाद : पोलिटिकल मच्छर की बात कर रहे हैं।

श्री रामायतार शास्त्री : पोलिटिकल मच्छर तो हम और आप हैं।

श्री भागवत झा आजाद : मैं नहीं हूँ, आप हैं।

श्री रामायतार शास्त्री : 23 तारीख को संजयगांधी की शव यात्रा में भाग लेने के लिये विक्रम शिला एक्सप्रेस में दूसरे दर्जे के दो डिब्बे जोड़े गये और वह गाड़ी पटना से चली मैं भी उसी गाड़ी से आ रहा था तो सीकेंड क्लास और फर्स्ट क्लास में यात्रियों को पानी के बंगर बहुत परेशानी हो रही थी। वे बेचारे लोग पानी के लिये इधर-उधर दौड़ते रहे, लेकिन उन को पानी नहीं मिला गाड़ियों में पंखा नहीं बत्ती नहीं। पानी नहीं मिला।

उपाध्यक्ष महोदय, अब मैं भोजनालय के संबंध में मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ अभी भी ज्यादातर भोजनालय निजी कान्ट्रैक्टर्स के हाथ में हैं। जब तक ये भोजनालय इन कान्ट्रैक्टर्स के हाथ में रहेंगे, तब तक खाने की स्थिति भी सुधर नहीं सकती है और अब तो दाम भी बढ़ गये हैं। पहले खाना 3.25 रु० में मिलना था, लेकिन अब 3.80 रु० में मिलना है और उसमें भी दही, लड्डू आदि को छोड़कर और जो कुछ दिया भी जाता है उसकी मिकदार भी कम कर दी गई है। इसमें ६ घंटाचार भी अपनी जगह पर है।

मैं अब एक उदाहरण कटिहार का देना चाहता हूँ। पहले कहा गया था कि छ से ज्यादा कान्ट्रैक्ट एक आदमी को नहीं दिये जायेंगे, लेकिन कटिहार में एक आदमी को 23 डार्निंग कार विभिन्न गाड़ियों में चलती हैं, उन गाड़ियों के नाम हैं असम मेल, एम०जी० कामरूप एक्सप्रेस, इन सब गाड़ियों में उस व्यक्ति के कान्ट्रैक्ट हैं। उस कान्ट्रैक्ट में भी ओरिजिनल आदमी तो मर गया लेकिन वे कान्ट्रैक्ट उनके बाल-गण्ठों के नाम पर अभी भी चल रहे हैं। जिस समय स्व० ललित नारायण मिश्र जी रेल मंत्री थे, मैंने उनको भी कई पत्र लिखे थे। उन्होंने जवाब भी दिये और कहा कि मैं विभागीय भोजनालय चालू करूंगा। इस संबंध में दंडवते जी के जमाने में भी आश्वासन के बावजूद कुछ नहीं हुआ। मेरा मंत्री जी से अनुरोध है कि वह इसकी जांच करावें और देखें कि वहां किस प्रकार की हालत है। उस व्यक्ति को हर महीने पन्द्रह हजार रु० की घासदानी

होवी है । कटिहार में ही जहाँ पर माल की चार्ज-उतराई होती है, उसमें अष्टाचार है । बड़े-बड़े अफसरों का उसमें हाथ है । मैं मंत्री जी को अलग से लिख कर दूंगा, डिप्टल के साथ, कि कौन अफसर कितना रुपया खाता है । यह मैं देने वाला हूँ, लेकिन यहाँ पर नाम नहीं लूंगा, क्योंकि वह उचित नहीं होगा । हो यह रहा है कि नाम रखा जाता है—श्रमिक सहयोग समिति—लेकिन चलाने वाले श्रमिक नहीं होते हैं । बड़े-बड़े अफसर या जैसे अग्रवाल एड कंपनी है, ऐसे लोग उनको चलाते हैं और मोनोपोली बनाये हुए हैं और इस तरह की गड़बड़ चल रही है ।

अब मैं कैजुअल लेबर का मवाल लेता हूँ । पंडित जी, आज भी लगभग 3 लाख कैजुअल मजदूर हैं और वे 15-20 वर्षों से काम कर रहे हैं । मैं निवेदन करूंगा कि कम से कम उनको नियमित कर दीजिये ।

MR. DEPUTY-SPEAKER: You have got only 6 minutes. 2 more Members of your party have sent their names.

SHRI RAMAVATAR SHASTRI: Please give time to them also. But don't cut my time. I am not telling anything unnecessary.

MR. DEPUTY-SPEAKER: How much more time do you need?

श्री रामावतार शास्त्री : About 2 or 3 minutes. इसके बाद अब मैं पटना के रेल पुल की बात को लेना चाहता हूँ । पांच सालों से उसकी पूना में जांच चल रही है, यह क्या तरीका है, कछुग की चाल को भी मात कर दिया गया है । कछुग धीरे-धीरे चलता है, लेकिन ये जांच करने वाले तो उसकी चाल से भी पीछे हो गये हैं । मैं निवेदन करना चाहता हूँ कि यह पुल बहुत जरूरी है, इसकी तरफ तुरन्त ध्यान दिया जाये ।

ईस्टर्न रेलवे में इस समय 362 बालंटीयर बुकिंग क्लर्क्स काम कर रहे हैं और पिछले चार-पांच वर्षों से कर रहे हैं । इनको नियमित करने का सवाल है । मैं पंडित जी से उम्मीद करता हूँ, इतनी मेहरबानी तो वे अवश्य करेंगे—उनको अवश्य रेग्युलर कर दीजिये ।

डेली पेसेन्जर्स के सवाल को लीजिये । पटना स्टेट का कैपिटल है और रोजाना बहुत बड़ी संख्या में लोग वहाँ आते-जाते हैं । गाड़ियों के

छोड़ने के बारे में रोज रेलवे-कंट्रोल से झगड़ा होता है । कम से कम उनकी सुविधा का ख्याल करके कुछ-कुछ किया जाना चाहिये ।

तिनसुखिया मेल पटना होकर आती हैं । वहाँ से आने वालों के लिये इम ट्रेन में न कोई फर्स्ट क्लास में और न सैक्रण्ड क्लास में स्थान सुरक्षित है । कम से कम इतनी व्यवस्था तो कर दीजिये कि वहाँ से आने वालों के लिये इस ट्रेन में भी स्थान सुरक्षित हो सके ।

एक बात मैं कर्मचारियों की मांगों के संबंध में कहना चाहता हूँ । रेलवे के हर सेक्शन ने चाहे आल इंडिया रेलवे मेन्ज फेडरेशन हो, एन० एफ० आई० आर० हो, या इंडियन रेलवेमेन्ज वर्कर्स फेडरेशन हो, जिससे मेरा ताल्लुक है, आप को अपनी मांगें दी हैं । मेरी फेडरेशन ने भी आपको 8-सूत्री मांगें दी हैं, उनको स्वीकार करना चाहिये । उत्तर रेलवे के लोको रनिंग स्टाफ ने हड़ताल की थी, जिसमें बहुत सारे लोगों को दंडित किया गया था । मेरा अनुरोध है कि उनका दंड खत्म कर दिया जाये । आर० पी० एफ० के लोग गलती करें तो उन्हें सजा दी जाये, लेकिन बोनस से उनको महरूम न किया जाय, उन को भी बोनस दिया जाय ।

पटना में बोगम-टिकिट-रेकेटिंग हुआ था, जिसमें कुछ कर्मचारी पकड़े गये थे । एक सवाल के जवाब में इसी सदन में कहा गया कि अधिकारी उसमें शामिल नहीं हैं । मैं कहना चाहता हूँ कि उसमें बड़े बड़े मगरमच्छ शामिल हैं । मैं उनके नाम नहीं लूंगा, वे नाम मैं आप को दूंगा । लगता है आप के रेलवे बोर्ड के लोग भी उसमें शामिल हैं । मैं वे नाम सूत्र के साथ देनेवाला हूँ कि कैसे-कैसे लोग उसमें शामिल हैं और उनको बचाने की कोशिश चल रही है । मैं चाहता हूँ कि इस की ठीक से एन्क्वायरी होनी चाहिये । जब सी० बी० आई० की एन्क्वायरी चल रही है तो यहाँ यह कहना कि कोई अधिकारी उसमें शामिल नहीं है, यह उचित नहीं था, लेकिन ऐसा जवाब आप की तरफ से दिया गया है ।

SHRI A. R. MALLU (Nagarkurnool): The hon. Member is not mentioning names. He is making baseless allegations.

SHRI RAMAVATAR SHASTRI: I am not telling the names. I will tell the Minister. Don't worry.

इन्होंने पंडित जी को पत्र लिखा है, मैं भी लिखने वाला हूँ । कहिये तो मैं नाम भी बतला सकता हूँ, लेकिन आप इच्छावत नहीं देंगे । यह बड़ा भारी बुरासा है, इस की एन्क्वायरी कीजिये ।

[Shri Ramavatar Shastri]

इन शब्दों के साथ मैं निवेदन करता हूँ कि जिन सवालों को मैंने उठाया है, उन पर आप विचार कीजिये ।

उपाध्यक्ष महोदय : श्री हरिकेश बहादुर ।

श्री मलिक एम० एम० ए० खाँ (एटा) : जनाब इतना समय हो गया है, अभी हमें और भी आइटम्स लेनी हैं ।

MR. DEPUTY-SPEAKER: We will sit upto 6.30 P.M.

श्री हरिकेश बहादुर (गोरखपुर) : माननीय उपाध्यक्ष जी, रेल की व्यवस्था इस समय जितनी खराब है उतनी पहले कभी नहीं थी (व्यंग्य)।

Whenever I speak, he always interferes. I do not know why? If he interferes like this, how can I finish my speech within three minutes, as you had pointed out.

