

Vol. Third Series, XXXVIII—No.16

Wednesday, March 10, 1965
Phalgun 19, 1886 (Saka)

LOK SABHA DEBATES

(Eleventh Sessions)



(Vol. XXXVIII contains Nos. 1—10)

LOK SABHA SECRETARIAT
NEW DELHI

Price: Re 1.00

CONTENTS

[Third series, Vol XXXIX—Eleventh Session, 1965]

No. 16.—Wednesday, March 10, 1965/Phalguna 19, 1886 (Saka)

Oral Answers to Questions—	COLUMNS
*Starred Questions Nos. 356 to 362	3369—3409
Short Notice Question No. 1	3409—12
Written Answers to questions—	
Starred Questions Nos. 363, 365 to 379.	3412—24
Unstarred Questions Nos. 903 to 945, 947 to 959, and 961 to 968	3424—62
Calling Attention to Matter of Urgent Public Importance—	
Further detention of left Communist leaders	3462—86
Papers laid on the Table	3486-87
Committee on Private Members' Bills and Resolutions—	
Fifty-eighth Report	3487
Demands for Grants (Railways), 1965-66	3488—3593
Shri Heda	3488—92
Shri N.R. Laskar	3495—99
Shri Khadilkar	3499—3504
Shri Priya Gupta	3504—09
Shri P.C. Barman	3509—11
Shri J.P. Jyotishi	3511—17
Shri U.M. Trivedi	3492—95 3518—24
Shri L.N. Bhanja Deo	3524—29
Shri T.Subramanyam	3529—33
Shri Ranga	3533—39
Dr. P. Mandal	3539—42
Shri Man Sinh P. Patel	3542—46
Shri Mate	3546—48
Shri Rattan Lal	3548—52
Shrimati Kamala Chaudhuri	3552—57
Shri P. Venkatasubbaiah	3557—60
Shri Indrajit Gupta	3560—66
Shri Surendra Pal Singh	3566—71
Shri Joachim Alva	3571—78
Shri Yashpal Singh	3578—83
Shri Sham Nath	3583—90
Dr. M. S. Aney	3591—93
Half-an Hour Discussion re : Indian Airlines Corporation	3593—3604
Shri Vidya Charan Shukla	3593—98
Shri Kanungo	3598—3604

*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

LOK SABHA

Wednesday, March 10, 1965/Phalgun
19, 1886 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Bomb Explosions in Jammu and
Kashmir

- +
Shri Rameshwar Tantia:
Shri Hukam Chand
Kachhavaia:
Shri D. C. Sharma:
Shri Yashpal Singh:
Shri Onkar Lal Berwa:
Shri Bade:
*356. Shri Hem Barua:
Shri Mohan Swarup:
Shri C. K. Bhattacharyya:
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shrimati Savitri Nigam:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Home Affairs
be pleased to state:

(a) the number of explosions which
have occurred from the middle of
December, 1964 to February, 1965;

(b) whether in certain cases the
Pakistani spies have been arrested;
and

(c) if so, whether Government of
India are considering to take up this
matter with the Pakistan Govern-
ment direct?

The Minister of State in the Minis-
try of Home Affairs (Shri Hathi): (a)
Five explosions.

(b) Some persons suspected to be
Pakistani agents have been arrested.

(c) At present this is not being con-
sidered. But on appropriate occa-
sions in the past the matter has al-
ready been brought to the notice of
the Security Council.

Shri Rameshwar Tantia: Have the
Pakistani spies who have been ar-
rested said that there are some
Indians also with them who carry out
these explosions?

Shri Hathi: Some confessions have
been made by Pakistani agents. I
can say that much.

Shri Rameshwar Tantia: Is it a fact
or have Government found that there
are some senior politicians involved
in these explosions?

Shri Hathi: The confessions have
not revealed that.

श्री हुकम चन्द कच्छवाय : इन बम
विस्फोटों के सिलसिले में कितने व्यक्ति-
यों को पकड़ा गया है, कितनों के खिलाफ कानूनी
कार्रवाई की गई है और कितनों को दंड
दिया गया है ? इन बम विस्फोटों को रोकने
के लिए सरकार ने किस प्रकार के कदम उठाये
हैं ? ये बम कहाँ के बनाये हुए थे ?

श्री हाथी : अभी तक तो 60-65
घादमियों को पकड़ा गया है। जो बम वगैरह
मिला है ऐसा मामूल होता है कि पाकिस्तान
का बना हुआ है।

श्री श्रीकार लाल बेरवा : ये जो बम विस्फोट हुए हैं इनके पीछे क्या सरकार को यह भी पता चला है कि चीन के जासूसों का भी हाथ है ?

श्री हाथी: चीन का अभी कुछ नहीं मिला है ।

श्री यशपाल सिंह : जब से जम्मू और काश्मीर सरकार ने यह एलान किया है कि इस तरह के विस्फोट करने वालों को सजाये मौत दी जाएगी, उसके बाद से कितनी घटनायें घटित हुई हैं ?

श्री हाथी : वहां पर मसौमबली में होम मिनिस्टर साहब ने दो चार दिन पहले ही जो स्टेटमेंट दिया है उस में उन्होंने कहा था कि हम ऐसा एक विधान बना रहे हैं ।

Shri Hem Barua: Is the attention of Government drawn to the fact that Sheikh Abdullah has been carrying on a vitriolic anti-India campaign in Britain trying to mobilise British support for self-determination for Kashmir, which is having a repercussion in the internal politics of Kashmir itself? If so, what is the reaction of Government to this campaign of Sheikh Abdullah in Britain, and what steps do Government propose to take to put an end to this sort of anti-India campaign?

Mr. Speaker: It is not relevant here.

Shri Hem Barua: May I submit..

Mr. Speaker: He will kindly resume his seat.

Shri Nath Pai: In view of the fact that these increasing bomb explosions in Jammu and Kashmir are somehow synchronised with that dangerous communique obviously aimed against India, signed in Peking between the President of Pakistan and the Prime Minister of China, and the campaign let loose from

Cairo to London against India, will Government be in a position to assure Parliament that they are aware of all this concerted effort to defeat us in Kashmir, and are taking adequate steps?

Shri Hathi: The Kashmir Government are taking adequate steps.

Shri Nath Pai: In the past, this kind of platitudinous assurances by Government have not shown any awareness of the seriousness of the danger. From January last this year, the country is on tenter-hooks about its destiny. We are aware that the Home Minister is here. This is far too serious a matter to be ignored or underestimated. We want to know what he plans to do about it.

Shri Hem Barua: You have allowed Shri Nath Pai's question. My question was specific....

Mr. Speaker: Because I have allowed Shri Nath Pai's question, every hon. Member has not got the right to put any question.

Shri Hem Barua: I am thankful to you. My question was specific. The Minister said that he is aware of this campaign let loose by Sheikh Abdullah. We want to know what is the reaction of Government to this, and what does Government propose to do to put an end to it. This is a very relevant question in view of the disturbing situation.

Mr. Speaker: I will ask hon. Members not to drag me into argument once I have decided not to allow a question. We were discussing these explosions. Shri Barua put a question that had no relevance to it. Once I have said that—I may be wrong in that—to enter into an argument about it and pursue it further does not sound conducive to the conduct of business in the House. I will request him to leave it now. Shri Nath Pai asks whether this has some relation to the statement that was made.

The Minister of Home Affairs (Shri Nanda): Apart from any statements

issued from there, I can say that Government has full cognizance of all the implications and the seriousness of the situation, and in various ways, in various directions, steps are being taken.

Shri Hem Barua: But what are the steps?

Shri Nanda: This is not the occasion to mention them.

Shri Hem Barua: They are aware of the danger, but they will not tell us about the steps they are taking.

Mr. Speaker: If they do not want to say just now, they should not be pressed.

Shri P. C. Borooah: May I know how many gangs of Pakistani Saboteurs have been found to be operating in Kashmir, how many arrested so far and what is their *modus operandi*?

Shri Hathi: One gang has been arrested.

Shri P. R. Chakraverti: In the context of the arrangement, in terms of which China has got some Pakistan-occupied land of India, may I know whether China is involved in this sabotage work also?

Shri Hathi: As I replied to the earlier questions, from the information available with us, it is not possible to say anything about that.

Shrimati Savitri Nigam: In view of the fact that these bomb explosions have become almost a daily or a weekly feature, and in view of the very unconvincing reply of the hon. Minister, I would like to know what particular action Government intends to take to put an end to this type of disturbing and disquieting explosions, and whether a joint team of Central Government and Kashmir Government is going to find out and investigate about it.

Mr. Speaker: How many she combines in it! When the gentlemen fail to shoot arrows, the ladies take to it but they have combined so many!

Shri Hem Barua: Ladies are experts in that!

Shri Hathi: I am sorry if the hon. Member has found my short replies unconvincing in relation to her long questions, but, as I said, the Jammu and Kashmir Government have tightened up the security arrangements, they are on the watch. It is because of this that the spy gang has been found out and people have been arrested. Nearly 65 people have been arrested.

Shri Joachim Alva: May I know how far the explosions and espionage activities have been helped and aided by the organ of the Plebiscite Front, *Mahaz*, which has a high circulation and which openly advocates the cause of Pakistan in pictures and articles?

Shri Hathi: In this I do not think I will be able to say. This is not found from this investigation.

Pay Scales of I.A.S. and I.P.S.

+

*357.	{	Shri Surendra Pal Singh: Shri P. R. Chakraverti: Shri P. C. Borooah: Shri Ram Harkh Yadav: Shri Murli Manohar: Shri Vishwa Nath Pandey: Shri Bhagwat Jha Azad: Maharajkumar Vijaya Ananda: Shri D. N. Tiwary: Shri Kapur Singh: Shri Onkar Lal Berwa: Shri P. H. Bheel;
-------	---	---

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that his Ministry is actively considering a proposal to increase the pay scales of the I.A.S., I.F.S. and I.P.S.; and

(b) if so, the main features thereof and how soon will the Government take a final decision on this matter?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra): (a) No, Sir.

(b) Does not arise.

Shri Surendra Pal Singh: May I know if the Second Pay Commission in its report made any recommendations as to when, how the Central Government should take necessary steps to increase pay scales of IAS and IPS and, if so, what are the specific recommendations of the Pay Commission in this regard?

Shri L. N. Mishra: This question was not in the terms of reference of the Second Pay Commission, but they did consider the question of reduction and enhancement of the higher salaries and they made some recommendations, but it was not under their terms of reference.

Shri Surendra Pal Singh: Is it a fact that a large number of our talented young men are now seeking employment in private sector industries and trade houses and are not coming into Government service, and if so, may I know the reasons for that?

Shri L. N. Mishra: Yes, Sir. It has been reported to us that talents are getting diverted to the private sector because they get better salary there.

Shri P. B. Chakraverti: Apart from the question of increasing their emoluments, may I know whether Government wanted to introduce a scheme of amalgamating IFS and IAS to increase their efficiency?

Shri L. N. Mishra: I am not aware of that, but at present they are two different cadres.

Shri P. C. Borooah: May I know whether it is a fact that the standard of our administration has been gradually going down since independence, and how far this is due to the conditions of service?

Shri L. N. Mishra: I cannot accept this view. The standard of administration has not deteriorated.

श्री विश्वनाथ पाण्डेय : मैं जानना चाहता हूँ कि आई० ए० एस०, आई० एफ० एस० और आई० पी० एस० के वेतनक्रमों में जो असमानता है उसको दूर करने के

लिए क्या सरकार कोई उपाय कर रही है ?

श्री ल० ना० मिश्र : जी, नहीं, आई० ए० एस० और आई० एफ० एस० के वेतनक्रमों में कोई असमानता नहीं है ।

श्री भागवत झा आज़ाद : इन अखिल भारतीय सेवाओं के वेतनों में वृद्धि न करने के इस प्रस्ताव की प्रशंसा करते हुए मैं यह जानना चाहता हूँ कि क्या सरकार इस बात पर विचार कर रही है कि निम्नतम वेतनमान और अधिकतम वेतनमान जो इन सेवाओं के हैं उन के बीच की दूरी को कम करने के लिए कोई प्रयत्न किया जाय ।

श्री ल० न० मिश्र : अभी तो प्रयत्न नहीं किया जा रहा है लेकिन यह बात सही है कि निम्नतम वेतन पाने वालों की तन्खाह बढ़नी चाहिए, और इसी लिए दास कमिशन रिपोर्ट आई है और उस के अनुसार उन का महंगाई भत्ता बढ़ाया गया तथा आई० ए० एस० और आई० एफ० एस० वालों का नहीं बढ़ाया गया ।

Shri Kapur Singh: Are the Government aware that the present scales of pay of these services are neither correlated to the social status expected of them nor to their standards of living nor do they bear any relationship to the remuneration available in the free business sector and, if so, why do the Government want to stick to the present scales of pay and not review them?

Shri L. N. Mishra: It is a fact that these officers are having a hard time due to the rise in price and the increasing rate of income-tax. But this is not the psychological moment to increase their salary.

श्री श्रींकार लाल बेरवा : मैं जानना चाहता हूँ कि दास कमिशन की रिपोर्ट में से कौन कौन सी सिफारिशें उन के सम्बन्ध में मंजूर की गई हैं ।

श्री ल० ना० मिश्र : दास प्रायोग की रिपोर्ट में उन का रिफ्रेंस नहीं था ।

श्री विाव नारायण : मैं यह जानना चाहता हूँ कि क्या यह सरकार सोशललिस्टिक पैटर्न ग्राफ सोसायटी के अन्तर्गत 1 हजार रु० से ऊपर की सारी तन्खवाहें एकसा करेगी । इस से ज्यादा वेतन न हों ।

श्री ल० ना० मिश्र : ऐसा विचार नहीं है ।

श्री किञ्चन पटनायक : क्या सरकार बहू महसूस करती है कि देश की औसत आमदनी और खर्च से इन अफसरों की आमदनी और खर्च बहुत ज्यादा है इस लिए इसे घटाने की आवश्यकता है ।

श्री ल० ना० मिश्र : मैं समझता हूँ कि घटाने की आवश्यकता नहीं है ।

Shrimati Savitri Nigam: Is it a fact that many IAS officers after completing the training and after getting money spent on them join the various industries at very high salaries and, if so, what steps are the Government taking to stop such activities which are a waste of national money?

Shri L. N. Mishra: It is not done; it is not possible.

श्री ज० प्र० शर्मा : अभी माननीय उपमंत्री ने कहा कि दास कमिशन की सिफारिशों इन अफसरों पर लागू नहीं होती हैं । दास कमिशन की एक सिफारिश यह थी कि 600 रु० से 1290 रु० तक वेतन पाने वालों को महंगाई भत्ता दिया जाये । तो क्या यह सिफारिश इन अफसरों पर लागू की जायेगी, या नहीं की जायेगी ।

श्री ल० ना० मिश्र : जी हाँ, सिफारिश थी लेकिन चूँकि यह सिफारिश उन के दायरे के बाहर की थी इस लिए उस पर अमल नहीं किया गया ।

Shri P. Venkatasubbaiah: May I know if the fall in standards is not

due to less payment but because of the general fall in the standard of education and, if so what methods do the Government propose to evolve to give better training to IAS officers?

Shri L. N. Mishra: For improving the standard of training a committee had been appointed and Members of Parliament are also there. That will examine the question.

Cochin Refinery

+

*358. { **Shri P. C. Borooah:**
Shri P. K. Chakraverti:
Shri Ramchandra Ulaka:
Shri Dhuleshwar Meena:
Shrimati Renuka Barkataki:
Shri Ravindra Varma:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the work on Cochin Refinery is much behind schedule;

(b) if so, the extent thereof; and

(c) the progress made in the construction work of the refinery so far?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) and (b). No, Sir. As against the target date of 15th November 1965 for completion of construction, the work is likely to be completed by 1-1-1966.

(c) A major part of the equipment material has been procured and construction is proceeding mostly according to schedule.

Shri P. C. Borooah: May I know whether it is a fact that the contract for the construction of structures and buildings had not been given yet or given too late and, if so, to what extent the instability in the State Government there is responsible for the delay?

Shri Humayun Kabir: I have already stated that the construction is progressing more or less according to

schedule. We do not know how the hon. Member says it is not progressing.

Shri P. R. Chakraverti: May I know to what extent the Government has drawn upon the experiences gained in Barauni and Gauhati in setting up this refinery?

Shri Humayun Kabir: Government naturally draw upon their past experience.

Shri Ravindra Varma: May I know whether it is a fact that FACT has submitted a project report for setting up a fertilizer plant as an adjunct to this refinery, utilising the naphtha produced in the refinery and, if so, whether that report has been approved and steps have been taken to synchronise the output of naphtha and its utilisation for the production of fertilizers?

Shri Humayun Kabir: This is not strictly relevant, but I can tell the hon. Member that a proposal for a fertilizer plant has been received and is under consideration.

U.G.C. Study in Exam. Techniques

+

- *359. {
 Shri Yashpal Singh:
 Shri M. L. Dwivedi:
 Shri Bhagwat Jha Azad:
 Shrimati Savitri Nigam:
 Shri P. R. Chakraverti:
 Shri Subodh Hansda:
 Shri S. C. Samanta:
 Shri Bibhuti Mishra:
 Shri K. N. Tiwary:
 Shri C. K. Bhattacharyya:
 Shri Vishwa Nath Pandey:
 Shrimati Ramdulari Sinha:

Will the Minister of Education be pleased to state:

(a) whether a study conducted by the University Grants Commission into the examination techniques of Indian Universities has revealed that conventional examination systems are 'old fashioned, inaccurate and erratic' and seldom reveal the true ability of a candidate;

(b) if so, whether any recommendations have been made to remove these drawbacks; and

(c) the action proposed to be taken on them?

The Minister of Education (Shri M. C. Chagla): (a) The University Grants Commission studies into the examination techniques have revealed that there is need to bring about improvements in the examination system prevailing in the Universities in order to achieve greater objectivity in assessment.

(b) Yes, Sir.

(c) The recommendations resulting from the studies have been brought to the notice of universities.

श्री यशपाल सिंह : जैसे हमारे स्पीकर साहब ने पार्लियामेंट में लिख कर बोलना बन्द कर रक्खा है, प्रोरल स्पीच होती है, वैसे ही जब तक लड़कों की परीक्षा प्रोरल नहीं होगी, प्रोरल एग्जामिनेशन नहीं होगा, तब तक कैसे यह पता लग सकता है कि स्टूडेंट्स के प्रन्दर कितनी काबलियत है। काबलियत का सही प्रन्दजा लगाने के लिए रिटेन एग्जामिनेशन बन्द करने पड़ेंगे और प्रोरल एग्जामिनेशन शुरू करने पड़ेंगे। इस के लिए सरकार क्या कर रही है ?

श्री मु० का० चागला : मेरा भी यही खयाल है कि जब तक इम्तहान लिखित होंगे तब तक स्टूडेंट्स की काबलियत हम मालूम नहीं कर सकते हैं। इस के लिए हम ने बहुत रिफार्म्स सर्जैस्ट किये हैं और उन में यह भी है कि प्रोरल टेस्ट पर ध्यान दिया जाये।

श्री यशपाल सिंह : अभी जो हमारे बाइस चांसलर्स की मीटिंग हुई थी उसमें क्या सरकार ने इस प्रपोजल को रक्खा था ?

श्री म० क० चागला : यूनिवर्सिटी ब्रान्चस् कमिशन ने जितनी रिकमेन्डेशन्स की थीं उन में से दो तीन के सिवा सब रिकमेन्डेशन्स वाइस चांसलर्स ने मंजूर की हैं ।

श्री म० सा० द्विवेदी मैं जानना चाहता हूँ कि दूसरे देशों में जो विष्वविद्यालय हैं और जो पढ़ाई का क्रम वहाँ चल रहा है क्या उसका भी कुछ अध्ययन हमारी कमेटी ने किया है । यदि किया है तो उस के आधार पर क्या सिफारिशें की हैं । और जो सिफारिशें की हैं उस प्रतिवेदन की नकल क्या सदन पटल पर रखी जायेगी ।

श्री म० क० चागला : मैं जरूर रखूंगा । बहुत सी सिफारिशें की हैं । मैं उन सब को पढ़ नहीं सकता लेकिन उनकी एक कापी पार्लियामेंट में रख दूंगा ।

श्री भागवत झा आज़ाद : न केवल विश्व-विद्यालय अनुदान आयोग बल्कि देश के राष्ट्रपति तथा सभी शिक्षा विशेषज्ञ बराबर यह कहते रहे हैं कि इस देश की शिक्षा प्रणाली और खास कर परीक्षा प्रणाली दोषपूर्ण है । मैं जानना चाहता हूँ कि क्या इसके कहने से ही काम समाप्त हो जायेगा या इस को सुधारने का भी कोई प्रयत्न आज तक किया गया, सिवा इसके कि यह खराब है यह खराब है । शिक्षा मन्त्री यह बतलायें ।

श्री म० क० चागला : एक या दो घंटे चाहिये यह बतलाने के लिये क्या क्या प्रयत्न हमने किये हैं इसको सुधारने के लिये । इसको मैं एक मिनट में नहीं बतला सकता ।

अध्यक्ष महोदय : अगर एक दो घंटे चाहिये बतलाने के लिये तब तो बहुत कुछ किया गया है ।

श्री भागवत झा आज़ाद : शिक्षा मन्त्री एक मिनट में कुछ बातें नहीं बतला सकते कि उन्होंने क्या किया है तो एक घंटे में क्या बतलायेंगे । वे खाली भाषण दे सकते हैं ।

अध्यक्ष महोदय : एक मिनट में क्या कहा जा सकता है ।

Shrimati Savitri Nigam: The hon. Minister was kind enough to say that the recommendation of the University Grants Commission has been sent to the various universities. I would like to know what has been the reaction of the various universities and how many universities have started implementing those recommendations.

Shri M. C. Chagla: The hon. lady Member will realise that the universities are autonomous. We can only send the recommendations; we can ask them to implement them, but ultimately it is for the universities to decide what they should do.

Shrimati Savitri Nigam: What has been their reaction?

Mr. Speaker: The hon. lady Member has always got one or two additions to her question and after the question is answered she desires to have an explanation.

Shrimati Savitri Nigam: The answer is not complete. I would request you to get a complete answer.

Mr. Speaker: Shri P. R. Chakraverti.

Shri P. R. Chakraverti: May I know whether the Government has examined the question that faulty method of paper-setting hinders the proper evaluation of the candidates' merit?

Shri M. C. Chagla: One of the recommendations, if not the most important recommendation, is that a method should be followed which would correctly evaluate the merit of a student. It is not always done by a single written examination which may not do credit to the student at all.

Shri Subodh Hansda: May I know whether any thought has been given to the interchange of examiners in different universities?

Shri M. C. Chagla: Many universities have external examiners to see that there is no suggestion of any partiality.

Shri S. C. Samanta: Is it not a fact that over and above the UGC, the Ministry itself carries out research through professors of some universities and, if so, whether their results will be considered with the recommendations of the UGC?

Shri M. C. Chagla: Apart from the UGC, we have also got a report recently of Dr. H. J. Taylor, Vice-chancellor of the Gauhati University and our own National Council is continuously making researches in examination reform. We realise how important it is.

श्री विभूति मिश्र : क्या यूनीवर्सिटी ग्रांट्स कमीशन की रिपोर्ट मिलने के बाद केन्द्रीय शिक्षा मन्त्रालय इस बात को सोच रहा है कि दुनिया के समुन्नत देशों में किस तरह से परीक्षा ली जाती है और किस तरह से पढ़ाई होती है और क्या उसको देख कर और उस पर एक रिपोर्ट तैयार करके उस पद्धति को यहां लागू करने का विचार सरकार कर रही है ?

श्री मु० क० चागला : जी हां अन्य देशों में क्या हो रहा है उसका हम ख्याल रखते हैं और उसका कम्पेरीजन करते हैं और उसके बाद रिसर्च करते हैं यह देखने के लिए कि कौन-कौन सी चीजों को यहां लागू किया जा सकता है ।

श्री क० ना० तिवारी : पुरानी परीक्षा पद्धति से पास किए हुए लोग यहां बैठे हुए प्रशासन चला रहे हैं । क्या इस बात की स्टडी की गयी है कि इस पद्धति में अब कौनसी खामी आ गयी है जिस की वजह से गवर्नमेंट को दिक्कत मालूम हो रही है और इस कारण इसमें परिवर्तन करने की बात सोची जा रही है ?

श्री मु० क० चागला : खामी तो मैं बतला चुका हूं कि असेसमेंट बराबर नहीं होता । उस

खामी को दूर करने के लिए हम कोशिश कर रहे हैं ।

श्री क० ना० तिवारी : इसी पद्धति के प्रोडक्ट्स हैं जो सारी गवर्नमेंट ग्राज चला रहे हैं अब इस में क्या डिफैक्ट आ गया . . .

अध्यक्ष महोदय : मेम्बर साहब को यह जानना चाहिए कि जो नक्स निकले हैं अगर वे दूर कर दिए जाएंगे तो हम से अच्छे प्रादमी यहां होंगे ।

Shri C. K. Bhattacharyya: Is it the proposal of the UGC that the tutorials will have a major place in testing the capacity of the students for the purpose of examination?

Shri M. C. Chagla: Yes, Sir; one of the main proposals was that instead of having too many lectures, there should be tutorials. The problem about tutorials is that there must be a proper teacher-pupil ratio. Considering the vast expansion of education, it is not always possible to arrange for it.

श्री विश्वनाथ पांडेय : विश्वविद्यालयों की परीक्षा पद्धति पुराने ढंग की है और दोषपूर्ण है क्या उसकी वजह से विश्वविद्यालय अनुदान आयोग ने यह सिफारिश की है जिस अनुपात में विद्यार्थी अपनी कक्षा में उपस्थित रहते हैं उसी अनुपात को देखते हुए उनकी उत्तीर्ण होने का प्रमाणपत्र दिया जाए ?

Shri M. C. Chagla: No, Sir; I do not think there is any proposal about attendance. The proposal was that the university should be stricter in admitting students. One of the causes is that we admit students in universities who are not really prepared for university education and who have not got the capacity.

Shri Daji: The Minister said that two or three recommendations have not been accepted by the Vice-Chancellors. What are they?

Shri M. C. Chagla: They are, firstly, the recommendation regarding the introduction of two additional

papers in the school leaving examination is not workable. Secondly, there is no need for changing the present system of awarding marks in various examinations or classification of successful candidates in the Master's degree. Thirdly, it was felt that the delay in declaring the examination results is not generally due to administrative slackness.

श्री यु० सि० चौधरी : परीक्षा प्रणाली के सम्बन्ध में जो उत्तर माननीय शिक्षा मन्त्री जी ने श्री आजाद के प्रश्न का दिया उसमें शायद उन्होंने यह बताया कि सारी बात कहने में उनको चार पांच घंटे का समय लगेगा। मैं यह जानना चाहता हूँ कि जो सिफारिशें उनके सामने हैं क्या उनमें से कोई भी किसी छोटे से छोटे स्कूल से लेकर किसी विश्वविद्यालय तक में लागू की गयी है या नहीं? अगर नहीं तो इनको विश्वविद्यालयों में आगामी वर्ष से लागू करने पर विचार किया जा रहा है?

Shri M. C. Chagla: The question put by my hon. friend, Shri Bhagwat Jha Azad was whether in all these years any advance has been made in education and whether any reforms have been carried out. To that, with great respect, my answer was that it would take a long time to narrate all that we have done. I was not dealing specifically with examination reforms. As I said, we have made the recommendations. Research is going on. We have forwarded these recommendations to the universities. The universities have agreed to implement them and they are on their way to implement them. But there are various considerations. My hon. friend will realise that it means financial resources, it means personnel, it means the change of administration etc. For these considerations it takes time.

Shri Kapur Singh: Have the University Grants Commission shown

some dim awareness of the truth that there is no real alternative to the so-called conventional examinations except subjective judgment which itself is capable of being quite erratic and inaccurate; if so, what do Government propose to do about the recommendations now made?

Shri M. C. Chagla: I do, Sir. The finding is that subjective assessment may vary up to 14 marks, 7 marks on either side. Therefore, to eliminate as far as possible this subjective assessment and to have a more objective assessment of the students' ability various steps have been suggested.

Shri S. M. Banerjee: I want to know whether it is a fact that apart from this, apart from the defects in the examination system, it has been brought to the notice of the hon. Minister that from tomorrow in Uttar Pradesh invigilation work will be carried out by sub-inspectors and police inspectors; if so, what steps Government contemplate to take to see that invigilation is carried out by teachers?

Shri M. C. Chagla: I do not think it is relevant to the question.

Mr. Speaker: It is not.

Shri Daji: We want to know whether this is a new system for better results?

Mr. Speaker: That does not concern the new system.

Shri S. M. Banerjee: But it does arise, Sir, out of this.

Shri Muthlah: May I know whether the class record of the students will also be considered along with the marks obtained by them in the final university examination?

Shri M. C. Chagla: Yes, Sir, that is one of the most important recommendations.

उच्च शिक्षा समवर्ती विषय के रूप में

+

श्री जगदेव सिंह सिद्धान्ती :

श्री प्रकाशवीर शास्त्री :

श्री सुरेन्द्र पाल सिंह :

श्री जं० ब० सिंह :

श्रीमती रेणु चक्रवर्ती :

श्री प्र० रं० चक्रवर्ती :

श्रीमती सावित्री निगम :

श्री सिद्धेश्वर प्रसाद :

श्री कृ० चं० पन्त :

श्री विश्वनाथ राय :

डा० लक्ष्मीमल्ल सिधवी :

*360. श्री विभूति मिश्र :

श्री क० ना० तिवारी :

श्री जं० ब० सि० बिष्ट :

श्री राम सहाय पाण्डेय :

श्री रामेश्वर टांडिया :

श्री भागवत झा झाजाव :

श्री यशपाल सिंह :

श्रीमती रेणुका बड़कटकी :

श्री डा० ना० तिवारी :

श्री रामचन्द्र उलाका :

श्री धुलेश्वर मीना :

श्री रवीन्द्र वर्मा :

क्या शिक्षा मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या राज्य सरकारों अथवा अन्य संस्थाओं से कुछ ऐसे सुझाव प्राप्त हुए हैं कि विश्वविद्यालय स्तर तक की शिक्षा केन्द्रीय सरकार के अधीन होनी चाहिए ;

(ख) यदि हां तो सरकार की उस पर क्या प्रतिक्रिया है ; और

(ग) क्या शिक्षा में एकरूपता लाने के लिए कुछ और सुझाव भी विचाराधीन हैं ?

शिक्षा मंत्री (श्री मु० क० चागला) :

(क) इस बारे में राज्य सरकारों अथवा किसी शिक्षा संस्था से कोई सुझाव नहीं मिला है ; किन्तु कुछ शिक्षक संघों ने ऐसे सुझाव भेजे हैं ।

(ख) सप्रू समिति की इस सिफारिश पर कि विश्वविद्यालयों और उच्च शिक्षा को राज्य सूची से निकाल कर समवर्ती सूची में शामिल कर दिया जाए राज्य सरकारों से अपने विचार भेजने के लिये कहा गया है ।

(ग) जी नहीं ।

श्री जगदेव सिंह सिद्धान्ती : उच्च शिक्षा को सारे राष्ट्र में एक समान रूप देने के लिए सर्वत्र समझी जाने वाली एक भाषा की आवश्यकता है। तब क्या भारत के विश्वविद्यालयों में वह एक भाषा सर्वत्र पढ़ाए जाने का प्रबन्ध किया जाएगा ?

Shri M. C. Chagla: Well, Sir, I have always been in favour of a link language. I have always felt that language should unify. At present the tendency is to have regional languages in the universities, I sincerely hope and trust that even these universities will teach Hindi and English so that there should be a link between the different universities.

श्री जगदेव सिंह सिद्धान्ती : यह सर्वमान्य बात है कि अंग्रेजी हमारे राष्ट्र के किसी भी प्रान्त की भाषा नहीं है। इस नाते आपके कहने के अनुसार भी केवल हिन्दी ही एक ऐसी भाषा रह जाती है जिसके पढ़ाने का प्रबन्ध सर्वत्र सब विश्वविद्यालयों में एक रूपता लाने के लिए किया जाना चाहिए। क्या आपका ऐसा मत है ?

अध्यक्ष महोदय : जवाब तो दे दिया ।

Shri M. C. Chagla: I sincerely hope and trust that every university in India will teach Hindi even though the medium of instruction may ultimately become the regional language.

Shri Surendra Pal Singh: We understand that the Central Government is in favour of taking university education under its sole control. By taking university education alone under its control and leaving primary and secondary education in the hands of the State Governments

will the Government be able to achieve its objective of raising the standard of education at the university level?

Shri M. C. Chagla: One headache is quite sufficient for the time being. If I could persuade the State Governments about higher education, the question of primary and secondary education may be considered afterwards.

Shrimati Renu Chakravarty: In view of the fact that the Government at the Centre have been insisting that there should be uniform system of education throughout India and they have not been able to implement it either at the elementary or secondary stage and in view also of the necessity for uniform scales of pay and conditions of service for teachers, except negotiations what is the machinery which the Government of India propose to have in order to implement these schemes and bring about some sort of uniformity in education throughout India?

Shri M. C. Chagla: There are two or three machineries. We hope to have the Indian Educational Service and I hope my hon. friend, the Home Minister will soon be introducing a resolution in the Rajya Sabha to set up the Indian Educational Service. Then we have got the annual meetings of the Education Ministers from different States and I must say that there is a very cordial atmosphere at this conference and we arrive at unanimous decisions there. Then there is the meeting of the CABE which is also attended by all the Education Ministers. So, there are various agencies through which we are trying to bring about co-ordination in our educational policies.

Shri P. R. Chakraverti: May I know whether Government have examined the strong viewpoint expressed by the Chief Minister of Gujarat that it would be suicidal to follow a programme discarded by history, as exemplified by him from the Maurya and Moghul period?

Shri M. C. Chagla: I have read the remarks of the Chief Minister of Gujarat. That only shows that a majority of States are not in favour of making higher education a concurrent subject. The only State which has done it so far, and which I compliment, is Punjab.

Shrimati Savitri Nigam: If I remember aright, for the last several months the answer to this question has been that unless we know the reaction of the State Governments no final action could be taken. Why is it that such an important question has not been thrashed out properly and final decision taken in the Education Ministers' conference?

Shri M. C. Chagla: Under the Constitution we cannot amend the list without it being ratified by a majority of States. I have given the assurance before, and I repeat it, that as soon as I get a majority of States to agree to that view, I shall have the great privilege of trying to bring about an amendment to the Constitution.

श्री सिद्धेश्वर प्रसाद : मा० शिक्षा मंत्री ने इस सदन में कहा था कि राज्य सरकारों के शिक्षा मंत्रियों ने इस बात के लिए सहमति प्रकट की थी कि उच्च शिक्षा सम्बन्धी समस्याओं के समाधान में वे एक होकर रास्ता निकालेंगे तो इस स्थिति में भी किसी निश्चय पर पहुंचने में क्यों विलम्ब हो रहा है ?

Shri M. C. Chagla: I have forwarded to all the State Governments the recommendations of the Sapru Committee. I have received three replies, all in the negative. The only reply which I have received in the affirmative is from Punjab, and that is an oral reply. That is the position.

Shri K. C. Pant: The hon. Minister has mentioned that at meetings of Education Ministers at which higher education is discussed a cordial atmosphere prevails and unanimous decisions are taken. If that is so, why does the

Central Government feel that this arrangement is not satisfactory and it is necessary to make higher education a concurrent subject?

Shri M. C. Chagla: It is very difficult to maintain standards in higher education unless it becomes a Central subject. The other difficulty is that the States are not in a position to finance the universities, as all their resources are concentrated in primary and secondary education. If higher education is put in the concurrent subject, then it would be our responsibility to look after the universities.

Shri Biswanath Roy: In view of the growing provincialism and localism, may I know whether Government is thinking of taking any step which might enforce uniformity not only regarding standards but also regarding national solidarity?

Shri M. C. Chagla: Yes, Sir; we will take every step to see that education acts as an integrating factor. That, I think, is the main purpose of education in this country.

श्री विभूति मिश्र : अभी मंत्री जी ने बतलाया कि पंजाब के सिवाय और किसी राज्य सरकार ने राय नहीं दी है सो मैं यह जानना चाहता हूँ कि जिन राज्य सरकारों ने अभी कोई रजामन्दी जाहिर नहीं की है तो इसके लिए क्या उन्होंने कोई कारण बतलाया है कि किस बजह से वह सैटर को हायर एजुकेशन देना नहीं चाहती हैं और सेंट्रल गवर्नमेंट ने उनसे क्या पूछा है कि जिससे उनको सन्देह पैदा हो गया है ?

