

### **Failure of Electricity on North-East Frontier Railway**

4097. SHRI BEDABRATA BARUA: Will the Minister of RAILWAYS be pleased to state:—

(a) whether complaints have been received about the frequent failure of electricity on the North-East Frontier Railway during April, May and June, 1969;

(b) for how many days the Assam Mail from Barauni to Delhi went without lights and fans in the month of May, 1969; and

(c) whether any action has been taken to prevent such failure?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON):

(a) Presumably the Hon'ble Member is referring to the complaints arising out of failure of lights and fans in coaches of Assam Mail. There were 2 complaints during May, 1969 and 6 during June 1969 about train lighting. There were no complaints during April 1969.

(b) There have been no instances of Assam Mail leaving Barauni without lights and fans in the coaches. There may have been occasions when enroute some of the lights and fans in some coaches may not have been working. This is largely due to vandalism, theft of equipment, failure of equipment, etc.

(c) Yes. The following steps have been taken to prevent such failures:—

- (i) Lights and fans fittings are thoroughly checked at the originating and terminating stations. Separate supervisors are earmarked to look after trouble giving trains.
- (ii) Frequent checks of rakes by officers and inspectors at important stations are being carried out.
- (iii) Defects developing enroute are being rectified at important intermediate stations.

(iv) For quick attention to electrical defects, arrangements exist for fitters to escort trouble-giving trains.

(v) Periodical joint checking of Mail/Express trains by officers is being done.

(vi) Train lighting condition of Mail/Express trains is being watched at Zonal Railways Headquarters level.

(vii) Adequate spares have been arranged to improve maintenance.

(viii) Public complaints are thoroughly investigated and staff found negligent are suitably taken up.

### **Removal of Backwardness of Communities Other Than Scheduled Castes and Scheduled Tribes**

4098. SHRI B. P. MANDAL: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that apart from the Scheduled Castes and Scheduled Tribes, there are other very large sections of the Society which are socially and economically backward;

(b) what is the criteria to determine backwardness;

(c) whether Government are aware that several castes and communities in this country are socially, economically, educationally and politically far behind the few fortunate castes and communities; and

(d) if so, how Government propose to remove this backwardness and bring the entire Society on equal footing?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE [DR. (SHRIMATI) PHULRENU GUHA]: (a) Yes.

(b) Government of India have commended to the State Governments the adoption of economic tests for determining backwardness.

(c) and (d). The programmes undertaken under the various Five Year Plans are aimed at raising the economic conditions of the masses of the country.

**Criteria to Determine Backwardness**

4099. SHRI B. P. MANDAL: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether the Central Government have fixed only the economic status of an individual to decide his backwardness; and

(b) whether Government consider that such criteria is most unsuitable and unjust inasmuch as in a caste-ridden Society several castes and communities are socially handicapped due to birth?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE [DR. (SHRIMATI) PHULRENU GUHA]: (a) and (b). There communities which have been suffering from tangible handicaps based on the practice of untouchability have been declared as Scheduled Castes. As regards the Other Backward Classes, the Supreme Court has ruled that caste alone cannot be made a criterion for determining backwardness.

**Restoration of Old Nirmali-Supaul Line (North Eastern Rly.)**

4100. SHRI B. P. MANDAL:

SHRI SHIVA CHANDRA JHA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the Kosi floods being under control due to the completion of Kosi barrage, Government contemplate to restore the old Nirmali-Bhaptiahi-Supaul line of the North Eastern Railway; and

(b) if not, the reasons therefor?

THE MINISTER OF LAW AND SOCIAL WELFARE AND RAILWAYS (SHRI GOVINDA MENON): (a) No.

(b) Supaul-Thurbhita section has already been opened. The restoration of the section from Thurbhita to Bhaptiahi is at present in progress and will be completed by June, 1970. It is proposed to watch the working of the sections after restoration and the behaviour of the River Kosi for some time before considering any scheme for re-establishing a rail link Bhaptiahi on the one side of the river Kosi and Nirmali on the other. In any case such a scheme would involve considerable expenditure due to heavy bridging over the Kosi River, and hence it is not likely to be financially viable.

**Grant of Licences to High Quality Steel Ltd., and Bihar Alloy Steel Ltd.**

4101. SHRI SRADHAKAR SUPAKAR: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Starred Question No. 42 on the 18th November, 1969 and state:

(a) whether the High Quality Steel Limited and the Bihar Alloy Steel Limited to whom licences to produce alloy steel were granted on the 19th August, 1961 and 14th January, 1966, respectively, have already started production; and

(b) if so, the actual production capacity of these two companies at present?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) No, Sir.

(b) Does not arise.

**Narula Finance Private Ltd., Delhi**

4102. SHRI R. BARUA:

SHRI YASHPAL SINGH:

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether falsification of accounts is one of the charges against the Narula Finance Pvt. Ltd., Delhi