माननीय उपाध्यक्ष जी, रेल की व्यवस्था इस समय जितनी खराब है, शायद इससे पहले कभी नहीं थी। मैं यह भी कहना चाहता हूँ कि अगर आदरणीय पंडित कमलापति त्रिपाठी जी रेल मंत्री नहीं होते तो शायद इन लोगों ने रेल को बिल्कुल चौपट कर दिया होता ।

मैं कहना चाहूँगा कि रेलों में आज किसी की सुरक्षा नहीं है । रेलों में पिछले दिनों में जो डकैतियां हुई हैं उनके बारे में आपको बताना चाहता हूँ—हावड़ा-बोम्बे मेल, इलाहाबाद जोगबनी एक्सप्रेस, वैशाली एक्सप्रेस, गोमती एक्सप्रेस, 186 डाउन पेसेन्जर ट्रेन आनंद लखनऊ-गोंडा लाइन, दिल्ली बाउण्ड लूफान एक्सप्रेस, कलकत्ता बाउण्ड दारजिलिंग मेल, हावड़ा-मुगलसराय ट्रेन, बेंगलोर मेल में डकैतियां और हत्याएँ हुई हैं । अभी अभी देहरादून एक्सप्रेस में लूटपाट और हत्याएँ हुई हैं । मैं सरकार से मांग करूँगा कि वह शीघ्र ही यात्रियों की रक्षा के लिये कड़ी सुरक्षा व्यवस्था रेलों में करे ।

दूसरी बात मैं नार्दन रेलवे की कहना चाहता हूँ जिसकी कि व्यवस्था पूरी चौपट हो गई है । वहाँ बहुत अप्रत्याचार है । मैं आपको उसका जिक्र करना चाहता हूँ । लखनऊ में हालत यह है कि हम कई संसद् सदस्य और अन्य कई लोग 29 अप्रैल से 4 जून, 1980 को यात्रा करने वाले थे । उसमें हमारा रिजर्वेशन था । पहले तो ट्रेन ही स्टेशन पर देर से आई और जब आयी तो उसमें वह कोच नहीं था जिसमें हमारा रिजर्वेशन था । इस पर हमने काफी दौड़-धूप किया तब

जाकर वह कोच उसमें लगा । हमारे पूछने पर हमें बताया गया कि वह कम्पार्टमेंट खराब हो गया था । इसी तरह से जब यहाँ से लखनऊ को रिजर्वेशन के लिये तार जाते हैं तो वहाँ लखनऊ स्टेशन पर हमको कह दिया जाता है कि हमको तार मिला ही नहीं । मैं कहना चाहता हूँ कि लखनऊ स्टेशन पूरी तरह से अप्रत्याचार का प्रह्ला बना हुआ है ।

जो सेकिड क्लाम के फेयर बढ़ाये गये हैं मैं उनका विरोध करता हूँ । इस तरह से जो बहुत सी चीजों के फेरे बढ़ाये गये हैं मैं उनका भी विरोध करता हूँ । इनसे मंहगाई बढ़ेगी ।

मैं माननीय प्रोफेसर मधु दंडवने जी का धन्यवाद करना चाहता हूँ कि उन्होंने रेलवे के तीन बजट पेश किये और तीनों सरपलान बजट पेश किये । उन्होंने रेल मजदूरों को 126 करोड़ रुपये की अतिरिक्त सुविधायें प्रदान कीं । वे इस सब के लिये बधाई के पात्र हैं और सरकार को मैं कहना चाहता हूँ कि वह उनके कामों से नसीहत ले ।

जो रेलवे में कैजुअल लबरर्स हैं, उनको शीघ्र ही रेगुलराइज किया जाना चाहिये क्योंकि इन्हीं भी बहुत से कैजुअल लेबरर्स पिछले 10-12 सालों से कैजुअल लेबरर्स के तौर पर ही काम कर रहे हैं । वे अभी तक नियमित नहीं हो पाये हैं । मैं सरकार से यह भी आग्रह करूँगा कि क्लास थ्री और क्लास फोर एम्प्लॉय की प्रमोशन के चांसिज बढ़ाये जायें । गाड़ियों को समय से चलना सुनिश्चित किया जाय ।

बागबंकी से गोरखपुर की भीटरगेज लाइन को ब्राउजेज में से परिवर्तन का कार्य शीघ्र पूरा किया जाय । गोरखपुर में शहरजनवा से बड़हलगंज तक एक नयी रेल लाइन बनायी जाय । इन प्रस्तावों के साथ मैं अपनी बात समाप्त करता हूँ ।

SHRI GEORGE JOSEPH MUNDA-CKAL (Muvattupuzha): Mr. Deputy-Speaker, Sir, after independence, the railway development in Kerala is completely neglected. According to the population of India, we have to get at least 2500 kms. of railway line in Kerala. We have, unfortunately, got only 910 kilometres in Kerala. Please have leniency with us and construct more railway lines in Kerala.

We are getting very old compartments. Kerala gets more rainfall. In the rainy season we have to sit with

an umbrella in the compartment. We are far away from Delhi. That may be the reason for non-development of Railways in Kerala. We are far away from the coal areas. Unfortunately, all the old engines with coal energy are supplied to Kerala. Kerala is selling energy to other States. Panditji, please take some interest to electrify the railway lines in Kerala and to run electric trains. Kerala itself is a big State. The density of population over there is too much. But railway lines are not increasing according to the population. All the railway lines may please be doubled. The requirements can be met by doubling the railway lines.

My Constituency Muvattupuzha and Idkki are most backward. At the same time we are adding nearly Rs. 200 to Rs. 300 crores as foreign exchange to the treasury. Nearly 90 per cent of cardamom, rubber, paper, ginger is being produced there. Unfortunately, not an inch of railway line is in this constituency with a population of 30 to 40 lakhs. You may please take up Cochin-Madurai railway line. It is also necessary for the development of Cochin harbour.

Lot of Malyalies and Keralites are working in other States. Nearly three lakh people are working in Gujarat. There is no direct link to Kerala. You at least give some direct compartments to Kerala from distant places

Our people are attacked at Arkonam frequently. Hon. Minister has assured us that he will grant us protection during journey time.

There is always shortage of railway wagons in Kerala. Please supply enough railway wagons for transporting goods to distant places.

I am withdrawing my cut motions also.

I congratulate the hon. Minister on his assurance of spending some more money.

SHRI A. K. ROY: (Dhanbad): In my area—industrial belt and coal belt of Bihar—we have got enough railway line. What we need is—some more trains to move on them.

From Dhanbad to Sindhri, there exists a railway line. I requested the ex-Railway Minister to at least try one passenger train on that. He assured us, but he could not do. Now I request the new Railway Minister sitting on the other side, before he comes to this side, he should do it.

My second point is, there exists a railway line connecting South Western Railway with the Eastern Railway—i.e. from Patherdih to Bhojudih, Trains do not touch Bhojudih. I would request that the trains be extended to Bhojudih, which is an important place. I gave a proposal but the train did not move in Prof. Dandavate's time and I wonder whether it will move in Panditji's time.

There is a tradition in this country that whenever there is a change of Ministry, one Ministry tries to undo what the other did, specially in industrial relations and victimisation. Prof. Dandavate did a very good thing. He completely reinstated all the workmen victimised earlier. But during Prof. Dandavate's time also, some of my men were victimised. Prof. Dandavate somehow became angry with the Eastern Railway Engineering Kamgar Union and in his time, 20 of our leading union officials were victimised. Following the tradition of Prof. Dandavate, may I ask our new Railway Minister to undo all those victimisations which were inflicted in the Janata regime?

Many of the hon. Members have lamented that they are not safe in the trains. I am not that bothered about the people in I Class or air-conditioned class being safe or unsafe. But one thing is there. We are most concerned with the proper safety of railway property. It is impossible to check these pilferages and other things with

the RPF. I gave a very simple proposal. Instead of depending on the RPF and the gun,—because you can do anything with the gun, but you cannot sit on it; you can sit only on a chair and not on a gun,—I gave the proposal, why don't you take the panchayats into confidence? In India there are 1 lakh panchayats. There are 62,000 KM of railway lines that move mostly through 10,000 panchayats. Instead of giving bonus to the RPF, give bonus to the people; give bonus to the panchayats. Take them into confidence. Make some arrangement that if there is no damage to railway property in their panchayats through which the railway line moves, they will get some donation or some award would be given to them. You are giving money to so many people. I want that money should be given to the panchayats and the people should be taken into confidence in securing the protection of railways and passengers. These are my few suggestions.

In conclusion, when the Minister replies, I would like to know what would be the fate of these cut motions that we have given, whether they would be disposed of summarily by the Railway Ministry as you would dispose of them here in one stroke. Then we will think of pressing each cut motion and take the required time. We want to know whether our cut motions will get due importance, so that all the grievances and complaints reflected in them would be looked into.

श्री जयपाल सिंह कश्यप (गान्धारी) : उपाध्यक्ष महोदय, इस देश में रेल व्यवस्था में देरी, अमरुआ और सफाई के अभाव की समस्याओं पर माननीय सदस्यों ने काफी चर्चा की है। सफाई के न होने का कारण यह है कि पिछले बीस पच्चीस सालों से सफाई कर्मचारियों की संख्या ज्यों की त्यों है, बल्कि वे पहले से घट गए हैं, क्योंकि जो लोग मर गए, उनके स्थान पर नये लोगों को नहीं रखा गया। उनकी संख्या नहीं बढ़ी है, जबकि स्टेशन बढ़ गए हैं और काम का क्षेत्र बढ़ गया है। इसके अलावा उन्हें सफाई करने के लिए सुविधाएँ और सामान नहीं दिया जाता है। इलाहाबाद स्टेशन पर आज से बीस पच्चीस साल पहले जितने

सफाई कर्मचारी थे, आज व संख्या में छः सात घट गए हैं, जबकि पहले 25 ट्रेनें चलती थीं और आज 85 ट्रेनें चलती हैं।

जो बारहमासी लोग रेल की पटरियों पर काम करते हैं, जिनकी बजह से रेल गाड़ियाँ समय पर चलती हैं, वे घूप, बारिश और छाँधी में खुले में काम करते हैं, उनके लिए कोई शड, झोंपड़ी और मकान नहीं होते हैं, उनके लिए पीने के पानी और खाने की कोई व्यवस्था नहीं है। उन बारह मासी मजदूरों के साथ अन्याय होता है। उन लोगों को अधिकारी पांच दस दिनों के लिए रखते हैं और फिर एक हफ्ते के लिए हटा देते हैं और अपने मन-माने लोगों को रख लेते हैं। मैं माननीय रेल मंत्री जी से प्रार्थना करूँगा कि रेल पटरियों पर काम करने वाले इन बारहमासी मजदूरों की ओर विशेष ध्यान दिये जाय और के लिए कोई व्यवस्था की जाये।