Shri M. C. Chagla: I would not like to mention what my suspicions are; but, as far as I know, no specific reasons are given by the three States which have replied to us so far and they are Mysore, Maharashtra and Gujarat. They have only said that they are not in favour of any change in the existing constitutional position.

श्री क० ना० तिवारी : अगर सेंट्रल गवर्नमेंट यह बात महसूस करती है कि उच्च शिक्षा सेंट्रल सब्जेक्ट होना चाहिए और वह केन्द्रीय सरकार के अधीन होनी चाहिए तो क्या सरकार इसके लिए कोई संविधान में संशोधन विधेयक लाना चाहती है जिससे कि उच्च शिक्षा केन्द्रीय सरकार के अधीन हो जाय ?

Shri M. C. Chagla: I have pointed out the constitutional position that unless the majority of the States ratify the amendment, the Constitution cannot be amended.

श्री भगवत्त झा झाझाद : केन्द्रीय सरकार और शिक्षा मंत्री जी के इतने प्रयत्न के बाद भी चूँकि सिर्फ तीन राज्य सरकारों ने इस पर अपने विचार प्रकट किये हैं तो क्या यह इस बात का परिचायक नहीं है कि देश के विभिन्न राज्य ऊँची शिक्षा पद्धति को केन्द्रीय सरकार का एक समवर्ती विषय बनाना नहीं चाहते हैं यदि यह बात सच है तो फिर क्यों केन्द्रीय सरकार की इतनी लाजसा है कि इसको अपने अन्दर ही लाया जाय ?

Shri M. C. Chagla: I know that the States are against it; I have mentioned that. We cannot take it over unless the States agree.

श्री यशपाल सिंह : सरकार इस मामले में डील क्यों बरत रही है दोनों में से एक काम क्यों नहीं करती है ? विश्वविद्यालय स्तर तक की सारी शिक्षा केन्द्रीय सरकार अपने हाथ में ले ले या फिर कोई एक तारीख बतला दी जाय कि जिस तिथि के भीतर-भीतर सारी स्टेट्स में यूनिवर्सिटीज के लिए एक सा फ्रीकुलम जारी हो जाय या तो सब राज्यों में एक सा फ्रीकुलम जारी करवा दे या उच्च शिक्षा को स्वयं अपने हाथ में ले ले दोनों में से कोई भी काम न करके भारत सरकार का चुपचाप बैठे रहना कहाँ तक उचित है ?

श्री म० क० चागला : प्राज मैं तमाम युनिवरसिटीज में एक करीकुलम इम्पोज नहीं कर सकता हूँ क्योंकि कांस्टीटयुशन के मुताबिक यह स्टेट सब्जेक्ट है इसलिये जब तक हायर एजुकेशन कौनकरेंट सब्जेक्ट न हो सके तब तक ऐसा नहीं किया जा सकता है । आइटम 66 के बमूजिब थोड़ा बहुत हो सकता है और वह युनिवरसिटी ग्रांट्स कमिशन कर रहा है उससे ज्यादा करने का हक हमें संविधान नहीं देता है कि हम राज्यों को कहें कि वे अपनी युनिवरसिटीज में यह करें और वह करे ।

Shri H. N. Mukerjee: In view of the Minister's obvious preference for having higher education as a concurrent subject, may I know whether in that case we should take it that the University Grants Commission has failed completely in the objective with which it was started, namely, to promote standards and to bring about co-ordination among the standards achieved by different universities?

Shri M. C. Chagla: No, Sir; I think, it will be most unfair to the University Grants Commission to say so. I think, they have achieved a great deal. Within the limitations of the Constitution they have done a great deal. My hon. friend knows item 66 of the Union List, namely, standards and co-ordination, and to the extent it is within their power they have helped to maintain the highest standards.

Shri H. N. Mukerjee: Sir, I do not get an answer. The Minister says that he wants this to be a concurrent subject and the object of the University Grants Commission Act which we passed was to secure the same object for which he wants this to be a concurrent subject. My question is: In view of the good work of the UGC, why is it that the Minister is still expressing his preference, which the States do not like, for having this as a concurrent subject?

Shri M. C. Chagla: My hon. friend is a very good student of the Consti-

tution. He knows the distinction between item "in the Union List and the item in the State List which makes university education a State subject . . . (Interruption).

Shri Hera Barua: May I know if the hon. Education Minister is aware of the fact that since he has kitedflown the idea of higher education as a concurrent subject there has been stiff resistance coming from some of the State Governments; if so, whether the State Governments have advanced any arguments in favour of their resistance; if they have, whether the Government have examined them; if the Government have examined them, what is the conclusion arrived at by Government?

Shri M. C. Chagla: I think, I had answered this question . . . (Interruption).

Shri Ranga: In view of the fact that in most other Ministries also the powers that have been taken over by the Union Government have either not been used properly or misused or incompetently used, why is it that the Government of India insist upon taking over this subject also as a concurrent subject even in the face of the unexpressed but at the same time effective resistance from the States to part with their autonomy?

Shri M. C. Chagla: I would not like to use the word 'insist' but I would rather use the word 'persuade'. The reason for it is that if we want a national policy for higher education, the policy cannot be laid down from the Centre. If my hon. friend will read the Sapru Committee's Report, he will find the reasons.

Shri D. C. Sharma: Is it not a fact that the advantages of making higher education a concurrent subject have not been explained fully to the State Governments and, therefore, they have not agreed with the hon. Minister's suggestion? May I know if anything will be done in this direction to tell them what the advantages would be?

Shri M. C. Chagla: Everyday, in season and out of season, I have been telling the Chief Ministers and the Education Ministers of States the importance of making higher education a concurrent subject. But in view of what my hon. friend has said, I will go on doing that and I hope some day I will achieve the results.

Shri Ravindra Varma: May I know if any State Government has enquired whether the inclusion of this subject in the concurrent list will also mean the acceptance by the Centre of the increased financial responsibility for the provision of higher education?

Shri M. C. Chagla: It must follow as a matter of course. If higher education is made a concurrent subject, you have to assume a certain amount of financial responsibility which today falls on the States.

Shri Man Singh P. Patel: In view of what the hon. Minister has said that the standards of higher education can only be maintained if it is in the concurrent List, may I understand how the hon. Minister has gained this experience even after the good work done by the U.G.C.?

Shri M. C. Chagla: I have answered this question several times. We can do much more if it was in the Concurrent List.

श्री नाथपार्थ : मैं पूछना चाहता हूँ कि देश की एकता के लिये जो खतरा पैदा हो रहा है और शिक्षा का स्तर जो हर दिन गिर रहा है क्या इन दोनों बातों को मद्देनजर रखते हुए शिक्षा मंत्री यह वाछनीय नहीं समझते कि शिक्षा के विषय को समवर्ती सूची-कान्फ्रंट लिस्ट—में रखा जाये ।

Shri M. C. Chagla: I entirely agree.

Foreign Trained Scientists

+

{ Shrimati Renu Chakravartty:
Shri J. B. Singh:
*367 { Maharajkumar Vijaya Ananda:
Shri Bibhuti Mishra:
{ Shri P. R. Chakraverti:

Will the Minister of Education be

pleased to state:

(a) whether it is a fact that a large number of highly qualified foreign trained scientists are without regular employment at present;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to provide them with regular employment?

The Minister of Education (Shri M. C. Chagla): (a) According to information available in the National Register, 560 highly qualified foreign trained Scientists who are not yet absorbed in regular employment, are working as Officers of the Scientists' Pool.

(b) and (c). A Statement is laid on the Table of the House.

Statement

The absorption of the Pool Officers into regular employment depends upon:

- (i) vacancies in the field of individual specialisation;
- (ii) normal recruitment procedures; and
- (iii) personal preferences of the Scientists concerned.

Various steps have been taken for absorption of Pool Officers in regular appointments in research and other Institutions as well as in Public and Private Sector Industries:—

- (i) Supernumerary posts are created in Government Departments and Organisations to which temporary appointments can be made quickly from Scientists working and studying abroad, whenever suitable candidates are available;
- (ii) Organisations other than Government where Pool Officers are working for more

than a year are advised to create supernumerary posts for their regular employment in suitable cases;

- (iii) The C.S.I.R. bears expenditure on supernumerary posts in the case of organisations other than Government Departments/Organisations on the recommendation of the appropriate sponsoring bodies.
- (iv) The National Register of the CSIR extends help in securing employment to highly qualified personnel returning from abroad;
- (v) Particulars of highly qualified personnel are published in the monthly Technical Manpower Bulletin which is distributed free to about 3000 organisations all over India;
- (vi) Classified lists of Pool Officers indicating details of qualifications, experience etc. are compiled and published, in the form of Pool Directorates and circulated widely among employing agencies in the Public and Private Sectors;
- (vii) Pool Officers are referred against suitable notified vacancies;
- (viii) Pool Officers are recommended for recruitment to Army Medical Corps. and Engineering Corps.; and
- (ix) Pool Officers are free to apply for any post of their choice.

Shrimati Renu Chakravarty: The statement which has been given here is only listing out all the good intentions of Government. But may I know why is it that the National Physical Laboratory and many other laboratories have a large number of posts still unfilled and may I know whether it is not a fact that personal jealousy, nepotism and partiality stand in the way of scientists being employed although

2387 Ai) LSD—2.

they have excellent experience and they are specialists?

Shri M. C. Chagla: The hon. lady Member is not right. That is not the reason. First of all, the assumption that a large number of posts are vacant is not correct. Secondly, with regard to posts that are vacant, that has nothing to do with personal jealousy or nepotism. The reason is that most of the laboratories want persons with special qualifications. If we can get them anywhere in India, we are prepared to take them. It is very difficult to get them.

Shrimati Renu Chakravarty: In view of the fact that most of the younger scientists feel that they do not have scope for utilising their skill in research and that their seniors stand in the way and the top posts are generally not filled for many years, may I know whether the Government is enquiring into this whole matter and why is it that—again I ask this question—in many of our national laboratories a large number of posts still remain unfilled and many of the other important scientific posts are not being filled in the manner in which it should be done?

Shri M. C. Chagla: We have taken many steps to do away with the feeling that the younger scientists have. For instance, we have done away with hierarchy. We have done away with posts such as those of Deputy Directors, Assistant Directors etc. so that there should be no hierarchy in our laboratories. And we want our younger scientists to feel that in any project that they are working in, however, young they may be, and however junior they may be, they are making the same contribution to science as the seniormost scientists.

श्री विभूति मिश्र : इसी सदन में पंडित जवाहरलाल नेहरू ने कहा था कि हमारे यहां जो साइंटिस्ट्स काम करते हैं उनका काम और उनकी पोथियां पुरानी हो गई हैं क्योंकि विदेशों में नये नये अनुसन्धान और आविष्कार हुए हैं । क्या यह सही नहीं है कि विदेशों

से जो साइंटिस्ट्स पढ़ कर आते हैं यहां आने पर उनके साथ दफ्तरों और यूनिवर्सिटीज में अच्छा व्यवहार नहीं होता है इसलिये वे विदेश भाग जाते हैं। ?

Shri M. C. Chagla: No, More and more of our Indian scientists abroad want to come back and serve their mother country. Of course, there are blacksheep in every community who want to say on in the U.S.A. because they get better salaries, but I assure this House that I have known of several cases during the period that I have been here as Minister, where young scientists have thrown away fat jobs offered to them in the United States and have come back to India on a meagre salary to work for India.

Mr. Speaker: The question has been asked and answered also, and, therefore, it should not be my business to intervene, but then that feeling is there.

Shri M. C. Chagla: We are trying to remove that feeling. The scientists' pool is intended for that purpose so that every scientist with foreign qualifications can come back to India and be put in this pool; and he will get salary there, and we shall try to fit him in some institution in India.

Mr. Speaker: We should try to remove that feeling, because whenever I have gone abroad and met the young men there, I have found that everyone is complaining about that. So, I must request the hon. Minister to take some steps to remove that feeling.

Shri M. C. Chagla: I shall do my best.

Shri P. R. Chakraverti: May I know whether Government propose to authorise the scientific institutions to create supernumerary posts for absorbing the technical people?

Shri M. C. Chagla: The scheme now is that if a scientist has remained in the pool for a year without being fixed up in some appointment, a supernumerary post should be created either in a university or laboratory or some other institution.

श्री के० दे० मालवीय : जो विशेष परिस्थिति उत्पन्न हो गई है कि इस इम्प्लेमेंट के वजह से खास तरह के क्वालिफाइड विशेषज्ञ नहीं प्राप्त हो रहे हैं, इस लिए उन्हें नहीं भर्त किया जा रहा है और हमारे जो विद्यार्थी बाहर जाते हैं यहां मायूस होने की वजह से बाहर ही रह जाते हैं उसको दृष्टि में रखते हुए क्या क्वॉट नहीं आ गया है कि अब शिक्षा मंत्रालय एक नये नज़रिये से इन सारे प्रश्नों का भवलोकन करे और स्वावलम्बन तथा सेल्फ-रेलायंस की स्पिरिट को जेनरीट करने के लिए बिल्कुल क्रांतिकारी ढंग से इस समस्या को हल करने का प्रयत्न करे ?

Shri M. C. Chagla: I am grateful to my hon. friend for this advice. This is the advice on which I have been acting.

Shri S. N. Chaturvedi: May I know whether there is any process of screening before the scientists who have returned from abroad with good qualifications are brought on the National Register or are placed in the scientists' pool?

Shri M. C. Chagla: We have to go through the Public Service Commission. The names are submitted, and then the Public Service Commission agrees as to how many should be put on the scientists' pool. But I am trying to do what I can to improve the recruitment of scientists abroad when the Public Service Commission members go there to recruit them. I have been told that there are some difficulties and inconveniences, and my hon. friend the Home Minister has promised to look into the matter and see what can be done.

Shri Hem Barua: Is it not a fact that the argument offered by our scientists abroad in favour of their decision not to come back to this country is not so much about the salary they are expecting to get here as the fact that they do not get an adequate atmosphere of research and work in this country. . .

Shri Shinkre: Too much interference by the bureaucracy.

Shri Hem Barua: As my hon. friend has supplemented it, there is too much interference in their work from above, from the top, from the bureaucratic clique. Have Government taken into account this aspect of their complaint and taken any adequate steps to remove it?

Shri M. C. Chagla: Yes. The steps we have taken are abolition of the hierarchy, autonomy to the laboratories, autonomy to the project groups less interference from the top. Everything is being done to create the right atmosphere.

Shri Hem Barua: He says 'less interference'. That means there is interference. Whether that is too much or not?

Shri M. C. Chagla: Some interference is inevitable.

Shri H. N. Mukerjee: In view of the fact of Government having a various of projects, quite apart from the national laboratories and similar organisations, how is it that admittedly highly qualified foreign trained scientists, a very large number of them, do happen to remain without employment and cannot be absorbed into certain posts?

Shri M. C. Chagla: The reason is that some of them want particular posts. They are suitable only for those particular posts, and those posts may not be available. They are not prepared to go to some other institution. Therefore, it is not always easy to have highly qualified persons and to have suitable posts for them at the same time. Where the two coincide, there is no difficulty.

Shri Hem Barua: That is not always the case. This is over-simplification.

Statues of Gandhiji and Netaji in Delhi

+

- Shri Hari Vishnu Kamath:
- Shri Rameshwar Tantia:
- Shri S. M. Banerjee:
- Shri Yashpal Singh:
- Shri Prakash Vir Shastri:
- Shri Jagdev Singh Siddhanti:
- Shri Bhagwat Jha Azad:
- Shrimati Savitri Nigam:
- *362. Shri Heda:
- Dr. L. M. Singhvi:
- Shri Bade:
- Shri Hukam Chand Kachhavalaya:
- Shri Bibhuti Mishra:
- Shri K. N. Tiwary:
- Shri P. L. Barupal:
- Shri Surya Prasad:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 635 on the 23rd December, 1964 and state:

(a) whether final decisions have been taken with regard to installing the statues of Mahatma Gandhi and Netaji Subhas Chandra Bose in the Capital;

(b) if so, when and where (the precise location); and

(c) if not, the reasons therefor?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

Government decided as far back as 1956 that no statues should be put up in the capital without their permission. Proposals from private bodies for installation of statues are considered only if the organisation concerned is prepared to meet the entire cost of the statue including the cost of its pedestal and installation. Such proposals are referred to a Committee under the Chairmanship of the Chief Commissioner. Questions were raised about this matter in the last Session of the Parliament. Government have since given further thought to the matter.

2. There is already a statue of Gandhiji in Queens Garden between old Delhi railway station and Chandani Chowk. It would be desirable to have another statue of the Father of the Nation at a prominent place.

3. Government have decided to appoint a Committee to consider this matter in all its aspects. The Committee will include Members of Parliament and may also include other non-officials.

4. Non-official contribution to the cost of such statues is obviously desirable as indicative of the people's appreciation of the services to the country by the national leaders whose statues it is decided to install in the capital. It is hoped that such contributions would be forthcoming in a generous measure. Government on their part would give every kind of assistance. In certain cases, however, for instance, in respect of another statue of Gandhiji at a prominent place, it may not be proper to delay decisions pending collection of an adequate amount.

5. It is necessary that no statue which is not of the highest artistic quality should be installed.

6. The Committee which Government have decided to appoint will consider all these aspects including the location of sites and advise Government. The composition of the Committee and ancillary matters will be announced soon.

Shri Hari Vishnu Kamath: While the House welcomes that part of the statement wherein it is stated that Government, uninhibited by other considerations, will not delay the erection of Mahatma Gandhi's second statue somewhere in the capital, the statement also says in another part that:

"Government have decided to appoint a Committee to consider this matter in all its aspects. The Committee will include Members of Parliament and may also include other non-officials".

Is the Minister in a position to firmly and categorically state that this com-

mittee will not be packed to suffocation with members of the Congress party alone and that the committee. . .

Some hon. Members: No, no.

Shri Hari Vishnu Kamath: . . . will be representative of all parties and groups in Parliament?

The Minister of Home Affairs (Shri Nanda): It has never happened that any committee has been packed.

Shri Ranga: Question. It has happened.

Shri Nanda: I can assure the hon. Member that it is desired that there should be full co-operation and participation of all sections of the House, and we are also trying to associate members from outside.

Shri Hari Vishnu Kamath: Is it a fact that in several instances in the case of government buildings, offices and premises, the Government has, in the past, refused permission to install or exhibit portraits, pictures and photographs of Netaji Subhash Chandra Bose? Is that the reason why, though the question refers specifically to Netaji Subhas Chandra Bose along with Mahatma Gandhi, there is no mention at all of his name in the statement—the statement completely blacks out his name. Is that the reason why the Government is allergic to the erection of a statue of Netaji Subhash Chandra Bose in the capital?

Shri Nanda: No. It was just an illustration. . . .

Shri Hari Vishnu Kamath: I had tabled the question specifically mentioning the names of Mahatma Gandhi and Netaji Subhas Chandra Bose.

Shri Nanda: It is for instance. I hope Members will see that when we mention the name of Gandhiji there is something special about it. I may assure the hon. Member that the other name he has in mind is very much before us, and, therefore. . .

Shri Ranga: What is the other name? Is it so unspeakable that the hon. Minister is not prepared to mouth it? What is the big idea?

Shri Shinkre: Very well put.

Shri Nanda: There is the name of Rajendra Prasad.

Shri Ranga: Netaji. Kindly say that.

Shri Nanda: While I did not give any other name....

Shri S. M. Banerjee: I rise on a point of order.

Shri Nanda: The name of Netaji Subhas Chandra Bose is very much before us, and it will be before the committee.

Shri Hari Vishnu Kamath: My question has not been answered. The first part of my question was whether Government has in the past refused to instal or exhibit portraits, pictures and photographs of Netaji Subhash Chandra Bose in Government buildings, premises and offices.

Shri Nanda: I have no such information.

Shri Hari Vishnu Kamath: Let him collect it and give it to the House. He does not answer questions properly.

Shri S. M. Banerjee: On a point of order.

Mr. Speaker: He has asked me to give him time and he wants to raise a point of order. He has to quote the rule or the statute.

Shri S. M. Banerjee: Then we should be allowed to be given the Rules book.

Mr. Speaker: Yes. Shri Mukerjee.

Shri H. N. Mukerjee: On a point of order.

Shri Hem Barua: Here is a Minister who has tried to evade questions.

Mr. Speaker: I have called Shri Mukerjee.

Shri H. N. Mukerjee: Though I cannot quote a particular rule, I am asking for your direction.

Mr. Speaker: Then he need not say it is a point of order.

Shri Shinkre: Point of clarification.

Shri H. N. Mukerjee: The question relates to the statues of Mahatma Gandhi and Netaji Subhas Chandra Bose. The answer is laid on the Table of the House, and, as Shri Kamath has informed you, it makes no mention of Netaji Subhas Chandra Bose. The implication, obviously, is that they are not interested in a statue of Netaji Subhas Chandra Bose. They could have said it, but they dare not say that. Do they have the right to answer a part of a question and refuse to answer a part of the question, thereby reflecting their mentality in regard to this matter?

Shri Hari Vishnu Kamath: Their jaundiced mentality, jaundiced outlook, biassed outlook.

Shri Hem Barua: In this connection, may I submit that there has been a feeling in the country that Netaji Subhas Chandra Bose has been put in cold storage by this Government. Here is a Government which has refused to give a reply to that part of the question. What steps do you take against this Minister for trying to bypass your authority and the authority of this House?

Shrimati Renu Chakravartty: It is for you to rule this, that everybody has to answer the full question.

Mr. Speaker: But if the Members do not allow me, what can I do?

Shri Hem Barua: We have allowed you.

Mr. Speaker: No, you never allowed me. In spite of my protests and in spite of my requests, he would continue speaking.

Shri Hem Barua: No, we did not do that.

Mr. Speaker: That is not fair. I cannot allow it.

Shri S. M. Banerjee: This Government is allergic to Netaji.

Mr. Speaker: Can I dismiss the Government if it is allergic?

Some hon. Members: Yes.

Shri Hari Vishnu Kamath: You can rebuke them, pull them up.

Shri Hem Barua: You can admonish them, take them to task.

Mr. Speaker: I cannot, it is for the House to do that.

श्री भागवत झा झाड़ा : ऐसा लगता है कि इन्हीं को प्रेम नेता जी से है हम लोगों को नहीं है ।

एक माननीय सदस्य : जवाब है इसमें ?

Mr. Speaker: It is proper that I should sit down and allow everybody to have his say. I am not now allowing anybody. If all sit down, then I can take up the business.

श्री बागड़ी : मैं तो निकाला जा सकता हूँ

अध्यक्ष महोदय : बागड़ी जी आपने क्या कहा है ?

श्री बागड़ी : इन्होंने कहा है कि मैं निकाला जाऊंगा । मैंने कहा है कि मुखजी साहब नहीं निकाले जायेंगे ।

अध्यक्ष महोदय : निकाला जान या न निकाला जाना आपके बस की बात है । आप कोशिश करते हैं कि आप निकाले जायें । मेरी कोशिश यह होती है कि आप क्या कोई भी न निकाला जाए । आप तो कोशिश करते हैं कि मैं मजबूर हो जाऊँ आपको निकालने के लिए ।

This is a fair demand that when a question has been put clearly and two names have been mentioned, the answer ought to have been given, the answer should be complete. That the Minister should take care of. When the question is specific, the answer also must be specific.

The Question Hour is over.

Shri Nanda: Sir, I wanted to make a clarification because there was a per-

sonal aspect. I released the stamp in memory of Netaji Subhas Chandra Bose. I did it sometimes back, on the 23rd January. How much we care for that revered memory—nobody has any right to question that. (*Interruptions*).

Shri Hari Vishnu Kamath: But your statement is here.

Mr. Speaker: Order, order.

Shri S. M. Banerjee: We do not tolerate such arrogance. Patriotism is not their monopoly.

Shri Hari Vishnu Kamath: They are protesting too much; they ought to be ashamed of themselves. It is hypocrisy; nothing else.

Shri A. P. Sharma: He should be named. . . . (*Interruptions*).

Mr. Speaker: Order, order. Short Notice Question.

An hon. Member: He has said something which he ought not to have said.

Mr. Speaker: If my authority is not respected then this House cannot function.

Shri Dinen Bhattacharya: The Minister violated the Speaker's direction.

Mr. Speaker: There is another hon. Member getting up. I will have to take strong action if somebody who has not done something earlier is caught, I will be blamed that I was harsh on him. . . . (*Interruptions*).

Shri Hem Barua: Somebody from the Congress Party shouts at us; get out; we agree to get out a hundred times if you want us to get out, Sir.

Mr. Speaker: Is this the manner in which the proceedings should be conducted?

Shri Hem Barua: Why should they shout like that?

Mr. Speaker: If someone shouts like that, can that be answered in this manner?

Shri Hem Barua: They should be paid back in the same coin.

Mr. Speaker: I am surprised that senior Members should behave like this in this House.

Shri Hem Barua: We are provoked to that state of affairs.

Mr. Speaker: Short notice question.

12 hrs.

SHORT NOTICE QUESTION

Manuscript of "Gitanjali"

+

S.N.Q. } **Shrimati Renu Chakravarty:**
 } **Shri Hari Vishnu Kamath:**
 1. } **Dr. Ranen Sen:**
 } **Shri Mohammad Elias:**

Will the Minister of Education be pleased to state:

(a) whether the manuscript of Ravindranath Tagore's "Gitanjali" is in danger of going out of the country by being sold to a U.S. citizen for 1 lakh rupees;

(b) whether Government propose to protect this national treasure and ensure that such rare manuscripts remain in India; and

(c) if so, how?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir. The original manuscript is still in Santiniketan and is in no danger of being sold abroad.

(b) and (c). The question of preventing the export of such national treasures by amending the Antiquities (Export Control) Act is under examination by Government.

Shrimati Renu Chakravarty: Do Government propose to acquire the original manuscripts and first editions of the rare books by famous national poets like Tagore, Bharathi and others and preserve them in the national museum, or, in the case of Tagore, in the Tagore Museum in the University of Tagore at Jorasanko?

Shri M. C. Chagla: I understand that the original manuscript was given by

Tagore to Dr. Kshiti Mohan and is in possession of his son. We have been trying to persuade him to sell this but he will not agree.

Shrimati Renu Chakravarty: Beyond just amending the Act which has just now been referred to by the hon. Minister, what other steps do Government propose to guarantee that such national treasures do not go out of India and that we make a special effort to acquire them and keep them in our national museums?

Shri M. C. Chagla: The most important thing is to see that they do not leave the country. For that purpose, we have to amend the Antiquities Act. A Bill would be introduced very soon in the Rajya Sabha. With regard to the second question, once we have prevented its going out, we would certainly take every action possible to acquire them for our museums.

Shri Hari Vishnu Kamath: With reference to part (b) of the question which refers to "such rare manuscripts", may I ask how many manuscripts, ancient and modern, have found their way into Britain—the British Museum,—into Germany and the United States of America partly owing to national indifference to such treasures, but mainly due to the Government's morbid desire to earn foreign exchange by hook or by crook?

Shri M. C. Chagla: That is a serious reflection on Government. It is not worthy of my hon. friend.

Mr. Speaker: He can reply in equally strong words that it is wrong. (Interruption). I will get the answer.

Shri Nath Pai: He does not want to.

Mr. Speaker: He has taken objection to the language that was used.

Shri Hari Vishnu Kamath: He has taken objection; you, Sir, did not take objection. It is perfectly a parliamentary expression—"by hook or by crook". I have used it here a hundred times.

Shri M. C. Chagla: If it is parliamentary language, I shall answer it. The Government is certainly not actuated by considerations of earning foreign exchange and it does not want to part with national treasures. On the contrary, the desire of the Government is to keep every national treasure in this country.

Shri Mohammad Elias: Just now, the hon. Minister stated that it is not the original manuscript and that the original manuscript is kept in Shantiniketan. If it is not the original manuscript, then, what is it? In the Bengali newspapers, the news came in banner headlines that it is the manuscript of "Gitanjali" and some foreigner, American foreigner, is buying it, and is trying to pay Rs. 1 lakh or Rs. 1,50,000. I just want to know whether the Government is trying to retain it in India (*Interruption*). It is a treasure in Bengali literature... (*Interruption*).

Mr. Speaker: Order, order.

Shri M. C. Chagla: Apart from the original manuscript which is with Dr. Kshiti Mohan, Tagore also sent a copy of the manuscript to the Indian Publishing House for printing a book, and that manuscript which is a copy of the original manuscript, is now with Shri. Mohanlal Ganguli. And there is an American research scholar here, Dr. B. Cling, who might be negotiating for the purchase of this, but we are trying to see that even the copy of this manuscript is not taken away by him.

Shri H. N. Mukerjee: In order to prevent the country being deprived of such treasures and manuscripts and other relics relating to our great men does Government have a definite proposal to make an effort to acquire these things in different parts of the country so that the foreigners trying to fish in our troubled waters cannot get what they want?

Shri M. C. Chagla: We can only acquire if the person is prepared to sell. As I said, the Vice-Chancellor of Shanti Niketan and others including the West Bengal Government

have been trying to persuade the person who owns the manuscript to sell it, but he refuses.

Dr. M. S. Aney: May I ask the hon. Minister whether he is prepared to get the original manuscript of *Gita Rahasya* written by Lokamanya Tilak which is lying in some archives and keep it in the National Museum?

Mr. Speaker: It is a different thing altogether. If the Minister is prepared to answer it, he may.

Shri M. C. Chagla: I shall be very happy to acquire any manuscript written by Lokamanya Tilak and keep it in the Museum.

Shrimati Renuka Ray: Is the Government prepared to amend article 31 of the Constitution, bringing in the right to acquire such valuable documents and writings as national properties?

Shri M. C. Chagla: We are amending the Antiquities Act. I hope it will serve the purpose. But if it does not we will take more drastic action.

WRITTEN ANSWERS TO QUESTIONS

Unrecognised Educational Institutions

*363. **Dr. L. M. Singhvi:** Will the Minister of Education be pleased to refer to the answer given to Starred Question No. 323 on the 2nd December, 1964 and state:

(a) whether Government have already commenced or completed the work of drafting model legislation for curbing and banning unrecognised educational institutions from conducting examinations or awarding diplomas or certificates; and

(b) if so, the main features of such legislation?

The Minister of Education (Shri M. C. Chagla): (a) The matter is under consideration.

(b) Does not arise.

दूतावासों/मिशनो द्वारा नगरपालिका को
बेय राशि

*365. { श्री विभूति मिश्र :
श्री क० ना० तिवारी :
श्री श्रीकार लाल बेरबा :
श्री हुकम चन्द कछवाय :

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

(क) क्या यह सच है कि नई दिल्ली
नगरपालिका को विभिन्न दूतावासों/मिशनो
पर बिजली-पानी आदि के शुल्क के रूप में
31 लाख रुपये की राशि बकाया है ;

(ख) यदि हां, तो क्या नई दिल्ली
नगरपालिका ने इसकी वसूली के लिये सरकार
से सहायता मांगी है ;

(ग) किन-किन दूतावासों/मिशनो पर
यह राशि बकाया है ; और

(घ) इस बारे में सरकार ने क्या
कार्यवाही की है ?

गृह-कार्य मंत्रालय में उपमंत्री (श्री ल०
ना० मिश्र) : (क) से (घ). किसी भी
दूतावास/मिशन की तरफ बिजली-पानी के
दाम मिला कर नगरपालिका के कोई नगर-
पालिका-शुल्क बकाया नहीं है। फिर भी,
नई दिल्ली नगरपालिका के विचार में यदि
राजनयिक मिशनो की सम्पत्ति पर भी अन्य
निजी सम्पत्ति के समान ही सम्पत्ति कर
लगाया जाता तो उन पर 32 लाख रुपये की
राशि बकाया हो जाती। सरकार के एक
आदेश के अधीन राजनयिक मिशनो की अपनी
अथवा किराये पर ली हुई किसी भी सम्पत्ति
पर विशेष रूप से प्राप्त की जाने वाली सेवाओं
के लिये भुगतान के अतिरिक्त, राष्ट्रीय, क्षेत्रीय
अथवा नगरपालिका के कर नहीं लगते। इस
लिये राजनयिक मिशन बिजली-पानी के
दाम देते हैं, किन्तु वे अपनी सम्पत्ति पर कोई
सम्पत्ति-कर नहीं देते।

Price of Crude

*366. { श्री D. D. Puri:
श्री Onkar Lal Berwa:
श्री Yashpal Singh:
श्री Surendra Pal Singh:
श्री P. C. Borooah:

Will the Minister of Petroleum and
Chemicals be pleased to state:

(a) whether it is a fact that some
of the major international oil com-
panies operating in India have cut the
price of crude supplied to their refin-
eries in India;

(b) if so, the quantum of saving
expected on this account in foreign
exchange;

(c) whether Government propose
acquiring crude supplies from such
companies for use in the public sector
refineries; and

(d) if not, the reasons therefor?

The Minister of Petroleum and
Chemicals (Shri Humayun Kabir): (a)
and (b). Yes, Sir. As a result of a
small cut in the price of some varie-
ties of crude, it is expected there will
be an approximate annual saving of
Rs. 42.57 lakhs in foreign exchange.

(c) and (d). No, Sir, as Govern-
ment have received offers for crude oil
at prices lower than those indicated
by these companies.

Bihar-U.P. Border Demarcation

*367. { श्री Bhagwat Jha Azad:
श्री Yashpal Singh:
श्री Ramachandra Ulaka:
श्री Dhuleshwar Meena:
श्री Vishwa Nath Pandey:
श्री D. C. Sharma:
श्री A. P. Sharma:
श्री Himatsingka:
श्री Rameshwar Tanti:

Will the Minister of Home Affairs
be pleased to refer to the reply given
to Starred Question No. 538 on the
16th December, 1964 and state when
Government propose to bring the legis-

lation for demarcating the boundary between Bihar and Uttar Pradesh?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): The necessary legislation is being drafted and will be referred to the legislatures of Bihar and Uttar Pradesh as required under proviso to the Article 3 of the Constitution. After the comments of the legislatures have been received, the Bill will be finalised and introduced in the Parliament.

Domiciliary Restrictions on Employment

- *368. { Shri D. J. Naik:
Shri Indrajit Gupta:
Shri Daji:
Shrimati Ramdulari Sinha:
Shri Mohammad Elias:
Shri Warrior:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that several States have put domiciliary restrictions on employment of persons in industries in their respective States; and

(b) if so, whether such restrictions are not in the nature of violation of the Constitution?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) and (b). The information is being collected and will be placed on the Table of the House in due course.

Action against Walcott

- *369. { Shri Vidya Charan Shukla:
Shri Surendra Pal Singh:
Shri S. M. Banerjee:
Shri Yashpal Singh:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri R. S. Tiwary:
Dr L. M. Singhvi:
Shri Himatsingka:
Shri Rameshwar Tantia:

Will the Minister of Home Affairs be pleased to refer to the reply given

to Unstarred Question No. 1448 on the 16th December, 1964 and state:

(a) whether Government have taken any further steps to make Walcott face the consequences of his criminal activities in India; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) Yes, Sir.

(b) On the basis of the material collected during the investigation, extradition proceedings against Walcott and others are being initiated.