जहां तक कुियों का सम्बन्ध है, उसे परेशानी तो जरूर होती है, लेकिन उनके जीवन और स्वास्थ्य की रक्ष. के लिए कोई व्यवस्था की जानी चाहिए। उनके लिए बीमे की व्यवस्था भी जाए। सरकार उनसे लाइसेंस की फीम लेती है, लेकिन उनको कोई सुविधा नहीं देती है। मेरा निवेदन है कि कुलियों की सुविधा देने के बारे में भी विचार किया जाय।

जहां तक पिछड़े क्षेत्रों का सम्बन्ध है, दायूँ और बरेली में जहां में मैं आया हूँ, यह हालत है कि आज से दो तीन साल पहले जितनी गाड़ियाँ चला करती थी, उनकी तीन-चौथाई आज बन्द हैं। बरेली में विश्वविद्यालय है, वहां पढ़ने के लिए बदायूँ, उज्जानी और अन्य स्टेशनों से विद्यार्थी जाते हैं। लेकिन उनके आने-जाने के लिए कोई व्यवस्था नहीं है। बहुत सी रेल गाड़ियाँ रद्द कर दी गई हैं। मैं मंत्री महोदय से अनुरोध करूँगा कि बरेली-कासगंज मार्ग पर रेलें चलाई जायें। इसके अलावा विद्यार्थियों और कर्मचारियों की सुविधा के अनुसार कुछ और गाड़ियाँ बढ़ाई जायें।

दिल्ली से ले कर शाहजहांपुर तक, बदायूँ और बरेली के क्षेत्र को जोड़ता हुआ, जो क्षेत्र है, वह कीमतों की दृष्टि से इस वक्त हिम्बुस्तान में सब से सस्ता क्षेत्र है। आज बरेली और बदायूँ के देहात में शुद्ध देसी घी 18 रुपए किलो मिलता है। इसके अलावा चूसने वाला ग्राम एक रुपए का पांच किलो और आलू एक रुपए का छः सात किलो मिलता है। इस का कारण यह है कि उस क्षेत्र में रेल की कोई व्यवस्था न होने से सामान एक स्थान से दूसरे स्थान पर नहीं ले जाया जा सकता है, माल के ढेर सगे रहते हैं और उत्पादक को पूरे पैसे नहीं मिल पाते हैं।



मंत्री महोदय ने बहुत सी चीजों पर मुस्क धटाया है। मैं कहना चाहता हूँ कि मछली भी इस देश में एक खाद्य पदार्थ है। चूँकि वह बहुत जल्दी सड़ जाती है, इसलिए उस पर बर्फ लगानी पड़ती है। उसको एक स्थान से दूसरे स्थान पर ले जाने में दिक्कत होती है। जल्दी सड़ जाने की वजह से उत्पादक का पैसा मिट्टी में मिल जाता है। इस लिए उसको जल्दी ले जाने में वरीयता देने की व्यवस्था की जाये।

रेलवे की समस्याओं में से एक समस्या की धोर में मंत्री महोदय का ध्यान बिलाना चाहता हूँ कि रेलवे के अनुसूचित जातियों और अनुसूचित जनजातियों के कर्मचारियों को न्याय नहीं मिलता है। उनके साथ भेदभाव किया जाता है और उनका क्वोटा भी पूरा नहीं किया जाता है। उनका क्वोटा पूरा होना चाहिए और उनकी समस्याओं को हल करने के लिए एक ट्रिब्यूनल नियुक्त किया जाना चाहिए, ताकि उन्हें न्याय मिल सके और उनका क्वोटा जल्दी से जल्दी पूरा किया जा सके।

SHRI G. M. BANATWALLA (Ponnani): Mr. Deputy-Speaker, Sir, the role of Railways in the reconstruction and development of the national economy is well known. I am happy that the hon. Minister of Railways is very keenly aware of the various deficiencies in the performance of the railways. I find that there is a genuine desire for improvement in the performance of the Railways. When I feel that there is such a genuine desire, I also feel it my duty to compliment the Government for having displayed this genuine desire. I have risen only to urge upon the Government that this genuine desire that is there should also be translated into reality and practical measures should be taken.

The hon. Minister for Railways has talked in this House as well as outside on practically every aspect with respect to the performance of the railways. That shows the keen awareness that he has and I am sure he will have the cooperation of every section of this House and of the nation in order to see that the performance of the railways improves because therein lies the development of the national economy.

Sir, I must emphasise the need for the allocation of more funds for the

Southern Railway. Since there is no time, I will emphasise or try to bring out this question of regional imbalance with respect to the southern States by pointing to Demand No. 2 for surveys. We find that there is a total provision of Rs. 2,15,23,000 for surveys or preliminary investigations to examine the feasibility and prospects of new lines. Sir, in this allocation of Rs. 2,15,23,000 the share of Southern Railway is hardly Rs. 4,87,000. I may point out that the share of the Northern Railway is Rs. 45,83,000, the share of the Central Railway is Rs. 38,66,000, the share of the South Central Railway is Rs. 31,88,000 and so on. Now, Sir, the Southern Railway serves Tamil Nadu, Mysore, Kerala and parts of Andhra Pradesh and we find that such is the position with respect to the Southern Railway and specially in the case of Kerala the matter is in a very sad condition. Take also the allocation for construction of new lines including the purchase of new lines, restoration of dismantled lines, gauge conversion and so on, Panditji, you have allocated Rs. 89,82,65,000—an impressive figure. I congratulate you. I have not risen here in order to find fault with you. but to show the treatment that the South is getting that out of this allocation of Rs. 89,82,65,000, as I said, for the construction of new lines including restoration of dismantled lines and gauge conversion, the Southern Railway gets hardly Rs. 3,76,00,000. Therefore, in an allocation of Rs. 90 crores, the Southern Railway gets hardly Rs. 3,76,00,000, with the position with respect to Kerala being far from satisfactory. Therefore, I must say that this is the position that must receive your proper consideration. It has already been pointed out earlier that after Independence Kerala, has received hardly too kilometres of new railway lines, that is, after Independence upto now. There are therefore, serious imbalances that need to be corrected.

Sir, I must make a specific suggestion. There are so many cut motions-

that have been moved. I hope they will receive due attention. I must also emphasise that the hon. Minister should let us know what action has been taken with respect those cut motions. We move out motions. The points that we try to raise in our speeches are replied to by the hon. Railway Minister through letters written to us; but you give us hardly three minutes and we are not in a position to cover all points. Therefore we raise a plethora of cut motions. But then what happens to them we do not ever come to know. The Member who has taken the trouble to raise the matter through a cut motion should be informed by the hon. Minister, if not in his speech here, at least later through a communication, as to what action has been taken thereon.

I will refer to the need for Train Nos. 69 and 70, the Yercaud Express running between Madras Central and Erode, to be extended to Calicut. There is a heavy rush of traffic here. I wanted to give so many facts and figures, but there is no time. This train can be very easily extended because at present it terminates at Erode where it arrives at 7.20 hours. Then this rake is lying idle there for 13 hours till 20.15 hours. During this idle period, the train can easily go to Calicut and return. This is a very reasonable proposition, without much difficulty involved. Therefore, I hope it will receive due consideration at the hands of the Railway Minister.

I would conclude by making an appeal for the withdrawal of the increase in quarterly and monthly season tickets, as also for an increase in the list of commodities exempted from the additional supplementary surcharge on freights.

**SHRI DINEN BHATTACHARYA** (Serampore): The cut motion that I have given relates to disapproval of policy. Even after 33 years, this Government is carrying on the legacy of

the Britishers by maintaining the Railway Board, which is nothing but a white elephant. It produces nothing. If the Posts and Telegraphs Department can run throughout the country without any such Board, why should the Railway Board still continue? So, my cut motion relates to reduction of top heavy administration. So, instead of maintaining the Railway Board, they can give concessions to the season ticket holders. I do not know what will happen in the suburban sections of Bombay, Calcutta and Madras when the present fares are increased by 15 per cent. You have said there will be no increase for passengers travelling upto 100 k.m. I suggest you take the same attitude at least towards the season ticket holders and all second class passengers.

Howrah station requires immediate remodelling. Without that it cannot cope with the rush of trains and lakhs of passengers. I would ask them to think over the matter, whether they can make Bali a terminal station. If you construct a terminal station and from there if you run shuttle trains to Howrah, that will ease the congestion there. That is my suggestion and my cut motion is also there.

Then, there are certain places where new stations are necessary. The bureaucrate do not understand what is the need of the people. The MLAs, of the locality, the Municipal Commissioner, the Municipal members, the industrialists, every section of the people, want a station between Baidyabati and Bhadreswar. The inspection was there, the survey was there. But I do not know why that suggestion has not been accepted. It is on the Bandel section of the Eastern Railway. The name of the place is Khurigachi. I suggest that a new station should be built there.

Similarly, on the South Eastern Railway, at Chakhasi a flag station should be made so that hundreds of passengers who are mostly workers can avail of that facility.

From 1962 I am making one suggestion about the subways. When the Britishers introduced or constructed Eastern Railway, at that time, certain subways were constructed. They are more than hundred years old. They are still continuing. In the meantime, the population has increased, so many industries and factories have come up. So, those subways must be widened. Otherwise, neither the pedestrians nor any vehicular traffic can pass through these subways. I have given names of certain places where there is the need for widening the subways. If a truck goes inside the subway and, from the other side, if a pedestrian comes, he will be pressed between the wall and the truck. So many accidents have taken place. The subways in Konna-gar, Seoraphuly, Bhadreshwar and Chander Nagar in the Howrah Bandel section of Eastern Railway must be widened or new subways must be constructed by the side of the old subways.

Further, I am very much upset to see that even now the Railways are carrying on with an old practice of keeping thousands of workers as casual labourers. Why can't this thing go? You have got a Railway Board. They are all permanent. Only the poor labourers who are engaged on various projects of the Railways, who are engaged for the maintenance of the railway track are treated as casual. I have seen so many workers, even after retirement, are treated as casual workers. So, my demand is, decasualisation. That is a matter of policy which should be given due importance and must be translated into action.

In the same way, there is one cut motion in regard to bonus. When Mr. Madhu Dandavate first of all announced it, the workers were very much enthused. But one sting is there that the bonus will be linked to production. I do not know how they will measure production or productivity. Why should bonus not be given without linking it to any production? You cannot measure it. They are working and that is why the Railway is still running.

I have several other points but I will mention one very important one. In the north-eastern part of our country, you know the situation prevailing. In spite of this the Railway Board has stopped the supply of certain wagons to the tea gardens; and it is now the picking season. So as has been mentioned here by one hon. Member from that area, why should the tea estates not be provided with wagons as per their requirements?

MR. DEPUTY-SPEAKER: Please conclude.

SHRI DINEN BHATTACHARYA: Regarding Kerala, many things have been said by Smt. Suseela Gopalan, but I want to mention that Kerala has excess power and it can supply electricity to the Railways at a cheaper rate. So why should there not be electrification of all the railway lines in Kerala? In that case you will save money—not that you will have to spend extra money for that. Electrification is necessary...

MR. DEPUTY-SPEAKER: They have already demanded that; why repeat it?

SHRI DINEN BHATTACHARYA: Electrification of all the railway lines in the State of Kerala has not been mentioned here. I feel it necessary to mention it and I want the Minister to take serious note of it.

I now come to my last point. Thousands of porters are there in Howrah, in Sealdah, etc. but there is no procedure as to how you will employ them, how they will get employment. We have seen clashes between the porters coming from one district and another, as to who should get the chance. There is no rule; nor is there anybody to guide them. There are only some Sardars or touts, who are creating confusion. So I would request the Minister to at least give a little thought to this aspect about porters—how they will be engaged, how long they will serve and actually who will be their master.

With these words, I would request the Minister, as others have done, that we must get a reply—a written

[Shri Dinen Bhattacharya]

reply from the Ministry. In many cases he has done it and this time also he should do it to the satisfaction of the Members. He must give thought to all the points that I have raised and try to bring in a radical change in the Railway system by immediately abolishing the Railway Board.

MR. DEPUTY-SPEAKER: Hon. Members, now it is six O'clock. Half-an-hour discussion is there and still the Minister has to reply..

SHRI NIREN GHOSH (Dum Dum): That will be tomorrow.

MR. DEPUTY-SPEAKER: No. Already we have taken more time. This has to be completed today.

SHRI RAMAVATAR SHASTRI: The Half-an-Hour Discussion should be for tomorrow.

MR. DEPUTY-SPEAKER: It cannot be.

SHRI DINEN BHATTACHARYA: All the cut motions have to be voted.

MR. DEPUTY-SPEAKER: We will sit even upto eight O'Clock or nine O'Clock....

SHRI RAMAVATAR SHASTRI: We are not ready for that. How can it be done? Nobody will be here.

18 hrs.

MR. DEPUTY-SPEAKER: The Railway Minister will reply now. Most probably we may take up the Half-an-Hour Discussion at 6-30 p.m.

SHRI RAMAVATAR SHASTRI: No. Sir.

THE MINISTER OF RAILWAYS (SHRI KAMALAPATI TRIPATHI) rose—

MR. DEPUTY-SPEAKER: Let us hear him.

SHRI RAMAVATAR SHASTRI: You decide first.

MR. DEPUTY-SPEAKER: Let us hear him.

SHRI KAMALAPATHI TRIPATHI: I am told that only five hours were allotted for the discussion on this today by the Business Advisory Committee, and we are now going to finish five hours. We started by about 1.00 p.m. It is now 6.00 p.m. We have completed almost five hours. There is only one point in it, that half an hour was taken away by the statement of the Home Minister. You can give that half an hour now. That is all.

MR. DEPUTY-SPEAKER: Now the Minister will reply. Immediately after that, at about 6-30 p.m., we will take up the Half-an-Hour Discussion.

SHRI RAMAVATAR SHASTRI: No, Sir. Nobody will be here at that time. This is a very important half-an-hour discussion....

AN HON. MEMBER: Have it tomorrow.

SHRI RAMAVATAR SHASTRI: You keep it for tomorrow. We are ready. But do not have it at 6-30 today. This is a very important discussion.

MR. DEPUTY-SPEAKER: We are wasting our time. The Minister will reply. At 6-30 p.m., we shall take up the Half-an-Hour Discussion.

SHRI RAMAVATAR SHASTRI: No, Sir. Nobody will be here at that time.

MR. DEPUTY-SPEAKER: Everybody will be here. I will request all the Members to be present here.

SHRI RAMAVATAR SHASTRI: It is not possible. We cannot sit today. This is not the way. It is not proper for the Lok Sabha Secretariat to insist on having it today. Nobody will be here at that time.

MR. DEPUTY SPEAKER: Alright. We can have the Half-an-Hour Discussion tomorrow with the permission of

House. Anybody objecting to our having it tomorrow?.... There is no objection.

**THE MINISTER OF PARLIAMEN-TARY AFFAIRS (SHRI BHISHMA NARAIN SINGH):** Tomorrow at 6-00 p.m.

**MR. DEPUTY-SPEAKER:** Tomorrow at 6-00 p.m. we shall have the Half-an-Hour Discussion.

Now, the Minister will reply....

**SHRI GHULAM RASOOL KOCHAK (Anantnag):** Sir, our Party has not been given a chance to speak on this important discussion.... (Interruptions).

**MR. DEPUTY-SPEAKER:** Everybody will have to sit down. I am very sorry. You have to sit down. I request you to obey the Chair. The Minister will reply now. (Interruptions)

**SHRI KAMALAPATI TRIPATHI:** Let me reply to the debate, and then you discuss it with the Speaker.

**SHRI GHULAM RASOOL KOCHAK:** How are you going to reply unless you hear the point? (Interruptions).

**SHRI KAMALAPATI TRIPATHI:** I request you to take your seat. After my reply, you can talk to the Deputy-Speaker or Speaker. The discussion has taken place. Let me reply now.

**MR. DEPUTY-SPEAKER:** Yes, now the Hon. Minister.

**PROF. N. G. RANGA (Guntur):** May I suggest that you may kindly permit Panditji to sit and give his reply.

**MR. DEPUTY SPEAKER:** I have no objection.... You can sit and reply. That is the request of all of us.

रेल मंत्री (श्री कमलापति त्रिपाठी), माम्यबर में सदन का अधिक समय नहीं लूंगा। मैं प्रारम्भ से इस वाद-विवाद को सुनता रहा हूँ। मुझे

ऐसा लगा कि करीब करीब वही कालें जो बजट के जनरल डिस्कशन में कही गई थीं, तीन दिन में, उनको ही दोहराया गया है, उनकी ही प्रामुख्य पुनः हुई है। उनका उत्तर आपकी कृपा से और आपके अनुग्रह से और विरोधी दलों के नेताओं के सहयोग से मैं 20 जून को दे चुका हूँ। तब मैं सवा डेढ़ घंटा बोला था और जो कुछ मुझ से बन पड़ा अपनी योग्यता के अनुसार मैंने उत्तर देने की चेष्टा की। अब उन्हीं बातों को दोहराना और सदन का समय लेना मेरे लिए बहुत उचित नहीं होगा, सदन का समय बरबाद करना होगा।

फिर भी कुछ बातों की ओर मैं आपका ध्यान दिलाना चाहता हूँ। आज फिर यह सवाल उठाया गया। शास्त्री जी महाराज बैठे हुए हैं। उन्होंने तथा और मित्रों ने भी कहा कि फिट और फयर्ज की जो वृद्धि की गई है उसके हम खिलाफ हैं। यह बात पहले भी कही जा चुकी है। अगर वह नहीं बोले थे तो उनका दल बोला था और सदन के बहुत से माननीय सदस्यों ने जो भाड़ा बढ़ाया गया है उसका विरोध किया था। मैं जानता था कि उसका विरोध होगा। मुझे खुद कोई प्रसन्नता नहीं थी कि भाड़े को मैं बढ़ाऊँ चाहे माल भाड़ा हो या यात्री किराया हो। लेकिन, जैसा मैंने कहा था, मेरे सामने कोई विकल्प नहीं था। मुझे आपकी कृपा से और माननीय सदस्य की दया से रेलों का संचालन करने का मौका मिला है। प्रो० दंडवते ने ठीक ही कहा था कि मिनिस्टर जो है कौजुबल लेबर होता है। वह धाता है और जाता है। मैं पहले धाया था और चला गया। इसके बाद दंडवते जी धाये और चले गए। हम दोनों का यह अनुभव है। मैंने बहुत चेष्टा की, काफी एक्सरसाइजिज की कि न बढ़ाना पड़े तो अच्छा होगा। लेकिन मेरे सामने कोई विकल्प नहीं था। मैंने देखा कि खर्चा बहुत बढ़ गया है, 122 करोड़ रुपए का खर्चा बढ़ गया है। अंतरिम बजट जब पेश किया गया था तब 38 करोड़ के करीब का उसमें घाटा था। दोनों को जोड़ दें तो करीब 160 करोड़ हो जाता है। मैंने यह भी निवेदन किया था कि सोशल सर्विस का बर्डेन या बोझा हमारे ऊपर पड़ता है। सुबर्धन वगैरहा का बहुत जिक् किया गया है। लो रेट का सामान भी हम ढोते हैं। तमाम इन चिजों को लिया जाये तो करीब 243 करोड़ का बोझा हर साल हमारे ऊपर पड़ता है। इस सब को जोड़ा गया तो देखा गया कि करीब साठे चार सौ करोड़ के ऊपर यह बोझा हो जाता है। तब समझ में आया कि अगर हम किसी तरह से इसको कम नहीं करते हैं तो यह सारा बोझा जनरल बजट या जनरल एक्सचेंजर पर हम को डालना पड़ेगा। काफी रुपया जनरल एक्सचेंजर का रेलवे में लग चुका है, हजारों करोड़ों रुपया लग चुका है हम डिविडेंड देते हैं और डिक्लरेंट लायबिलिटी वगैरा भी होती है लेकिन बड़ा पैसा उनका लग चुका है।