उर्वरकों का उत्पादन

- *370. { श्री प्रकाशबीर शास्त्री :
श्री डा० ना० तिवारी :
श्री विश्राम प्रसाद :
श्री बड़े :
श्री श्रीकार लाल बरेबा :
श्री प्र० चं० बरुआ :
श्री मान सिंह पू० पटेल :
श्री रामचन्द्र उलाका :
श्री धुसेश्वर मीना :
श्री जसवन्त मेहता :
श्री हिम्मत सिंहका :
श्री रामेश्वर टाटिया :

क्या पेट्रोलियम और रसायन मंत्री 9 सितम्बर, 1964 के तारांकित प्रश्न संख्या 82 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या उर्वरकों का उत्पादन बढ़ाने की योजनाओं को अन्तिम रूप दे दिया गया है ; और

(ख) यदि हाँ, तो क्या कुछ नयी फैक्ट-रिय भी इस वर्ष चालू होंगी ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री अल्लोशन) (क) और (ख) जी हाँ। दो उर्वरक कारखानों की एक दुर्गापुर में और दूसरा गोआ में स्थापना की मंजूरी हुई है। दुर्गापुर कारखाने सरकारी

क्षेत्र में होगा और उसकी क्षमता 1,25,000 मीटरी टन नाइट्रोजन और 1,08,500 मीटरी टन फास्फेट (पी2 ओ5) होगी। गोआ उर्वरक कारखाना गैर-सरकारी क्षेत्र में होगा और उसकी क्षमता 1,60,000 मीटरी टन नाइट्रोजन (एन) और 80,000 फास्फेट (पी2 ओ5) होगी। दुर्गापुर परियोजना का निर्माण-कार्य शुरू हो गया है।

इसके अतिरिक्त उर्वरक कारखानों को लगाने में दिलचस्पी दिखाने वाली फर्मों जैसे मैसर्स बैचलर कारपोरेशन और अन्य विदेशी फर्मों के प्रस्तावों पर विचार किया जा रहा है।

Possible Infiltration of Indonesians in Andamans

- *371. { Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Surendra Pal Singh:
Shri Yashpal Singh:
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:
Shri Hem Barua:
Shri Vishwa Nath Pandey:

Will the Minister of Home Affairs be pleased to state:

- (a) whether Government's attention has been drawn to the statement of the President of the Andamans Congress Committee reported in the *Statesman* of the 6th January, 1965 to the effect that the settlers of the Islands had become apprehensive about possible infiltration by Indonesians into the Islands; and
- (b) if so, the steps taken by Government to prevent such infiltration?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) and (b). Government has seen the statement of the President of the Andamans Congress Committee reported in the *Statesman* of the 6th January, 1965. This apprehension does not seem to have any basis. Appropriate measures for the security of the Islands have been and are being taken.

Explosions in Delhi

- Shri Yashpal Singh:
Shri M. L. Dwivedi:
Shri Bhagwat Jha Azad:
Shri Rameshwar Tanti:
Shri Naval Prabhakar:
Shri R. S. Tiwary:
Shri S. C. Samanta:
Shri Surendra Pal Singh:
Shri D. C. Sharma:
Shri Prakash Vir Shastri:
Shri Jagdev Singh

Siddhanti:

- Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri Heda:
Shri Bishwanath Roy:
Shri Brajeshwar Prasad:
Shri Bal Krishna Singh:
Shri Rajdeo Singh:
Shri Onkar Lal Berwa:
Shri Narendra Singh

Mahida:

- Shri Solanki:
Shri Narasimha Reddy:
Shri Daljit Singh:
Shri Sham Lal Saraf:
Shri Chuni Lal:
Shri Hem Raj:
Shri P. L. Barupal:
Shri Surya Prasad:
Shri M. Rampure:

*372. {

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 442 on the 9th December, 1964 and state:

(a) whether any cases of explosions have since been reported in the Capital;

(b) if so, the broad outlines thereof;

(c) whether any culprits have been apprehended and punished; and

(d) the other special measures taken to prevent the occurrence of such explosions and the extent of success achieved by those measures?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) Yes, Sir. Five more cases of cracker explosion have been reported in Delhi after the explosion on the 29th November, 1964, on Asaf Ali Road.

(b) to (d). The statements (I and II) are laid on the Table of the House. [Placed in Library, see No. No. LT-3954/65].

Article 370 of Constitution

Shri Hari Vishnu Kamath:
 Shri Yashpal Singh:
 Shri M. L. Dwivedi:
 Shri Hukam Chand Kachhavalya:
 Shri Onkar Lal Berwa:
 Shri Prakash Vir Shastri:
 Shri Jagdev Singh Siddhanti:
 Shri Bade:
 Shri Bishwanath Roy:
 *373. Shrimati Savitri Nigam:
 Shri Bhagwat Jha Azad:
 Shri Jashwant Mehta:
 Shri Bibhuti Mishra:
 Shri D. C. Sharma:
 Shri Hem Raj:
 Shri Abdul Ghani Goni:
 Shri P. C. Borooah:
 Shri Ramachandra Ulaka:
 Shri Balmiki:
 Shri Himatsingka:
 Shri Rameshwar Tantia:
 Shri Maheswar Nalk:

Will the Minister of Home Affairs be pleased to state:

(a) whether the Chief Minister of Jammu and Kashmir has been sounded or consulted about the necessity or desirability of the abrogation of Article 370 of the Constitution so as to promote the process of full integration of that State with the rest of the Indian Union;

(b) if so, his reaction thereto; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) No, Sir.

(b) Does not arise.

(c) The views of the Government of India regarding the question of abrogating Article 370 were explained by the Home Minister in the House on 4th December, 1964 in connection with Shri Prakash Vir Shastri's Bill. In

the light of these they do not think that any fresh consultation with the Government of Jammu and Kashmir is necessary at present.

Procedure for Issuing Licences

*374. Dr. L. M. Singhvi: Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 313 on the 2nd December, 1964 and state:

(a) the various suggestions and proposals received by Government and those which are actively under their consideration regarding the improvement of existing procedures for issue of licences, permits and quotas;

(b) the agency, authority or body of individuals examining these suggestion and by when a decision is likely to be taken; and

(c) whether there is any proposal to set up a quasi-judicial authority on the pattern of License Justices in the United Kingdom to advise Government in such matters?

The Minister of Home Affairs (Shri Nanda): (a) The suggestions and proposals received relate to:

(i) the setting up of non-political autonomous or statutory boards or quasi-judicial bodies like License Justices in the United Kingdom for issue of licences, permits and quotas; and

(ii) trade associations or their representatives being associated in the matter of granting them;

(b) The Department of Administrative Reforms is collecting necessary data on the present procedures governing the issue of different kinds of licences and permits for examining the question of effecting improvements in the existing procedures in the light of such data and the suggestions referred to above. As soon as complete data becomes available, the matter will be considered in all its aspects;

(c) No, Sir. As indicated in (a) above, the suggestion in this regard

will also be taken into account at the appropriate time.

Demand for a Separate Mizo State

- *375. {
 Shri Rameshwar Tandia:
 Shri P. C. Borooah:
 Shri D. N. Tiwary:
 Shri Yashpal Singh:
 Shri R. Barua:
 Shri U. M. Trivedi:
 Shri D. J. Naik:
 Shri Kolla Venkalah:
 Shrimati Renuka
 Barkataki:
 Shri Vishwa Nath Pandey:
 Shri M. Rampure:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that in a recent Convention, Mizo tribal leaders have demanded a separate State called Mizoram by integrating all the territories inhabited by Mizos into one administrative unit;

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

(c) whether it is also a fact that the Mizo National Union and the Mizo National Front have announced direct action in case the demand is not met by Government?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) It has been reported that at an All-Party Conference of the tribes of Manipur and Mizo Hills held near Churachandpur in Manipur from January 15 to 18, 1965, a resolution was passed demanding the creation of a separate Kuki-Mizo State by integrating all the territories inhabited by the Mizos into one administrative unit.

(b) Wholly unfavourable.

(c) In August, 1964, the Mizo Union had decided to launch direct action in February, 1965 in case its demand for formation of a separate Mizo State within Indian Union was not conceded. It is reported that the Union has postponed its programme *sine die*. Neither the Mizo National Front nor any other political party in the district had supported this move.

Prohibition

- {
 Shri P. C. Borooah:
 Shrimati Savitri Nigam:
 Shri Hari Vishnu Kamath:
 Shri Prakash Vir Shastri:
 Shri Jagdev Singh
 Siddhanti:
 Shri S. N. Chaturvedi:
 Dr. L. M. Singhvi:
 Shri P. R. Chakraverti:
 Shri Subodh Hansda:
 Shri S. C. Samanta:
 Shri D. N. Tiwary:
 *376. {
 Shri Daljit Singh:
 Dr. P. Srinivasan:
 Shri Paramasivan:
 Shri Yashpal Singh:
 Shri Ulkey:
 Shri R. S. Pandey:
 Shri Vidya Charan Shukla:
 Shri Dighe:
 Shri Hem Raj:
 Shri Radhelal Vyas:
 Shri Ramachandra Ulaka:
 Shri Dhuleshwar Meena:
 Shri Viswa Nath Pandey:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 315 on the 2nd December, 1964 regarding the Prohibition Enquiry Committee Report and state:

(a) whether the Report has been further considered;

(b) whether the views of the State Governments have been received;

(c) if so, a brief resume thereof; and

(d) the stage at which the matter rests?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) and (d). The report on the Study Team on Prohibition is still under consideration.

(b) and (c). Only three State Governments have sent their views so far and replies from others are still awaited.

Central Administrative Services

- *377. { **Shri Hari Vishnu Kamath:**
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Himatsingka:
Shri Rameshwar Tantia:

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 209 on the 16th September, 1964 and state:

(a) whether the consideration of various proposals for reform of the Central Administrative Services has been completed; and

(b) if so, the result thereof?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) and (b). The matter is still under consideration.

Sampurnanand Committee Report

- *378. { **Dr. L. M. Singhvi:**
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 305 on the 2nd December, 1964 and state:

(a) whether Government have now completed the consideration of the recommendations of the Sampurnanand Committee on national education policy and have also received the views of the Education Commission on the subject;

(b) the steps so far taken to give a national outlook and orientation to our system of education; and

(c) whether a statement would be laid on the Table, giving Government's views or reaction to each of the recommendations contained in the report?

The Minister of Education (Shri M. C. Chagla): (a) to (c). The National Integration Committee report is under examination. The report of the Education Commission is due by March, 1966, and the entire

matter will be considered in the light of the recommendations contained in that report.

Mystery Document Circulated in Kerala

- *379. { **Shri Yashpal Singh:**
Shrimati Ramdulari Sinha:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether his attention has been drawn towards the document announcing sentences of liquidation on high officials by special people's courts which has been circulated in Kerala;

(b) whether any investigation has been made to locate the persons responsible for this; and

(c) if so, the result thereof?

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) Yes, Sir.

(b) and (c). Investigation is in progress.

Gazetteer of India

903. Shri Hem Raj: Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) the number of volumes of the Gazetteer of India completed and published so far and the number which remain to be completed; and

(b) when all the volumes are expected to be ready?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir):

(a) The first Volume of the Gazetteer of India has been completed and is under print. It will be published by about April 1965; the second volume is nearing completion. Some of the contributions for Volumes III and IV have also been received.

(b) All the four volumes of the Gazetteer of India are likely to be published before the end of the Fourth Plan period.

Books for Non-Hindi Speaking States

904. **Shrimati Ramdulari Sinha:** Will the Minister of Education be pleased to state:

(a) the names of books with the names of their authors and prices and the number of copies that were purchased for distribution among the people of non-Hindi speaking States in 1963-64 and 1964-65 so far; and

(b) the names of the publication with prices containing the Hindi rendering of English terminology used in law, science, arts and other fields of knowledge?

The Deputy Minister in the Ministry of Education (Shri Bhakt Darshan): (a) The required information is being collected and will be placed on the Table of the Lok Sabha in due course.

(b) This Ministry is not now concerned with the Hindi rendering of English terminology used in law. That is the concern of the Ministry of Law [Official Language (Legislative) Commission]. That Ministry has brought out no publication so far.

A complete list of publications, priced and unpriced ones, containing Hindi rendering of English terminology published by the Ministry of Education is laid on the table of the House. [Placed in Library, see No. LT-3955/65].

Auditoria in Rajasthan Schools

905. { **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

Will the Minister of Education be pleased to state:

(a) the amount sanctioned by the Centre for construction of auditoria in various schools and colleges in Rajasthan during 1964-65; and

(b) the amount proposed to be given to that State for the purpose during 1965-66?

The Deputy Minister in the Ministry of Education (Shri Bhakt Darshan): (a) Nil.

(b) A balance of Rs. 6,000 remains to be paid as an instalment for one project sanctioned in Rajasthan. This will be paid, if and when the conditions laid down, are satisfied.

Class-Room Science Films

906. { **Shri Ram Harkh Yadav:**
Shri Ram Sewak Yadav:

Will the Minister of Education be pleased to refer to the reply to Unstarred Question No. 675 on the 16th September, 1964 and state:

(a) whether the report and recommendations of the Study Group appointed to examine production of class-room science films for the benefit of teachers and students are available to Government; and

(b) if so, the main recommendations thereof?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) A statement of main recommendations is laid on the Table of the House. [Placed in Library, see No. LT-3956/65]. The report is under examination.

Muslim Wakfs

907. { **Shri Bhagwat Jha Azad:**
Shri Yashpal Singh:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether his attention has been drawn towards the statement of the Wakf Commissioner that ninety per cent of the income derived from Muslim Wakfs had been misappropriated by the trustees;

(b) if so, whether any enquiry has been made to find out the causes; and

(c) the action taken to tighten the law?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) to (c). During an exhaustive Survey, the Wakf Commissioner, Rajasthan found many instances of misuse and misappropriation of Wakf properties and has referred the same to the State Government. The Wakf Act 1954 has been further amended in 1964 to tighten administration and check abuses.

Arrests of "Left" Communists

908. {
 Shri Prabhat Kar:
 Shri Indrajit Gupta:
 Shri J. B. Singh:
 Shrimati Renu Chakravartty:
 Shri Sivamurthi Swamy:
 Shri Kolla Venkalah:
 Shri M. N. Swamy:
 Shrimati Ramdulari Sinha:
 Shri D. C. Sharma:

Will the Minister of **Home Affairs** be pleased to state the number of Communists Statewise belonging to the left Communist Party who have been arrested under D.I.R. recently?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): A statement is laid on the Table of the the House. [Placed in Library, see LT-3957/65].

Charges against Dandakaranya Officials

909. {
 Shri Yashpal Singh:
 Shri M. L. Dwivedi:
 Shri Subodh Hansda:
 Shri Daljit Singh:
 Shrimati Savitri Nigam:
 Shri Hukam Chand
 Kachhavalaya:
 Shri Kapur Singh:
 Shri P. K. Deo:
 Shri Narasimha Reddy:
 Shri Vidya Charan Shukla:

Will the Minister of **Rehabilitation** be pleased to state:

(a) whether C.B.I. has registered cases of corruption against some officials of the Dandakaranya Project;

(b) if so, the number of officials involved;

(c) the particulars of charges against them; and

(d) the action taken against them?

The Minister of Rehabilitation (Shri Tyagi): (a) to (c). First Information Reports have been recorded by the Bhubaneswar Branch and the Central Investigating Agency of the Special Police Establishment on the basis of information received about alleged improper transactions in purchases and contracts by two former employees who are no longer in service, one who has been reverted to his parent Department and three officials of the Dandakaranya Project Administration. The cases are still under investigation. As the cases are under investigation, it is not advisable to disclose details at this stage.

(d) The question whether any action should be taken against the officials will be considered after the result of the investigations is known.

Protein Tablets

910. Shri Surendra Pal Singh: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the Central Public Health Engineering Department has succeeded in preparing hundred per cent protein tablet out of the algae which grows as sewage scum; and

(b) if so, the extent to which this new discovery is likely to help in solving the problem of malnutrition in the country?

The Minister of Education (Shri M. C. Chagla): (a) The Central Public Health Engineering Research Institute, Nagpur, has not done any work on preparing protein tablet out of algae.

(b) Does not arise.

दिल्ली प्रशासन

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

(क) क्या यह सच है कि दिल्ली प्रशासन में प्रथम तथा द्वितीय श्रेणी के स्थानों में अनुसूचित जाति के निर्धारित अनुपात के अनुसार नियुक्तियां नहीं की गयी हैं ;

(ख) यदि हां, तो उसके क्या कारण हैं ; और

(ग) इस अभाव के कब तक पूरे होने की सम्भावना है ?

गृह-कार्य मंत्रालय में उपमंत्री (श्री ज० ना० मिश्र) : (क) और (ख). अनुसूचित जाति के उम्मीदवारों के उपलब्ध न होने के कारण रिक्त पदों के लिये पर्याप्त संख्या में इन जातियों के उम्मीदवारों को भर्ती करना सम्भव नहीं हो सका। इस बारे में निर्धारित सामान्य नियमों का कड़ाई के साथ पालन किया जा रहा है।

(ग) यह बताना सम्भव नहीं है कि यह अभाव कब तक पूरा हो जायगा। यह बाकी रिक्त स्थानों के लिये अनुसूचित जाति के उपयुक्त उम्मीदवारों की उपलब्धि पर निर्भर करेगा।

Joint Cadre for I.A.S. and I.P.S.

912. Shri Rameshwar Tantia: Will the Minister of Home Affairs be pleased to state:

(a) whether Government are considering to expand the joint cadre of IAS and IPS for Delhi and Himachal Pradesh;

(b) if so, whether it is proposed to cover other Union Territories under this cadre;

(c) if so, the names of Territories that will be covered under this scheme; and

2387 (Ai) LSD—3.

(d) the reasons therefor?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) to (c). It is proposed to extend the scope of the Joint IAS and the Joint IPS Cadres for Delhi and Himachal Pradesh to other Union territories, namely, Manipur, Tripura, Goa, Daman and Diu, Pondicherry, Andaman and Nicobar Islands, Dadra and Nagar Haveli and Laccadive Minicopy and Amindivi Islands.

(d) The requirements for senior posts in the Union territories are increasing and it is not possible to get suitable officers on deputation to meet these rising demands. The formation of Union territories cadres would remove this difficulty.

Public Schools

913. { Shrimati Savitri Nigam:
Shri R. G. Dubey:

Will the Minister of Education be pleased to state:

(a) the number of public schools in various Union territories which have hostels attached to them; and

(b) whether it is a fact that the fees in these schools are very high for a common man?

The Minister of Education (Shri M. C. Chagla): (a) Delhi—2. Himachal Pradesh—1.

(b) Yes.

अष्टाचार के मामलों की जांच में विलम्ब

914. श्री हुकूम खन् खन्दाय : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अष्टाचार तथा अन्य मामलों की जांच में इतनी देर लगाई जाती है कि इसी कारण से विवेन्द्रम के एक हेड क्लर्क ने तंग आकर अपनी परती तथा चार बच्चों के साथ आत्महत्या कर ली ;

(ख) यदि हां, तो क्या सरकार का विचार इस मामले की जांच करने का है ;

(ग) यदि हां, तो कब ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री हाथी) (क) यह सूचना मिली है कि राजस्व प्रभागीय अधिकारी के कार्यालय में भूतपूर्व हेड क्लर्क, श्री एन श्रीनिवास ने, जो अपनी नौकरी से मञ्जूर किये गये थे और जिनके विरुद्ध भ्रष्टाचार निरोध अधिनियम और भारतीय दंड संहिता के प्राचीन मूकदमा चलाया जाने का आदेश दिया गया था, अपनी पत्नी और चार बच्चों के साथ 22-11-64 की रात को कोर्टल्लम में, आत्महत्या कर ली। यह नहीं कहा जा सकता है कि श्रीनिवास और उसके परिवार ने जांच में देर लगने के कारण आत्महत्या की।

(ख) सरकार इस मामले में जांच करने की आवश्यकता नहीं समझती।

(ग) और (घ) ये प्रश्न नहीं उठते।

नई दिल्ली नगरपालिका और दिल्ली नगर निगम के बीच

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

(क) क्या यह सच है कि नई दिल्ली नगरपालिका और दिल्ली नगर निगम के बीच आपसी भूगतान का विवाद उग्र रूप धारण कर रहा है ; और

(ख) यदि हां, तो क्या सरकार का विचार इस मामले में हस्ताक्षेप करने का है ?

गृह-कार्य मंत्रालय में उपमंत्री (श्री ल० ना० सिन्हा) : (क) और (ख) जी, नहीं। 35 मदे ऐसी भी जिममें दिल्ली नगर

निगम तथा नई दिल्ली नगरपालिका के बीच परिसम्पत तथा दायित्वों का हस्तान्तरण होता था। उनमें से 28 का फैसला हो चुका। दो मदों, अर्थात् नगर निगम के निर्माण के समय कमिटी के पास बकाया नकद राशियों के बटवारे और इस प्रश्न पर कि क्या नगर निगम को हस्तांतरित परिसम्पत-बिजली के लिए नई दिल्ली नगरपालिका को कोई मुआवज मिलना चाहिये, विधि मंत्रालय द्वारा विचार किया जाता रहा है और समे निहित पेचीदा कानूनी समस्याओं को देखते हुए अब विधि मंत्रालय का इस मामले को महान्यायवादी के पास सलाह के लिये भेजने का विचार है। तीन अनिर्णीत मामले नगरपालिका द्वारा मुख्य आयुक्त को भेजे जा रहे हैं। इनमें से एक में मल-अपवहन की लागत के हिस्से का बटवारा तथा दूसरे में पानी की थोक सप्लाई की दरें और तीसरे में नगरनिगम द्वारा नगरपालिका को देने जाने वाली बिजली की दरें निर्धारित करना है। दो अन्य मदों, (i) बिजली के अलावा ऋण के उत्तरदायित्व को वहन करने में हिस्सा और (ii) सोमा की सड़कों पर नियुक्त कर्मचारियों के वेतन के भुगतान के प्रश्न पर दोनों स्थानीय निकायों के बीच बातचीत चल रही है।

Employees of Survey of India

916. { **Shri S. M. Banerjee:**
Shri Yashpal Singh:

Will the Minister of Education be pleased to state:

(a) whether a decision has been taken to revise certain pay scales of employees working in the Survey of India, Dehra Dun;

(b) if not, the reason for the delay; and

(c) when a decision is likely to be taken?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir.

(b) and (c). The task of revision of scales of pay involving about 230 categories of employees in the Department is of considerable magnitude and complicated. It is not possible to say when a decision is likely to be taken, but it will take quite some time.

Missing Children in Delhi

917. { Shri M. L. Dwivedi:
Shri Yashpal Singh:

Will the Minister of Home Affairs be pleased to state:

(a) the number of children reported missing from Delhi from 1st January 1964 to 31st January, 1965;

(b) the number of children traced out;

(c) the number of persons arrested in this connection; and

(d) the action taken by Government against them?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra): (a) 2139.

(b) 1901.

(c) Nil.

(d) Does not arise.

Retired Teachers of Delhi

918. { Shri M. L. Dwivedi:
Shri Yashpal Singh:

Will the Minister of Education be pleased to state:

(a) whether any representation has been received by Government from the Delhi Retired Teachers' Association demanding triple benefit scheme;

(b) if so, the details thereof; and

(c) Government's reaction thereto?

The Minister of Education (Shri M. C. Chagla): (a) to (c). The Delhi Retired Teachers' Association has represented that retiring benefits be extended to them. The matter is under consideration.

Institute of Russian Studies

919. { Shri M. L. Dwivedi:
Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Maharajkumar Vijaya
Ananda:
Shrimati Maimoona
Sultan:
Shri R. S. Pandey:
Shri Vishwa Nath Pandey:

Will the Minister of Education be pleased to state:

(a) whether Russian experts have submitted a blue print for the proposed Institute of Russian Studies in New Delhi;

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

(c) when the Institute will start functioning?

The Minister of Education (Shri M. C. Chagla): (a) to (c). The Russian experts have assisted the Indian experts in formulating a report on the proposed Institute of Russian Studies. The Institute will eventually provide facilities for:—

(i) One-year intensive course in Russian language specially suited for Indian scholars intending to go to U.S.S.R. for advanced study;

(ii) A three-year Honours course in Russian language and literature designed to produce teachers, interpreters and translators;

(iii) A one-year Refresher Course for teachers;

(iv) Research; and

(v) Translation of Russian books into Indian languages. The Institute is proposed to be established in July, 1965, with one-year intensive course in Russian language to start with.

Abolition of U.D.C's Grade

920. Shri R. G. Dubey: Will the Minister of Home Affairs be pleased to state:

(a) whether any proposal has been made recently by the Clerk's Union for the abolition of U.D.C's Grade and its merger with Assistant's grade; and

(b) if so, the action proposed to be taken in the matter?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra) (a) Yes, Sir.

(b) The matter is under consideration.

Arrest of Criminal Tribes

921. Shri R. G. Dubey: Will the Minister of Home Affairs be pleased to state:

(a) whether some Sansi men belonging to a former criminal tribe were arrested by Delhi Police for a number of dacoities in Bombay; and

(b) if so, the details about the arrested persons?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra): (a) No, Sir. The arrests were made by the Bombay Police with the assistance of Delhi Police.

(b) Number of persons arrested was twenty eight (23 belonged to the former Criminal Tribe of Sansies and 5 were local residents).

हिन्दुस्तान एन्टीबायोटेक्स लिमिटेड, पिम्परी

922. { श्री प्रकाशबीर शास्त्री :
श्री जगदेव सिंह सिद्धान्ती :

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिन्दुस्तान एन्टीबायोटेक्स लिमिटेड, पिम्परी, पूना में बीस हजार किलोग्राम स्ट्रेंटोमाइसीन,

जिसका मूल्य 30 लाख रुपये होता है, आई एच-कॉर्ट होने के कारण रद्दी कर दी गई है ;

(ख) यदि हां, तो इसके लिए कौन उत्तरदायी है और उनके विरुद्ध क्या कार्यवाही की जा रही है ;

(ग) यह सब किन परिस्थितियों में और कैसे हुआ तथा भविष्य में इस तरह की गड़बड़ को रोकने के लिये सरकार ने क्या कदम उठाये हैं ; और

(घ) इस रद्दी की हुई दवा का किस प्रकार और क्या प्रयोग किया जायेगा ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री अल्लगेसन) : (क) से (घ) तक कम्पनी के क्वालिटी कंट्रोल डिपार्टमेंट (Quality Control Department) द्वारा लगभग 10,000 किलोग्राम स्ट्रेंटोमाइसीन सल्फेट रद्द कर दी गई क्योंकि विशिष्टियों (Specification) के अनुसार इनमें जितना राख भ्रंश होना चाहिए था, उससे राख भ्रंश अधिक था। ऐसा ज्ञात हुआ है कि सामग्री का ६० प्रतिशत भ्रंश प्रक्रिया (further process) द्वारा उपलब्ध किया जा सकता है। निदेशकों के बॉर्ड ने इस समस्या पर विचार किया है और एक समिति की स्थापना की गई है जोकि इस के तमाम पहलुओं का निरीक्षण करेगी और भविष्य में ऐसी पुनर्रचित को रोकने के लिए सुझाव देगी।

Age Concessions to Indian Migrants

923. { Shri P. R. Chakraverti;
Shrimati Savitri Nigam;
Maharajkumar Vijaya
Ananda:

Will the Minister of Home Affairs be pleased to state:

(a) whether Government have decided to give upper age limit concession of 3 years for admission to competitive examinations conducted by the Union Public Service Commission

to persons of Indian origin who have migrated from Kenya, Tanganyika, Uganda and Zanzibar;

(b) whether similar concessions will be made available to persons of Indian origin employed in Government service in those countries; and

(c) whether these concessions will also apply to competitive examinations conducted by the authorities other than the U.P.S.C. including the Defence Service examinations?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra): (a) and (b). Yes. The concession will be admissible for a period of 3 years, ending 30th November, 1967. Further, for persons of Indian origin employed in Government service in those countries, there is also no age restriction for recruitment to posts/services which are filled otherwise than through Union Public Service Commission. No age concession is, however, allowed to persons of Indian origin who have migrated from Kenya, Tanganyika, Uganda and Zanzibar (including those who were in Government service in those countries) for entry to services/posts in the Armed Forces, irrespective of whether the recruitment to those services/posts is through examinations conducted by the Union Public Service Commission or by Defence Ministry, or through any other method.

(c) Yes, the concession is also admissible for competitive examinations conducted by the authorities other than the Union Public Service Commission, except for the examinations conducted by Defence Ministry for entry to the Armed Forces, the position pertaining to which has been stated above.

केन्द्रीय विश्वविद्यालय

924. { श्री कु० चं० पल्ल :
श्री सिद्धेश्वर प्रसाद :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सामान्य

और नैनीताल के पहाड़ी इलाकों के लिए एक-एक विश्वविद्यालय बनाने का प्रश्न सरकार के विचाराधीन था ; और

(ख) यदि हां, तो इस सम्बन्ध में वर्तमान स्थिति क्या है ?

शिक्षा मंत्री (श्री सु० क० चागला) :

(क) शिक्षा मंत्रालय और विश्वविद्यालय अनुदान आयोग द्वारा स्थापित संयुक्त समिति की सिफारिश के अनुसार, नागालैंड, नेफा, मणिपुर तथा असम के पहाड़ी क्षेत्रों वाले भारत के उत्तर-पूर्वी क्षेत्र में एक केन्द्रीय विश्वविद्यालय स्थापित करने का प्रस्ताव है ।

(ख) मामले पर विचार किया जा रहा है ।

भारतीय प्रौढ़ शिक्षा संस्था

925. श्री सिद्धेश्वर प्रसाद : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उनके मंत्रालय ने भारतीय प्रौढ़ शिक्षा संघ को इमारत बनाने के लिए ऋण या अनुदान दिया था ;

(ख) यदि हां, तो कब और कितना ।

(ग) क्या यह भी सच है कि उक्त संघ ने इमारत का कुछ हिस्सा केन्द्रीय माध्यमिक शिक्षा मण्डल को किराये पर दिया हुआ है ; और

(घ) यदि हां, तो ऐसी अनियमित-ताओं को रोकने के लिए क्या कदम उठाये गये हैं ?

शिक्षा मंत्री (श्री सु० क० चागला) :

(क) और (ख). जी हां, 2,75,000 रुपये का अनुदान स्वीकृत किया गया था

जिसमें से अभी तक पांच किस्तों में, 2,36,000 रुपये निम्नलिखित तारीखों को दिए गए हैं :—

1-10-1958 को	86,000 रुपये
12-8-1960 को	50,000 रुपये
1-3-1961 को	50,000 रुपये
9-12-1961 को	25,000 रुपये
17-9-1962 को	25,000 रुपये

संस्था को कोई ऋण नहीं दिया गया है ।

(ग) जी हां ।

(घ) संस्था को अब पूरे भवन की आवश्यकता है और जैसे ही बोर्ड को कोई नया भवन मिल जाएगा, संस्था अपनी पूरी जगह का उपयोग करेगी ।

भारत स्काउट्स तथा गाईड्स का राष्ट्रीय मुख्यालय, नई दिल्ली

926. श्री सिद्धेश्वर प्रसाद : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उनके मंत्रालय ने भारत स्काउट्स तथा गाईड्स के राष्ट्रीय मुख्यालय, नई दिल्ली को इमारत बनाने के लिए ऋण दिया है ;

(ख) यदि हां, तो कब और कितना ;

(ग) क्या यह भी सच है कि उक्त संस्था ने किसी अन्य संस्था मंत्रालय के विभाग को इस इमारत का एक भाग किराये पर दे दिया है ; और

(घ) यदि हां, तो उस के क्या कारण हैं ।

शिक्षा मंत्रालय में उपमंत्री (श्री भक्त बर्ज़न) : (क) और (ख) मंत्रालय ने भारत स्काउट्स और गाइड को नई दिल्ली में उसके राष्ट्रीय प्रधान कार्यालय के निर्माण के

लिए कुल 3.50 लाख रुपये (तीन किस्तों में अर्थात् मार्च 1961, फरवरी 1962, और दिसम्बर, 1962 में) सहायक अनुदान के रूप में दिए हैं, न कि ऋण के रूप में ।

(ग) जी हां ।

(घ) भवन के एक भाग को, जिसकी भारत स्काउट और गाइड को अभी आवश्यकता नहीं थी, अस्थायी तौर पर राष्ट्रीय शिक्षा अनुसंधान और प्रशिक्षण परिषद को दे दिया गया है ।

Memorial to Shri Nehru

927. { Shri Hari Vishnu Kamath:
Shri Yashpal Singh:

Will the Minister of Education be pleased to refer to the reply given to Starred Question No. 439 on the 9th December, 1964 and state:

(a) whether the suggestion for inclusion of the Will of Shri Nehru in curriculum of schools and colleges has since been considered; and

(b) if so, the result thereof?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) It has been decided to include the Will in a suitable form and at appropriate standards in the English, Hindi and Social Studies text-books being prepared by the Central Institute of English and the National Council of Educational Research and Training.

Cast Steel Furnace in U.P.

928. { Shri Bhagwat Jha Azad:
Shri Yashpal Singh:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the U.P. Government in collaboration with the Oil and Natural Gas Commission propose to install a cast steel furnace; and

(b) if so, the capacity and the location of the plant?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) and (b). It is proposed to set up at Rourkee a Steel Foundry with a capacity of 720 tonnes per year.

Oil in West Bengal

920. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Balmiki:
Shri Vishwa Nath Pandey:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether the preliminary survey in West Bengal for finding out oil potential has been completed;

(b) if not, when this will be completed; and

(c) whether any indication of oil reserves in south Bay of Bengal has been received?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) and (b). No, Sir, as a fairly large volume of seismic work will be necessary and this may continue to the next field season.

(c) No exploration in this area of the Bay of Bengal has yet been undertaken.

Exploration of Oil in Hoshiarpur

930. Shri Daljit Singh: Will the Minister of Petroleum and Chemicals be pleased to state the progress made in the exploration of oil and gas in the Kangra and Hoshiarpur Districts of Punjab?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): After carrying out geological and geophysical surveys, three deep wells and six structural wells have been completed. Drilling of two deep wells is in progress.

Rehabilitation of new Migrants

931. Shri D. C. Sharma: Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have sanctioned any schemes proposed by the West Bengal Government for the rehabilitation of new migrant families from East Pakistan; and

(b) if so, the broad outlines, the cost of the schemes and the steps taken to implement the same?

The Minister of Rehabilitation (Shri Tyagi): (a) and (b). As West Bengal has absorbed the largest number of displaced persons from East Pakistan in the past and has reached a saturation point in the matter of rehabilitation of displaced persons, persons who have migrated or are migrating from East Pakistan since January, 1964 into West Bengal, and who seek rehabilitation benefits are sent out to other States for rehabilitation. No other State has, therefore, been sanctioned for the new migrants in West Bengal.

भारत प्रतिरक्षा नियमों के अन्तर्गत गिरफ्तारियाँ

932. { श्री मोहन स्वल्प :
श्री रामचन्द्र उलाका :
श्री बुलेचर मीना :

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

(क) भारत प्रतिरक्षा नियमों के अन्तर्गत नवम्बर, १९६२ से अब तक कितने व्यक्ति गिरफ्तार किये गये हैं; और

(ख) कितने व्यक्तियों को दंड दिया गया है और कितने व्यक्तियों को रिहा कर दिया गया है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री हाथी) : (क) और (ख). सूचना एकत्रित की जा रही है और यथा समय सदन के सभा-पटल पर रख दी जायगी ।

Alloy for Heating Elements

933. **Shri P. C. Borooah:** Will the Minister of Education be pleased to state:

(a) whether a new alloy for heating elements has been developed by the National Metallurgical Laboratory; and

(b) if so, its salient features and how it compares with the imported material?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir. It has since been licensed to industry for commercial exploitation.

(b) The salient features are:

- (i) It has been developed from indigenous raw materials;
- (ii) It is free from Nickel and Cobalt which are used in other standard heating elements;
- (iii) It requires much less percentage of alloying elements than required in other heating elements, thereby conserving alloying elements;
- (iv) It possesses higher electrical resistivity than the imported Nichrome element;
- (v) Its life compares well with the imported kanthal "D" variety of element and is better than the imported Nichrome element;
- (vi) Its cost of production is much below the selling price of imported elements; and
- (vii) It can be safely used at a temperature of 1150 degree C which is sufficient for domestic purposes and many industrial applications.

Complaints against Employees of Ministry of Home Affairs

934. { **Shr P. R. Chakraverti:**
Shrimati Savitri Nigam:

Will the Minister of Home Affairs be pleased to refer to the reply given

to Unstarred Question No. 1458 on the 16th December, 1964 regarding complaints against the employees of Ministry of Home Affairs and state:

(a) the categories of employees against whom complaints were received;

(b) whether the complainants were asked to substantiate or elucidate the complaints made by them before adjudging them as vague or baseless, and

(c) if not, the procedure followed in this respect?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) Ten were Gazetted Officers and the remaining non-Gazetted.

(b) and (c). The complaints considered vague or baseless were anonymous/pseudonymous and the question of asking the complainants to substantiate or elucidate them did not arise.

Ex-Ruler of Sondur State

935. **Shri Sivamurthi Swamy:** Will the Minister of Home Affairs be pleased to state:

(a) whether his Ministry has received representations and complaints from Sondur Vimochana Samithi and people of Sondur against the ex-ruler of Sondur State of Mysore State regarding the false return of his State and personal properties; and

(b) if so, the action proposed to be taken in the matter?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) A copy of a representation from the President and six Members of the Mandal Congress Committee, Sandur was received in December, 1963 through the office of the All India Congress Committee.