[श्री कमलापति त्रिपाठी]

पिछले साल में कई बार यहाँ पर टीका की गई है कि रेलवे सबसे बड़ा पब्लिक सेक्टर है, इसको कमाकर कुछ रुपया जनरल एक्सचेंजर को देना चाहिए। वह वहीं से लेता है, यह बार बार कहा गया है। तो हमने सोचा कि यह प्रयास करें। टैरिफ इनक्वायरी कमेटी की रिपोर्ट भी हमारे पास आई, उसमें उन्होंने बहुत जोरों की सिफारिश की है कि रेट बढ़ाएँ जायें। उन्होंने कहा है कि रेलवे को अपने पैरों पर खड़ा होना चाहिए, अपने डेवलपमेंट और एस्टेबलिशमेंट के लिए भी होनाखड़ा चाहिए, और अपनी मेट्रोनेन्स के काम को भी करना चाहिए। जो ट्रेक बदलने है, उनके लिए भी अपने पैरों पर खड़ा होना चाहिए। जो सिफारिश उन्होंने की है उसकी समरी मैंने ग्रन्य बजट पेपर्स के साथ बंटवा दी है और उस रिपोर्ट की 10 कापी संसद् की लाइब्रेरी में रखवा दी है ताकि माननीय सदस्य उसे देख सकें। वह बड़ी रिपोर्ट है।

रेट्स इन्वारी कमेटी ने भी हमकी सिफारिश की है, जो सिफारिश उन्होंने की है उतना बढ़ाने की कोशिश नहीं की गई है। बहुत थोड़ा बढ़ाया गया है, जिससे घाटे को पूरा कर सके। उसमें भी जो 243 करोड़ का घाटा होता है, उसकी पूरी रकम इससे पूरी नहीं हुई। उसे फिर देखेंगे कि कैसे पूरा किया जाये। आज हमारे माननीय सदस्य श्री रविन्द्र बर्मा ने कहा कि उसका जो बोझ पड़ता है, उसको देखें कि किस प्रकार मीट किया जा सकता है। उसको हम बाद देखेंगे, अगर इस वक्त उसे भी कवर करने की कोशिश करते तो फेयर एण्ड फ्रेंट बहुत अधिक बढ़ाना पड़ेगा। उसको हमने नहीं किया है। जितना में हम कमियों को पूरा कर सकते हैं, उतना किया है। इस लिए यह करने की आवश्यकता पड़ी। मैं यह भी निवेदन करना चाहता हूँ कि उसमें हमन काफी हद तक रियायत करने की कोशिश की है। पहले भी 9 घाइटम्स की रियायत दी है, अब उसमें मछली भी जोड़ी जा रही है। मैं काशी का निवासी हूँ, मांस मछली खाता नहीं हूँ। खाता तो प्याज भी नहीं हूँ, सो प्याज भी उसमें जोड़ दिया गया है क्योंकि महाराष्ट्र में प्याज पैदा होता है। वह भी जोड़ा गया है। अगर देखेंगे, अगर उसमें काफी फ्रेंट मिलता है तो देखना पड़ेगा कि क्या करें। इस तरह से हमने काफी रियायत दी है, गुयर केन की, फोडर की, एक सज्जन कह रहे थे फोडर की, तो फोडर के साथ फोडर भी होता है। उसको हम देखेंगे कि होता है या नहीं। पोटेटो, मीनियन, पंज कूट्स, बनाना, मैडिसन्स, सेप्टी माचिस, इन सब चीजों पर रियायत दी है।

एक माननीय सदस्य : ।

श्री कमलापति त्रिपाठी : पान मैंने 5 साल से छोड़ दिया है। (व्यवधान) मैं आपसे निवेदन करूँगा कि पान मैं खाता नहीं, चरता था। जितना आपका बजन होना, पता नहीं उतना पान मैं खा चुका हूँ।

वह रियायत भी की है कि 100 किलोमीटर तक यात्रियों के ऊपर फिरोबा न बड़े। लेकिन उतना ही कर सकता था कि जितना कम करना चाहते हैं, वह जरूर पूरा हो सके।

आपको स्मरण होगा कि आसाम में सिलीगुड़ी के बाद कोई फ्रेट का रेट नहीं बढ़ेगा। क्योंकि वह 9 स्टेट्स हैं और आसाम है, गरीब भी है और उनके जीवन का सारा सामान बाहर से ही जाता है और वह बढ़ जाता है, इस लिए उसको भी कम कर दिया है।

यह भी कोशिश की गई है कि नार्थ इस्ट्रन स्टेट्स में गोहाटी से दीमापुर तक करीब 254 किलो मीटर की लाइन बनाई जाये। मेरा ख्याल है इसमें 70, 75 करोड़ रुपया सगेगा, अगर मैं कोई गलती नहीं करता। हमने यह भी कोशिश की है, इस वजह से यह बढ़ाना पड़ा है। मैं माननीय सदस्यों से कहना चाहता हूँ कि बहुत लाचारी में यह कदम हमने उठाया है, हमें इस बात की कोई खुशी नहीं थी। जब रेलें चल रही हैं तो रेलों का चलना जरूरी है, कहीं ऐसा न हो कि रेलें बैठ जायें। अगर रेलें बैठ जायें तो देश बैठ जायेगा, इसमें कोई संदेह नहीं है। मैं कहता हूँ कि रेलें चलती हैं तो मालूम होता है कि देश चलता है क्योंकि आप कोने-कोने में जाते हैं, इन्टीग्रेशन का भी काम करते हैं, डिफेंस का भी काम करते हैं, सूखा क्षेत्र में रीलिफ का काम भी करते हैं, सामान भी ढोते हैं। यह सब काम रेलवे करती है। लोग कहते हैं कि यह देश की लाइफ-लाइन है। उसको चलते रहना चाहिए।

बनातबाला साहब ने एक मुनासिब सवाल उठाया। उन्होंने कहा कि हमने केरल के लिए कम एलाटमेंट किया है। मेरे सामने जो सूचना है, उससे मालूम होता है कि सदरन रेलवे के लिए न्यू लाइन के लिए 2.76 करोड़ रुपये, गेज कनवर्शन के लिए 1 करोड़ रुपये, डवलिंग [के लिए 2.38 करोड़ रुपये और ट्रीफिक [कैसिलिटी के लिए 3.14 करोड़ रुपये रखे गए हैं—कुल 9.28 करोड़ रुपये रखे गए हैं।

इसके सिवाय मैं कहना चाहता हूँ कि जो कोई भी एलाटमेंट हुआ है, या जिन स्कीम्स के लिए एलाटमेंट किया गया है, और उसके बारे में कहा गया है कि पैसा कम रखा गया है—जैसा कि श्री झा ने भागलपुर और कियूल के बीच में डबलिंग करने के बारे में कहा है—अगर कहीं भी अधिक आवश्यकता पड़ेगी, तो जहाँ तक हो सकेगा, हम उसके लिए अधिक धन का आवंटन करने में पीछे नहीं रहेंगे।

श्री जी० एम० बनातवाला : शुक्रिया ।

श्री कमलापति त्रिपाठी : यदि आठ महीने के लिए दस लाख रुपया रखा गया है और बीस लाख रुपया खर्च हो जाता है, तो हम दस लाख रुपया और देंगे। काम होना चाहिए। मैं बनातवाला साहब को बताना चाहता हूँ कि सदरन रेलवे के लिए, जिसमें केरल वगैरह आते हैं, जो रकम रखी गई है, अगर और जरूरत होगी, तो हम उसके अलावा और पैसा रखेंगे।

शास्त्री जी ने सवाल उठाया—बनातवाला साहब ने भी उठाया—कि कट मोशनज का क्या किया जायेगा। कट मोशनज तो यकायक सामने आ गई। बेचारे मिनिस्टर की बाइवा बोसी परीक्षा हो गई—तत्काल सवाल पेश कर दिए गए। मैं विश्वास दिलाना चाहता हूँ कि मैं ने उन कट मोशनज को बहुत ध्यान से पढ़ा है। उन्हें देख कर मुझे ऐसा लगा कि उनमें बहुत सी ऐसी बातें कही गई हैं, जिनसे हमें मार्गदर्शन और प्रकाश मिलता है। यह भी पता चलना है कि फलां जगह फलां कमी है। इन कट मोशनज में कहा गया है कि यह कनवर्शन करा दें, यह रेलवे लाइन बढ़ा दें, पटना को दिल्ली से मिला दें, पटना से हावड़ा को जोड़ दें, कटिहार, नवदीप या फुटवा मिला दें, यहाँ नई लाइन बिछा दें, वहाँ डबलिंग कर दें। मैं इन सब बातों का उत्तर यहाँ पर नहीं दे सकता हूँ। मैं यह नहीं कह सकता हूँ कि हम यह सब कर देंगे।

श्री गिरधारी लाल व्यास ने नई लाइनों को बिछाने की बात कही। जब मुल्हाड़ा साहब ने सवाल उठाया था कि दिल्ली से अहमदाबाद तक मीटरगेज को ब्राडगेज कर दिया जाये, तो राजस्थान डेबेलप ही जायेगा, तब मैंने कहा था कि मैं हम पर बिचार करूँगा।

ये सब कट मोशनज हमारे सामने आ गये हैं। मैं विश्वास दिलाना चाहता हूँ—जैसा कि बनातवाला साहब ने कहा है—कि अगर यहाँ पर उनका जवाब नहीं दिया जा सकता है, तो जैसी कि रेल विभाग में पद्धति रही है—केवल हमारी नहीं, हमारे जो और मिनिस्टर रहे हैं, उनकी भी—कि जो सवाल यहाँ पर उठाये जाते हैं, उनका उत्तर

पत्र के द्वारा यथासंभव माननीय सदस्यों के पास भेज दिया जाता रहा है। सप्लीमेंटरी बजट और इन्टेरिम बजट के समय यहाँ पर जो सवाल उठाये गये, यथासंभव उनके उत्तर भेज दिये गये। उनकी जांच पड़ताल की गई है।

एक माननीय सदस्य : कब तक उत्तर भेजा जाता है।

श्री कमलापति त्रिपाठी : हम कोशिश करते हैं कि जल्दी से जल्दी भेजा जाये। लेकिन मैं कहना चाहता हूँ कि 1200 कट मोशनज हैं। उन्हें पढ़ने में एक हफ्ता लगेगा। उसके बाद उसकी रिपोर्ट मंगा कर भेजना चाहें तो और समय लग सकता है। मैं कोशिश करूँगा कि जल्दी से जल्दी इन बातों का उत्तर आपके पास पहुंचे और जहाँ तक हो सकेगा उसके लिए प्रयास करूँगा कि यह काम हो जाये। ऐसी चबराने की बात नहीं है। एक कट मोशन पेश हो गया तो ऐसी कोई बात नहीं है। मैं शास्त्री जी से कहना चाहता हूँ ये तो हमारे ऊपर बड़े दयालु हैं, इन से कंस जान छूट सकती है, जहाँ तक होगा लिखने ही रहेंगे।

एक सवाल और उठाया गया और कई बार उठाया गया। हमारे सामने जब पहले मैं रेलवे मिनिस्टर था तब और उससे पहले जब दूसरे रेलवे मिनिस्टर थे, पंडित ललित नारायण मिश्र जी तब भी और जब दण्डवते जी रेलवे मिनिस्टर हुए तब भी, हमेशा एक सवाल यह उठाया जाता रहा है कि रेलवे बोर्ड एक सफेद हाथी है, इसे खत्म कर दिया जाना चाहिए। यह हमेशा उठता रहा है, मेरे सामने भी उठा है। मैं माननीय सदस्यों से कहना चाहता हूँ कि रेलवे बोर्ड रहे या न रहे, देखना यह है कि काम कैसे ठिकाने से चले। काम मुख्य चीज है, किसी बोर्ड या किसी व्यक्ति की कोई आवश्यकता नहीं है। इस विषय पर बहुत विचार हुआ और जितना काम्प्लीकेटेड काम है रेलवे का उस में मुझे यह लगा कि जिस ढंग से रेलवे बोर्ड बना हुआ है, टेक्नीकल आदमी उसमें हैं, उस की आवश्यकता है क्योंकि अंतरनाक काम भी है, इनकी रेलों को चलाना, हर मिनट गाड़ियां चलती रहती हैं। वे चला लेते हैं और कन्ट्रोल करते हैं। यह सफेद हाथी नहीं है, बहुत अच्छे कार्यकर्ता हैं और अच्छा नियंत्रण करते हैं। ऐडमिनिस्ट्रेटिव रिफार्म्स कमेटी जो बनी थी उसने भी यह नहीं कहा था कि इस को एबोलिश कर दिया जाय। उस ने यह कहा था कि जो एडीशनल मंत्री बनाए जाते हैं उस को पस्विटिस कीजिए, उनकी कोई जरूरत नहीं है और रेलवे बोर्ड के मंत्री सेनेटरी की तरह काम करें।

[श्री कमलापति त्रिपाठी]

तो दण्डवते जी ने, जब वे इसके मिनिस्टर थे तब यह किया था। एडीशनल मंत्री बगैरह हटाए गए और एक सेनेटरी तो वह काम करते ही हैं।

प्रो० मधु दण्डवते (राजापुर) : जब मैं विरोधी दल में था तब भी मैंने हमेशा कहा कि रेलवे बोर्ड एबालिश नहीं होना चाहिए, री-कॉन्स्ट्रिक्ट होना चाहिए रेलवे बोर्ड को एबालिश करने की बात मैंने कभी नहीं कही।

श्री कमलापति त्रिपाठी : मैं ऐसा मानता हूँ कि हम की बहुत आवश्यकता है।

एक माननीय सदस्य : शास्त्री जी से पूछिये।

श्री रामावतार शास्त्री : हम इन के साथ नहीं हैं।

श्री कमलापति त्रिपाठी : आप मेरी बात तो सुनते चलिए। इतना धैर्य तो होना चाहिए। बात यह है कि जो बूढ़ होता है उस का कुछ अकल ज्यादा होती है, उस का अनुभव होता है। तो उम से लाभ उठाना चाहिए।

मैं कह रहा था कि वह सब कुछ किया गया। मैं समझता हूँ यह बड़ी पुरानी बात है और हम भी जब मिनिस्टर नहीं थे, केवल सदस्य थे तब हम भी सोचने थे कि शायद रेलवे बोर्ड की जरूरत नहीं है। जब काम करने लगा हूँ, देखते हैं कि उम की बड़ी आवश्यकता है, नहीं तो इस मुद्दामे का चलाना कोई माधारण काम नहीं है। और सब सेनेटरी की तरह काम करते भी हैं, चार-चार होते हैं, बहुत बड़ा काम है।

एक और पालिसी की बात कही गई कैजुअल लेबर के सम्बन्ध में। मैं उस से बिलकुल इतफाक करता हूँ। मेरी स्थिति यह धारणा है इतने लोग काम करने वाले हैं और वर्षों हो गए इन को काम करते हुए, ये रेगुलर न हों, यह एक बड़ी ज्यादाती की बात है। कुछ परमानेंसी तो उन को मिलनी चाहिए और मुझे खुशी है कि एक पालिसी चली है कि कैजुअल लेबर को रेगुलराइज कर दिया जाये। उसके लिए यह भी हुआ है कि नया रिक्रूटमेंट बगैरह एक तरह से बन्द किया गया है। कुछ चीजों में जैसे सबस्टीच्यूट बगैरह चाहिए या नए प्रोजेक्ट्स के लिए करना चाहते हों तो आदमी को ले लें लेकिन आपरेशनल काम के लिए जो रखे जाते हैं वह जब तक रेगुलर न कर लिए जायें तब तक इनका रिक्रूटमेंट बन्द किया जाय। मैं आप से निवेदन करना चाहता हूँ कि मैं रेलवे बोर्ड के अपने साधियों से, भाइयों से बार-बार इस

बात को कह चुका कि एक चीज तय कर ली जाए कि दो महीने, तीन महीने, चार महीने जो लोग काम कर चुके हों उन को रेगुलर कर दिया जाय। अब उस में क्या दिक्कत है उसको देखेंगे। मैं अपनी राय कहना चाहता हूँ कि मैं खुद इस राय हूँ कि कैजुअल लेबर का री-कैजुअलाइजेशन होना चाहिए और उन का रेगुलराइजेशन होना चाहिए। उस के लिए पूरी कोशिश करूंगा। ... (अवधान) ...

मान्यवर, दो बातें और कहनी हैं। आपका ज्यादा समय नहीं लूंगा, आधा घंटा हो रहा है। एक तो जो इकतियां होती हैं, माल लूटा जाता है, उसके बारे में मैं स्वयं बहुत चिन्तित हूँ। रेलें बहुत दिनों से, 125-126 वर्षों से चल रही हैं लेकिन इकती के मामले दो, चार या पांच वर्षों से आने लगे हैं बहुत ज्यादा और रोज कहीं न कहीं इकती हो जाती हैं मैं इस बात को मानता हूँ और इसके लिए सारी लज्जा और सारी शर्म जो है वह सरकार को आनी चाहिए, आती भी है इसलिए कि रेल में कोई बैटन है तो यह सम्भ-कर बंता है कि सुरक्षित दंग से जहां जाना चाहते हैं वहां पहुंच पायेंगे और अगर उनको सुरक्षित दंग से नहीं पहुंचाया जाता है, बीच में मार-पीट हो जाती है, जिन्दगी का खतरा हो जाता है या माल छिन लिया जाता है तो उसकी जिम्मेदारी सरकार पर आती है। हम यह कहकर हम बात से नहीं बच सकते कि ला एंड आर्डर का काम प्रदेश की सरकारों का है, हमें क्या करना है। इसीलिए हमने हमपर बहुत सोचने की कोशिश की, अपने अधिकारियों और अपने सहयोगियों से बात चीत की और यह नतीजा निकला कि स्टेशनम पर जो जी० आर० पी० रहती है उसको मजबूत करना चाहिए। स्टेट गवर्नमेंट्स के साथ हमारा एक फार्मूला बना— कोई माननीय सदस्य कह रहे थे कि अगर ऐसा होता हो तो मंजूर करो, लेकिन हम तो मंजूर कर चुके हैं कि उनकी स्ट्रेथ बढ़ा दी जाए और उम बड़े हुए खर्च में पचास परसेंट स्टेट गवर्नमेंट्स दें और 50 परसेंट रेलवेज दें। दोनों का खर्चा जोड़ कर जी० आर० पी स्ट्रेथ को बढ़ा दिया जाए।

हम एक एंटी इकती सैल बनाने की भी चेष्टा कर रहे हैं, इस संबंध में। अभी आर० पी० एफ० को कोई पुलिस पावर्स नहीं हैं। उस पर हम विचार कर रहे हैं कि कैसे पुलिस पावर्स दी जायें या न दी जायें। होम मिनिस्ट्री से सूचना पड़ेगा और इस सदन में भी लाना पड़ेगा और यहां से मंजूरी होगी नहीं किया जायेगा। लेकिन हम सोच रहे हैं कि एंटी इकती सैल बना दिया जाये। जी० आर० पी० को आर० पी० एफ० असिस्ट करे जिसमें एक आम्ब फोर्स भी हो। रेलवे प्रोटेक्शन फोर्स जोकि आम्ब भी है, उसके आदमी मवाद करें और कम से कम रात में एस्काटिंग की जाए



और इन घटनाओं को रोकने की कोशिश की जाये -- इस बात की चेष्टा हम कर रहे हैं। मैं समझता हूँ इसमें कठिनाई तो है लेकिन हम विश्वास करते हैं कि आप लोगों के सहयोग से हमें इसमें सफलता मिल जायेगी। यह जरूर है कि ऐसी चीजों में जन सहयोग की आवश्यकता होती है लेकिन मैं समझता हूँ हमें यह मिलेगा क्योंकि यह एक सही काम है जिसमें सभी सहयोग देने के लिए तैयार हैं।