(b) The rights of the Ruler of Sandur in the lands recognised as his private property which were the subject matter of the representations, are

under discussion with the Government of Mysore.

Research Institutes

936. **Shri Sivamurthi Swamy:** Will the Minister of Education be pleased to state:

(a) the number of research institutions in scientific and agricultural fields working at present in the country;

(b) their particulars (State-wise);

(c) the number of research staff and students working in each institution;

(d) the amount of salary or scholarship per month being given to those staff and students; and

(e) whether there is any plan to expand the activities of these institutes during the Fourth Five Year Plan period?

The Deputy Minister in the Ministry of Education (Shrimati Soundram Ramachandran): (a) to (e). The information in so far as the research institutions under this Ministry is concerned, is being collected and will be laid on the Table of the House.

The information regarding the research institutions under the various other Central Ministries and Departments and State Governments is not available.

National Physical Laboratory

937. **Maharajkumar Vijaya Ananda:**

Will the Minister of Education be pleased to state:

(a) whether any priority has been fixed for conducting experiments and research work in the National Physical Laboratory, New Delhi;

(b) if so, whether the experiments being conducted on artificial rain are of any practical value so far as India is concerned when compared to crash helmets for Air Force so vitally needed, on which huge foreign exchange is being spent; and

(c) if not, the reasons for undertaking such experiments?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) and (c). The experiments being conducted on artificial rain are of practical value from the point of view of agriculture. National Physical Laboratory has carried out tests on crash helmets supplied by the Air Force. Fabrication of crash helmets does not fall within the field of activities of the National Physical Laboratory.

Complaint Boxes in Ministry of Home Affairs

938. **Shrimati Savitri Nigam:** Will the Minister of Home Affairs be pleased to state:

(a) the number of complaints received through the complaint boxes placed in the Home Ministry; and

(b) the percentage of the complaints which have been found genuine?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) and (b). No complaint boxes have been put up in the Home Ministry. 6,890 complaints were, however, received during the six months ending 31st December, 1964. These were forwarded for disposal to the State Governments or the Ministries/Departments, etc. concerned. The time and labour involved in ascertaining the percentage of the complaints found genuine is not likely to be commensurate with the results.

प्रयोगशालाओं के लिए रसायन

939. { डा० राम मनोहर लोहिया :
श्री किशन पटनायक :
श्री मधु लिवये :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) वैज्ञानिक तथा प्रयोगिक अनुसंधान परिषद् के अधीन विभिन्न वैज्ञानिक

प्रयोगशालाओं में विदेशों से आयात होने वाले किन किन रसायन द्रव्यों से तैयार करने के लिए शोध कार्य शुरू हुए और अब तक पूरे हो चके हैं ;

(ख) इन में कितने रसायनों का औद्योगिक इस्तेमाल किया जा रहा है और जिन्हें अब आयात करने की आवश्यकता नहीं है तथा इससे कुल कितनी विदेशी मुद्रा की बचत हुई ; और

(ग) क्या सरकार कोई ऐसी अवधि निश्चित करने वाली है जबकि ऐसी सभी वस्तुओं का आयात बन्द कर दिया जायेगा और जिन्हें शोध के उपरान्त औद्योगिक पैमाने पर तैयार किया जा सकेगा ?

शिक्षा मंत्री (श्री मु० क० चागला) :

(क) से (ग). सूचना इकट्ठी की जा रही है। सभा पटल पर रख दी जाएगी।

दिल्ली में सिलेंडर का फटना

940. { श्री डा० ना० तिवारी :
श्रीमती सावित्री निगम :

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

(क) क्या यह सच है कि 15 जनवरी 1965 को दिल्ली में दरियागंज की लक्ष्मीबाई गली में सिलेंडर के फट जाने से एक आदमी की मृत्यु हो गई और अनेक लोगों को गहरी चोटें आई ;

(ख) यदि हां, तो सिलेंडर के फटने के क्या कारण थे ; और

(ग) इस मामले में क्या कार्रवाई की गई है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री ल० ना० मिश्र) : (क) 15 जनवरी 1965 को लक्ष्मीबाई रोड पर गैस का सिलेंडर फटने से 2 आदमी मर गये और पांच को चोटें आईं।

(ख) और (ग). भारतीय दंड संहिता की धारा 304-क के अधीन दरियागंज थाने में एक मामला दर्ज किया गया और उसकी जांच की जा रही है।

Price of Molasses

941. **Shri Bibhuti Mishra:** Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the price fixed for molasses is 25 paise per maund;

(b) whether it is also a fact that the market price of molasses varies from Rupees 3 to 5 per maund; and

(c) if so, whether the Government contemplate to control the price of molasses and give the benefit of higher price of molasses to the growers?

The Minister of State in the Ministry of Petroleum and Chemicals (Shri Alagesan): (a) The price of molasses is controlled under the Central Molasses Control Order and State Molasses Control Acts/Orders as shown in the statement laid on the Table of the House. [Placed in Library. See No. LT-3958/65]. The controlled ceiling prices of molasses under the Central Molasses Control Order are as under:

Grade	Price
Grade I	67 paise per 100 Kg.
Grade II	53 paise per 100 Kg.
Grade III	40 paise per 100 Kg.

The controlled ceiling prices under other Acts/Orders are near about the same. The controlled ceiling price of molasses intended for export is Rs. 6.50 per 100 Kg. F.O.B. Indian port.

(b) The open market price of molasses is reported to be much more than the controlled price.

(c) A proposal for upward revision of the controlled price of molasses is under consideration in consultation with the State Governments. As molasses is a bye-product of sugar,

the benefit, if any, on account of upward revision of prices would go to sugar manufacturers and not to growers of cane.

Western Himalayan Mountaineering Institute

942. **Shri Hem Raj:** Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 126 on the 18th November, 1964, and state the up-to-date progress made in regard to the reorganisation of the Western Himalayan Mountaineering Institute at Manali (Punjab)?

The Deputy Minister in the Ministry of Education (Shri Bhakt Darshan): The matter is still under consideration and a decision is expected shortly.

African Students in India

943. **Shri Indrajit Gupta:** Will the Minister of Education be pleased to state:

(a) whether the African Students' Association in India has asked for official action against a Delhi weekly for its expression of anti-African views; and

(b) if so, Government's reaction thereto?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir.

(b) Does not arise.

Republican Party Agitation

944. { **Shri U. M. Trivedi:**
Shri Vishwa Nath Pandey:
Shri Gulshan:
Shri Yashpal Singh:
Shri E. Barua:

Will the Minister of Home Affairs be pleased to state the total number of arrested, (i) males and (ii) females, in the course of the recent agitation of the Republican Party of India?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): The

requisite information is being collected and will be laid on the Table of the House in due course.

Citizenship of Kashmiris

945. { **Shri Kapur Singh:**
Shri P. K. Deo:
Shri Narasimha Reddy:

Will the Minister of Home Affairs be pleased to state:

(a) whether Government have in view any proposal to end the dual citizenship of the Kashmiris; and

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

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) The residents of Jammu and Kashmir are citizens of India and of no other country. There is, therefore no dual citizenship in so far as Kashmiris are concerned.

(b) Does not arise.

Police Housing Scheme

947. { **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri Rama Chandra Mallick:

Will the Minister of Home Affairs be pleased to state:

(a) whether any amount was advanced as loan to Orissa Government under Police Housing Scheme in the State during 1964-65; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Home Affairs (Shri L. N. Mishra): (a) and (b). A loan of Rs. 7.46 lakhs has been sanctioned.

Compulsory Education in Orissa

948. { **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:

Will the Minister of Education be pleased to state:

(a) whether any financial assistance was given to the State of Orissa for expansion of free and compulsory education in the State during 1964-65; and

(b) if so, the details thereof?

The Minister of Education (Shri M. C. Chagla): (a) There is no specific and separate scheme under which Central assistance is given for the expansion of free and compulsory education at the elementary stage.

(b) Does not arise.

दिल्ली के स्कूलों में शिक्षा

949. { डा० राम मनोहर लोहिया :
श्री मधु लिमये :
श्री किशन पटनायक :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय शिक्षा मंत्रालय ने भारत सरकार तथा दिल्ली राज्य के प्रतिमास 500 रुपये से कम वेतन पाने वाले कर्मचारियों के बच्चों को स्कूल फीस की छूट दी है ;

(ख) क्या यह भी सच है कि सरकारी सहायता-प्राप्त स्कूलों के शिक्षकों के बच्चों को भी यह छूट दी गई है ;

(ग) क्या यह भी सच है कि सरकारी सहायता-प्राप्त स्कूलों के अन्य तथा चतुर्थ श्रेणी के कर्मचारियों को ऐसी छूट भी नहीं मिली है ; और न ही उन्हें पेंशन लाभ योजना लाभ मिलने वाला है ; और

(घ) यदि हाँ, तो इस भेदभाव के क्या कारण हैं ?

शिक्षा मंत्री (श्री मु० क० चागला) :

(क) और (ख) . 600 रुपये तक मासिक वेतन पाने वाले सरकारी कर्मचारियों को मान्यता-प्राप्त मिडिल, हाई और उच्च माध्यमिक स्कूलों में उनके बच्चों की ओर से दी गई शिक्षा फीस, कुछ शर्तों के अनुसार, उन्हें लौटा दी जाती हैं। संघीय क्षेत्रों में राजकीय तथा सहायता-प्राप्त प्राथमिक, मिडिल, हाई और उच्च माध्यमिक स्कूलों में नियुक्त अध्यापकों के बच्चों से कोई शिक्षा शुल्क नहीं लिया जाता है।

(ग) और (घ) . सहायता प्राप्त स्कूलों के अध्यापकों तथा अन्य कर्मचारियों को पेंशन योजना का लाभ पहुंचाने तथा सहायता प्राप्त स्कूलों के अन्य कर्मचारियों के बच्चों को शिक्षा शुल्क की छूट देने अथवा लौटाने के प्रश्न पर, फिलहाल, विचार किया जा रहा है।

Pending Cases in High Courts

950. Shri Krishnapal Singh: Will the Minister of Home Affairs be pleased to state the number of pending cases in various High Courts as on the 31st December, 1945, 31st December, 1946, 31st December, 1947 and 31st December, 1964 and the number of High Court Judges on those dates?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): Information in regard to the position as on 31st December, 1945, 31st December, 1946 and 31st December, 1947 is being obtained and will be laid on the Table of the House.

A statement giving the information as on 31st December, 1964 is laid on the Table of the House. [Placed in Library. See No. LT-3959/65].

Naga Hostiles

951. Shrimati Renuka Barkataki: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the Naga hostiles have recently been recruiting and training youths from the border villages of Manipur; and

(b) if so, the action taken to prevent such inter-State extension of the activities of the Naga hostiles?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) It is a fact that the Naga hostiles have been recently recruiting youths from the border village of Manipur. There is, however, no information of any training being given to them.

(b) Where possible, the areas of hostile activities are declared as disturbed areas under Armed Forces

(Assam and Manipur) Special Power, Act 1958, to enable the security forces to take effective action in intercepting and dealing with these hostiles.

Nitrogen Fertiliser Plants

952. { Shrimati Renuka Barkataki:
Shri Ravindra Varma:

Will the Minister of Petroleum and Chemicals be pleased to state:

(a) whether it is a fact that the Imperial Chemical Industries and the Gulf Oil of Texas have offered to build nitrogen fertilizer plants in India; and

(b) if so, the main features of their proposals?

The Minister of State in the Ministry of Petroleum and Chemicals (Shri Alagesan): (a) and (b). The Imperial Chemical Industries, London and the Texas Gulf Sulphur Company of U.S.A. have shown interest in the establishment of large sized fertilizer factories. Detailed proposals are awaited.

Administrative Reforms

953. { Shrimati Renuka Barkataki:
Shri Ravindra Varma:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that he has sent a communication to the Chief Ministers on the proposal to introduce administrative reforms; and

(b) if so, the main features of the proposals made therein?

The Minister of Home Affairs (Shri Nanda): (a) and (b). Yes, Sir. A note on administrative reforms recently prepared for the meeting of the Eastern Zonal Council held at Calcutta in January, 1965, has been circulated to the Chief Ministers of all the States. The note contains suggestions for a common approach to

the evolving of a programme under three heads:

- (i) Tightening up the existing machinery;
- (ii) evolving new measures of reform; and
- (iii) some major problem areas.

Under (i), the note stresses the importance of supervision and inspection, punctuality, and quickness in correspondence as major elements in the "tightening" process. And it underlines the rôle of Ministers and senior officers in setting a pattern of business-like methods of work.

Under (ii), the note develops the point that administrative reforms of a basic character must be study-based. For this, it is necessary to build up techniques of study and a body of trained personnel to use them. Equally necessary is a concrete programme of studies. The note advocates going intensively into selected specific areas of administration.

Under (iii), the note commends two problems to the States for priority attention. viz. district administration and plan implementation.

Agricultural Schools

954. { Shri Maheswar Naik:
Shri Rameshwar Tantia:

Will the Minister of Education be pleased to state:

(a) whether Government have approved a proposal to start 2,000 Junior Agricultural Schools;

(b) whether the management of these schools will be the exclusive concern of the Centre; and

(c) how the proposed schools are going to be distributed, (State-wise)?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir.

(b) and (c). Do not arise.

Nandi Squatters Colony 24 Parganas

955. Shrimati Renu Chakravartty: Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that refugee families residing in Nandi Squatters Colony in 24 parganas, West Bengal agreed to move to Bon-Hooghly scheme on the understanding that they would be given house-building and sanitary loans as the land was required for a public purpose;

(b) whether it is a fact that West Bengal government have not been able to honour that promise because Central Government refused to sanction this loan; and

(c) whether West Bengal Government have forwarded any concrete proposal to this effect?

The Minister of Rehabilitation (Shri Tyagi): (a) There is no record of any undertaking to the effect that the families shifted from Nandi Squatters Colony to Bon-Hooghly Colony would be given house-building and sanitary loans.

(b) and (c). Proposal has been received from the Government of West Bengal for the grant of house-building and sanitary loans. Certain clarifications have been obtained from the State Government. The proposal is being considered in the light of the clarifications.

Residuary Problems of Rehabilitation

956. Shrimati Renu Chakravartty: Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that displaced persons from East Pakistan who were declared eligible for rehabilitation benefits by the Darjeeling Conference of Ministers are to be rehabilitated by West Bengal Government as a part of the residuary work of rehabilitation;

(b) whether it is also a fact that there has been a change in the policy

of Government as regards the decisions taken at the Darjeeling Conference; and

(c) if not, the measures taken so far of acquisition of land for house building and other steps taken for rehabilitation of refugees?

The Minister of Rehabilitation (Shri Tyagi): (a) The general view in the Darjeeling Conference was that a date should be fixed beyond which rehabilitation assistance to fresh migrants from East Pakistan would not be forthcoming. Accordingly, it was decided that displaced persons entering into India from East Pakistan after 31-3-1958 would not be eligible for any rehabilitation assistance. The residuary problem relating to displaced persons who had come to West Bengal upto 31-3-1958 was discussed and the funds required were assessed in consultation with the Government of West Bengal in 1960-61. It was estimated at that time that about Rs. 22 crores would be required for the various schemes.

(b) No.

(c) Proposals amounting to about Rs. 9.8 crores including about Rs. 450 lakhs for acquisition of land have already been approved or sanctioned under the residuary problem. Further proposals are being processed in consultation with the State Government.

Ancient Mint in Hissar

**957. { Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shrimati Savitri Nigam:**

Will the Minister of Education be pleased to state:

(a) whether it is a fact that a 3,000 year old Yandhaya mint has been recently discovered at Aurangabad village near Bhiwani town in District Hissar; and

(b) if so, the main features of the find and how and where it has been preserved?

The Minister of Education (Shri M. C. Chagla) (a) No, Sir.

(b) Does not arise.

Equipment for Technical Institutes

958. Shri Vishwa Nath Pandey: Will the Minister of Education be pleased to state:

(a) whether it is a fact that the Ministry of Education is negotiating a loan from the Government of the U.S.A. to meet the requirements of technical institutes in respect of procurement of equipment manufactured in the U.S.A.; and

(b) if so, the outcome of these negotiations?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) The negotiations are still in progress.

पी० एल० 480 निधि के अधीन छात्र-बृतियाँ

959. श्री बिश्वनाथ पाण्डेय : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अमरीकी उपयोग के लिए रक्षित पी० एल० 480 निधि में से भारत में विद्यार्थियों को छात्र-बृतियाँ देने के लिए एक भारत-अमरीकी न्यास शीघ्र ही स्थापित किया जायेगा ; और

(ख) यदि हां, तो कब और उस की मुख्य बातें क्या हैं ?

शिक्षा मंत्री (श्री मु० क० चागला) :

(क) भारत में शिक्षा और विज्ञान के विकास को प्रोत्साहन देने के लिए, पी० एल० 480 के अन्तर्गत अमरीका का जो खया है उसमें से एक भारत-अमरीकी प्रतिष्ठान स्थापित करने का प्रस्ताव है, किन्तु अभी उसे अन्तिम रूप नहीं दिया गया है ।

(ख) प्रश्न नहीं उठता ।

Eviction of Tribals from Tripura

961. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) whether Government have received any memorandum regarding the large scale eviction of tribals in Tripura in 1964; and

(b) if so, the steps taken to restore lands to the evicted tribals of Tripura.

The Minister of State in the Ministry of Home Affairs (Shri Hathi):

(a) Yes.

(b) There has been no eviction of tribals. The question of restoration of land to them, therefore, does not arise. Provision of Section 187 of Tripura Land Revenue and Land Reforms Act, 1960 is strictly followed. Instructions have also been issued to Revenue and Settlement Officers concerned to look after the interests of tribals in regard to possession of their lands.

Migration of Tribals to East Pakistan

962. Shri Dasaratha Deb: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that of late, a large number of tribals from Tripura have migrated to East Pakistan;

(b) if so, the reason therefor;

(c) the number of tribals who have migrated to East Pakistan so far from Tripura; and

(d) the step Government propose to take to stop this migration?

The Minister of State in the Ministry of Home Affairs (Shri Hathi): (a) and (c). 151 families of tribals are reported to have migrated to East Pakistan.

(b) It seems that the tribals have been attracted by prospects of unres-

stricted shifting cultivation and other facilities available in Myani Reserve Forest in Chittagong hill tracts of East Pakistan.

(d) Tribals are being explained the advantages of utilizing facilities for rehabilitation offered by the Government of Tripura to shifting cultivators. Committees are being formed in tribal colonies to look collectively into the difficulties of the community. All Revenue officials and tribal leaders have been directed to take necessary interest in the problems of Jhumias.

U.S. Grant for Research

963. { Shri Rameshwar Tantia:
Shri Vishwa Nath Pandey:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that the U.S. Government have given grants amounting to rupees six lakhs to three Indian Universities and research institutions;

(b) if so, which are those universities; and

(c) the manner in which the grants are to be utilised?

The Minister of Education (Shri M. C. Chagla): (a) to (c). Grants have been given from out of PL-480 Funds to a number of universities and research institutions for specific projects to be undertaken by them. It is not clear for which three institutions the question seeks to obtain information.

Sanganur Camp, Coimbatore

964. Shrimati Renuka Barkataki: Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have decided to close down the transit Camp that was set up at Sanganur near Coimbatore for Refugees from East Pakistan; and

(b) if so, the steps taken to rehabilitate the refugee families residing in this Camp?

The Minister of Rehabilitation (Shri Tyagi): (a) Yes, the camp has been closed down as all the migrants formerly accommodated in the camp have left it.

(b) 210 families of migrants from East Pakistan had been sent to this camp. Only a few of them accepted employment as unskilled labourers and apprentices. The others left the camp in two batches. The first batch of about 114 families left the camp in October, 1964. The majority of them were later admitted to the Bhansi camp on the condition that they would abide by camp discipline and would accept such employment as might be provided there. They are being adequately looked after and have been provided with employment. The second batch of about 81 families refused to be screened and to sign the declarations on the Relief Eligibility Certificates and left the camp in February, 1965. They came to the Mana camp, where they were told that they could be sent to the Bhansi camp, provided they agreed to be screened first and also to accept such employment as might be arranged for them. About 25 families agreed to these conditions and have been sent to Bhansi Camp; the remaining families did not accept the offer and have left Mana.

कृत्रिम वर्षा

965. { श्री बरबबुजा :
श्री यशपाल सिंह :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत की राष्ट्रीय शैक्षिक प्रयोगशाला को कृत्रिम साधनों से वर्षा करने में कुछ सफलता प्राप्त हुई है ; और

(ख) यदि हां, तो अनुसंधान के इस क्षेत्र में जो परिणाम निकले हैं उनकी महत्वपूर्ण बातें क्या हैं ?

शिक्षा मंत्री (श्री म० क० चागला):
(क) और (ख). राष्ट्रीय भौतिक प्रयोग-
शाला द्वारा किए गए कार्य से कोई निश्चित
निष्कर्ष निकालना अभी संभव नहीं है क्योंकि
कार्य अभी प्रयोगात्मक स्तर पर है, दिल्ली,
आगरा तथा जयपुर क्षेत्रों में अब तक 90
परीक्षण किए जा चुके हैं; जिन में से 50
के गुण सकारात्मक हैं।

**Electro-Chemical Research Institute,
Karalkudi**

966. { Shri Arunachalam:
Shri Paramasivan:
Shri M. P. Swamy:

Will the Minister of Education be
pleased to state:

(a) whether there is any proposal
to shift the Central Electro-Chemical
Research Institute from Karaikudi to
Madras; and

(b) if so, the reasons therefor?

**The Minister of Education (Shri M.
C. Chagla):** (a) The Third Reviewing
Committee of the Council of Scienti-
& Industrial Research has recom-
mended that the Central Electro-
Chemical Research Institute should
be transferred from its present isolat-
ed location to Madras.

(b) The Reviewing Committee has
felt that the present location of the
Institute is unsatisfactory from the
point of view of developing effective
contacts with Industry.

Teachers of Aided Schools of Kerala

967. **Shri A. K. Gopalan:** Will the
Minister of Education be pleased to
state:

(a) whether Government's atten-
tion has been drawn to the fact that
the teachers of aided schools of
Kerala are preparing for a strike to
redress their grievances;

(b) if so, the action, if any, taken
by Government to avert the situation;
and

(c) the nature of demands received
from the teachers and the action
taken thereon?

**The Minister of Education (Shri
M. C. Chagla):** (a) to (c). Teachers
of aided schools have demanded
parity with Government school
teachers for the grant of House Rent
Allowance. State Government has
since stated that the teachers of
aided schools are generally satisfied
with the recent benefits extended to
them.

Flag of J. & K. State

968. **Shri Yashpal Singh:** Will the
Minister of Home Affairs be pleased
to state:

(a) whether it is a fact that
Jammu and Kashmir Government
have still a separate flag;

(b) if so, whether it is permissible
for a State within the Union of India
to have that; and

(c) the action proposed to be taken
in the matter?

**The Minister of State in the Minis-
try of Home Affairs (Shri Hathi):**
(a) Yes, Sir,

(b) There is a provision in the
Constitution of the State of Jammu
and Kashmir for a separate State
flag. No other State has such a pro-
vision.

(c) Does not arise.

12.04 hrs.

**CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE**

**FURTHER DETENTION OF LEFT COMMU-
NIST LEADERS**

Shri S. M. Banerjee (Kanpur): I
call the attention of the Minister of
Home Affairs to the following matter
of urgent public importance and I
request that he may make a statement
thereon:—

The reported issue of new deten-
tion orders by the Government of

[Shri S. M. Banerjee]

India to further detain the left communist leaders including some who have been elected to the Kerala Legislative Assembly.

The Minister of Home Affairs (Shri Nanda): Sir, orders of detention made by the Government of Kerala on the 29th December, 1964, under rule 30(1)(b) of the Defence of India Rules, 1962, in respect of 141 persons were cancelled by the President under sub-rule (10) of rule 30A of the said Rules in exercise of his powers and functions under the Proclamation issued by him in respect of Kerala under article 356 of the Constitution. Simultaneously, fresh orders of detention were passed by the Central Government under rule 30(1)(b) of the Defence of India Rules and served on these 141 persons. The original orders of detention passed by the Government of Kerala on the 29th December, 1964, as aforesaid, had to be reviewed under rule 30A(9) of the Defence of India Rules before the expiry of six months. As all the powers and functions of the Government of Kerala now vest in the President by virtue of the Proclamation dated the 10th September, 1964 issued by him under Article 356 of the Constitution and as the Proclamation is going to expire on the 30th March, 1965, it was thought necessary to revoke the original orders of detention of the Government of Kerala and for the Central Government to pass fresh orders for the detention of the said 141 persons with a view to preventing the said persons from acting in a manner prejudicial to the Defence of India, Civil Defence, Public Safety and Public Order. Instead of leaving it to the Government of Kerala to review the said orders before the expiry of six months, the Central Government preferred to take the course of revoking the said orders and passing fresh orders of detention as mentioned above.

Shri S. M. Banerjee: After this election and the crushing defeat of the ruling party in the hands of the Left

Communists and other opposition parties, is it a fact that these orders have been issued by the Centre deliberately to see that no opposition party or parties are able to form a Government and if so, does it not amount to rape of democracy in this country?

Shri Nanda: No, Sir; Government of India has its responsibilities apart from elections and their outcome. It has discharged that responsibility.

Shri Daji (Indore): Does the Home Minister remember his statement in Kerala that he was giving a chance to the electors and the electors having taken that chance and having opted to elect that party in larger numbers than the Congress, does not the Home Minister feel that now it is his duty to honour the verdict of the electors and give them a chance to form a Government if they want and to resume functioning of Government?

Shri Nanda: All this is not very relevant.

Some hon. Members: Why not?

Mr. Speaker: Calmly the questions might be put and the answers may be given.

Shri Nanda: It is very well-known now what the verdict is. The verdict is that instead of 44 per cent, or so, they have got about 26 per cent of votes. (*Interruptions*).

Shri Daji: Count the votes in the 74 constituencies which they contested. You cannot count the votes in constituencies where they did not contest. It is all jugglery.

Shri Nanda: I will explain the aspect regarding the constituencies. But as I said, the relevance is not there. There will be an appropriate occasion for me to explain all that. The verdict is not that. Moreover, it may take time for the electors to understand all the malignancy and mischief that can arise from the acti-

vities of the kind which we have stopped. (*Interruptions*).

Mr. Speaker: Order, order. Here we are only dealing with the calling attention. Members shall have another opportunity to discuss it.

Shri Dinen Bhattacharya (Serampore): On a point of order, Sir.

Mr. Speaker: Which is the rule?

Shri Dinen Bhattacharya: Under rule 232 I raise a point of order.

Mr. Speaker: Let me first see the rule. Did he mention Rule 232?

Shri Dinen Bhattacharya: I am referring to Rule 222 which relates to the question of privilege. He has just now stated that. . .

Mr. Speaker: Order, order. A question of privilege cannot be raised as a point of order.

Shri Dinen Bhattacharya: Why not?

Mr. Speaker: Order, order.

Shri Dinen Bhattacharya: He has mentioned in his statement that they are apprehending some mischief from the persons who are detained.

Mr. Speaker: Order, order. Will he resume his seat?

Shri Dinen Bhattacharya: One Shri Gopalan is there. He is not in the House. Shri Gopalan must be given a chance to come here and explain his conduct.

Mr. Speaker: Order, order. If he will not resume his seat he will have to go out.

Shri Dinen Bhattacharya: I am ready to go out. This thing cannot be tolerated.

Mr. Speaker: Then, Shri Dinen Bhattacharya is named and asked go out.

Shri Dinen Bhattacharya: I am thankful to you, Sir. Instead of giving justice to us you are saying. . .

Mr. Speaker: He need not thank me.

Shri Dinen Bhattacharya then left the House.

Shrimati Renu Chakravartty (Barackpore): When the Communist Marxist Party was a legal party to contest the elections in Kerala and in spite of the propaganda of Government that they are a security risk they have received the vote of confidence of the electorate, why will not the Government permit in the first instance, the elected representatives to be released forthwith so that the largest single group in Kerala may be called upon to form a government? Any refusal to do so will lay the Government open to the charge that they are trying to reduce the single majority group into a minority in the interest of the Congress.

Shri Nanda: I have only to reiterate that when we took that decision it had nothing to do with any elections. Therefore, the result of the election and all that has no bearing on our duty in this matter. (*Interruption*).

Shrimati Renu Chakravartty: My point is that it will lay the Congress Party open to the charge that they are reducing a majority to a minority. Whatever might have been the reasons for the Government to have given that order prior to the elections, now that the elections are over and the electorate has returned them, may I know why they are not permitted to form the government?

Mr. Speaker: He has given the answer.

Shri Nanda: Some of those persons who were detained were members of an Assembly. Therefore, if being members of an Assembly we thought it was essential for us to take that step it does not seem to be less essential now.

Shri H. N. Mukerjee (Calcutta Central): Sir, is it open to the Minister not to reply to a very specific question? He may say that it is not in the public interest or something like that.

Mr. Speaker: He has given the answer.

Shri H. N. Mukerjee: The question very specifically related to the reduction of a party, returned to the House in a majority position, to a minority group. He might say, we do it because we wish to do it. Let him say so.

Mr. Speaker: He does not say that.

Shri Mohammad Elias (Howrah): Sir, just now the hon. Minister said that the Kerala electorate has given the verdict to keep these Left Communists inside the prison. He should have been ashamed to say such things.

Mr. Speaker: Order, order.

Shri Mohammad Elias: The Kerala electorate has given a clear verdict against the orders of the Home Minister. In view of this I would like to know whether he is prepared to resign from the Cabinet and stand from any place in Kerala or Bengal to contest a parliamentary seat? Let him stand from a place where the largest number of political prisoners are kept under detention without trial. Then only we will be able to know whether his statement of allegations is correct or not.

Mr. Speaker: Order, order. This is not a question.

Shri Mohammad Elias: I want a clear answer from the Home Minister. The whole country....

Mr. Speaker: Order order. He must put this question.

Shri Mohammad Elias: I am coming to the question, Sir; let me finish.

Mr. Speaker: Order, order. He cannot finish in this manner. He continues in spite of my asking him to put the question. This is not a question. I would not allow questions to be put in this manner.

Shri Mohammad Elias: Every Member needs a little preamble before

putting his question just to clarify or explain the position; otherwise he will not be able to understand because he has gone mad. He holds the responsible position as Home Minister. He acts like a mad man..... (Interruptions).

Mr. Speaker: Would he withdraw those words? (Interruptions). Order, order. Would he withdraw those words?

Shri Mohammad Elias: Is it unparliamentary?

Mr. Speaker: He should withdraw those words or withdraw himself.

Shri Mohammad Elias: Is it unparliamentary?

Mr. Speaker: Either he should withdraw those words or himself.

Shri Mohammad Elias: I withdraw those words.... (Interruptions).

Shri Ranga (Chittoor): Why are Members so much agitated? I understood Shri Elias to refer to the order issued by the Home Minister as mad. Why should exception be taken to that?

Mr. Speaker: That is a new interpretation that is being put. I am very sorry that leaders of groups stand up and put interpretations....

Shri Ranga: Sir, you must also help us. Why do you not have some patience? Here is a member..... (Interruptions).

Mr. Speaker: Order, order. I would request hon. Members on both sides to maintain order. Now, would Shri Elias withdraw those words? Otherwise, he should withdraw himself.

Shri Mohammad Elias: Is it an unparliamentary term? Now, because you are asking me to withdraw it. I bow to your decision and I am very much thankful to you.

Mr. Speaker: Order order.

Shri Mohammad Elias: I would submit there should be a little dis-

cussion about this, whether it is unparliamentary or not.

Mr. Speaker: Now he continues in the same strain. I have told him either to withdraw those words unconditionally or to withdraw himself from the House.

Shri Mohammad Elias: I withdraw those words. Now please allow me to ask my question.

Mr. Speaker: If he puts it in a proper manner, I will allow him; otherwise not. I would not allow the same question to be repeated. If he has something new to ask, he should put it in the proper form.

Shri Mohammad Elias: I was just voicing the feelings of the people of Kerala and whole of the Nation.

Mr. Speaker: That need not be mentioned.

Shri Ranga: Now do you want me to say something?

Mr. Speaker: If he wants, he might do so.

Shri Ranga: I sat down because you were standing. What I wanted to submit was, as you yourself know from your experience, some of us are not able to express ourselves quite so easily. Therefore, some of us take a little more time. So, I only wanted to appeal to you that instead of yourself becoming impatient and getting up and saying "Order, order" which makes the Member more excited and makes it more difficult for him to ask the question, you and the House should show more latitude to those members who are not able to express themselves fluently and well. Let them be able to say whatever they want to say.

Mr. Speaker: I would not leave this matter even to the ruling party; I would leave it to the Opposition parties. Let them decide whether the correct position was that he was not able to express himself adequately, that there was impatience on my part and that I had unnecessarily

interfered. Now, when members stand up and say that the Home Minister has gone mad and the Leader of the Swatantra Party stands up and begins to support him I am really surprised.

Some hon. Members: Shame, shame... (*Interruptions*).

Shri Daji: Why should they behave like this to a group leader? So, it is not the Members of the Opposition that should be ashamed. Sir, you must ask them to keep quite... (*Interruptions*).

Shri Mohammad Elias: Sir, is it not unparliamentary for them to shout like this? Is it their House?

Mr. Speaker: Order, order.

Shri S. M. Bauerjee: They have gone mad—mad, mad with power; power-drunken people.

Shri N. Sreekantan Nair (Quilon): Sir, I rise on a point of order.

Mr. Speaker: Which is the rule that he wants to quote?

Shri N. Sreekantan Nair: I am raising a point of order.

Mr. Speaker: Under what rule?

Shri N. Sreekantan Nair: I suppose a point of order can be raised.

Mr. Speaker: No, it cannot be raised. Now he might resume his seat.

Shri H. N. Mukerjee: Do we take it that when a point of order is raised and no specific rule can be quoted at that particular moment, it is barred automatically in every single case? Since this is a developing organisation and ours is a changing society, things might crop up and the whole idea of Directions from the Speaker emanates from the fact that the Rules always do not cover every single aspect of the matter. Therefore every time we raise a point of order... (*Interruption*).

Shri Shinkre (Marmagoa): Specially by those hon. Members who seldom indulge in this practice.

Shri H. N. Mukerjee: This is a matter to which very careful thought has to be given calmly and not in this atmosphere. On conceivable occasions it would be permissible for Members to raise points of order without immediate specification of a particular Rule of Procedure which is likely to be infringed. If that is not done, it is quite impossible to function in this changing society.... (*Interruption*).

Shrimati Renu Chakravartty: May I make a submission? It is true that all the party leaders—I am afraid, Shri Mukerjee asked me to attend that meeting—we did agree to this that we would specify the rule and if that is to be changed, again a meeting has to be called. But I would like to submit to you—that is what Professor Ranga said—that I am not a very good exponent of English and I do feel that people who do not know English very well and cannot wield it very flexibly might well say that the Home Minister has gone mad. A person who is able to wield it flexibly might say, "The Home Minister has run amok"; but a person who cannot do it will say, "He has gone mad".... (*Interruption*). I will, therefore, ask you whether a particular word and all its synonyms will be considered unparliamentary or will the synonyms be termed parliamentary and that particular word as unparliamentary. I will request you to consider this point of view and consider also whether we should be permitted to use our mother tongue so that we can use our own language flexibly and be within parliamentary bounds.

Mr. Speaker: If the hon. lady Member uses her mother tongue and calls me mad, I would not understand it. What shall I do under those circumstances?

Shrimati Renu Chakravartty: Simultaneous interpretation is there for you.

Mr. Speaker: About Shri Hiren Mukerjee's point, he will recollect that the other day Swami Rameshwaranand stood up and I asked him to quote the rule under which he

wanted to raise the point of order. He sat down quietly. Then, another hon. Member stood up—I do not know who he was; I do not recollect that—and I did not ask him to quote the rule. Swami Rameshwaranand blamed me for partiality that I had asked one hon. Member to quote the rule and the other I did not. So, I was charged with that.

Shri Hem Barua (Gauhati): The charge was levelled against you on linguistic grounds.

Mr. Speaker: It is not possible for me to distinguish between one hon. Member and another. Either hon. Members must submit to the decision that they have taken themselves here—it was taken in the House and it was Shri Hiren Mukerjee who suggested that a meeting of the Leaders of Groups might be convened so that, I should be permitted to say so, frivolous points of order might be ruled out....

Shri N. Sreekantan Nair: Unless I am permitted to make it out, how do you know that my point of order is frivolous?

Shri Raghunath Singh (Varanasi): It is not for you.

Shri N. Sreekantan Nair: That is a reflection on me which I do not deserve.

Some hon. Members: No, no.

Shri N. Sreekantan Nair: Now he is referring to my point of order.

Shri Raghunath Singh: No, not to you.

Mr. Speaker: Really, if I could understand all the languages....

Shri N. Sreekantan Nair: This is English. I am speaking in English, the King's English.

Shri Hari Vishnu Kamath (Hoshangabad): Queen's English.

Mr. Speaker: I am telling the hon. Member that it was not to his point of order or to him that I referred. He just flares up and attacks me. He

should have the patience at least to understand me. I was only referring to Shri Mukerjee's suggestion that he made the other day that we might meet together. I was referring to that and the hon. Member just gets up and says that.

Shri N. Sreekantan Nair: You should have asked me what my point of order was and if it was frivolous, you could have disallowed it.

Mr. Speaker: Once this decision has been taken, I would not ask them to formulate it.

Shri S. M. Banerjee: During the Question Hour this should not be implemented. That is my suggestion about it....(Interruption).

Shri N. Sreekantan Nair: The hon. Minister made a very serious statement which I wanted to correct. I wanted to point out that....(Interruption).

Mr. Speaker: This excitement would not take us anywhere.

Shri H. N. Mukerjee: Sir, we are all against the idea of raising points of order which are unnecessarily being raised. Normally, we are ready to quote a particular rule which is liable to be infringed and then say that a point of order has risen. But my submission was that there may be no rules in a changing society which are completely unchangeable and all that. Therefore, I say that there may occasionally be such instances where, without referring to a particular rule, points of order could be raised. That is the discretion which you, Sir, in the Chair are expected to exercise. If there is an agreement among certain leaders—I was not present at that meeting—that does not mean that that agreement crystallises into something which cannot be changed and which can never be changed. The discretion always vests in the Chair. If you choose to hear 'X' and not 'Y', it is your authority—it is the Chair's authority—which nobody can question.

Shri S. M. Banerjee: May I make a submission?

Shri Kapur Singh (Ludhiana): Sir, I beg to be permitted to put in a word in support of what my friend, Mr. Mukerjee, has said. With regard to what you have said about quoting the rule on every occasion when one wants to raise a point of order, I would submit that there is a shade of difference between the literal hard rule and its particular application in a concrete case. If you expect every Member on each occasion to be ready with the rule on his finger tips which is applicable to the point which he wants to raise, that would be almost an impossible requirement. I would say that this should not be insisted upon in every case, and that, your discretion should remain free to decide as to in which particular case you would make that requirement on a particular Member and in which particular case you would not do so.

श्री के० बे० मालवीय (बस्ती) :
 अध्यक्ष महोदय, मैं यह जानना चाहता हूँ कि अगर मुझे या मेरे किसी साथी को पगलाहट या गुस्ता ध्रा जाये और कुछ लोग "शर्म, शर्म" कहने लगे, तो उन को बुरा क्यों लगता है। उन को बुरा नहीं लगना चाहिए।

Shri Vidya Charan Shukla (Mahasamund): May I submit for your consideration that the whole House has been held to the will of the Member who has been raising various points of order here and there from the bench opposite. This point that you have mentioned is very good and, I think, it will stop Members from making wrong and frivolous points of order. If a Member does not know the rule under which he is raising the point of order, then he need not raise that point of order. The rule under which he is raising the point of order must be known to the Member before he can raise it. This is ought to be incorporated in the Directions or in the Rules. Then, it will serve to stop Members from raising useless and frivolous points of orders. That is my submission.

The Minister of Law and Social Security (Shri A. K. Sen): Mr. Speaker, Sir, I personally think, with due respect to what he has stated, that there is a good deal of force in the submission made by Mr. Mukerjee. I take your ruling as not to mean that in every instance the hon. Member who raises a point of order has to support his point by citing a particular rule because you have such a large residuary field covered by the residuary rule itself. Normally, your rule should be that the Member should be ready with specific rules to support his point of order. But conceivably, there may be many points of order which are not covered by specific rules and in fairness, I think, your ruling does not rule that out. That is my own reading of your ruling that you do not intend to rule out the application of a large area which is not covered by specific rules.

Some hon. Members rose—

Mr. Speaker: There is no need of further discussion. In view of the opinion given by the Law Minister, I would think rather that I would not insist on any rule being quoted in any case.

An hon. Member: No, no.

Shri Daji: It should be by your discretion.

Mr. Speaker: If that is the view of the Government spokesman, I do not suffer... (*Interruptions*) **Shri Nath Pai:**

Shri Ranga rose—

An hon. Member: You should be guided by rules.

Shri Raghunath Singh: We can disagree with that.

Shri A. P. Jain (Tunkur): It is a very extraordinary statement that the Law Minister has made.

Shri Nath Pai (Rajapur): You have just now said that in view of the fact that the Law Minister has made certain observations regarding your ear-

lier ruling, you feel it necessary to scuttle the ruling at which you had arrived, so far as I know, in consultation with the spokesmen of all parties, I want to make a submission that I did personally feel all the while that it might be necessary perhaps to make slight marginal elasticity available to us because it will not be always possible perhaps to quote chapter and verse when so large is the body of rules. But none the less, I am really a little baffled. And this is my present point of order. How does any observation of the Law Minister, distinguished as he is and a scholar as he is which I really concede, make you think that you should go over a ruling which you had reached in consultation with all of us. I do plead with you two things. I am prepared to listen to Shri A. K. Sen, the Law Minister; and what he has said today was quite a change from what he had to say the other day on some other matter, when he defended an indefensible case. Today he gave us elementary commonsense, while the other day in regard to what Shri Daji had said, he indulged in elementary nonsense.

Shri Hari Vishnu Kamath: That was in regard to the CBI report.

Shri Nath Pai: But I would plead with you that the decision needs a slight modification and that should be arrived at by you in accordance with the procedure which you have well laid, namely that of consultation and not because Shri A. K. Sen pontificates on any given rule.

Mr. Speaker: I might answer this straightway. This was being objected to by the Members on one side of the House....

Shri Ranga: We would like it to be reconsidered.

Mr. Speaker: It was being objected to by the Members on one side of the House, and the spokesman of the Government also says that that should not be adhered to. What is the re-

medy left for me? As regards what Shri A. K. Sen said, when a member of Government speaks or when one Minister speaks, he speaks on behalf of Government, and I heard more than one Member from the Opposition also say that this should not be enforced. If I enforce it in certain circumstances and do not enforce it in others, I am open to the charge of discrimination. How shall I select those Members? Therefore, there is nothing else left for me in those circumstances.

Shri Bhagwat Jha Azad (Bhagalpur): The law Minister did not speak on our behalf. Let the hon. Leader of the House speak on our behalf.

The Prime Minister and Minister of Atomic Energy (Shri Lal Bahadur Shastri): From what the Law Minister has said, I have got the impression that he felt that it was left to your discretion to decide whether you will ask for the rule being quoted. However, I do not want to elaborate it further. What I feel is this that this decision was taken in consultation with the leaders of the Opposition. If there is any desire for any change in this decision, then the same process has to be adopted for that purpose; that is, if any change has to be made, there should be further consultation. But so long as that is not done, I think that it is entirely in your discretion to decide or to give any ruling as you think best.

Mr. Speaker: My difficulty is being overlooked. If I ask for the quotation of a rule in the case of one Member but do not insist on that in the case of another, I would be open to a charge of discrimination or partiality. How shall I be able to select and say that one Member should quote the rule and others should not quote it?

Shri A. P. Jain: The other day you were good enough to read out the rules which would apply to points of order, and those rules were accepted unanimously by this House.

Shri S. M. Banerjee: No, no.

Shri A. P. Jain: Yes, yes.

Shri Raghunath Singh: By implication, yes; there was no objection to that.

Shri A. P. Jain: You read out the rules.

Mr. Speaker: Shri Banerjee did not accept it.

Shri A. P. Jain: He may not have.

Shri Bhagwat Jha Azad: But he did not object to it.

Shri A. P. Jain: You read out the rules. Though you did not take a formal vote, when the Government did not raise any objection, it is tacit acceptance of the rules. That is my contention. When these rules were framed, the representative of Government was also on the Committee. I am simply surprised that the Law Minister should all at once get up and raise an objection about a rule which has been tacitly accepted by the House.

Even on the merits of the case, what is, after all, a point of order? It is a breach of a rule. Unless I have breach of a rule in mind, how can I possibly raise a point of order? Even on merits, I think the procedure laid down was correct.

Then again, you are placed in a very invidious position of applying the rule in one case and not applying it in another.

Therefore, I submit that things should not be stated here in a rather light manner. It is always open to the House, it is open to the Committee, to reconsider the matter. But it should be done after greater consideration and with greater seriousness.

Shri Shinkre: My submission is that the Law Minister has put it very sensibly. Suppose tomorrow a Member raises a point of order. Asked to quote the rule, he says '65'. You say afterwards that it is not under 65 but under some other rule. On that ground, you will rule out the point of order. But will you allow the proceedings to be conducted in a disorderly manner, because the point of

[Shri Shinkre]

order raised is not within the rule quoted?

Shrimati Renu Chakravartty: I would like to make one thing very clear. Some of us who did attend your meeting.—Prof. Mukerjee could not attend; therefore, I went—we did give our consent to this particular ruling. It is quite clear also that the other side and others do not agree. Therefore, I would request that you call a wider meeting and take a consensus so that we can come to some sort of a working decision.

I agree with the Leader of the House that we should also agree to negotiation, but if leaders who are present cannot carry the others with them, there is no point in saying again and again that we have agreed on a particular decision.

Shri Hem Barua: Even the Prime Minister does not agree with his Law Minister.

Shri N. Sreekantan Nair: We passed our examinations long ago. This should not be treated as a forum to test our memory.

Mr. Speaker: I do not think there would be consensus.

Shri A. K. Sen: I am very sorry I have not been able to make myself explicit. What I wanted to say would be quite clear if it is read out. I did not read your ruling as barring those points of order which would not be covered by this specific rule. I said there is a residuary area where no specific rule applied. In such a case, the hon. Member would certainly not be able to cite any specific rule. He may cite a precedent from English practice or from our own practice.

I only wanted to say that if the answer is read out again, it will be clear that I did not read your ruling as barring those points of order for which there was no specific rule to be cited.

Mr. Speaker: I think we should proceed. Shri Mohammad Elias might put a question.

Shri Daji: Before you proceed, I want to say one thing. This is about the shouting down by hundreds of Congress Members of Prof. Ranga. We shall not tolerate this treatment of leaders of our groups. We want a certain standard of behaviour, a certain norm, from the Opposition. But if this is the way the other side treats the leaders of our groups like Prof. Ranga and Prof. Mukerjee, howling them down when they rise to make their submissions,—you were also about to admonish them—we shall not tolerate it.

Mr. Speaker: You are blaming me. But you did not allow me to admonish them.

Shri Daji: I did not blame you.

Mr. Speaker: I stood up. I wanted to admonish them. But I was not allowed.

Now Shri Elias might put a question.

Shri Mohammad Elias: I am putting it. I am very much sorry that I was a little agitated. . . .

Mr. Speaker: Now he is all right? Or still he is. . . .?

Shri Mohammad Elias: I meant no disrespect to you. The issue is important, whether Parliament will be here and you will be able to preside over this august House or not. That is the main question. Will there be high-power dictatorship like Pakistan or will there be democracy here? . . .

Mr. Speaker: Shri Indrajit Gupta.

Shri Mohammad Elias: My question is. . . .

Mr. Speaker: Not now. I have called Shri Indrajit Gupta.

Shri Mohammad Elias: I am putting the question.

Mr. Speaker: No.

Shri Mohammad Elias: Please allow me one minute only.

Mr. Speaker: He will sit down.

Shri Mohammad Elias: It is a very very important question. I never behave in this manner.

Mr. Speaker: Shri Indrajit Gupta.

Shri Indrajit Gupta (Calcutta—South West): Before these latest detention orders were passed by the Central Government superseding the detention orders passed by the State Government, these people were allowed to stand for elections which means that the Government did not consider them to be disqualified under any of the clauses of art. 191 of the Constitution. If it is the view of Government that they are not disqualified under art. 191 from standing as candidates, how can Government now, by purely executive action, prevent them, after they have been elected, from performing their functions as members of the legislature? Why should they not be released?

Shri Nanda: This question faced us at the time when these friends put in their candidature. Then we had to consider whether we should allow them to stand or not. We felt we could not come in the way of their contesting, but that does not mean that they have to be released because they are elected, because before they were elected, they were still detained. If we can detain the person, who is elected, before he is elected, he can still be detained, even if he is elected.

श्री बागड़ी (हिसार) : ये जो गिरफ्तार हुए हैं देश की रक्षा के कानून के अधीन हुए हैं। यह कानून जब देश के ऊपर प्राप्त आई थी उस समय लागू किया गया था। देश पर हमला हुआ था उस वक्त यह लागू किया गया था। इस वक्त देश के ऊपर कोई विपत्ति नहीं आई हुई है फिर भी गवर्नमेंट उनको गिरफ्तार किये हुए है। मजीद गिरफ्तारी की मियाद बढ़ा दी गई है। क्या सरकार

इस पर सोच विचार करके फैसला देगी कि जब फौरी तौर पर जंग का कोई खतरा नहीं है फिर भी देश की रक्षा के अधीन इनको—

अध्यक्ष महोदय : आप सवाल कीजिये।

श्री बागड़ी : मैं सवाल कर रहा हूँ। देश की रक्षा के अधीन उनको नजरबन्द सरकार ने कर रखा है। देश के ऊपर कोई फौरी हमला नहीं है। क्या इस तरीके से जिस तरीके से उनको गिरफ्तार किया गया है उनको कैद उम्र कैद नहीं होगी? कुछ अंदाजा तो है नहीं कि कब तक उनको गिरफ्तार रखा जाएगा। हमला तो देश पर हो नहीं रहा है तो ऐसे हालात में क्या सरकार हंगामी हालत को खत्म करने जा रही है। क्या उनको उम्र भर कैद रखना है या और कोई तरीका है उनको छोड़ने का?

Mr. Speaker: Only the last part of the question might be answered.

श्री नन्दा : इसी लिये रिब्यू की व्यवस्था है। हर छः महीने पर रिब्यू होती है और होती रहेगी। जैसी जैसी जरूरत होगी वैसा किया जायेगा।

श्री बागड़ी : अध्यक्ष महोदय मेरी बात सुन लें।

अध्यक्ष महोदय : नहीं, जवाब आ गया।

श्री बागड़ी : मेरा पूरा सवाल इस प्रकार था .

अध्यक्ष महोदय : मैं अब और ज्यादा माननीय सदस्य को इजाजत नहीं दे सकता।

श्री बागड़ी : आप की मर्जी है, मैं बैठ जाऊंगा।

Shri Warrior (Trichur): May I know whether the Government, after these elections, is convinced that the people at least are not convinced of the Gov-

[Shri Warrior]

ernment's arguments or justification for detaining them, and whether the Government is at least prepared to put them before the court and prove their being a danger to the Government and the State?

Shri Nanda: We have detained them on the authority of the Defence of India Act, and the rules thereunder. It is a legal provision which was adopted by this House. Therefore, I am acting according to the Constitution and according to law passed by Parliament.

Shri Vasudevan Nair (Ambalappuzha): The new orders were served on the 5th of this month. May I know whether the Government was very definite that the Congress Party cannot form a Government in Kerala and whether there was a high level decision at Delhi that it is better for the Congress Party that President's rule should continue in Kerala, and if so, is the refusal to release the detenus in the interests of the ruling party and for President's rule to continue?

Shri Nanda: That they are dangerous I agree, but that it has anything to do with these other considerations I do not agree.

Shri Dasaratha Deb (Tripura East): The absolutely false, fabricated and malicious charges levelled against the Left Communists by Shri Nanda have been amply refuted by the voters of Kerala. In view of this verdict of the voters of Kerala, is it not the duty of the Government to allow this party, which has the largest majority in the legislature, to form the Ministry by releasing all these persons who have been elected to the Assembly recently?

Mr. Speaker: That is rather a suggestion.

Shrimati Renu Chakravarty: Let it be answered.

Mr. Speaker: Is it not the duty of the Government to release them? This is only a suggestion.

Shri Daji: How can they be held in detention? (*Interruptions*).

Shri S. M. Banerjee: Shri Nanda should become Speaker.

Mr. Speaker: If Shri Banerjee becomes the Prime Minister, Shri Nanda might become the Speaker.

An hon. Member: A good combination.

Shri N. C. Chatterjee (Burdwan): Has the Prime Minister received a representation from Shri Namboodripad complaining of constitutional impropriety, that he and also the members of his party elected recently have been denied all opportunities and all facilities for holding mutual consultations as to what should be done in regard to Ministry-making in Kerala, and if so, will they be afforded any facilities?

Shri Nanda: There is no denial of whatever facilities are due to them.

Shri Vasudavan Nair: The police officers are there.

श्री मोर्य (अलीगढ़) : जिन दिनों में केरल में चुनाव चल रहे थे गृह मंत्री श्री गुलजारीलाल नन्दा का कथन था कि वहाँ के नागरिक अपने कर्तव्य का पालन करें और गृह मंत्री या भारत सरकार अपने कर्तव्य का पालन करेगी। यह धमकी थी या क्या थी यह मैं नहीं कहना चाहता। लेकिन इस के बावजूद भी वहाँ पर बहुत बड़ी तादाद में लेफ्टिस्ट कम्यूनिस्ट जीत कर आये। जैसे ही चुनाव के नतीजे सामने आये उस के बाद उन का डिटेन्शन आर्डर और बढ़ा दिया गया। मैं जानना चाहता हूँ कि क्या चुनावों के नतीजों और डिटेन्शन आर्डर का आपस में कोई सम्बन्ध है।

श्री नन्दा : मैं समझ नहीं पाया कि माननीय सदस्य क्या जानना चाहते हैं।

Mr. Speaker: Is there any relation between this renewed order and the return of the Communists in large numbers in Kerala elections?

Shri Nanda: No, Sir. That is not so.

Shri H. N. Mukerjee: In disgust at the attitude of the Government, which is quite disgraceful, we propose to leave the House.

(*Shri H. N. Mukerjee and some other hon. Members left the House.*)

Shri Mohammad Elias: Before going out, I wanted to know from Shri Nanda whether he would reconsider his decision and withdraw the detention orders which are still there. Or, will he accept our challenge to resign from the membership of this House.

Mr. Speaker: Order, order.

Shri Mohammad Elias: I am challenging him to come to Bengal to contest the Parliamentary seat on this question.

Mr. Speaker: Order, order.

Shri Mohammad Elias: I shall also resign from this House, and he should also resign.

Mr. Speaker: Order, order.

Shri Mohammad Elias: And let there be a contest.

Mr. Speaker: Now he is flouting the authority of the Chair. Shri Mohammad Elias is persistently flouting the authority of the Chair. I propose that severe action should be taken against him. He is not listening to me.

Shri A. K. Sen: I would request the hon. Member to obey the Chair. If not, I would name him.

Shri Hari Vishnu Kamath: You cannot name him.

Shri Mohammad Elias: I wanted to know the decision of the Home Minister, what he will do, whether he will reconsider his decision or accept our challenge. Let him say.

Shri A. K. Sen rose—

Mr. Speaker: Now he need not say anything. Is Shri Elias going out?

Shri Mohammad Elias: Will you not allow me....

Mr. Speaker: I am asking him to go out.

Shri Mohammad Elias: Yes.

(*Shri Mohammad Elias then left the House.*)

श्री मोर्य : मेरे प्रश्न का पूरा उत्तर नहीं आया था। वह आधा ही रह गया था।

अध्यक्ष महोदय : अब मैं आगे इस को नहीं चला सकता

Shri Nath Pai: Arising out of the reply given by Shri Nanda, may I draw your attention to the fact that he stated that there was no question of intervention by the Ministers in regard to the Communists there. I have a telegram from Shri Namboodiripad, signed as Maboodri—that appears to be a telegraphic mistake—alleging:

“Preventing our Partys Emmelays Central Kerala State Committee Members holding consultations Ministry CWCP Kerala while every other Party allowed hold consultations”.

May I draw his attention....

Mr. Speaker: That might be brought in the form of a censure motion.

Shri Nanda: My information is there is no discrimination.

12.58 hrs.

PAPERS LAID ON THE TABLE

INTERNATIONAL COPYRIGHT (AMENDMENT) ORDERS

The Minister of Cultural Affairs in the Ministry of Education (Shri Hajarnavis): I beg to lay on the Table a copy each of the following

[Shri Hajarnavis]

Orders under section 43 of the Copyright Act, 1957:—

- (i) The International Copyright (First Amendment) Order, 1965, published in Notification No. S.O. 240 dated the 13th January, 1965.
- (ii) The International Copyright (Second Amendment) Order, 1965, published in Notification No. S.O. 241 dated the 13th January, 1965.

[Placed in Library, see No. LT-3925/65].

DISPLACED PERSONS (COMPENSATION AND REHABILITATION) THIRD AMENDMENT RULES

The Minister of Rehabilitation (Shri Tyagi): Sir, on behalf of Dr. M. M. Das I beg to lay on the Table a copy of the Displaced Persons (Compensation and Rehabilitation) Third Amendment Rules, 1964, published in Notification No. G.S.R. 1679 dated the 8th November, 1964, under sub-section (3) of section 40 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954.

[Placed in Library, see No. LT-3953/65].

12.59 hrs.

COMMITTEE ON PRIVATE MEMBER'S BILLS AND RESOLUTIONS

FIFTY-EIGHT REPORT

Shri Krishnamoorthy Rao (Shimoga): I beg to present the Fifty-eighth Report of the Committee on Private Members' Bills and Resolutions.

12.59½ hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1965-66

Mr. Speaker: Further discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1965-66.

Shri Heda (Nizamabad): I was just making the short point that Hyderabad being the capital of the largest State in the South, and also being the fifth largest city in the country, should be better connected, well connected, with the capital of the country, that is Delhi, and other important cities with which Hyderabad has got traffic, namely Bombay and Madras.

13 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

But somehow or other it has been neglected, Sir, I was just saying that this negligence is a legacy of the past due to the Nizam regime's attitude which is still being continued. If you just look at the timings, you will find that one can reach Bombay in 23 to 26 hours from Delhi. One can reach Calcutta in about 26 hours from Delhi and the distance does not vary much. But, if one has to go to Hyderabad, it takes a long time. It takes 36 long hours and it involves two nights' journey. In fact, the distance between Hyderabad and Delhi is less than 1,500 kilometres; and, therefore, at the speed of 50 kilometres per hour, which is not a very high speed, it should not be difficult to cover the distance from Delhi to Hyderabad in about 30 hours. If 30 hours' journey is made, it is easy for a Member to travel and spend one night only and be there in the early hours of the next day morning or in the evening and spend the second night at home. This would be a great convenience.

The hon. Railway Minister was all eloquence when he referred to amenities. He said: "Any suggestion regarding amenities brought before me would be very much welcome." In spite of this, I am not suggesting a new train, because my experience is very sad. A new train between Bombay and Hyderabad was started, namely, Secunderabad-Bombay Express, and what was the result? Earlier, from Hyderabad we were able to reach Bombay in 16 hours. After the coming in of the new train, namely, the Secunderabad-Bombay Express, we started reaching in 18 hours; and what is more, earlier, when they were connected with the Madras Express, we were generally, ninety-five per cent, reaching Bombay in time. Today, the Secunderabad-Bombay Express is generally delayed. That delay is from one to two hours, generally. Therefore, 18 hours have become 20 hours. I am not suggesting a new train. Further, I would like to cancel this new train, namely, Secunderabad-Bombay Express. We reach Bombay at 2-30 p.m. Just imagine, Sir, when you reach V.T. at 2-30 p.m. you would like to go home and take bath before you attend to work. Whether you travel to Delhi, Madras or Bombay, you have to spend or waste the whole day.

Therefore, I am not suggesting a new train. I would urge upon the hon. Railway Minister to see that the Secunderabad-Bombay Express be cancelled and he may connect Hyderabad passenger to Madras Express as was the prior arrangement so that persons may reach Bombay before noon. If they reach Bombay before noon, they will be able to work at least for half a day.

Sir, what I suggest is that if you are thinking of linking Hyderabad with Madras and Delhi, there is a need for slight change in the present arrangement. According to the present arrangement the best train is the Southern Express. If the Southern Express is well-connected with Hyde-

derabad, the same train that comes from Hyderabad to Kazipet will take the Hyderabad passengers to Madras. The passengers travelling by the train will be able to reach Madras very early. What I propose is that these two trains, namely, the Southern Express and Kazipet-Secunderabad Express, should be so arranged that the passengers to Hyderabad reach Hyderabad before the second night and have sleep at home. The persons who want to travel from Hyderabad to Madras could come by that train and they are connected with the Southern Express and they could reach Madras in the morning. Today, they have to go by the Grand Trunk Express. They have got to spend another day. When the passenger has to travel from Hyderabad, either to Madras or to Bombay or to Delhi, he has to spend one full day. There is a loss of a day and this loss could be easily saved. I would request Shri Patil who is in love with the city of Hyderabad and who likes the atmosphere of Hyderabad which is a *sangam*, a meeting place of the north and the south, to look into this matter. I am certain that he will not deny his facility to Hyderabad. Let him once travel from Bombay to Hyderabad or still better, from Hyderabad to Bombay and he will experience the whole thing. I have been frequently travelling between Hyderabad and Bombay and now I have come to the conclusion that if you want to save a day, you may better travel by plane.

Having made this point, Sir, I would like to refer to two small points. One is this. I welcome the announcement made by Shri Patil that he would like to have competition in the matter of catering. He said that he would like the public sector and the private sector catering arrangements to go on simultaneously. But how shall we have that competition? That can be arranged only by allowing public sector catering in train and private sector catering in the stations. Take the case of the Grand-Trunk Express. While we are in the train,

[Shri Heda]

the catering is in the hands of the Central Railway. The bigger stations on the way like Bhopal, Itarsi or Nagpur, where we take our breakfast or lunch may be given to the private sector caterer so that the passengers will have a choice between having breakfast from the railways or from the private sector caterer at Bhopal or Itarsi. But this is not done, and the result is that there is no choice here. What is the use of having competition between public sector and private sector catering in different railways? That competition will be no competition at all. You will not be able to compare them. Therefore, if you want to compare, you will have to allow certain private sector catering at the same place and give the passenger a good choice between the two.

Another thing, Sir, is this. Some of the passengers who go to Hyderabad and Madras are from the south and they are generally accustomed to South Indian taste; but at the same time, the same catering arrangement which can cater to South Indian taste, may not be able to cater to other tastes. Therefore, if private sector catering is allowed at Bhopal, Itarsi and Nagpur, one can have different tastes and this problem could be solved.

The next point is this. Shri Patil was enthusiastic in paying tributes to Public Service Commission in the Railways and also to the Railway Board. I am not lagging behind in paying my tribute, but I would like humbly to suggest to him that when they make a choice in the personnel of the Public Service Commission in the Railways, they should see the reputation of the members. There are some members who have no reputation at all. They are members now. Hundreds and thousands of complaints are there. There are some members about whom it is said that no appointment is made unless you approach them and in spite of that, we see, Minister after Minister is giving them extension. One has to

see the general reputation about the person to be appointed to such a high body, but nobody bothers about it. You do not bother over the general impression created. Thereby a vicious atmosphere is created and a wrong psychology persists. I would urge upon Shri Patil, who has got great access and who enjoys a wide company, to find out the reputation of the members concerned and take steps in this regard. In this connection, Sir, I want to refer to the late Shri Rafi Ahmed Kidwai. Whenever he wanted to know the reputation of any of his officers or a congressman, he had wide contacts and he knew whom to contact to find out that reputation. From certain persons he will find out the worth and the merit of the person involved, but here, we go by the files, and files are often manoeuvred, and manoeuvred files do not give the correct picture about the merit of a person. Therefore, I hope, Shri Patil, who moves with the people and knows their mind, would better take counsel in appointing the personnel in the Public Service Commission in the Railways. Shri Patil is not like other Ministers sitting in ivory towers to whom people come only to extract something. Therefore they only praise the Minister. They say those things. The Minister feels that whatever he does is correct. Shri Patil is not a person of that type. Let me at least expect this from such a person while he is in the Railway Ministry, because, it was only just a chance that he was given this portfolio and I fear that he might be given some other portfolio. I hope that while he is in the Ministry of Railways, he will certainly examine and see that the personnel in the Public Service Commission of the Railways is properly appointed on the basis of merit and reputation.

With these words I support the Demands.

Shri U. M. Trevedi (Mandsaur):
Yesterday my train was running late

and I could not move the cut motions. I now want to move certain cut motions of which I have given notice.

Mr. Deputy-Speaker: Yes.

Shri U. M. Trivedi: I beg to move:

(i) "That the demand under the head Railway Board be reduced to Re. 1"

[*Non-provision of administrative tribunal to decide complaints by and against railway employees of class III and IV. (1)*]

(ii) "That the demand under the head Railway Board be reduced to Rs. 100"

[*Futility of keeping 12 Joint Directors and the question of abolition of their posts. (2)*]

(iii) "That the demand under the head Railway Board be reduced by Rs. 100"

[*Working of the Vigilance Directorate. (3)*]

(iv) "That the demand under the head Miscellaneous Expenditure be reduced to Re. 1"

[*Non-provision for a traffic survey of line between Ahmedabad and Kota (B.G.) connecting Lunavada, Ban-swara, Pratappgarh, Neemuch, Bengur, Mandalgarh. (45)*]

(v) "That the demand under the head Payments to worked lines and others be reduced by Rs. 100"

[*Need to take over Ahmedpur-Katwa, Burdwan-Katwa and Futwah Islam-pur Light Railway. (46)*]

(vi) "That the demand under the head Payments to worked lines and others be reduced by Rs. 100"

[*Need to take over various port trust railways hitherto worked by Bombay Port Trust, Calcutta Port Trust and Madras Port Trust. (47)*]

(vii) "That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100"

[*Method of recruitment of Class III staff. (48)*]

(viii) "That the demand under the head Ordinary Working Expenses-Administration be reduced to Re. 1"

[*Discrimination against commercial employees of Western Railway in matters of supply of uniforms, accommodation and night duty allowance. (146)*].

(ix) "That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100"

[*Salary and allowances of commercial employees of this Department. (148)*].

(x) "That the demand under the head Ordinary Working Expenses-Operating Staff be reduced to Re. 1"

[*Need to grant extra dearness allowance given to the workers of the Transport Department to the commercial workers also. (151)*]

(xi) "That the demand under the head Ordinary Working Expenses-Operating Staff be reduced by Rs. 10,00,000"

[*Need to minimise payments under the head thefts and claims. (152)*]

(xii) "That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced to Re. 1"

[*System for investigation into allegations against the workers. (153)*]

(xiii) "That the demand under the head Ordinary Working Expenses-Labour Welfare be reduced to Re. 1"

[*Need to reduce working hours for the commercial workers. (154)*]

[Shri U. M. Trivedi]

(xiv) "That the demand under the head Ordinary Working Expenses-Labour Welfare be reduced by Rs. 100"

[Need to give more medical facilities to commercial workers. (155)]

(xv) "That the demand under the head Ordinary Working Expenses-Labour Welfare be reduced by Rs. 100"

[Need to provide such facilities to commercial workers as have been given to others. (156)]

(xvi) "That the demand under the head Ordinary Working Expenses-Labour Welfare be reduced by Rs. 100"

[Matters regarding health, welfare activities and education for railwaymen. (157)]

Shri N. R. Laskar (Karimganj): Yesterday, we heard the most interesting speech of the hon. Minister. But all the time I was hoping that he would say something about the north eastern part of our country, about what steps he is going to take to develop a well-knit rail system there. As we all know, this Eastern Frontier assumed new importance now. Very recently, in 1962, the Chinese attacked that border. Besides that part of the country touches so many other international borders. Manipur touches Burma; Tripura is touching Pakistan, and Assam and NEFA are touching China. If the nation is to survive it has to develop a well-knit system of communication more specially rail communication to protect and safeguard that border area. The recent thinking of the Government, I believe, is to develop a BG line upto Bongaigaon. What is the meaning of extending it upto Bongaigaon? It should be extended upto Gauhati. To be precise, it will involve only 96 more miles and the expenditure will be about 10-12 crores. When we

compare this meagre amount to the security it will give to our national borders, this amount of Rs. 10-12 crores is nothing. Everybody is anticipating and also convinced that it would ultimately have to go upto Gauhati.

श्री हुकम चन्द कछवाय (देवास) : मेरा एक व्यवस्था का सवाल है। ह.उस में इस समय कोरम नहीं है।

Mr. Deputy-Speaker: The Bell is being rung— now there is quorum.

Shri N. R. Laskar: Even the Eastern Zonal Council came to the same conclusion and referred it to a sub-committee. Something should be done about it and a firm decision should be taken so that during the Fourth Plan we could take it up to Gauhati.

I will now take up the case of Tripura. Tripura's capital is Agartala and Tripura is on our border with Pakistan. It is said Tripura is now connected by rail with the rest of India. But true story is, only 7 miles inside Tripura is connected and one has to travel about 120-150 miles more by road to reach Agartala. Very often in this House, we heard of firing in the border by the Pakistanis. If something happens and the road connection is cut off, what will be the result? What will be the fate of the people of that area. It is imperative that as an alternative route, there should be a railway line from Dharmonagar to Agartala, capital of Tripura State. If it is not possible to undertake it immediately at least a survey should be done so that in times of emergency, the rail can be laid and the connection could be useful.

There is also a similar question about Manipur. There are two railheads in my own home district, Cachar. It will not be very difficult to serve that part from Silchar itself. At least a survey should be under-

taken immediately, if a railway line could not be laid just now.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, हाउस में इस समय कोरम नहीं है ।

Mr. Deputy-Speaker: The Bell is rung—now there is quorum. Within ten minutes, quorum has been challenged twice. The minimum number of members to make up the quorum must sit in the House. Otherwise, I will have to adjourn the House. We should not become a laughing stock.

Shri N. R. Laskar: As I was saying Sir, Manipur, Tripura and Mizo district and all these neighbouring areas are generally consuming areas and for most of the daily requirements have to depend on outside supplies, it has to get its requirements from Calcutta. The only hill section line from Lumding to Badarpur is unable to carry more loads on this line. The Assam Government had been saying and suggesting that the Central Government should survey another route from Gauhati to Barapani in J. & K. Hills and from there upto Silchar. I do not know whether this suggestion had been examined by the Ministry but I would request this to be done in the national interest.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri N. R. Laskar: I will say a few words about the running of trains in these areas. Recently a long distance new train had been introduced in the N.F. Railway but this was mainly done for the use of the military personnels. Last year also in my budget speech to the Railways, I demanded that a janta express be introduced in the N.F. Railway from Barauni to Dibrugarh. I do not know why it has not been done. I feel that this is the only zone where till now no janta train had been introduced. It should be done immediately.

There is then the question of speed in this zone. Even mail trains like the Assam Mail run at a speed of twenty miles per hour. It should be increased to at least 30 to 35 miles an hour so that people could move speedily.

Then again I have been emphasising about the running time of the train between Silchar and Karimganj, a distance of only 32 miles for which three hours are taken—an average of 10 miles per hour. I was informed that after relaying of new heavy lines the speed would be increased. Now that the relaying has been done, I would legitimately request and demand from the Railway Ministry that the speed should be increased and that this distance should be covered within two hours.

Sir, in my constituency there is a line between Katakhal and Lalaghat, which is still owned by a foreign private company named McLeod and Co. When I approached the Ministry of Railways with the request that this line should be taken over by them, I was told that they would not in public interest take over this line. But I would like to emphasise that in public interest this line should be taken over by the Railways. It is nobody's property now; it is nobody's child and none is taking care of it. Even basic amenities like supply of drinking water is not provided. There is no lighting and there are no sheds over any platform in any station on this line. These things should be looked into and something should be done so that the people can get the necessary basic amenities in this neglected section.

Sir, at present, dining car is available only from and upto Gauhati in Assam Mail. This facility should be extended upto Lumding, if not upto Dibrugarh. There is this genuine request and the dining car should be extended upto Lumding at least. Then, on the Hill section line, from Lumding to Badarpur, a distance of 100 miles,

[Shri N. R. Laskar]

at least in the day train a dining car should be attached because no food is available throughout the route as it is all a jungle area and hill track.