मैं इस बात को भी मानता हूँ कि जब फेयर बढ़े और प्रेट बढ़ा तो एमिनिटीज बढ़नी ही चाहिए। यह न भी बढ़ा हो तब भी कानून में जो एमिनिटीज मिली हुई है वह तो बेचारे यात्रियों को मिल जाये। यह बहुत ही शर्मनाक बात है कि कानून के मुताबिक यात्रियों को जो सुविधाएँ पहुंचनी हों वह भी न पंचे। वजट के समय इसका बहुत जिक्र हुआ था और उन्होंने अपने उत्तर में बहुत ठिकाने से साफ साफ कहा था कि मुझे दुःख है कि एमिनिटीज का अभाव हो गया है, कहीं पानी नहीं, कहीं लाइट नहीं और बॉन्च लाइन में कहीं सिटकनी ठीक नहीं, कहीं खिडकियां तक टट गई हैं। यह सब मैं जानता हूँ कि एमिनिटीज की बड़ी कमी है। बड़े बड़े स्टेशन पर सफाई नहीं है, रिजर्वेशन में झगड़े पैदा हो गए हैं—यह गारी बातें मैं कह चुका हूँ, यादव जी को उन्हें धोहराने की आवश्यकता नहीं थी। इतनी बुद्धि और समझ मुझे है कि खराबी है लेकिन उन्हें भी तो कुछ बोलना था, बेचारे और क्या बोलते? जो कुछ हमारे शास्त्री जी ने और यादव जी ने कहा है हम उस से पूरी तरह से सहमत हैं। यादव जी ने एक बात बड़े गजब की कही इन्होंने कहा कि आर० पी० एफ० को डिस्मिस कर देना चाहिए, क्योंकि ये चोरी कराते हैं और दूसरी तरफ शास्त्री जी ने कहा कि आर० पी० एफ० को बोनस दे दो। मैं उन की इस बात का समर्थन करता हूँ लेकिन मुझे ताज्जुब है कि इन दोनों सदस्यों का दिमाग कैसा मिलता है। शास्त्री जी ने बहुत घोटालों का जिक्र किया, यहाँ घोटाला है, वहाँ घोटाला है, मालूम नहीं कितना घोटाला है? वे कहते हैं कि मैं पंडित जी को लिखूंगा, लिख नहीं रहे हैं, लेकिन घोटाले की शिकायत कर रहे हैं। लिख देते, तो हूजरवाला, मैं उन को देखता। सब से बड़ा घोटाला तो यही है कि उन्होंने लिखा नहीं।

**एक माननीय सदस्य :** मैंने एक सप्ताह पहले लिखा था।

**श्री कमलापति शिवाठी :** आप शास्त्री जी की मदद न कीजिये। वे तो काशी विद्यापीठ के शास्त्री हैं और मैं उनका अग्रज हूँ। वह मेरे सामने बच्चे हैं, जब प्राये थे।

अभी एक महाराष्ट्र के सदस्य ने इन-एफिसियेन्सी का बड़ा भारी सर्टिफिकेट दिया। यादव जी ने भी कहा कि भारत सरकार के जितने महकमे हैं उन सबसे ज्यादा खराब हालत रेलवे की है। उन्होंने यह भी कहा कि थोड़ा बहुत जो सुधार हुआ है वह रेलवे में हुआ है। मैं यही कह सकता हूँ कि इसको और ज्यादा सुधारने की कोशिश करेंगे। उनकी 10-12 कटमोशनज हैं, उनको मैं जरूर पढ़ूंगा। महाराष्ट्र के सज्जन ने इन-एफिसियेन्ट, करप्ट, इन-काम्पिटेंट ऐसे जितने भी शब्द हो सकते हैं, सबका प्रयोग किया है। मैं तो केवल इतना ही कह सकता हूँ कि यह बात सही है कि यह बहुत बड़ा महकमा है, 16-17 लाख आदमी इस महकमे में काम करते हैं। मैं यह मानकर चलता हूँ कि इतने बड़े महकमे में गलत जंग के आदमी भी होंगे और काफी संख्या में होंगे। लेकिन मैं यह विश्वास दिलाता हूँ कि रेलवे विभाग में सारे के सारे आदमी करप्ट नहीं हैं, इन-काम्पिटेंट भी नहीं हैं बहुत से लोग ऐसे हैं जो बड़े देशभक्त हैं और ईमानदारी से काम करते हैं। ऐसे भी हो सकते हैं जो ब्लैक-शीप होंगे। माननीय सदस्यों से मैं इतना ही कह सकता हूँ कि अगर ऐसी कोई सूचना उनके पास हो, जैसे यादव जी और कई माननीय सदस्य दे रहे हैं, तो वे मुझे क्वाइटला लिख सकते हैं, मेरे पास भेज सकते हैं, मैं यहाँ पर बैठा हूँ, मैं उनपर कार्यवाही करने की चेष्टा करूंगा। इगमें आप सबसे प्रार्थना यह है कि अगर कहीं करप्शन हो तो उस करप्शन को दूर करने की चेष्टा होनी चाहिए और उसमें जिनके ऊपर आप ने जिम्मेदारी छोड़ी है, उनकी चेष्टा अत्यधिक होनी चाहिये। मैं आप सब माननीय सदस्यों से निवेदन करता चाहता हूँ कि जहाँ कहीं भी आप इस तरह की गड़बड़ी को देखें तो कृपा करके मुझे सूचित करें, मैं आपका कृतज्ञ होऊंगा और मुझे इस रेलवे विभाग की सेवा करने का अच्छा मौका मिलेगा।

मैं अधिक समय नहीं लूंगा, इतना ही कह सकता हूँ कि जितना सम्भव है करने का प्रयास करूंगा। हमारे डागा जी ने कह दिया कि जनता कानून अपने हाथ में ले लेगी। मैं समझता हूँ वह फर्स्ट क्लास से आते होंगे, उनके पास फर्स्ट क्लास का पास है, लॉग फर्स्ट क्लास में चढ़ जाते हैं, उसके ऊपर भी चढ़ जाते हैं और चढ़ते ही नहीं मरते भी हैं। मेरा ऐसा ब्याल है कि फास्ट और सुपरफास्ट ट्रेन्ज तो हमने बहुत चला दी हैं, अब तो पैसेन्जर्स चलायेंगे ताकि यात्रियों को सुविधा मिल सके। वेर से ही सही, लेकिन चलती तो रहें।

मैं ऐसा समझता हूँ यातायात बहुत बढ़ गया है, उसके हिसाब से रेलवे कम पड़ रही है, उसको बढ़ाने की जरूरत है, चाहे माल ढोने की क्षमता हो या पैसेन्जर ट्रेन्ज की क्षमता हो, बैंगम्ब और गाड़ियां दोनों को बढ़ाने की आवश्यकता है। मैं यह भी जानता हूँ कि रीजनल इम्बैलेंस है, उसको दूर करने की चेष्टा करनी चाहिये।

## [श्री कमलापति त्रिपाठी]

राज्य सभा में मैंने कहा था—एक बात हमारे विभाग में आ रही है कि नेशनल ट्रांसपोर्ट पालिसी कमेटी बी० डी० पांडे कमेटी ने अपनी रिपोर्ट प्लानिंग कमीशन को दे दी है, शायद प्राइमिनिस्टर को भी दी है। प्लानिंग कमीशन ने उस कमेटी को बनाया था। वह कमेटी मेरे पास भी आई थी, हम लोगों से भी बातचीत हुई थी। एक तरह से उन्होंने ग्राल-राउन्ड सर्वेक्षण किया है, निरीक्षण किया है, समीक्षा की है कि देश में कहां-कहां बाटलनेक्स हैं। ट्रांसपोर्ट के जितने तरीके हैं, चाहे रेल हो, रोड हो, हवाई जहाज हो, नाव हो, पानी में चलने वाले जहाज हों, यहां तक कि ऊंट, बैल और गधे तक की समीक्षा की है और उसके बाद अपनी रिपोर्ट दी है। जैसा मैंने सुना है, देखा तो अभी नहीं है, उन्होंने रीजनल इन्वेल्लेसेज का भी जिक्र किया है और कहा कि है इसको दूर किया जाय। ऐसे एरियाज को रेलवे लाइन में लाया जाय जहाँ डब्लेपमेंट को अभी जाना है। जब तक आगे-आगे रेल नहीं चलेगी, उनका डब्लेपमेंट नहीं होगा। ऐसा नहीं हो सकता है कि पहले डब्लेपमेंट हो और रेल पीछे जाय। पहले रेल चले, नया विकास की गड़्डी भी चल सकती है। हमारी रेट टैरिफ एन्कगाररी कमेटी ने भी अपनी रिपोर्ट दे दी है, बहुत बड़ी रिपोर्ट है, उन्होंने भी इसकी तरफ ध्यान दिलाया है। इन दोनों कमेटियों की रिपोर्ट पर पूरी तरह से गौर करने के लिये मैं ऐसा सोच रहा हूँ कि एक सेल बना दिया जाय, हमारे रेलवे बोर्ड में। जो उनकी रिकमेण्डेशन्स पर पूरी गहराई से विचार करे और उसके बाद हमारे सामने लाये, फिर उसके हिसाब से रेलवे का प्लान बने और उसमें प्रायोरिटीज तय हो। रेलवे को इस समय जितनी मांग है, सब जगह एक दम से रेल बिछाना बहुत कठिन है। इसमें हमारी दिक्कत यह भी है कि सबका क्लियरेंस प्लानिंग कमीशन से होता है, क्लियरेंस होने के बाद पैसा एलाठ होता है, बिना क्लियरेंस के कोई स्कीम नहीं ले सकते हैं। सबके लिये पैसा चाहिये, फाइनेन्शियल कन्स्ट्रेंट तो होना ही है। इसीलिये मैंने सोचा है कि प्रायोरिटी तय हो जाय और उसके बाद धीरे-धीरे उनको बनाने की कोशिश करें। इस तरह की बात हम सोच रहे हैं।