Lastly, I would like to emphasise that the eastern part of our country is vital in the interest of our nation and something should be done positively to spread out the railway system in the far-flung areas. All these areas should be connected by railways.

Shri Khadilkar (Khed): Mr. Deputy Speaker, Sir, I rise to point out certain things and see whether my appeal would have some effect on the Ministers concerned.

Fortunately, this Ministry is headed by a man of great vigour . . .

Shri Shinkre (Marmagoa): Verbal vigour!

Shri Khadilkar: Wherever he approaches, the lassitude or lethargy disappears. He is assisted by a colleague who formerly organised with the help of certain other members Bhimsena Mandal in this House. I don't think it was only for exhibiting physical strength, but there was behind it the question of mental vigour as well. With this combination, I expect that, whatever suggestions are made on the floor of this House, they will not only be taken seriously but something will be done to implement them also.

First of all, I don't look at the Railway system from a regional or local angle because I consider that the railway system has to play the integrating role also in this country. It is playing an effective role in the unification of this country. That aspect should not be lost sight of whenever and wherever you consider the construction of a railway line. In the backward areas and also in areas which have no other means of communication, the people genuinely feel that if they are connected with a rail-

way line they would be assured of certain modern amenities and they would also be satisfied with the progress we are making in the country. So the demands for construction of new lines are made from this angle.

There is another question to which I would like to refer. In the olden days, when Britishers planned the railway lines, it was more from a commercial angle. Most of the railway lines were usually far away from the cities which were centres of culture, commerce and education. Those were neglected. You can find in many places road-side stations with the name of particular towns. That sort of things happened in the olden days. More of this thing took place in the western part of this country. I may in this connection mention Satara. I would like to point out that Satara was a seat once upon a time of Maratta Kings. They tried to save the country and gave a challenge with an all-India approach. If they had a narrow approach of just consolidating a principality in the western part of this country, they would have survived for a longer period. But they had a broad vision of India and they sacrificed themselves for that vision of unified India. They wanted to establish a unified India and therefore they came to the north. That aspect must be kept in mind when we take up this part of the country. After the Britishers came they were discriminating in every walk of life and particularly Satara city, which was kept away from the main line, though again and again demands were made. Once upon a time it was the seat of Maratta Government—Maratta Confederacy. It was a seat of learning and a seat of commerce. Unfortunately it was not connected by a railway line. This discrimination was practised vindictively by the Britishers. This thing has to be corrected. The Minister is not here, but his worthy colleague is sitting here. I am sure he will not allow this type of discrimination to continue and provide opportunity for this area.

Fortunately, now a broad-gauge line between Poona and Miraj is being laid and it is a very small question of diversion to bring Satara on the rail line, without much expenditure and without bringing any sort of inconvenience to the existing stations. Therefore, my humble submission to the Railway Ministry is, they should take this opportunity and the Minister in his reply should make an announcement about this. It will have an immediate psychological impact in that part of the country and therefore I am pleading for this. Mr. Cooper, a Parsi industrialist of this area, who was a resident of Satara, had to move away 12 miles because of this. He was not able to start any industry in Satara. You must realise these difficulties. You cannot look at the Railways as mere means of communication. You must look at it as lines of social integration in this country and they penetrate into areas which have so far been neglected. While you have taken up the work of converting the metre-gauge line from Poona to Miraj into a broad-gauge line, my point is Satara should be linked on that line. It should also be further extended to Kolhapur and further downwards so that Mysore is connected. There is no good link between Mysore and western part of the country—between Mysore State and Bombay. Though the States have been formed on linguistic basis, the linguistic division does not divide the commercial and other trade routes. This aspect must be kept in mind. If this is done, then Mysore and other parts of Maharashtra would be linked with the main centre, the metropolitan centre of trade and industry in the western part of the country, I mean Bombay.

There is another question which should be considered in all seriousness—what is the need for this new zone to be carved out of the central and southern railways. I have gone into this question scientifically. I don't want to look at it from any

narrow angle and I hope the Ministry also would not look at it from a narrow angle. I hope the Ministry will not give away to any political considerations. We are in an emergency and during this emergency you are dislocating the work in certain parts of the country by organising or carving out a new zone. You are spending Rs. 2 crores. Is it worth-while? The present divisional arrangements are satisfactory and the efficiency is not at all coming down. I am told that the Efficiency Bureau has not carried out any investigation before you took the decision. That must also be borne in mind while carving out a new zone with the headquarters at Secunderabad. At this juncture, I would plead again that if anything had to be done to satisfy the language aspirations of the people, that has been done, namely, the States' Reorganisation Act had been passed. The States have been reorganised. But are you going to tolerate any reorganisation of zones or divisions of the railways on a certain political pressure or a linguistic pressure at the background? I wish that both the Ministers in charge of the railways who are shouldering this responsibility would strongly resist this temptation and re-examine this case, and with the minimum dislocation, at minimum expense,—if it could not be avoided—it should be carved out. But it should be re-examined from the angle of efficiency, from the angle of dislocation, and from the angle of investment of Rs. 2 crores during this period of emergency when we are short of funds, when we are taxing the poor travellers of this country. Therefore, my plea again is on these points. The Railway Minister should say something: he has said something, but it is vague. He must give an assurance that from the efficiency point of view, it will be re-examined and that nothing will be done hurriedly under political pressure or linguistic pressure. I am afraid both the post and telegraph organisation and the railway organisation will degenerate

[Shri Khadilkar]

if the area is to be divided on a State-wise or a linguistic basis which, I feel, is the motive behind it: I am not sure about it, I am just making a plea and therefore the Railway Minister should bear this aspect in mind.

One more word and I have done. While we were working in the Santhanam Committee, it was suggested that there should be a separate vigilance organisation for the railways. Yesterday, the Railway Minister said that they have a special Member for this purpose; it is good. But after going through the Kripalani Committee's report and from our day-to-day experience, we feel that this security organisation, this vigilance organisation, needs to be strengthened at all levels. There is a good deal of pilferage. Malpractices are still prevailing. That is our common experience. Therefore, the adding of one member at the top, an additional member of the Railway Board, adding a member to that steel frame, is not enough: because the Railway Board in this country has remained a steel-frame; the Ministers have come and gone, but it is the steel-frame consisting of the officers that really rules this railway empire. I wish that the Railway Minister, with his Bheem strength, at least tries to penetrate into that steel-frame so that it will respond to the common man's feeling, his requirement, his needs and thus reflect his wishes and do the things that are required.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Khadilkar: Regarding the catering system, it is good that the department has started the catering system. My experience, and that of most of the Members, is that the railway catering system, as it is today, is far from satisfactory. We now stand for the public sector and feel that all these things should not be exploited by others. It is granted. But there

is no sense of any competition and there is no eagerness to improve things. That is our experience. Some way must be found out at strategic stations where competition will be felt by the railway catering service so that they will improve their service, the quality of food that they serve and other small things that are called for. Therefore, I feel that the catering system needs a new approach altogether. With these few words, I close.

Shri Priya Gupta (Katihar): Sir, I rise to speak on my cut motions. Before I start, I would again emphasise that the havoc or the disaster at Dhanushkodi and Rameswaram on the Southern Railway could have been avoided had the Divisional Headquarters correctly taken measures, when they were timely informed and warned about this by the staff to take action. Unfortunately, when I demanded of the Railway Minister repeatedly for a judicial inquiry on this accident, the Railway Minister, Shri S. K. Patil, said—I am quoting—

"I am not yielding. The hon. Member should not form the habit of popping up like a jack in the box every now and then."

But let me say this: I shall be only happy if the Railway Minister, Shri Patil, does not accrue the habit of a sly fox to avoid the main question tactfully by making such remarks against me. I still demand that there should be a judicial inquiry. He has just twisted the whole issue and put it in a different way and he did not want to yield. In all matters, the reply of the Railway Minister was like that: always surpassing with his oratory and always talking big, high-sounding words, just like the *madari's dugdugi*, and avoiding the main things which we were pointing out for the last 15 hours or so in this forum here.

When we talk about any expenditure, they point out the need for eco-

nomy. They have got no money, they say; but may I ask one thing? How is it that a blessed swimming pool and a blessed badminton court have been built at Delhi on the Chelmsford Road, demolishing the Class IV staff quarters? How has it been done? The General Manager cannot sanction more than about Rs. 5,000 at a time. The estimate was Rs. 6,40,000. Without anybody's permission, the work was allowed to continue and nearly Rs. 9 lakhs had been spent. For that work, sanction has now been asked from the Railway Board by the authority, that is, by the Northern Railway. I am sorry to point out that while funds during the emergency are not available, for instance, for white-washing the M.Ps' quarters—which work was stopped—I do not know how the Northern Railway could allow this work to continue. Again, where is this money from, the money which has been spent on this work? It is from the Staff Amenities Fund: a fund from which the money could have been spent for the TB patients, for the schools and for the school-fees of *garib mazdoors*. You may say that a swimming pool is required at Delhi; but then there are swimming pools in New Delhi, which can be used for international games and so on. The railway does not require a separate swimming pool for itself.

Then there is the question of preventing corruption. In this connection, I would request the Railway Ministry to revise the IRCA rules in respect of the gazetted officers of the commercial department of the railways deciding the cases to give pecuniary advantages to the merchants and causing loss to the railway administration and having discriminatory powers in regard to waiver of (i) demurrage and (ii) wharfage. This revision should be done by prescribing the specific cardinal factors which should be taken into consideration, while dealing with such cases, as well as the percentage of the remission to be given on different types of cases to

be laid down. I beg to submit that there are two types of things: under-weight and over-weight system or classification of the goods. There are very many cases pending. There is one case in Faridabad station, where, in the name of mechanical goods, many electrical goods which have got a greater rate of freight, are allowed to be passed under a wrong description of the goods. Some high officers of the Central Railway are interested in the case and they would not allow the case to be finalised. Even when the Vigilance Inspector submitted his findings, the Railway officers will not allow it to be finalised. That is the reason why the vigilance organisation should be absolutely under a full-fledged officer of the status of a member at the top level, and that officer along with the lower rungs at the bottom, must not be under the thumb of the railway executive officers but should be under the Home Ministry who will take up such things. But my hon. friend the Railway Minister, Shri Patil, says that it should be under the Railway Administration to work as an internal organisation which should check corruption. I say that this internal organisation, instead of preventing corruption and finding out ways and means as to how corruption is to be prevented, would only shield the officers and camouflage them. The amount allotted for the working expenses of the institutes and rest houses is so less that you cannot have institutes in new places like New Gauhati, Rangapara North, Malda Town and so many other places here new colonies are coming up due to the construction of railways.

About education, the primary schools have been cumulatively shrunk and the number of schools opened is not commensurate with the requirements. This should be done.

The Minister referred to uniforms. May I say that winter uniforms are supplied in summer and the summer uniforms are supplied in winter. If

[Shri Priya Gupta]

the date of supply has expired even by 2 or 3 days, the uniform is denied for the season. Sometimes the uniform is very tight or very loose and the employees have to spend more money on it to make it into the correct size. While revising the scale of uniforms, a number of categories who were previously eligible for it have been curtailed. No standard or specification has been laid down as to how the uniform should be allotted.

Regarding winter allowance, when the Railway Board was approached, they said that the West Bengal Government should be referred to for this. The West Bengal Government in their Gazette Extraordinary have categorically said that the employees working in the entire Darjeeling-Himalayan section upto Sukna but excluding Sukna railway station are eligible for winter allowance. Still, the railway administration are not implementing it. They are not giving the winter allowance beyond the altitude prescribed by the Railway Board by which they are eliminating many stations. This should be considered.

Shed clerks working in loco sheds, IOWs, PWIs and Power House Establishments have to work continuously for 10 to 12 hours though they are scheduled to work only for 6 hours, as a matter of course. They are ministerial staff and so they should work only for 6 hours like other ministerial staff in the district offices. Commercial clerks are also over-worked. Either they should be compensated for this extra work or their working hours should be restricted to 6 hours like other ministerial staff.

In the DME's office suppose there are 100 clerks doing 6 hours duty and suppose in all the loco sheds under the DME there are 250 workers rostered for performing 8 hours duty. The railway administration says that these shed clerks can be interchanged on transfer with the clerks of the

DME's office periodically to minimise their hardship. But looking to the figures of clerks in the sheds of DME's office, it will take 10 years for all the shed clerks to get chance of transfer in the DME's office. So, some pecuniary compensation should be paid to them for this extra work beyond the normal 6 hours duty. These people are not allowed to avail of the Gazetted holidays to which others are eligible, because they cannot be spared. So, some compensation should be given for the holidays which are denied to them. Running staff and other line staff also are not getting the holidays and they also should be given some compensation.

I now come to the Bonus Commission. The Railway Minister during his speech rightly said that it is a commercial organisation. I do not understand how the Bonus Commission's recommendations are not being implemented in respect of the railwaymen who are industrial workers.

Coming to incentive bonus, when incentive bonus was going to be first introduced in the railways, from the All India Railwaymen's Federation, we asked the Railway Board whether they meant rationalisation or decreasing the strength of the staff. They said, "no; this is just to give some incentive to produce more." After the incentive bonus has been implemented, the strength of workshop staff has come down from more than 1 lakh to 99,000. In the course of five years, it will come down to 65,000 if the formula of staff strength is calculated in the job analysis at the rate of the output of the worker under the incentive scheme. About the rate of the incentive bonus, it must be revised. The second CPC scales of pay have been implemented and the workshop staff are getting at authorised scales of pay. But the rate of incentive bonus is still calculated at the pres-

cribed scales. So, they are getting less.

The Lilua workshop people have protested against the unwarranted and unilateral decision of the railway administration increasing the working hours by half an hour and they have been penalised for break in service. The officers, subordinates and some chosen workers of the same establishment who left the Lilua work site at the same time as these workers did when the hooter below, were not penalised. This break in service is illegal. Similarly the break in service in the case of shroffs of S.E. Railway on some other plea is absolutely unwarranted and illegal. I want that the railway administration should review these cases and this unwarranted provocation should not be allowed to continue. The extra half an hour should be either withdrawn or compensated monetarily.

Shri P. C. Barman (Cooch-Bihar): Sir, I thank you for giving me an opportunity to speak on this occasion. It is my maiden speech. I rise to support the demands for grants for the railways. I was impressed by the speech of the hon. Railway Minister yesterday, particularly when he gave us the assurance that he would look after the interests of the scheduled castes and scheduled tribes people in his department.

Generally the scheduled castes and scheduled tribes candidates pass the written examination, but it is difficult for them to come out successful in the viva voce examination. I would request the recruiting authorities to consider their cases sympathetically.

The circulars issued by the railway department from time to time about promotion and permanency of scheduled castes and scheduled tribes are generally unknown to them. In this situation, they fail to avail themselves of the opportunity. So, there should be better arrangement for the publicity of such circulars.

श्री हुकम चन्द कछवाय : मेरा व्यवस्था का प्रश्न है। हाउस में क्वोरम नहीं है।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. He may continue.

Shri P. C. Barman: There is a metre gauge line from Malbazar to Charabandha, which is in my constituency. Jalpaiguri, Cooch-Bihar and Goalpara districts are frontier districts. From the defence point of view, I suggest the metre gauge line should be extended from Jalpaiguri to Goalpara district through Cooch-Bihar and Tufanganj districts. The people of these three districts are cultivators. Most of them are tobacco growers. They contribute a big portion of revenue to the Central Government. It is necessary to provide them with better communication. Because transport cost is too high for them to bear. For want of Railway Communication it is not possible for them to transport their tobacco and other agricultural produce from interior places. I hope the Minister will look into this matter. It is not possible for them to transport their tobacco and other produce due to want of railway communications.

Arrangements have recently been made for provision of sleeping berths in second-class compartments in respect of a few trains. I suggest that this facility should be extended and second-class sleeping berths should be provided in all other trains.

In this connection, I would like to point out that the ladder provided in first-class compartments are seldom found. Without this the passengers, especially aged persons, find it very difficult to climb up or go down. I suggest that from the very start of the train it should be seen that all these provisions are there.

Lastly, I want to draw the attention of the hon. Minister to one thing. About eight months back I wrote a

[Shri P. C. Barman]

letter to the General Manager, N.F. Railway regarding the stoppage of 205 and 208 Down and Up trains at Vataguri Station in the Alipur-Gitaldah Section. But no action has been taken. I would like the hon. Minister to take immediate action in this matter for providing better communication to the public.

श्री उबा० प्र० ज्योतिषी (सागर) :
उपाध्यक्ष महोदय रेलवे मिनिस्ट्री की रिपोर्ट से यह पाया गया कि डीजल इंजिनों का उपयोग शुरू होने वाला है...

एक माननीय सदस्य : हिन्दी में बोलिए ।

श्री उबा० प्र० ज्योतिषी : हिन्दी में ही बोल रहा हूँ ।

एक माननीय सदस्य : क्या "डीजल" हिन्दी का शब्द है ।

श्री उबा० प्र० ज्योतिषी : रेलवे की गाड़ियों को खींचने के लिये तो डीजल इंजिनों का उपयोग जब होगा तब होगा लेकिन मंत्रालय की गाड़ी को खींचने के लिए एक साथ दो दो बड़े डीजल इंजिनों का उपयोग किया गया है । मेरा मतलब यह है कि इस मंत्रालय में जो मंत्री और राज्य मंत्री जोड़े गए हैं वे इस देश के बड़े शक्तिशाली इंजिन हैं । उनमें बड़ी ताकत है और इसलिये मुझे यह विश्वास है कि रेलवे का काम बहुत जोरदार तरीके से और शानदार तरीके से चलेगा ।

यह सही है कि प्रजातंत्र की यह रियासत बहुत बड़ी रियासत है । इस देश में सब से बड़ा कारोबार रेलवे का कारोबार है । इस देश में ही नहीं सारे संसार की रेलों की तुलना में भी इस का काम बहुत फैला हुआ है । इस लिए यह उत्तरदायित्व बहुत बड़ा उत्तरदायित्व है । निश्चित रूप से इस देश के हर आदमी के साथ रेलवे का सम्पर्क आज नहीं तो कल और कल नहीं तो परसों अवश्य होता है और अधिक से अधिक होता है और

इसलिए यह जरूरी है कि इस के एडमिनिस्ट्रेशन और व्यवस्था जोरदार हों और इसलिए मुझे यह अच्छा लगता है कि दो जोरदार आदमी इस काम में जुटाए गए हैं ।

रेलवे बोर्ड अनुभवी लोगों से बनता है । मुझे यह उम्मीद है कि इस बोर्ड में जो साथी रखे गए हैं वे अपना उत्तरदायित्व समझते हुए इस देश की दिक्कतों को देखते हुए अच्छे से अच्छा काम करने की कोशिश करेंगे और करते होंगे । फिर भी मैं यह चाहांगा कि यह देखा जाए कि जहां कांस्ट्रक्शन के काम चल रहे हैं उन में कहीं कोई भ्रष्टता तो नहीं बरती जा रही है, सीमेंट जहां जितना लगना चाहिए वहां उतना सीमेंट लगाया जा रहा है या नहीं, आस पास के शहरों और गांवों में तो वहां का सीमेंट ट्रिकिल हो कर नहीं जा रहा है और ब्लैक मारकेट में तो नहीं बिक रहा है । यह जरूरी है कि इस बात पर ध्यान निदया जाए । इससे न सिर्फ भ्रष्टता बढ़ती है बल्कि रेलवे के काम में कमजोरी आ सकती है जो देश के लिए खतरनाक हो सकती है । हमारे पास अनेकों शिकायतें आती हैं हम उन पर बहुत विश्वास नहीं करते लेकिन फिर भी यह जरूरी है कि प्रजातंत्र में हम सब सजग हों और कर्मचारियों को विशेष रूप से सजग होना चाहिए और देखना चाहिए कि कहीं कोई खामी तो नहीं है ।

यह भी देखा जाना चाहिए कि रेलवे में अगर कहीं काम चल रहा है तो मस्टर रोल में जितने आदमी दर्ज हैं वास्तव में उतने आदमी वहां काम कर रहे हैं या नहीं । यह देखा जाना चाहिए कि जो अफसर नियुक्त किए गए हैं, वे केवल अपनी पुरानी उमर समाप्त करने का काम या केवल मुझाव देने का ही काम तो नहीं कर रहे हैं । यह देखा जाना चाहिए कि इस देश का जो थोड़ा या बहुत पैसा कर्म-

चारियों को दिया जाता है वे ईमानदारी से अपनी जिम्मेवारी को देखते हुए देखें कि जो जो एडमिनिस्ट्रेशन की जिम्मेवारी है उसका पालन ठीक तरह होता है या नहीं, वे यह देखें कि जितने आदमी मस्टर रोल में दिखाए जाते हैं वे वाकै में काम करते हैं या यह तो नहीं है कि अफसर के घर में उसका पलंग बिछाते हैं, या उसकी रोटी बनाते हैं या उसकी स्त्री की साड़ी धोते हैं। उनको देखना चाहिए कि कांस्ट्रक्शन में जितना सीमेंट लगना चाहिए वह लगता है, या नहीं, जितने आदमियों को वेतन दिया जाता है व सब काम करते हैं या नहीं। मैं समझता हूँ कि अगर इन चीजों की ओर और इसी प्रकार की जो अनेकों चीजें हैं उनकी ओर उचित ध्यान दिया जाएगा तो तो हमारे दो जोरदार आदमियों का वहाँ रहना सार्थक होगा।

मैंने रेलवे के मंत्री महोदयों की पिछले दिनों सदस्यों द्वारा काफी तारीफ सुनी है। इससे मुझे खुशी हुई क्योंकि अगर हमारे शासन के किसी भी अंग की तारीफ होती है तो यह हमारे लिए खुशी की बात है, लेकिन यह तो नहीं है कि यह तारीफ शिष्टाचार के नाते हो रही हो। यह केवल इसलिए तो नहीं है कि हमारे देश में भ्रष्टाचार दूसरे विभागों में बहुत बढ़ रहा है और इसलिए हम तुलनात्मक दृष्टि से देखते हैं कि रेलवे का काम अच्छा चल रहा है और इसलिए प्रशंसा करते हैं और कहते हैं कि रेलवे का काम अब अच्छा हो गया है।

यह जरूरी है कि यह देखा जाए कि पहले जितना पिलफरिंग होता था उस में कमी हुई है, वृद्धि तो नहीं हुई, पहले जो पहले, दूसरे और तीसरे दरजे के डिब्बों से बिजली के बल्ब हटा दिए जाते थे या जैसे पहले स्विचेज निकाल ली जाती थीं उस प्रकार की घटनाएँ कम हुई हैं या नहीं, रेलवे वैनो से जो माल आने जाने में चोरी होता था उस में कमी हुई है या नहीं। यह चीजें हमें देखनी होंगी। हमें यह देखना होगा कि जो छोटे छोटे कर्मचारियों नियुक्त किए जाते हैं,

डेली वेज पर, उन के साथ न्याय हो रहा है या नहीं। मेरे पास अक्सर इस बारे में शिकायतें आती रहती हैं और मैं उन लोगों से पूछता हूँ कि तुमको जितना वेतन देना निर्धारित होता है उतना रोज का वेतन मिलता है या नहीं। हमको यह भी देखना चाहिए कि उनको उनका निर्धारित वेतन मिलता है या नहीं। यह देखना चाहिए कि ऐसा तो नहीं होता है कि जो उन के ऊपर का छोटा अफसर है वह उन से कुछ ले लेता है और उस को एकत्र कर के ऊपर के अफसरों की धैली भरता है। मैं चाहूँगा कि शासन अधिक सजग हो कर इन चीजों की तरफ ध्यान दे। इन बातों की जांच के लिए आकस्मिक जांचें की जायें।

मैंने यह भी देखा है कि अगर कोई कर्मचारी ईमानदारी बरतता है और इस कारण किसी अफसर को नाराज कर देता है तो उस के कारण उसको क्षति उठानी पड़ती है। दो साल पहले मेरे पास एक शिकायत आई थी और अन्य सदस्यों के पास भी आई थी कि एक छोटे कर्मचारी ने एक बड़े अफसर को, जो कि अपने बहुत से साथियों को ले कर बिना टिकट यात्रा कर रहे थे, चक किया था और उन से टिकट मांगा था। उस से कहा गया कि हम तुमको टिकट देते हैं, और उसको दिल्ली स्टेशन के बाजू में जूतों से मारा गया और उस के कपड़े फाड़ दिए गए। उसके साथ दो बड़े साल तक न्याय नहीं हो सका क्योंकि अफसरों ने उस छोटे कर्मचारी की बात की तरफ ध्यान नहीं दिया और बड़े अफसर की रियायत की। तो आपको देखना होगा कि ऐसी घटनाएँ तो नहीं हो रही हैं।

मैं चाहूँगा कि मिनिस्ट्री अपने कुछ खास कर्मचारियों का एक शिकायत बोर्ड तैयार करे जिस के पास छोटे कर्मचारी भ्रष्टाचारी से जाकर अपनी शिकायत पेश कर सकें, जिन के वीवासेज अगर प्रापर चीनल से जाते हैं तो उनके साथ पक्षपात होता है और जिन के साथ न्याय नहीं होता। मेरा सुझाव है कि यह शिकायत मंडल इन प्रकार की शिकायतों को सुने और उस के द्वारा ये शिकायतें माननीय

[श्री ज्वा० प्र० ज्योतिषी]

मंत्री जी के पास पहुंचें और वे अपनी एजेंसी के द्वारा उनकी जांच पड़ताल करावें और देखें कि कहीं किसी ईमानदार आदमी को परेशान तो नहीं किया जाता है, कहीं उस के साथ अन्याय तो नहीं होता है, कहीं उसकी आबाज को तो नहीं दबाया जाता है उसका गला तो नहीं घोंटा जाता है। यह बहुत जरूरी है कि इस तरह ध्यान दिया जाए। उपाध्यक्ष महोदय, मैं रेलवे मंत्रालय के अन्दर एक शिकायत मंडल की स्थापना करने का सुझाव देना चाहता हूँ।

एस० आर० सी० रिपोर्ट में कहा गया था कि मध्यप्रदेश एक बहुत बड़ा प्रदेश बनाया जाना है और उसमें यातायात की कमी रहेगी। इसलिए इस कमी को दूर करने के लिए हमें वहां रेलवेज की व्यवस्था करना जरूरी है लेकिन मैं देखता हूँ कि उस दिशा में कोई कदम नहीं उठाया गया है और उसका नतीजा यह हुआ है कि प्रदेश में जिस तरीके का इंटिग्रेशन होना चाहिए वह नहीं हो सका है। यह बहुत जरूरी है कि मध्य प्रदेश को रेलवेज की अधिक से अधिक सुविधा दी जाय। उचित यह होगा अगर पन्ना, छतरपुर, इमोह या सागर, बावा के लिए एक रेलवे लाईन डाल दी जाय और उसे दूसरी तरफ गुना तक भी जोड़ा जा सकता है। मध्य प्रदेश के इस इलाके में कोयले और लोहे की अधिक संभावनाएं हैं। जंगली धन भी वहां बहुत पाया जाता है। अगर वहां रेलों की सुविधा प्रदान की जाय तो मैं समझता हूँ कि उस इलाके का विकास हो सकता है और साथ ही साथ इंटिग्रेशन में भी मदद मिल सकती है।

तीसरे दर्जे में बड़ी भीड़भाड़ होती है इस बात की सब तरफ से शिकायत आई है। उनकी सुविधा के लिए तो कुछ विशेष किया गया नहीं है लेकिन किराये इस साल और बढ़ाये जा रहे हैं। किरायों की बढ़ोतरी का समर्थन करने को मेरा मन नहीं करता है और आज जसा थर्डक्लास में भीड़भाड़ और असुविधा रहती है उसको देखते हुए कम से कम थर्डक्लास

में तो हम किराये न बढ़ायें। खासतौर पर छोटी यात्राओं पर 30, 30 और 40, 40 मीटर की दूरी तक चलने वाले यात्रियों से अधिक किराया वसूलना मुझे कुछ उचित नहीं लगता है। मैं समझता हूँ कि अगले वर्ष इस चीज के ऊपर निश्चिन रूप से विचार किया जा सकेगा। अभी तक हमने थर्डक्लास के यात्रियों को कोई सुविधा नहीं दी है। उन्हें कोई बड़ी सुविधा प्राप्त नहीं है, भेड़ बकरियों की तरह से इंसान डिब्बों में ठसाठस भरे रहते हैं। जिस डिब्बे में 60 मुसाफिर होने चाहिए उसमें 90 और 120 तक ठूसे जाते हैं। जब इस तरह की हालत चल रही हो तो मैं नहीं समझता कि हमें उनसे अधिक किराया वसूलने का कोई अधिकार है। प्रोवरक्राऊडिंग और ट्रेफिक की बहुतायत को देखते हुए मेरी समझ में यह अच्छा होगा अगर रेलवेज में एक फोर्थक्लास कम्पार्टमेंट भी लगाया जाय ताकि कम से कम यात्रियों को खड़े होने की सुविधा तो प्राप्त हो जाय। फोर्थक्लास में चूकि यात्री खड़े होकर सफर करेंगे इसलिए उन से अपेक्षाकृत कम किराया वसूला जाय। थर्डक्लास की आज जैसी बुरी हालत है और प्रोवरक्राऊडिंग होती है उस में सुधार लाने के हेतु मेरा यह फोर्थक्लास का कम्पार्टमेंट लगाने का सुझाव है। इस तरह से खड़े खड़े अधिक लोग यात्रा कर सकेंगे। चूकि रेलों में अभी भीड़भाड़ कम होने की मुझे कोई संभावना नहीं दिखाई दे रही है इसलिए मैं यह सुझाव रखना चाहता हूँ। हालांकि ज्यादा डिब्बे बनाने शुरू कर दिये गये हैं, लेकिन जैसी उनकी गति है और जिस रफ्तार से यातायात में उत्तरोत्तर वृद्धि होती जा रही है, मुझे नहीं लगता है कि हम रेल के डिब्बों की कमी को पूरा कर पायेंगे और निकट भविष्य में हम थर्डक्लास के मुसाफिरों को कोई विशेष सहूलियत दे पायेंगे।

इंटिग्रेशन के सिलसिले में मैं यह निवेदन और करना चाहता हूँ कि रायपुर, बिलासपुर, कटनी, बीना और खालियर से दिल्ली को एक

फास्ट गाड़ी चलाई जाय । अगर उसे मद्रास से या विजिगापट्टम से चलाया जाय तो ज्यादा अच्छा होगा । इससे इंटरगेशन में भी मदद मिलेगी और इस तरह से दक्षिण भारत और उत्तर भारत के बीच इस इलाके को सम्बद्ध करते हुये एक सम्पर्क और सम्बन्ध स्थापित किया जा सकेगा ।

मुझे सागर स्टेशन जहाँ से कि मैं आता हूँ उसके बारे में थोड़ा सा निवेदन करना है । पहले जो पुराने स्टेशनों को गिरा कर उनके स्थान पर बिलकुल नये स्टेशन बनाने का वार्ता चल रही थी, मैं उससे सहमत नहीं था । मैं यह तो भ्रमण चाहूंगा कि उस स्टेशन का और विस्तार किया जाय और उसमें सहूलियतें अधिक प्रदान की जाय लेकिन अच्छी और अज्ञात इमारतों को गिराकर नयी इमारतें बनाने पर जो विपुल धनराशि खर्च की जाता है उससे मैं सहमत नहीं हूँ । इस तरह के खर्च को मैं कुत्र उचित नहीं समझता हूँ । एक ट्रस्टी के तौर पर हमें जो भी धन अपनी गरीब जनता से सरकारी खजाने में प्राप्त होता है उसको बहुत सावधानी से हमें खर्च करना चाहिए । बहुत इमानदारी के साथ उस पैसे को सरकार को खर्च में लाना चाहिये और हमें चाहिये कि हम कोई भी अनान्वश्यक खर्च न करें । हर किस्म का फालतू खर्चा हमें एवायड करना चाहिए ।

अपने इस सागर रेलवे स्टेशन के बारे में मुझे सिर्फ यही निवेदन करना है कि चूँकि शहर दक्षिण दिशा में है इसलिए दक्षिण दिशा की तरफ सहूलियतें देने का इंतजाम किया जाय । उधर बुकिंग स्टेशन वगैरह बना दिये जाय जिसे से यात्रियों को सुविधा हो । घघर से उधर आने जाने के लिए एक रेलवे ब्रिज की भी वहाँ बहुत आवश्यकता है । कई दफे यह बात यहाँ पर रक्खी गई है । हमारी प्रवेश सरकार बहुत गरीब है, चुकचुड है । उसके पास इतना पैसा नहीं है कि वह इस के लिये रुपया खर्च कर सके । इसके साथ ही वहाँ पर एक अन्ध रेलवे ब्रिज देने की व्यवस्था की जाय ।

श्री उ० मू० त्रिबेदी : उपाध्यक्ष महोदय इस रेलवे बजट पर कट मोशंस को देखने के बाद यह आवश्यक हो जाता है कि उस पर कुछ विवेचन किया जाय लेकिन हो यह रहा है कि इन की तरफ कोई तब्बजह नहीं दी जाती है । मैं यह नहीं समझता हूँ कि यह सारे के सारे कट मोशंस कभी रेलवे मिनिस्टर के पास पहुँचेंगे भी या नहीं और वह उन्हें पढ़ेंगे भी या नहीं ।

रेलवे मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : पढ़ लिया है ।

श्री उ० मू० त्रिबेदी : अगर वे इन्हें पढ़ लेंगे तो बड़ी कृपा होगी और हमें फालतू विवेचन भी नहीं करना होगा ।

मैं उनका ध्यान कोई एक ऐडमिनिस्ट्रेटिव ट्रिब्युनल की रेलवेज में व्यवस्था न होने की तरफ दिलाना चाहता हूँ । काफ़ी दिनों से हम लोग और श्रमिकों से सम्बन्ध रखने वाले राजनीतिक लोग इस की आवश्यकता की तरफ ध्यान दिलाते रहे हैं कि हमारे यहाँ कोई एक प्रोम्बेइसमैन या ऐडमिनिस्ट्रेटिव ट्रिब्युनल जैसी संस्था कायम होनी चाहिए लेकिन अभी तक वह कायम नहीं की जा रही है । मैं जानना चाहता हूँ कि आखिर उसे क्यों नहीं कायम किया जा रहा है ? मेरी तो समझ में नहीं आता कि यह कौन सी व्यवस्था है कि वही अफसर जो इलजाम लगाता है वही उस इलजाम की जांच भी करता है और उसके लिए सजा देता है । यह बात कब तक चलती रहेगी ? इसलिए इस ओर मैं मंत्री महोदय का ध्यान दिलाना चाहता था ।

मैं रेलवे प्रशासन में देखता हूँ कि वहाँ पर डाइरेक्टर हैं, ज्वाएंट डाइरेक्टर हैं और असिस्टेंट डायरेक्टर हैं । यह इतनी डायरेक्टरों की फौज का क्या फिजूल में झगड़ा चला रक्खा है ? इतने सारे डाइरेक्टरों की जरूरत नहीं है । जब इतने डाइरेक्टरों के बगैर बोर्ड चल जाता है, बड़ी बड़ी कम्पनियां चल सकती हैं तो फिर रेलवेज में इतनी बड़ी डाइरेक्टरों की फौज रखने की मैं तो कोई जरूरत नहीं समझता हूँ । यह डाइरेक्टर, ज्वाएंट

[श्री उ० मू० त्रिवेदी]

डाइरेक्टर, असिस्टेंट डाइरेक्टर, इतने सारे मੈम्बर्स और इतने सारे असिस्टेंट मੈम्बर्स के रखने पर जो काफ़ी रुपया खर्च होता है वह बचाया जा सकता है।

मैं मंत्री महोदय का ध्यान उन के यहां के बिजिलेंस डाइरेक्टोरेट की वर्किंग की तरफ दिलाना चाहता हूं। अब यह आपका विजिलेंस डाइरेक्टोरेट कैसे चलता है। मुझे मालूम नहीं है लेकिन पहले मैं अक्सर उस के खिलाफ शिकायत करता रहा हूं। और अभी भी उस के बारे में शिकायतें सुनता चला आ रहा हूं।

एक दफे एक अफसर ने लिखकर दे दिया कि इस समय यहां दिल्ली रेलवे स्टेशन पर दिल्कुल आर० पी० एफ० के आदमी नहीं चाहिए। नतीजा क्या हुआ कि उसे 500 रुपया इनाम दिया गया और ब्रेकिंग सजेशनस और एकानामी। लेकिन एकानामी क्या हुई? पिलफरेजेज तिगुनी हो गई एक दम से। हुआ यह कि जहां 1961 में 348 पारसल गुम हुए थे वे सन् 1962 में बढ़ कर 497 हो गये और सन् 1963 में गुम होने वाले पारसलों की तादाद बढ़ कर 596 हो गई। पिलफरेजेज में उत्तरोत्तर वृद्धि ही होती गई है। अब क्या यह एकानामी कही जा सकती है? आर० पी० एफ० के आदमी हटाने की एकानामी काफ़ी महंगी पड़ी। पारसलों के गुम होने की तादाद जो बढ़ कर तिगुनी हो गई उस के लिए रेलवेज को कितना दाम चुकाना पड़ा होगा क्या उसका हिसाब उन्होंने लगाया है? दूसरे पांच सौ टायरे का इनाम वह अफसर और इस तरह का एकानामी का सुझाव देकर खा गया।

मंत्री महोदय जरा दिल्ली स्टेशन पर जा कर वहां का नजारा तो देखें। मैंने वहां का एक फोटू खींचा हुआ है। दरअसल

16 और 17 नम्बर के प्लेटफार्म पर मीटर गेज पर चलने की जगह ही नहीं रहती है। आखिर यह क्या मजाक कर रक्खा है? आप के वहां इन चीजों पर कोई ध्यान देने वाला है या नहीं?

जहां तक रेलवेज में एफिशिएंसी का सवाल है वह हमारे यहां इतनी कम हो गई है कि कुछ कहने की बात ही नहीं है।

अब मैं रेल मंत्री जी का ध्यान उन बेचारे गरीब रेल कर्मचारियों की तरफ दिलाना चाहता हूं जिनकी कि कोई सुनवाई नहीं की जाती है हमारे यहां स्टेशन मास्टर जिस तरह से दबे हुए हैं, उसी तरह से गार्ड लोग भी दबे हुए हैं और यह कमरशियल क्लर्क्स का तो बिल्कुल सत्यानाश होता चला जा रहा है। उनकी कोई सुनवाई नहीं करता है क्योंकि उन्हें नौन-एसेंशियल सर्विस माना जाता है। मैंने पहले भी कहा था और आज फिर दुहराना चाहता हूं कि आखिर यह ऐंशियल और नौन-एसेंशियल क्लास का क्या झगड़ा है? वह उन को वर्दी नहीं देते हैं, उन को रात का एलाउंस नहीं देते हैं और उनके ओवर्स और एम्प्लायमेंट को रेगुलेट नहीं करते। यह इस तरह की तमाम चीजें चल रही हैं जिससे कि बड़ा अफसोस होता है और दुःख होता है। उनके प्रति वहां सहानुभूति नहीं दिखलाई जाती है जो कि दूसरों के प्रति दिखाई जा रही है।

अब मैं आप का ध्यान कुछ अन्य कट-मोशंस की तरफ जोकि मैंने मूव किये हैं दिलाना चाहता हूं। अभी उस दिन आप ने कहा था कि हम ने कोटा से चित्तौड़गढ़ तक का सर्वे कराया है। अब यह चित्तौड़गढ़ से कोटा का जो आप सर्वे कराते हैं तो उससे कोई नत जा भी निकला?

आपको सर्वे ऐसा कराना चाहिये जो कि वास्तव में लाभप्रद सिद्ध हो सके। आप जब कांडला से लेकर अहमदाबाद तक ब्रोडगेज बना रहे हैं तो जरा आप अहमदाबाद के नकशे की तरफ भी देखें। अभी वह अहमदाबाद से नैरोगेज बन जाती है। वांसवाड़ा तक कोई रेल नहीं है, प्रतापगढ़ तक कोई रेलवे नहीं है। ब्रोडगेज लाइन अहमदाबाद और कोटा के दरमियान कर के लुनावाड़ा, वांसवाड़ा, प्रतापगढ़ नीमच, बंनगुर और मंडलगढ़ को कनेक्ट किया जाय। ऐसा होने से वहां बम्बई से दिल्ली पहुंचने में हम लोगों को 83-84 मील का फर्क पड़ जायेगा। क्यों नहीं इस के ऊपर तवज्जह दी जाती है? क्या मिनिस्टर लोग बैठ कर नकशा नहीं देखते हैं या वे जुगराफिया भूल गये हैं? अगर इधर मंत्री जी ध्यान देंगे तो बड़ी अच्छी बात होगी।

मैं आप को एक और बात कह दूँ कि यह जो मैथड और रिक्लूटमेंट क्लास थी स्टाफ का चल रहा है उसकी ओर वे जरा शांति से पांच मिनट बैठ कर ध्यान दें तो ठीक होगा। अभी होता यह है कि अमुक हिस्से के लड़कों को तो इंटरव्यू में बुलाने का नोटिस चला जाता है लेकिन दूसरे लड़कों की कोई सुनवाई नहीं होती है। उनका जवाब नहीं आता है और उन को इंटरव्यू में नहीं बुलाया जाता है। यह इंटरव्यू में बुलाने का नोटिस आखिर किस आधार पर दिया जाता है? अब फार्म तो छपे हुए सब के ही होते हैं और सब ही के भरे हुए होते हैं तो मैं जानना चाहता हूँ कि आखिर यह छांटन कैसे की जाती है और कैसे कुछ को अमुक हिस्से के लड़कों को तो इंटरव्यू में बुला लिया जाता है और कुछ को छोड़ दिया जाता है? क्या इंटरव्यू में बुलाने के लिए रिश्वत ली जाती है? क्या यह किया जाता है कि 200 रुपया देवे तो बुला लिया जायगा,

400 रुपया अगर कोई देवे तो उसे बुला लिया जाता है? इस तरह की भ्रष्टाचारों जब मैं बम्बई जाता हूँ तो सुनता हूँ, कलकत्ता जाता हूँ तो सुनता हूँ, इलाहाबाद जाता हूँ तो सुनता हूँ और जब दिल्ली आता हूँ तो सुनता हूँ। मंत्री महोदय से मेरा निवेदन है कि वे इधर व्यक्तिगत रूप से दिलचस्पी ले कर इस चीज को ठीक करें और इस तरह की भ्रष्टाचारों को भविष्य में उठने का मौका न दें। जो भी लोग एप्लीकेशंस दें, सब को बुलाया जाय, उनका एक बराबर नतीजा जांचा जाय। इस मामले में धांधली नहीं चलनी चाहिये और इस तरह की शिकायतें रहना हमारे वास्ते खतरनाक हैं। यह हमारे वहां जो रिश्वतखोरी में तरक्की होती चली जा रही है उसको रोकने के वास्ते मंत्री जी विशेष रूप से सक्रिय और ठोस कदम उठावें। अगर एक भ्रष्ट आदमी इस तरह से बेईमानी से और रिश्वत देकर सविस में भरती होता है तो उस से आप यह कैसे उम्मीद कर सकते हैं कि वह हमेशा आपका काम ईमानदारी से करेगा? इस लिए मैं मंत्री महोदय को सुझाव देना चाहता हूँ कि वह इस तरफ बहुत तवज्जह से ध्यान दें।

रेलवेज के वर्किंग के सम्बन्ध में जो रूल्ज बनाये गये हैं वे रोजाना बदले जाते हैं। मैं निवेदन करना चाहता हूँ कि मंत्री महोदय एक कमीशन बिठा दें जो एस्टाब्लिशमेंट मैनुअल को एक निश्चित रूप दे और फिर सब डिविजन वाले और जोन वाले उसी के मुताबिक एडमिनिस्ट्रेशन चलावें। आज हालत यह है कि कभी कहा जाता है कि हम आदमी की मीनियरिटी डेट आफ कन्फर्मेशन से शुरू करेंगे, कभी कहते हैं कि डेट आफ एपॉयंटमेंट से शुरू करेंगे, कभी कहते हैं कि डेट आफ वर्थ से शुरू करेंगे और कभी कहते हैं कि जिस डेट को वह डिपार्टमेंट में आया उस डेट से शुरू करेंगे। हर एक आदमी के बारे

[श्री उ० मू० त्रिवेदी]

में अलग अलग प्रकार से अपनी मर्जी के मुताबिक निर्णय किया जाता है। परिणाम यह होता है कि हर एक चीज का खुलासा होता है जिस में आदमी उलझ जाता है। मंत्री महोदय की नीयत बहुत अच्छी और शुभ होते हुए भी ब्यूरोक्रैट्स उन को उलझाते रहते हैं। इस स्थिति में अगर उन से एक काम कराना हो तो उस में एक साल लगता है। इस प्रकार अगर उनकी पांच साल का कारकदंग को देखा जाये, तो वह पांच से ज्यादा काम नहीं कर सकेंगे। इस लिए इस तरफ ध्यान दिया जाये और इस बात की व्यवस्था की जाये कि ब्यूरोक्रैट्स उन को शोवर-रूल न करें। वह जिस निर्णय पर पहुंचें वह उस का पालन करवायें।

मैं आप को एक दृष्टान्त देना चाहता हूँ। डिप्युटी मिनिस्टर श्री शामनाथ इससे परिचित होंगे। किताबों की चोरी के बारे में रिपोर्ट दी गई, एफ० आई० आर० दी गई लेकिन जवाब कपड़े की गांठ की चोरी के बारे में दिया गया। मेरे पास वह लैटर है। मंत्री महोदय उस को पढ़ कर देखें कि किताबों की बात कही गई था या कपड़े की गांठ की। मैं जानता हूँ कि मंत्री महोदय भी हमारी तरह मनुष्य हैं और वह भी गलती कर सकते हैं जैसे कि हम कर सकते हैं। लेकिन आवश्यकता इस बात की है कि मंत्री महोदय खूब मेहनत कर के, चाबी टाइट कर के जोनल डाइरेक्टरों और अन्य अधिकारियों से काम लें। इस के लिए उन को बहुत अच्छी तरह से तैयार होना पड़ेगा और श्रम करना पड़ेगा।

हमारे डिपार्टमेंट्स को यह आदत पड़ गई है कि जो काम हाथ में लिया जाता है, उस को पूरा न किया जाये। वे हमेशा उस को उलझाने के लिए तत्पर रहते हैं। मंत्री महोदय को उस की तरफ भी ध्यान

देना होगा। उस दिन मैंने कहा था कि अभी तक रेवांड तक डवॉलिंग नहीं हुई है। इस सदन के एक माननीय सदस्य और मेरे मित्र ने मुझे कहा कि वह नहीं हुई है। मैं आज फिर देख कर आया हूँ कि अभी तक वह कम्पलीट नहीं हुई है। समझ में नहीं आता कि मंत्री महोदय को ऐसा भुगालता क्यों दिया जाता है।

मंत्री महोदय ने स्टेटमेंट में कह दिया कि गाड़ियां आध घंटा या पंद्रह मिनट तेज चलेंगी। मैं जानता हूँ कि दो दो घंटे लेट चलते हुए भी गाड़ी राइट टाइम पर बम्बई पहुंच जाती है। अगर उस को तेज चलाया जायेगा, तो उस में चार घंटे बच सकते हैं। 760 मील 855 मील तय करने के लिए आठ घंटे लगेंगे, नौ घंटे लगेंगे, दस घंटे लगेंगे, उस से दुगने बीस घंटे फ्रंटियर मेल लेगी, पच्चीस घंटे लेगी। 1939 में 21 घंटे लगते थे और आज 25 घंटे लेते हैं।

मैं मंत्री महोदय से निवेदन करूंगा वह इन सब कट-मोशनज़ की तरफ ध्यान दें। अगर मैं उन सब की विवेचना करूंगा तो ज्यादा टाइम लग जायेगा।

उपाध्यक्ष महोदय : श्री कमलनाथ तिवारी ।

श्री क० ना० तिवारी (बगहा) : मैं इस पर नहीं बोलना चाहता हूँ।

Shri L. N. Bhanja Deo (Keonjhar): Mr. Deputy-Speaker, Sir, I was first hesitating whether I should congratulate the hon. Minister on his performance in the railways on two counts, the double dose which he has given to the users of railways in the shape of increase in freights and fares. On second thoughts I decided that I should congratulate him at least for removing the stigma that was attached to his name that he is a rightist and is a protagonist of the private sector. That disillusion has been

removed by his double dose, especially by his dose in the shape of enhanced freight.

While he has been so generous to us in increasing the fares and freights, I cannot understand why he is so niggardly in supplying us statistics gauging the performance of the railways over a period of years. The statistical appendix and charts which used to form part of the reports of Indian railways have altogether disappeared, making it impossible for Members to delve into cobweb of the working of the Indian railways, as was the practice before. The statistics and charts, which were used to be supplied to Members in 1960 and 1961 in detail, they have now dwindled to a small size. I cannot understand how a Member of Parliament can perform his duty properly if he has not at his disposal statistics about the performance of the railways over a period of years, say from 1938-39 to date. In the past we used to be supplied with a copy of the report about the performance of the Indian Railways along with the annual report. I find that now only 800 copies of that report has been printed, and it is marked "for official use only". As there are 700 Members of Parliament, it is not possible to supply every member with a copy. I hope the hon. Minister will look into it.

My hon. friend, Shri Khadikar, who spoke a little while ago, referred to the breaking of the railway zones. I will not weary the House by giving details of the metreage of the different zones. I am glad the hon. Railway Minister is present here. Now a new zone is going to be created called the South-Central zone. At the time when the zonal system was introduced, the then Railway Minister, who is the present Prime Minister, said that the divisional system was being introduced as it will lead to greater efficiency. So, the district system was done away with. If I heard the Minister correctly yesterday he is still thinking of bi-

furcating the zones and probably another zone is going to be created. How far will it add to the efficiency of the railways and how far is it justified? On the one hand, they are saying that their finances are dwindling and there is every need for economy; on the other hand, we are increasing the number of zones which will mean more of expenditure.

The Railway Ministers in the past have always under-estimated the revenues. I am sorry the new Railway Minister, from whom we expected greater courage and forthrightness has disappointed us in this respect. When there are big resources at his command and when he has shown in the revised estimates a surplus of about Rs. 12.5 crores, which now due to the higher import bills is likely to be reduced to Rs. 5 crores and odd, there is no necessity for enhancing the freight and fare rates. But I would say, yet the Railways are getting more traffic and certainly more revenues at the existing rates and fares on the Minister's own showing. He expects to close the current year, as I have stated before, with about Rs. 5 crores and this is after meeting all demands, like depreciation, dividend to the Central Budget and Railway Tax. The Railway Minister has budgeted for Rs. 31 crores of surplus and this has been reduced by items which inflated the expenditure side by the pay increases and certain educational allowance, that is meant for the staff. In spite of a drop of 10 million tonnes in freight, he still expects a surplus of Rs. 5 crores.

The extent of under-estimation of revenue may thus be appreciated. I do not see the reason why this surplus should not be distributed to the users and the taxpayers. After all, freight and rates pay larger dividend in a period of years. On the other hand, he suggests for a cushion to play with, like the Finance Minister is doing in the General Budget; but, unfortunately, when he takes the case of the third class passengers' travel there is

[Shri L. N. Bhanja Deo]

no cushion for him when he is to undertake the journey for 24 hours or so on a hard wooden seat.

The Development Fund has created more surplus in Railway funds than any single item which, since its inception, has been used for various purposes than originally meant for. It was mainly meant for financing expenditure for railway users' amenities, labour welfare and railway projects which are necessary but unremunerative according to their own admission *vide Indian Railways*, page 85. This ought to be merged with the Revenue Reserve Fund and benefit for the workers charged to revenue reserve or capital-at-charge according to good financial principles. The larger the volume of traffic, both in passengers and goods, the cheaper per unit should be the cost; therefore, the lower the freight and fare to be charged. This is ordinary economics. I will ask why this is not being practised in the domain of Railways which is the biggest public undertaking and about the credit-worthiness of which the hon. Minister gave us a good and rosy picture yesterday. He also said that if the Railways float any loan, there is no dearth of subscription coming forward towards its loans and that it sells like hot cakes. But probably the hon. Minister, while talking about this, forgot that there are no separate loans ever raised for the Railways—not to my knowledge—since the independence of our country.

The Minister of Railways (Shri S. K. Patil): We get plenty of loans from foreign countries.

Shri L. N. Bhanja Deo: You are getting foreign loans. I understood the hon. Minister yesterday that he probably referred to loans raised in India.

Shri S. K. Patil: Your understanding was wrong. It was in reference to loans from outside.

Shri L. N. Bhanja Deo: Then I stand corrected.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri L. N. Bhanja Deo: Just before I close I would like to draw the attention of the House, through you, to what the Public Accounts Committee says about certain items of expenditure, like the Development Fund. In the Audit Report on page 8 it is stated that the expenditure for amenities for passengers which was meant to be catered from the Development Fund in the First Plan period was so over-estimated that we could not spend it and had to refund about Rs. 167 lakhs; during the Second Plan period the refund was Rs. 38 lakhs, in 1961-62 it was Rs. 34 lakhs, in 1962-63 it was Rs. 55 lakhs and in 1963-64 it was Rs. 63 lakhs. That shows how there is over-estimation and under-spending.

Similarly, the Public Accounts Committee in their latest report on page 11 says:—

“In the case of Grant No. 14—Open Line Works—Revenue other than labour welfare, the Committee were informed by Audit that savings occurred under the Grant for the past seven years as indicated below:”.

I will not take much time of the House by repeating that.

Finally, I would stress on the hon. Railway Minister one item which relates to my State and about which he said that if there be resources, that line would be taken up; that is, the linking up of Paradip with the hinterland of Nayagarh from which ore is to be exported to Japan. We are already committed to it. If Paradip is to play its effective role in the eastern region in complement with Calcutta and Haldia with whom we have no competition and if it is to be done at an economic rate to cater for a selective competitive iron ore market, then if this ore is transported by road it will not at all pay because recently I have been to Daitari where iron ore is

being raised and from where ore is going to be exported. The express way is very nearly ready but from the economic point of view, according to the survey which was conducted by the Council of Applied Economic Research, by road transport we will not be able to fulfil our commitments and cater for the selective competitive ore market.

The hon. Minister has stated that he is also going to levy a freight rate on ores. In this connection I would like to remind him, through you, Sir, that we have lost our monopoly both in manganese and iron ore in the world market. We are no longer the sole monopolists and we have to supply this ore in a competitive market. Our manganese ore export is dwindling. Considering this factor, I hope, the ore which is meant for export will not be taxed.

Shri T. Subramanyam (Bellary): Mr. Deputy-Speaker, Sir, the Railway Minister yesterday made a very eloquent, enthusiastic, persuasive and earnest speech. It was also marked by a sense of pride which was justifiable. In view of the context that he was describing—the biggest national undertaking, assets increasing Rs. 3,000 crores and yielding a gross annual income of Rs. 630 crores, employing over 12,75,000 people—and with the accelerated development that will be overtaking the country in the agricultural sector as also in the industrial sector, there will be need for new railway lines to be laid in our country. I shall briefly refer to some of the very urgent ones which have to be taken up.

Bellary and Hospet area has got the most precious iron ore and it is estimated that the reserves are of the order of nearly 2,000 million tonnes. In the coming years the export of iron ore from this area is sought to be increased to 7 million tonnes. If this target has to be reached, additional lines have to be laid. The Railway Ministry are now laying an additional broad gauge line from Guntakal to Hospet and that will cost about

Rs. 649 lakhs. That will be completed by the end of the next year. I suggest that this line should be taken up to Hubli and from Hubli to Goa there should be a broad gauge line.

In this context I wish also to say that Karwar should not be forgotten. Karwar has got the best natural harbour.

14.30½ hrs.

[SHRI SONAVANE in the Chair]

If we have to fully utilise the facilities provided by this harbour, a railway line should also be drawn from some point on the Poona-Hubli line to Karwar. And to maximise the export business and to see that the target of 7 million tons of iron ore is exported through the various ports of India, I would also suggest a small link from Kottur to Harihar, and this line can be taken to Hasan-Mangalore somewhere near Mudbidri. Mangalore also can serve as a port for the export of iron ore.

The estimated cost of the Hasan-Mangalore line is Rs. 23,72,90,000. So far, Rs. 71,80,000 is the amount spent. In the coming year, that is 1965-66, a provision of Rs. 2,75,29,000 has been made. There will still be a balance of work to be done to the extent of about Rs. 20 crores. I suggest that this work should be expedited and completed as early as possible.

There is another small line, that is from Rayadrug to Chitaldrug. After the reorganisation of States it has become very necessary, the survey was completed several years back. That is also one of the lines strongly recommended by the State Governments. That should be taken up.

Then, the Satyamangalam-Chamarajpet is an old line promised by Shri N. Gopalaswami Ayyangar. That is long overdue. It is to be taken up.

On the Poona-Miraj line, conversion is taking place from metre gauge to

[Shri T. Subramanyam]

broad gauge. I suggest that this conversion from metre gauge to broad gauge should be extended from Miraj to Hubli.

I shall now say a word with regard to the new grouping of zones. It has been suggested that to have better operational facilities and for better efficiency the reorganisation of new zones is being taken up and a new zone called South Central Zone is taken up. But my fear is that it may not really serve operational needs nor introduce greater efficiency. Shri Khadilkar was giving expression just now to some apprehensions felt in several quarters. The same apprehensions are felt also in Mysore State. There is also the fact that the Efficiency Bureau have not made a full survey in this matter. In these circumstances I suggest that a rethinking may be done with regard to this matter. Because, in a developing economy what happens is this. Take, for instance, Bellary. We will hereafter be in the Southern Zone. If the ports in Western India have to be utilised, the wagon facilities may not be so easily available. That is one fear expressed.

There is another fear that the Nandyal-Guntakal section will also go to a different zone. And between Nandyal and Guntakal several important textile and cement industries are coming up. Their fear is that if the operational facilities, the wagon provision etc. are made from Guntakal headquarters they will be able to get them quicker, prompter and more expeditiously. Now they fear that the headquarters will be at a very much longer distance.

Now I shall refer to some amenities for the third-class passengers. It is heartening that all the coaches that are required are being manufactured indigenously in the country. Therefore we can afford to provide more facilities. The sleeping accommodation provided in the third-class coaches is becoming popular. And in 1963-64 it has been extended to five pairs of trains. I suggest that it may be ex-

tended to all trains going over long distances, particularly passing during nights, from 200 to 300 miles. That may be considered and adopted. And more electric fans may be fitted, to third-class compartments particularly.

I will say a word with regard to staff quarters. The total Third Plan target was Rs. 42.50 crores. In 1961-62 the provision was Rs. 8.34 crores; in 1962-63 Rs. 8.94 crores; in 1963-64 Rs. 9.24 crores; and in 1965-66 17,500 quarters are sought to be built. In hope that all this provision will be completely given effect to and implemented particularly to serve low income groups.

I have felt on several occasions, while travelling, two or three things. One is water supply. Summer is approaching. Therefore effective steps must be taken to see that water supply is provided in trains, particularly third-class compartments. I have seen several people in the third-class compartments complaining that water is not to be found in the tanks. I hope special attention will be paid to this; also about electricity. While the trains are in the yards, a thorough check-up should be made of the electrical fittings so that during the journey no complaint is made. Several times we have travelled during nights without electricity or with very dim lights. I hope that Railway Department will pay special attention to all these matters.

I will just refer to fair-price shops. I know that steps are being taken to provide consumer co-operative societies. It is a good thing, and they are trying to increase them. The Railway Minister was saying yesterday that the Food Ministry was not coping with the problem of giving adequate supplies and therefore more fair-price shops could not be opened. I know that that is a very legitimate complaint. But I feel that this is only a passing phase and that our food supply position will become better. In that case I suggest that the Railway Department should try to start and have as many fair-price shops as possible,

so that the large staff of 12 lakhs and odd people can be more promptly and effectively supplied with the provisions. I hope that the Railway Minister will give thought to this matter and implement my suggestion.

Shri Ranga (Chittoor): Mr. Chairman, Sir, I am glad to say that we are all in favour of the remarks made by my hon. friend from my Group, Shri Himmatsinhji, and others regarding the general position, the general economic and financial position of the Railways.

This is the occasion when we have an opportunity of voicing some of our local grievances as well as needs and placing them before the Railway Ministry for detailed consideration. I would like to make one suggestion in this regard which I hope my hon. friend the Railway Minister will be able to implement without much difficulty. And that is, so many of us take the trouble to make detailed suggestions in regard to the need for opening new railway lines, providing facilities for the third-class passengers as well as the staff, and starting or rather opening different types of facilities for third-class passengers as well as other passengers. We do not know what happens to all those suggestions that we make. We naturally take it for granted that every one of the suggestions made here is very carefully scrutinised by the Railway Board and attended to and some action is taken to the best of their capacity. I would like to suggest that, just as all these papers are submitted to us at the time of introduction of the Railway Budget, a report also should be submitted giving us an idea as to the action that comes to be taken in the course of the year over every one of the suggestions made, so that Members would be able to see in advance before they come over here to the House what suggestions have been accepted, what other suggestions are being considered, and what suggestions have had to be given up because of their impracticability or financial incompatibility. Moreover, this is a commercial concern besides

being a national concern. It has got to serve the people. That is why they have got the National Railway Users' Council as well as various other councils. Therefore, it would stand to their credit if they are able to do this public relations work by presenting a report like that.

Then, I agree with my hon. friend Mr. Patil in the compliment that he has paid to the Railway Board. I am also in favour of not only the continuation of the Railway Board but also the strengthening of it. Now that the responsibilities of the Railways are increasing, I do not see any reason why the Railway Board should not be further strengthened and also assisted by a large enough band of competent Directors.

Now, in regard to the Railway Users' Councils, I would like to make a suggestion—I do not want to go into various details of criticisms in regard to their earlier working—that political divisions need not be taken into consideration at all in choosing the Members for these Railway Users Councils at every level, from the national level right down to the zonal level.

I was rather a little tickled by the manner in which my hon. friend Mr. Patil yesterday was trying to get over the continuous complaint in regard to overcrowding. It is there. It is no good playing with the statistics and then simply say, "No, no. It is not so much there." In certain parts there is always the overcrowding. There has been this overcrowding and it is getting worse and worse also. Therefore, I would like the present incumbents of this Ministry to give their special attention to this particular matter and try their best to reduce it as much as they possibly can—I do not know whether it is possible—but I would like them to consider the possibility of adding one or two passenger carriages to some of the goods trains which would be moving on these lines so that at certain times at least a part of overcrowding can be minimised.

[Shri Ranga]

In regard to catering also, I am on favour of the remarks made by my hon. friend Mr. Patil. Although I am in favour of competition and private enterprise and private entrepreneurs, so far as the Railway catering is concerned, I think the present system of having their own departmental catering is the best. We have been asking for it for a long time and we have had it. What ought to be done is to try to improve the quality of the food and also the service offered to us.

I cannot congratulate the Railways for any rail development at all. They have failed to open half of as many new lines as are needed in this country except that they were forced to open some new lines in order to cater to the big projects that have been started by our Government. There has been no rail development at all in this respect. I would like the Government to consider that and then see whether they cannot allot at least one-third of the total amount of money that they are having for Railway development in order to open up all those areas which need to be opened up for the railway traffic. So many railway lines have been suggested. The lines that were suggested just now by my hon. friend Mr. Subramanyam are very important so far as Mysore State is concerned. I would like to reiterate the demands that we have made for some years in regard to some of the areas in Andhra also. The one is from Vizagapatnam to Kothagudam via Bhadrachalam. I need not have to spare much time in recommending them. Why I am suggesting these things is because all these are very important. The second is from Kazipet via Nagarjunasagar right upto Ongole. The third one, which was suggested by my friend Mr. Himmatsinhji the other day, is Cumbum-Cuddapah-Roychoti-Madanpalli. All these things are already there on record. I would like the hon. Minister to see that the Railway Board pay some special attention to these suggestions. Then, there is the great need for developing the railway line from

Dibrugarh right into NEFA, as far as it is possible—I do not know how far.

Then, there is one general point. In earlier times, when the British were here, there were what are known as strategic lines and from general revenues we used to make available certain funds. I do not know what financial arrangements my hon. friend Mr. Patil would like to have with the Finance Ministry in regard to this. But nevertheless it is necessary to develop some of these strategic lines and Assam is very badly in need of it. As regards U.P. and Bihar also, one the Nepal front there is the need for railway development. In regard to Kashmir, well, my hon. friends know how much more would have to be done. Also on Jodhpur side in regard to Pakistan frontier, there is some need for it. I would like some exploratory work to be carried on by the Ministry in consultation with the other Ministries and with the cooperation of the Finance Ministry so that they would be able to place some proposals before this House.

Now I want to come down to some very many small things. Take, for instance, the covered platforms. There is no uniform policy being followed at all. Every station needs a covered platform. But I would like to mention only a few stations with which I am personally connected. There is my own place where I was born and where I carry on my own agricultural operations—all these 30 years. I have never voiced any of these local needs in the House in the hope that the Government of their own accord would try to attend to some of these things. They have not done so. I find it necessary to mention them. There is my own place, Nidulorolu station. There is no proper covered platform at all and we need it on both the platforms—not only on the main one but also on the second one. Similarly, there are a number of other places which I will mention. My hon. friend need not take them down because the Railway Board would be expected to

look into these. There is another place called Chirala and there is Vijayawada. They need covered platforms. Then, in my own constituency Chittoor, there is a place Repalle and there is no covered platform. Then, there is Kuppam in Madanapalli.

Then, I come to the matter of line crossings. I have been pursuing this particular matter in regard to the station known as Kuppam. For the past three years, ever since I came back from my constituency, I have not succeeded in that. There is a rule in the Railway Board that they cannot be expected to spend any money in opening up any subways or on subways which are already there with the Railways but which need some repairs. And then approach roads are also to be constructed. The Railway Board is not competent to spend anything at all. In the light of these accidents that are taking place and the difficulties that the Government is experiencing in constructing over-bridges or in appointing full-time people to look after these line crossings, wherever they have these subways, I would like them to open them up for whatever traffic that can be allowed conveniently and safely to pass through those subways and in regard to whatever small expenditure would have to be incurred in order to provide the approach roads, the Railway Board should see to it that they would bear the expenses. There will be minimum possible expenses in the case of this particular Kuppam station. When I first made the suggestion, the local General Manager was consulted and the Railway Board here was advised that they would have to spend Rs. 2 lakhs. When I pursued the matter further with the Railway Minister, he was good enough to ask those people to be more sensible and provide reasonable proposals and they said in the end that if Rs. 26,000 were allowed to be spent, they would be able to open a subway at Kuppam. Then, what happened? From Rs. 2 lakhs the amount came down to Rs. 26,000. I want the Railway Board to pursue this

kind of economical planning in regard to other proposals also. In regard to this particular case why should it not be possible for the railways to spend this sum of Rs. 26,000 which is of no consequence at all so far as the railways are concerned whereas so far as the local panchayat board is concerned, they will not be able to spare all this money?

This place called Kuppam is on our way between Bangalore and Madras. One other difficulty there is this. The platform comes right up to the line-crossing. The distance is only 40 to 50 yards so much so that the passengers get down and find the line-crossing there; and vehicular traffic cannot move either on the one side or on the other. No improvement has been made there till now ever since the railway station was built and the platform was built. Even an ex-Chief Justice of the Andhra High Court who had gone there once found himself in great trouble at the line-crossing and then he made some suggestions to the Railway Board. But then somehow or other, I do not know what happened; I think those proposals were somehow lost in this whole labyrinthine arrangement. I am making the smallest possible suggestion here which could be easily implemented. It is apparent that the Members of this House are reduced to the position of petitioners in order to ask for these small facilities. But it is our duty to mention them and, therefore, I have mentioned these things. I hope that not only at this place but wherever there are such subways, the railways would be enabled to change the rules in order to help the local railway authorities to open the subways, and in that way supplement the facility that the people have got at these line-crossings.

Mr. Chairman: May I know from the hon. Member whether he wants to exhaust all the 20 minutes available to his party?

Shri Ranga: There will be one more Member from our party to speak.

Mr. Chairman: Then, the hon. Member may please try to conclude.

Shri Ranga: Then, we need these retiring rooms at the various places. They are required for two reasons. One is that there are no local railway hotels or other hotels. Secondly, at many of these places, there is plenty of pressure from the passengers, and these places happen to be small junction areas also. I, therefore, suggest that retiring rooms should be constructed at these places, such as Gudur, Chittoor, Tenali, Ongole, Pakala, Samalkot, Nidubrolu etc. in Andhra Pradesh. I hope that similar facilities would be provided also at the other stations where there are these small junction areas and there is pressure from the passengers.

Lastly, I would mention the great place Tirupati. It is only 6 to 7 miles from Renigunta. Up to Renigunta, my hon. friend Shri Santhanam was good enough in those days to extend the broad gauge train from Gudur. From Renigunta to Tirupati, the line has to be extended. All these years, the people have been asking for this because it is only a distance of about 6 miles. I can assure my hon. friends that Lord Venkateswara who presides over Tirupati will certainly bless our railways and see that there would be less and less of accidents over the whole of India if only they would do this little bit of a favour to themselves as well as to Tirupati.

Mr. Chairman: May I make one suggestion to the Members of the Congress Party particularly? If they could stick to ten minutes each, I shall be able to accommodate a larger number of Members from that party. Is this suggestion agreeable?

Some hon. Members: Yes.

Dr. P. Mandal (Vishnupur): I come from the very backward area of the Kharagpur-Adra section of the South-eastern Railway. The same number of passenger trains is running there as used to run in the days of the establishment of the BNR. There has

been no improvement for passenger traffic from the point of view of either the speed of trains or the number of trains.

The distance between Gomoh—and Howrah is only 357 k.m., but the time taken on this section is about 13 hours. So, you may well imagine the speed of the train. There is only one train during the day time and one during the night. Moreover, we are facing difficulties off and on from the side of the administration.

At present 398 Asansol-Puri Passenger leaves before the arrival of 12 Down Delhi-Howrah Express. This is the only link train for going to Bankura, Purulia, Midnapur and Orissa from Delhi. Otherwise, one has to follow the circuitous route via Howrah. The time-table has been changed according to the sweet will of the general manager. The present time-table does not suit the local passengers of the Adra-Kharagpur section also. Thereby, the railways have to suffer a great loss. Such a change of time-table occurred in the case of the trains Nos. 313 and 314 in 1961 when the present general manager was the chief operating superintendent. Then this was brought to the notice of the then Minister, it was corrected then and there immediately. But this time, even though several representations have been sent by the public, no remedy has come so far.

I would suggest one express train from Howrah to Adra. I have been pressing hard since 1952 for one express train between Howrah and Gomoh via Adra, but nothing has emerged yet. I have also pressed for diversion of one Delhi-Howrah train via Adra-Kharagpur so that the people of Purulia, Bankura and Midnapur and Orissa may get a direct communication from Delhi, but nothing has happened so far.

I would also suggest a new line between Vishnupur and Santragachi. The then Chief Engineer of BNR, Mr. Toaloch had surveyed this Vishnupur-

Santragachi line and he estimated that the cost of this line would be realised within ten years by the transport of coal only. The distance between Vishnupur and Howrah is 122 miles at present, whereas that between Vishnupur and Santragachi will be only 70 miles, that is, 50 miles less. This line will pass through a very densely populated area, and it will touch the world pilgrimage places like Jayrambati and Kamarpukur. They will also serve the purpose of the Howrah-Amra Light Railway. If the hon. Minister would pay a kind visit to Jayrambati and Kamarpukur he will see the condition for himself and I shall not have to say anything. Moreover, it will be a second direct line from Bihar to Calcutta. So, I request the hon. Minister to take up this line definitely in the Fourth Plan.

Now, I come to the question of nationalisation of light railways. I would specially mention here the B.D.R. Railway for which the Ministry has to spend a lot in order to meet the deficit. But I would point out that that is not running on a deficit, but it is made to run on deficit by planning so that the deficit grant may be available to them. But the B.D.R. Railway can run with profit if it is nationalised. It is a busy line and it is the only easiest communication for going to Burdwan which is becoming a more and more important place. For Bankura, Purulia and Hooghly districts Burdwan is the university. So, the hon. Minister may well understand its importance.

I would also suggest a circular or under-ground railway for Calcutta. That must be provided for Calcutta, otherwise the transport system may collapse.