यह ठीक बात है कि रीजनल इन्वेल्लेसेज की समस्या हमारे देश में है और उसको दूर करने की चेष्टा करनी चाहिये। कई जगहों पर मॉडर्नाइजेशन और एक्सपेन्शन का सवाल है। मैं तो अपनी पार्टी का एक छोटा सा सदस्य हूँ। हमारे इलेक्शन मैनिफेस्टो में लिखा है कि रेलवे का एक्सपेन्शन भी होना चाहिये और माडर्नाइजेशन भी होना चाहिये, हमको तो यह अवश्य करना है। इसी तरह से इलेक्ट्रिकफिकेशन की बात कही गई है—इसमें बड़ा खर्च होता है और इसके लिये पावर भी होनी चाहिये। हम कोशिश कर रहे हैं कि कैपिटिव पावर स्टेशन बनाने की इजाजत रेलवे

को मिल जाय। मैं जानता हूँ और आप सब भी जानते होंगे कि इस काम में इन्वेस्टमेंट के लिये बहुत पैसा चाहिये, लेकिन एक बार इन्वेस्टमेंट हो गया तो डीजल पर जो पैसा खर्च होना है, कोल पर जो पैसा खर्च होता है, उससे बहुत कम पैसा खर्च होगा, शायद 3 रुपये पड़ता है—इस तरह से काम हो सकता है। केरल की बात कही गई कि वहां बहुत बिजली है। बिजली तो है लेकिन इलेक्ट्रिकफिकेशन का काम करने के लिये और उसकी स्कीम बनाने के लिये बहुत पैसा लगाना होगा। वह सब क्लियरेंस हम लेने की कोशिश करते हैं प्लानिंग कमीशन से। हमारी यह कोशिश और चेष्टा रही है और रहेगी कि इलेक्ट्रिकफिकेशन का काम हम सारे देश में तेजी से फैलाएं। उसके लिए अगर जरूरत हो तो हम कैपिटिव पावर स्टेशंस भी बनाएं।

मान्यवर, मैं इतना ही कह सकता हूँ कि माननीय सदस्यों ने बड़ी कृपा की है कि इस पर इतनी बहस हुई। इससे लगना है कि हमारे माननीय सदस्यों की कितनी दिलचस्पी हमारे रेल विभाग में है। उसी दिलचस्पी के फलस्वरूप हमारा मार्गदर्शन होता है, हमें प्रकाश मिलता है हमें कोई रास्ता दिखाया देना है कि किस रास्ते से हमें चलना है। इसके लिए मैं सबका धन्यवाद करता हूँ कि वे सब हमसे सहयोग कर रहे हैं।

मान्यवर, मैं अपने रेलवे में काम करने वाले 16-17 लाख कर्मचारियों से भी अपील करता हूँ कि वे देश का उत्पादन बढ़ाने के लिए रेलवे को ठीक ढंग से चलाएं, रोज-रोज के झगड़े न किए जाएं।

बोनस के बारे में हमारे माननीय सदस्य राजेन्द्र जी कह रहे हैं कि उसे प्रोडक्टिविटी पर कैसे लिंक किया है। हमने 1978 को एक बेस माना है। 1978 में रेलवे में जो अचीवमेंट हुई है, उसकी अचीवमेंट हर साल होनी चाहिए। रेलवे की दोनों यूनियनों एन० एफ० आई० और ए० एफ० आई० और ने मंजूर किया है और वह पेटर्न चला है। वह पेटर्न अच्छा है। और विभागों को भी इस पेटर्न पर विचार करना चाहिए, गौर करना चाहिए। रेलवे ने यह एक आदर्श स्थापित किया है।

मान्यवर, मैं बहुत धन्यवाद करता हूँ। मैंने करीब-करीब 35 मिनट ले लिये, इसके लिये मुझे क्षमा करेंगे। इन बातों का जवाब देना बहुत जरूरी था।

श्री रामबिनास पासवान (हाजीपुर): 'उपाध्यक्ष महोदय, हमारा कट मोशन है जिस पर हम क्लैरिफिकेशन चाहते हैं।

MR. DEPUTY-SPEAKER: Please sit down.

SHRI K. T. KOSALRAM (Tiruchendur): I want one clarification. In his statement, the hon. Railway Minister has stated that Karur-Dindigul-Tuticorin BG railway line is under consideration. But, unfortunately, no allotment has been made. I want to know what do you mean by under consideration?

MR. DEPUTY-SPEAKER: I will come to your cut motions. Why are you in a hurry?

SHRI KAMLAPATI TRIPATHI: So many cut motions have been moved and will be replied to. We will look into them very carefully. So far as Karur-Dindigul-Tuticorin BG Railway line, stated to be under consideration is concerned, as soon as the Planning Commission forwards its recommendation, we will take this up for execution. We are trying for that.

MR. DEPUTY-SPEAKER: Now I shall put all the cut motions to the Demands for Grants for 1980-81 to the vote of the House together unless any hon. member desires that any of his cut motion may be put separately.

SHRI RAMAVATAR SHASTRI: My cut motion No. 316 may be put separately.

श्री मलिक एम० एम० ए० खान (एटा) : उपाध्यक्ष महोदय, जिन कट मोशंस पर बोटिंग होगी, उन पर मंत्री महोदय गौर न फरमाएँ क्योंकि उन्हें तो हाउस रिजेक्ट कर देगा।

SHRI NARAYAN CHOUBEY: I press my cut motion Nos. 510 and 512.

SHRI CHANDRADEO PRASAD VERMA: I press my cut motions Nos. 948, 951 and 961.

SHRI A. K. ROY: I press my cut motions Nos. 783, 784 and 799.

SHRI R. L. P. VERMA: I press cut motions Nos. 537 and 541 standing in my name.

SHRI R. K. MHALGI: I press cut motions Nos. 876 and 877 standing in my name.

SHRI SUBODH SEN (Jalpaiguri): I press my cut motion No. 668.

MR. DEPUTY-SPEAKER: I shall now put cut motion No. 316 moved by Shri Ramavatar Shastri to the vote of the House.

*Cut Motion No. 316 was put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put cut motions Nos. 510 and 512 moved by Shri Narayan Choubey to the vote of the House.

*Cut Motions Nos. 510 and 512 were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put cut motions Nos. 537 and 541 moved by Shri R. L. P. Verma to the vote of the House.

*Cut Motions Nos. 537 and 541 were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put cut motions Nos. 876 and 877 moved by Shri Mhalgi to the vote of the House.

*Cut Motions Nos. 876 and 877 were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put cut motion No. 668 moved by Shri Subodh Sen to the vote of the House.

*Cut Motion No. 668 was put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put cut motions Nos. 948, 951 and 961 moved by Shri Chandradeo Prasad Verma to the Vote of the House.

*Cut Motions Nos. 948, 951 and 961 were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put cut motions Nos. 783, 784 and 799 moved by Shri A. K. Roy to the vote of the House.

Cut Motions Nos. 783, 784 and 799 were put and negatived.

MR. DEPUTY-SPEAKER: I shall now put cut motion number 1061 in the name of Shri R. P. Yadav to vote

*Cut motion No. 1061 was put and negatived*

SHRI DINEN BHATTACHARYA: My cut motions Nos. 591 to 595, 612, 614 and 615 may be put separately.

MR. DEPUTY-SPEAKER: I shall now put cut motions Nos. 591 to 595, 612, 614 and 615 in the name of Shri Dinesh Bhattacharya to vote.

*Cut Motions Nos. 591 to 595, 612, 614; and 615 were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put the rest of the cut motions on the Demands for Grants (Railways for 1980-81 to vote.

*All other cut motions were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put the Demands for Grants (Railways) for 1980-81 to vote

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 out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1981, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

*The motion was adopted.*

\*Published in Gazette of India 2-7-1980.

†Introduced with the recommendation of the President.

18.57 hrs.

APPROPRIATION (RAILWAYS) NO. 3 BILL, 1980\*

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): 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 services of the financial year 1980-81 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 services of the financial year 1980-81 for the purposes of Railways."

*The motion was adopted*

SHRI KAMLAPATI TRIPATHI: I introduce the Bill.

18. 59 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER CUSTOMS ACT

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table a copy each of Notification Nos. 132-Customs and 133-Customs (Hindi and English versions) published in the Gazette of India dated the 2nd July, 1980 together with an explanatory memorandum regarding exemption from the whole of the customs duty and auxiliary duty of the goods specified in the schedule to Notification No. 132-Customs manufactured in Nepal and containing not less than 80 per cent of Nepalese materials or Nepalese and Indian materials, when imported into India from Nepal, under section 159 of the Customs Act, 1962 [Placed in Library. See No. LT-987-A/80.]

Extraordinary, Part II, section 2, dated

RE: DISCUSSION ON NO-DAY-YET-NAMED MOTION

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI BHISHMA NARAIN SINGH): Sir, the House had earlier decided that no discussion on No-Day-Yet Named Motions or under Rule 193 be provided till the passing of the Finance (No. 2) Bill.

Since then, a meeting was held by the Speaker with the Leaders of Parties and Groups today, and it was decided that a discussion on the statement made by the Minister of Home Affairs regarding the alleged molestation of a woman on 18th June at Baghpat may be held on Friday, 4th July, 1980, at 6 P.M.

Accordingly, the earlier decision may be deemed modified to this extent.

MR. DEPUTY-SPEAKER: I think the House agrees.

SHRI G. M. BANATWALLA (Ponnani): Sir, there is no intimation. Nothing is mentioned in today's List of Business. There is no supplementary list whatsoever. If any intimation is given, let the matter come up tomorrow.

MR. DEPUTY-SPEAKER: This is the decision of the Leaders of the Parties and Groups. That is being told to you.

SHRI G. M. BANATWALLA: At 7 O' Clock we are told about this. This is not a proper thing.

MR. DEPUTY-SPEAKER: The decision taken in the meeting is being told to you.

I think the House agrees.

SEVERAL HON. MEMBERS: Yes.

19.02 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Thursday, July 3, 1980/Asadha 12, 1902 (Saka).*