Now, I come to the question of recruitment and promotion of Scheduled Castes and Scheduled Tribes in the railway services. Yesterday, the hon. Minister had expressed his sympathy and good-will for recruitment and promotion of the Scheduled Castes and Scheduled Tribes candidates, and

he is very keen about filling up the quota. But I would suggest that if a Scheduled Caste or Scheduled Tribe member is appointed on the railway service commission to look after the interests of these downtrodden communities then the hon. Minister's good-will and sympathy would actually be materialised. Otherwise, the administration always says that suitable candidates are not available. This is the lame excuse. Thereby the percentage of scheduled castes and scheduled tribes employees stands still.

15 hrs.

The hon. Minister in his speech yesterday said that due attention will be paid to Members' representations. He himself does so. But I wrote a letter to the Minister of State and followed up with several reminders. Everytime I have received an acknowledgment, but nothing more. I met him several times. He assured me 'Don't worry; I shall do the needful'. I brought to his notice a case of supersession of seniority. Perhaps the person concerned has been penalised. He has been transferred to another zone. So I request the Minister to personally look into this matter personally and do the needful without further delay so that no room is left for any grievance on the score of injustice being done.

Lastly, I suggest that the third class fares should not be increased. Other avenues may be searched for increase of revenue. If we tackle ticketless travelling, smuggling and pilferage in a better way, I feel there will be no necessity for increase in the fares.

Shri Man Singh P. Patel (Mehsana): Even after the enlightened speech of the hon. Minister yesterday, I would make certain suggestions regarding the functioning of the railway department, especially the approach of the department as a whole. Here is an example behind the Railway Minister where writing to the department that a particular train be started is not heeded, but to my misfortune it is agreed to after a satyagraha for 15 days. I had come to feel that at least

[Shri Man Sinh P. Patel]

after the department came under the charge of such a seasoned politician as the hon. Minister, no such pressure-politics measures would be there, and it would not be established that the department would give a patient hearing to a demand only when accompanied by satyagraha and satyagraha alone, but letters of worthy hon. Members here would be given the consideration they deserve and necessary action taken thereon.

This is not just one case. My first letter to them after election as MP contained three points. One was about an additional train in between Mehsana and Kadi via Katosan. The engine of a train used to come to Mehsana for service purposes everyday. It was suggested to be linked with the vacant bogies lying idle and to run a train between Kadi and Mehsana. I paid a personal visit for this to the Divisional Superintendent at Rajkot when he was kind enough to arrange accommodation for me in the retiring room etc. But my request was not heeded. I do not say that my point was right and it should have been heeded as a matter of course. If it was rejected on valid consideration, I would have no grudge. But overnight, the decision was changed and traffic survey was decided to be finalised after the satyagraha was being finalised and carried out for 15 days, and the train service sanctioned.

The same thing happened with the Mehsana-Vistnagar-Vadnagar shuttle train.

Shri C. K. Bhattacharyya (Raiganj): The hon. Member also does this?

Shri Man Sinh P. Patel: I am only quoting examples of what happened in the railways when it is in the charge of a very seasoned politician like my hon. friend Shri Patil. Only pressure tactics are accepted by the railway department and not the so-called the worthy suggestions of worthy hon. Members. I do concede that many a time we make fantastic suggestions,

unworthy suggestions. You may not accept them. I have no grudge on that score. But if you reject a suggestion and in one or two months reverse the decision because of pressure tactics and accede to the original suggestion, there is a justifiable ground for entertaining a grievance against the department.

I come to the second case, Mehsana-Vistnagar-Vadnagar shuttle. A good friend of mine suggested that this shuttle be extended to Vadnagar. He also gave notice that if it was not done within 15 days, he would go on hunger strike on alternate days. He did it. It was not accepted. But I find in the new time-table, this new train is accepted. As a humble servant of this country, I have been in public life since my college days. But I regret to say that as far as the Mehsana sub-division is concerned or the Rajkot division is concerned, only threats are accepted and then only action on the lines suggested initiated.

I would only make a request to the hon. Minister not to make such a convention. Yesterday I was very much enlightened when he said that because certain government servants are coming through MPs to ventilate their grievances, they should never be attended to. I stand by that principle. I go further and say that strong action should be taken to put an end to this. I was pleased to hear that in one case my hon. friend was ready to take strict action. At the same time, I want the hon. Minister to make a categorical statement that at least some grace will be shown to worthy hon. Members who make worthy suggestions. It should not be that a member's suggestion is not accepted, but within two or three months the same suggestion is accepted when satyagraha has materialised.

Coming to other matters, I understand there is almost equal mileage of broad gauge and metre gauge. I have in previous years, budget discussions raised this point: Is there any crime

that the people served by metre gauge have committed so that they should not have a single Deluxe train in the metre gauge system of India as a whole? I do understand that my hon. friend, being preoccupied with many matters, has never had an occasion since the last so many years to travel by these trains. But I have a wish that at least before my term expires, I should see a Deluxe train on the metre gauge.

Shri S. K. Patil: We will elect you again.

Shri Man Sinh P. Patel: I want a categorical statement or assurance that at least the colour of the Deluxe trains be shown in some trains in the metre gauge, so that people served by metre gauge do not feel that this amenity of a deluxe train, no doubt with a surcharge being realised, is denied to them!

It is not possible to convert all the metre gauge into broad gauge. There we agree. It is costly to have a deluxe train which I would call a luxury. But if this facility could be given to passengers at least in the summer season, it would be a good thing. Let us take the example of the Ahmedabad-Delhi train. It connects three capitals—Ahmedabad, Jaipur and Delhi. Where two or three capitals are linked with metre gauge as in this case or in the case of Madras-Trivandrum-Bangalore, if you start a deluxe service, we will feel highly obliged. No doubt, it will be a luxury, but this will be a facility which the common man will feel that there is no material difference by being served by a metre gauge line.

As far as additional trains are concerned, we are very happy. The picture given by the hon. Minister is a rosy one. We are prepared to compliment the Railway Board on this and we take pride that this venture is successful.

At the same time, there are monopolies existing in certain fields. The Minister rightly said that he is against

the creation of monopoly in catering. May I bring to his notice a case of monopoly existing in another field? Let us take the western Railway. In the whole of the Western Railway, I have known of only one person running the bookstalls since my secondary school days. It is A. H. Wheeler and Co., having a monopoly throughout for the bookstalls. Should there not be some competition? Previously there was a monopoly of having sub-agencies of so many stations. As we know, passenger traffic has increased a lot. Why should we have these booking agents at all anywhere, even at Pathankot or so? These booking agencies are also a monopoly and a drag on the railways and should be eliminated. Some competition should be there.

Shri Bibhuti Mishra (Motihari): The railway department is a big zamindari. You are not prepared to abolish your own zamindari system.

Shri Man Sinh P. Patel: Thank you for associating with my feelings.

May I point out to the hon. Minister that out of three points of that letter two points have been accepted after satyagraha. The third point, a small one, is about a flag station named Bhesana.

Shri S. K. Patil: When was that satyagraha?

Shri Man Sinh P. Patel: Before four months I am prepared to apologise to this House if I fail. It was in October. I correct myself.

One station named Bhesana in between Linch and Zotana on Mehsana-Viramgram line is still left out in the name of the incorrect survey. Let the small man be not compelled to go through that course again. Let this be examined again and sanctioned earlier.

श्री माते (टीकमगढ़) : सभापति महोदय झांसी से मानकपुर तक रेल गाड़ियां जाती हैं। वहां पर प्लेटफार्म

[श्री माते]

बहुत नीचा है और उसको ऊंचा किया जाना चाहिये। माल गोदाम भी वहां पर नहीं है। इसका भी आपको इंतजाम करना चाहिये। प्लेटफार्म चूँकि बहुत नीचा है इस कारण से लोगों को गाड़ी में चढ़ने में बड़ी असुविधा होती है। वे कई बार तो गिर पड़ते हैं। इस वास्ते यह बहुत जरूरी है कि प्लेटफार्म को ऊंचा किया जाए। वहां पर मुसाफिरखाना भी ठीक नहीं है। यह भी ठीक होना चाहिये।

मध्य प्रदेश के टीकमगढ़ स्थान पर भूतपूर्व राष्ट्रपति डा० राजेन्द्र प्रसाद 1952 में महात्मा गांधी की मूर्ति का अनावरण करने के लिए गए थे। वहां पर उस सभा के सभापति राजा बीर सिंह देव थे। वहां की जनता ने राष्ट्रपति जी की सेवा में एक स्मृतिपत्र भेंट किया था। उस में उस ने लिखा था कि एक लाइन झांसी से जबलपुर तक अगर निकाल दी जाय तो जनता को बहुत सुविधा हो जायगी। राष्ट्रपति जी ने वादा किया था कि इसको कर दिया जायगा। लेकिन आज तक यह लाइन निकाली नहीं गई है। वहां के लोग बहुत गरीब हैं। उन को खाने तक को नहीं मिलता है। वहां की जमीन पथरबा है। उस में कोदो और फिररा पैदा होता है। यही वे लोग खाते हैं। दूसरा कोई अनाब वहां नहीं होता है। चैत के महीने में वे अपने घरों से निकल जाते हैं काम की तलाश में और वैशाख के महीने में लौटते हैं। दो महीने के लिए वे बाहर रहते हैं। अगर उन के लिए भी गाड़ी हो जाय तो वे उस में अपने घर से काम पर जा सकते हैं और वापिस अपने घर आ सकते हैं। वे जो दो तीन महीने हैं इन महीनों में वे भूखे रहते हैं और इसी कारण से अपना पेट भरने के लिए उन को झर उधर मारे मारे फिरना पड़ता है। इस वास्ते अगर आप एक रेलवे लाइन झांसी से जबलपुर तक

टीकमगढ़ होते हुए निकलवा दें तो लोगों को सुविधा हो सकती है। वहां के गरीब लोगों का, वहां के निर्धन लोगों का भी आप को खयाल करना चाहिये। बारह साल तक डा० राजेन्द्र प्रसाद हिन्दुस्तान के राष्ट्रपति पद पर रहे हैं। उन्होंने जो वादा किया था उस को आप को चाहिये कि आप पूरा करें। उन की बात की तो कद्र होनी चाहिये। अब अगर रेल मंत्री जी यह लाइन निकलवा दें तो इनका नाम हो जाय। मैं आशा करता हूं कि वह इस ओर अवश्य ध्यान देंगे और हमें एक लाइन देने की कृपा करेंगे।

श्री रत्नलाल (बांसवाड़ा) : सभापति महोदय, रेल मंत्रालय की मांगों पर विचार के समय मैं यह कहना चाहता हूं कि हमारे देश को आजाद हुए कोई 18 साल हो गए हैं और हम ने इस बात का प्रण किया हुआ है, संकल्प कर रखा है कि हम अपने देश के अन्दर समाजवादी समाज की रचना करेंगे। यह जो समाजवादी समाज का ढांचा है इसको हम ने मंजूर कर रखा है इस बात का प्रयत्न तो सर्वप्रथम होना चाहिये कि देश के अन्दर देश की रक्षा का जहां तक सम्बन्ध है, उस में जहां जहां नई लाइनें बनाने की आवश्यकता हो, वे तो बना दी जायें और जहां कारखाने खोलने की आवश्यकता हो खोल दिये जायें लेकिन उस के बाद जहां जहां रेलवे लाइनें नहीं हैं वहां पर पहले ध्यान दिया जाय। मैं समझता हूं कि हमारे देश के बड़े नगरों के अन्दर, शहरों के अन्दर तो लाइनें हैं और उन लाइनों पर एक नहीं उस से कहीं ज्यादा रेल गाड़ियां आती जाती हैं और एक से ज्यादा लाइनें भी बिछा दी जाती हैं। लेकिन जो इलाके पिछड़े हुए हैं, जो गरीब इलाके हैं उन इलाकों को अब तक छुआ नहीं गया है, उन की तरफ देखा भी नहीं गया है। इस का क्या कारण है, यह मैं आप से जानना चाहता हूं।

हमारे देश के अन्दर हर एक प्रान्त में देखा गया है कि चाहे आधा प्रान्त हो या उस के कुछ जिले हों या एक जिला भी हो, वहाँ पर रेलवे लाइन नहीं है। मैं रेल मंत्री महोदय से निवेदन करना चाहता हूँ कि सब से पहले तो रक्षा की आवश्यकताओं की ओर ध्यान दिया जाये और दूसरे नम्बर पर ऐसे लोगों की तरफ ध्यान दिया जाये, ऐसे एरियाज की तरफ ध्यान दिया जाये, ऐसे लोगों का काम पहले किया जाये, जहाँ पर रेलवे लाइन बिल्कुल भी नहीं है।

मैं राजस्थान के बांसवाड़ा इलाके से आया हूँ। मैं निवेदन करना चाहता हूँ कि वहाँ पर मेरे क्षेत्र में एक भी रेलवे लाइन नहीं है। मैं माननीय सदस्यों के भाषण सुनता रहा हूँ। उन्होंने अपने अपने एरिया के बारे में एक से बढ़ कर दो दो लाइनों की मांग की है, लाइनों का विस्तार करने की बात की है। लेकिन मैं किस मुंह से इस तरह की बात कर सकता हूँ जबकि मेरे इलाके में एक लाइन भी नहीं है। मैं आपसे इस बात को मंजूर करवाऊँ कि वहाँ पर रेलवे लाइन का विस्तार आप करें। क्या आप उस इलाके का उद्धार करने के लिए, वहाँ का सामाजिक उद्धार करने के लिए, औद्योगिक उद्धार करने के लिए, खानों का विस्तार करने के लिए, कोई लाइन देने की कोशिश करेंगे? यह केवल बांसवाड़े का ही सवाल नहीं है बल्कि यह सारे देश के पिछड़े हुए इलाकों का सवाल है। मैं चाहता हूँ कि आप इस की तरफ ध्यान दें। आप हिन्दुस्तान के उस नक्शे की तरफ ध्यान दें जोकि पिछड़ा हुआ इलाका है, जहाँ रेलवे लाइनें नहीं गई हैं। उन क्षेत्रों में भी आप रेलवे लाइनें निकालिये।

दूसरी बात यह कि राजस्थान पाकिस्तान बाँटें पर जैसलमेर बाड़मेर का बहुत लम्बा इलाका है जोकि पाकिस्तान से छूटा हुआ है। वहाँ पर भी रेलवे लाइन निकालने की बड़ी आवश्यकता है क्योंकि हमारे देश की

रक्षा उस समय सब से पहली वस्तु है। जिस तरह से अगरे तलवार पड़ी रहती है तो खराब हो जाती है उसी तरह से जो हमारे इलाके सूने पड़े रहते हैं वहाँ पर कोई भी चोर घुस सकता है। वहाँ पर उस को चोरी करने का मौका मिलता है। इसलिए हम इस की तरफ ध्यान दें। जहाँ पर सड़कों की कोई व्यवस्था नहीं है, कम्प्यूनिकेशन की कोई व्यवस्था नहीं है, रेलवे की कोई व्यवस्था नहीं है जहाँ से हमारा कोई सम्पर्क नहीं हो पाता है न रेलों से न सड़कों से और न विजिष्ट पुरुषों से वहाँ पर रेलवे लाइन का निकालना बहुत जरूरी है। जो इलाके सूने पड़े हुए हैं जहाँ कोई जा नहीं पाता है उन को हमें सब से पहली प्राथमिकता देनी चाहिए।

मैं इस बात की तरफ आप का ध्यान दिलाना चाहता हूँ कि दिल्ली से बम्बई तक जो पश्चिमी रेलवे का जोन है उस में उदयपुर चित्तौड़ अजमेर और जयपुर से गाड़ियां आती हैं। उदयपुर से आने वाली जो सवारियां होती हैं या जो जयपुर और अजमेर से चढ़ने वाली सवारियां होती हैं उन्हें सुबह और शाम जो गाड़ियां मिलती हैं वे बहुत देर से चलती हैं। उन की गति बहुत धीमी होती है। अगरे मैं यह कहूँ तो आप माफ करेंगे कि यह इस तरह से चलती हैं कि उन में बैठने वालों का दम घुटने लगता है। वे जल्दी नहीं चलती हैं। उदयपुर से अजमेर से और चित्तौड़ से आने वाली सवारियां 24 घंटे के अन्दर दिल्ली आ पाती हैं और दिल्ली से रवाना होने वाली सवारियां 24 घंटे के अन्दर वहाँ पहुँच पाती हैं। इस से न केवल धन का अप-व्यय होता है बल्कि समय का दुरुपयोग भी होता है। इसलिये मैं चाहता हूँ कि इस लाइन पर एक तेज चलने वाली गाड़ी चलाई जाये।

इस के अलावा कोटा से चित्तौड़ तक एक नई लाइन निकाली जाये। जैसा मैंने कहा बांसवाड़ा इलाका ऐसा है जोकि रेल के लिये बिल्कुल नया है। वहाँ पर बहुत

[श्रं रतनलाल]

सारी खानें हैं। वह हिल एरिया है आदिवासी एरिया है। इसलिये वहां रतलाम से बांसवाड़ा हो कर डूंगरपुर तक की एक छोटी लाइन निकाली जाये। वह 118 मील का लम्बा रास्ता है। इस लाइन को निकालने से कलकत्ता से कांडला बन्दरगाह तक का रास्ता खुल जाता है। यह स्थान बड़ा व्यापारिक सिद्ध होगा और वहां के लोगों के लिये तथा आदिवासी लोगों के और पिछड़े हुए लोगों के विकास की दृष्टि से भी बहुत लाभदायक सिद्ध होगा। यह जो लाइन है इसके लिए वहां की जनता पांच छः वर्षों से प्रार्थना कर रही है और पिछले साल भी मैं ने इस हाउस में जिक्र किया था। मैं चाहता हूँ कि इस योजना का तीसरी पंचवर्षीय योजना में सर्वे किया जाये और चौथी पंचवर्षीय योजना में इस लाइन को शुरू कराने का काम हाथ में लिया जाये और पूरा किया जाये।

इस के अलावा डूंगरपुर हो कर उदयपुर हिम्मतनगर रेलवे लाइन निकाली जाती है। इस में बहुत सारा इलाका उदयपुर का है और गुजरात का है। यह लाइन डूंगरपुर से हो कर गुजरती है। इस लाइन पर तीन मास हुए धामोद नामक नाल है। वहां पर मजदूर काम कर रहे थे। ठेकेदार द्वारा काम कराया जा रहा था और वे पहाड़ काट रहे थे। वह पहाड़ भी बहुत ऊंचा था। उस पहाड़ को काटने के लिये जो मजदूर गये थे उन पर पहाड़ का ऊपरी हिस्सा आ कर गिरा और मजदूर उस पहाड़ के पत्थर के नीचे दब कर मर गये। बड़ी मुश्किल से उन की लाशों को वहां से निकाला गया। वहां के ठेकेदार ने और रेलवे विभाग ने इस चीज को देखा और उन को हरजाना देने की बात की है। उन मजदूरों को मरे हुए दो तीन महीने हो गये हैं दो तीन औरतें भी मारी गई हैं। उन के साथ परिवार के लोग भी हैं। वे लोग अपने पीछे अपने बाल बच्चे छोड़ गये हैं। उन के परिवार के लोग असहाय हो

गये हैं उन के लिये कोई भोजन का जरिया भी नहीं रहा है। इसलिये उन को शीघ्र ही हरजाना दिया जाना चाहिये।

इस के अलावा उदयपुर से हिम्मतनगर रेलवे लाइन निकाली जा रही है। माननीय रेलवे मंत्री ने इस बात का उल्लेख किया है कि यह लाइन चालू वर्ष के अन्दर खुल जायेगी। इसके लिये मैं उन का आभार मानता हूँ लेकिन इस लाइन पर जो काम हो रहा है वह बड़ी धीमी गति से हो रहा है। वहां ठेकेदारों के द्वारा काम कराया जाता है तो वहां के मजदूरों को मजदूरी नहीं दी जाती है। इस लिये इस लाइन को चालू करने के लिये शीघ्रता की जाये।

श्रीमती कमला चौधरी (हापुड़) : सभापति महोदय मैं रेलवे मंत्रालय की मांगों का समर्थन करती हूँ।

श्री यशपाल सिंह (कैराना) : कविता में।

श्रीमती कमला चौधरी : मैं आप पर कविता करूंगी।

मैं रेलवे की मांगों का समर्थन करती हूँ और मंत्री महोदय को धन्यवाद देती हूँ कि हमारी राष्ट्रीय सरकार का यह विभाग इस प्रकार का है जो लाभदायक है और प्रगति भी अत्याधिक कर रहा है। इस की मुझे खुशी है। हमारा देश बड़ा विशाल है। अभी वर्षों इस प्रकार के प्रयत्न करने पड़ेंगे तभी हमारे देश की जनता रेलवे का लाभ उठा सकेगी। यह जाहिर है कि इस दिशा में बहुत बड़े विकास की आवश्यकता है। जितनी बड़ी धनराशि इस विभाग पर खर्च होती है और जितनी भाड़ा आदि में धन राशि आती है इन दोनों राशियों का यदि ईमानदारी से और सही रूप में उपयोग किया जाये तो मैं समझती हूँ कि रेलवे की प्रगति इस से बहुत अधिक होगी।

मैं मन्त्री महोदय से नम्रतापूर्वक निवेदन करना चाहूंगी कि हमारे अन्य विभागों की भांति रेलवे विभाग भी भ्रष्टाचार से ग्रस्त नहीं बचा है। देखने में यह भाता है कि अनेकों स्टेशन मास्टर लखपति बन जाते हैं और बहुत से ऐसे हैं जो कठिनाई से अपना जीवन निर्वाह कर पाते हैं। इस असमानता को दूर करने के लिये प्रयत्न होना चाहिये। मुझे प्रसन्नता है कि रेलवे विभाग माननीय और सुयोग्य मन्त्री श्री पाटिल के हाथों में है, और उनके दोनों सहायक भी बहुत योग्य और होनहार व्यक्ति हैं। इसलिये यह जो भ्रष्टाचार रेलवे में है उसे वे यथाशक्ति दूर करने का प्रयत्न करें।

मैं आपके द्वारा मन्त्री महोदय का ध्यान दिल्ली रेलवे स्टेशन की ओर सर्वप्रथम आकृष्ट करना चाहूंगी। रेलों में सफर करने वालों की संख्या दिन प्रतिदिन तेजी से बढ़ रही है, यह बात सभी जानते हैं। दिल्ली के दोनों स्टेशनों पर अपार भीड़ रहती है। इससे मैं समझती हूँ कि मन्त्रीगण भी सहमत होंगे। दिल्ली के राजधानी होने के कारण आखिर सभी का सम्पर्क दिल्ली में रहता है। सन् 1947 में दिल्ली स्टेशन पर करीब 80 गाड़ियाँ आया करती थीं। आज उनकी संख्या बढ़ कर 160 हो गई है, अगर मेरी जानकारी गलत नहीं है। किन्तु प्लेटफार्म आज तक कोई नया नहीं बना उनमें कोई तबदीली नहीं हुई। मन्त्री महोदय स्वयम् ही विचार कर सकते हैं कि जब जनसंख्या और यातायात में इतनी अधिक वृद्धि हो रही है और स्टेशन दो ही हैं तो कितनी अव्यवस्था होगी। पैसेन्जर गाड़ियों के लिये भी प्लेटफार्म खाली नहीं रहते हैं, और जब प्लेटफार्म खाली होते हैं तब यात्रियों को उतारा जाता है। उसके पहले गाड़ियाँ बाहर खड़ी रहती हैं। यह अव्यवस्था की चरम सीमा है। मैं नम्रतापूर्वक निवेदन करूंगी कि उन्हें जल्दी से जल्दी इस ओर ध्यान देना चाहिये। माल गाड़ियों की दुर्दशा इससे भी अधिक है। माल गाड़ियाँ बाहर खड़ी रहती हैं, इस कारण

चोरियाँ भी खूब होती हैं। कोयले की चोरी तो आजकल एक आम बात हो गई है, जिस को हमारे देश की जनता भी अच्छी तरह जानती है। जनता में रेलों से माल भेजने के प्रति प्रविष्टि बढ़ता जाता है, यह रेलवे के लिए हानिकार है। लोग रेल के बजाय आज ट्रक से अपना सामान भेजना अधिक पसन्द करते हैं क्योंकि वहाँ वह सुरक्षा अनुभव करते हैं। इसीलिए रेलवे की आय की हानि हो रही है। यदि हमारे व्यापारी रेलों में अधिक सामान भेजें तो जाहिर है कि रेलवे की आमदनी और अधिक बढ़ जाएगी। मेरा निवेदन है कि रेलवे मन्त्रालय को इस ओर विशेष ध्यान देने की जरूरत है।

दिल्ली के दोनों स्टेशनों के सम्बन्ध में मेरा यह भी निवेदन है कि बहुधा मध्या में आने वाली गाड़ियों पर कुली नहीं मिलते हैं, टैक्सी और मोटर रिक्शा भी बहुधा नहीं मिलते। सादे रिक्शा और तांगे नई दिल्ली जाने की मुमानियत है इस कारण यात्रियों को बहुत ही असुविधा होती है। इधर भी ध्यान देने की कृपा करें।

गाड़ियों के लेट आने की आम शिकायत है। इसका कारण यह भी है कि रास्ते में लोग चैन खींच कर गाड़ियों को रोक लेते हैं जिससे गाड़ियाँ लेट हो जाती हैं। मन्त्री महोदय को यात्रियों की इस प्रवृत्ति को रोकने के लिए, जैसा भी वे उचित समझें, कदम उठाने की जरूरत है।

डब्बों की सफाई के बारे में भी मैं निवेदन करूंगी। यह न समझा जाए कि मैं सिर्फ आलोचना ही कर रही हूँ। जो प्रगति हुई है, उस तरफ भी मेरा ध्यान है। डब्बों की सफाई की तरफ ध्यान देने की जरूरत है और डाइनिंग कारों में भोजन की ठीक व्यवस्था होनी चाहिए। मैं समझती हूँ कि सभी माननीय सदस्यों ने इस ओर मन्त्री महोदय का ध्यान आकृष्ट किया है और शायद जल्दी ही हमारी ये शिकायतें दूर हो जाएंगी।

[श्रीमती वमला चौधरी]

मेरे विचार से जितना बड़ा रेलवे का काम है उस अनुपात में रेलवे में कर्मचारी नहीं हैं और जो हैं उनके वेतन कम हैं। चाहे अधिक वेतन पाने वाले अफसरों का वेतन न बढ़ाया जाए, लेकिन छोटे कर्मचारियों की वृद्धि करना नितान्त आवश्यक है। उनके वेतन में वृद्धि की मैं मन्त्री महोदय से मांग करती हूँ। मेरा अपना विचार है कि जब उनको जीवन यापन के लिए अच्छा वेतन प्राप्त होगा तो शायद भ्रष्टाचार में और रिश्वतखोरी में भी कमी होगी।

सभापति महोदय, बड़े हर्ष की बात है कि मन्त्री महोदय डीजल इंजिनों का प्रयोग करने का प्रयास कर रहे हैं। जिन इंजिनों में मालगाड़ी को खींचने की क्षमता नहीं है और न वे पैसिजर गाड़ी या मेल गाड़ियों को खींच सकते हैं, उन्हें तुरन्त ही बदल देना चाहिए। तभी हमारी रेलें समय की पाबन्दी कर सकेंगी।

अब मैं अपने क्षेत्र के विषय में भी कुछ निवेदन करना चाहूंगी। मेरठ स्टेशन पर जहां तक मैं जानता हूँ, पिछले बीस पच्चीस बरस में आज तक वहां कोई सुधार नहीं हुआ है। इससे पूर्व भी रेलवे बजट पर बोलते हुए मैंने यह निवेदन किया था और मैंने मांग की थी। उस समय हमारे शाहनवाज साहब मेरठ के ही मन्त्री थे, लेकिन उन्होंने इस ओर कोई ध्यान नहीं दिया। इतना बड़ा शहर जो दिल्ली के बिल्कुल निकट है वहां लेटफार्म पर छोटे से टिन शीट पड़े हों, वर्षा ऋतु में यात्रियों को खड़े होने की जगह न हो, असबाब रखने की जगह न हो, यह बात हमारी राष्ट्रीय सरकार के लिये उचित नहीं मालूम होती। मैं उनसे प्रार्थना करूंगी कि हमारे मेरठ स्टेशन की तरफ भी ध्यान दें।

चेयरमैन महोदय, मैं आप के द्वारा मन्त्री महोदय से यह निवेदन करना चाहूंगी कि गाजियाबाद और दिल्ली के बीच में जो गाड़ियां जाती हैं वे कई हैं। लेकिन उन्होंने

देखा होगा कि गाजियाबाद के बच्चे जो दिल्ली स्कूलों में और कालिजों में पढ़ते हैं और दिल्ली के बहुत से विद्यार्थी गाजियाबाद में पढ़ते हैं उनको रोज दिल्ली आना जाना पड़ता है। जब मैं मेरठ से आती हूँ तो मैं देखती हूँ कि वह लोग बड़ी संख्या में इस बात का प्रयत्न करते हैं कि फर्स्ट क्लास में किसी तरह बैठ जाएं, और अगर बैठने की जगह नहीं मिलती है तो दरवाजों पर रेलिंग के सहारे लटके रहते हैं और उसमें बहुधा दुर्घटनाएं भी हो जाती हैं। जैसे भी वे उचित समझें कोई गाड़ी बीच में चलाएं जिसमें विद्यार्थियों का यह संकट दूर हो।

मैं मन्त्री महोदय का ध्यान आप के द्वारा इस तरफ भी आकृष्ट करना चाहती हूँ कि यात्रियों की कठिनाई को देखें और उनको दूर करें। रात्रि में जो गाड़ी मेरठ से लखनऊ के लिए जाती है वह सिर्फ एक ऐसी गाड़ी है जिस पर कि आसानी से हम लखनऊ जा सकते हैं। कुछ डब्बे भी मेरठ से जाते हैं और वे दिल्ली मेल में लगा दिए जाते हैं। मेरठ से लखनऊ का सफर और गाड़ियों से जाने पर बहुत लम्बा हो जाता है। वहां कोई गाड़ी दिनमें ऐसी नहीं चलती जिससे आसानी से लखनऊ पहुंचा जाए। हापुड़ और मुरादाबाद दो जगह हमें गाड़ी बदलनी पड़ती है और पूरा दिन लखनऊ पहुंचने में समाप्त हो जाता है। मैं निवेदन करना चाहूंगी मन्त्री महोदय से कि इस ओर ध्यान करें। लखनऊ उत्तर प्रदेश की राजधानी है। वहां पहुंचने के लिए सभी तरफ से यात्रियों को सुविधा होनी चाहिए।

अन्त में मैं एक और निवेदन करना चाहूंगी कि रेलवे कर्मचारियों के बच्चों की शिक्षा की ओर विशेष ध्यान दिया जाए। रेलवे मन्त्रालय बहुत बड़ा मन्त्रालय है, इस विभाग के पास इतनी बड़ी धनराशि है। इसका पूरा ध्यान इस तरफ होना चाहिए। आज रेलवे कर्मचारियों के बच्चों के लिए

अच्छे प्रारम्भिक स्कूल नहीं हैं। कनवेंट जैसे बढ़िया स्कूल मसूरी में हैं। लेकिन हर स्थान पर उनके पढ़ने की सुविधा होनी चाहिए। मैं अन्त में धन्यवाद के साथ निवेदन करूंगी कि मन्त्री महोदय इस ओर ध्यान दें।

Shri P. Venkatasubbaiah (Adoni):
Mr. Chairman, Sir, let me preface my speech with complimenting the hon. Railway Minister for having created a new railway zone, called the South-Central Zone, with headquarters at Secunderabad. Now, you are in the Chair. I have had the good fortune of hearing your speech yesterday regarding the criticism you have levelled against the Ministry so far as the formation of this railway zone is concerned. Though I wish to say that I may not be able to agree with you entirely in this regard, I may point out that when the new zone has been created, every factor has been taken into consideration and the Railway Minister is not such a man as to be swayed away by certain linguistic considerations. Whatever decision he takes, he takes in the interests of the country as a whole and he has done it having his mind kept free and open. So, I congratulate the hon. Minister and his colleagues for having taken this historic decision.

In this connection, I would only add some suggestion in respect of the newly created railway zone regarding the exclusion of Guntakal division from this zone. I agree with the Chairman who is now vacating that so far as Guntakal division is concerned, in all fairness and also for better administration and for efficient administration of the railways, it should be with the new railway zone.

15.38 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

I would also request the hon. Minister to see that, as far as practicable, the opinion of the Members of the Maharashtra State, so far as the bifurcation of Sholapur division is concerned, is given due consideration. We on our part do not stand in the way of the
2387 (A1) LSD—7.

reorganisation of this zone in accordance with the wishes expressed by many hon. Members coming from Maharashtra.

The railway administration is one of the biggest public undertaking in our country. The railway administration has suffered in many ways in the sense that it has changed hands many times and there has not been any continuity so far as the Ministers in charge of it are concerned. But at least now I hope that under the able leadership of the present Railway Minister, greater efficiency will be introduced in the administration of the Railway Board and other allied matters that are connected with the railway administration. With the growing needs of the people and the increasing population in this country, the railway traffic is bound to increase, both in passenger traffic and goods traffic. So, it is all the more necessary that there should be rationalisation of the whole railway system. There is no point in trying to tune up the present administrative set-up. A drastic outlook must be there to see that the administration is reorganised and reoriented to serve the best interests of the country. I do not object to the Minister raising the third class fare, but at the same time necessary care must be taken to see that proper amenities are provided to the third class passengers who are predominant in making railway journeys. With the his experience as administrator and organiser, I hope he will put in his best in the railways and in times to come he will reorganise the whole pattern of railway administration to serve the best interests of the people.

In all sincerity I will say that departmental catering is by far better than private catering. The Railway Minister should take a definite stand and see that all the private catering is converted into departmental catering. Many vested interests are being created and the people are being exploited. I feel all private catering should be taken over by the administration as quickly as possible. In

[Shri P. Venkatasubbaiah]

Secunderabad, one of the biggest stations, there is private catering and it is not serving the people in any way better than departmental catering. This should be converted into departmental catering.

There is no through train to Hyderabad from the capital of the country. Every State capital is connected by through train from Delhi, but unfortunately not Hyderabad. Every additional train that is put towards the south is not touching Hyderabad. The stock reply we get is that they have put an additional train to Madras. That will not serve our purpose. The Minister should see that a through train should be put from Hyderabad to Delhi and *vice versa*. This has been our standing request for many years and I hope it will be heeded to now.

Coming to my constituency of Adoni, I have referred many times to the need for construction of an over-bridge over the level-crossing. I would request the Minister to persuade the State Government to give their contribution. The local municipality also has come forward to give its contribution. There is terrific traffic jam there in peak hours. All the commercial centres are placed on one side of the level-crossing and pedestrian vehicular traffic come to a standstill for many hours in the day.

Coming to new lines, many hon. Members from my State have pleaded for new lines. The commercial aspect alone should not be the consideration. The development aspect of a particular place also should be borne in mind. My part of the country is most backward and many people have not seen a train in their lifetime. Such places must be given sympathetic consideration in regard to new lines. In Kurnool District a proposal has been made since a long time by the State Government for laying a railway line from Nandyal to Nellore via Cuddapah. My information is, it has been surveyed but put in cold storage. It must be revived. I

would request the Minister to look into this. Whether it is this State or that State, wherever there is backwardness and regional imbalance for promotion of industries railway lines must be laid.

A new line from Hyderabad to Ongole via Nagarjunasagar must be borne in mind. Nagarjunasagar is one of the gigantic irrigation projects for irrigating 45 lakhs acres of land and supplying foodgrains to the country. So, it should be linked up with the State capital.

Coming to the constitution of zonal advisory committees, the Minister should take personal interest in it. I feel people who know the real problems are not being associated with this. He should see that people who take more interest are associated with this, so that they may advise the Railway Board properly and see that the interests of the passengers are very well represented.

Shri Indrajit Gupta (Calcutta South West): Sir, there are just a few points which I would like to bring to the attention of the Minister in the few minutes at my disposal. I was quite encouraged when I heard him say in his reply to the general discussion that he considered the railwaymen and the authorities to be one happy family and assured us that he was doing everything possible to have a happy and cordial atmosphere between them. I was expecting that, in tune with this general sentiment he expressed, he might have something to say about a few unfortunate members of that family who have been suffering for a very long time. I am referring in particular to those few railwaymen—I say few because in relation to the total numbers employed, they are really a negligible number—who lost their jobs on account of their participation in the strike of July, 1960. Almost five years have passed since then. There are perhaps 65 or 70 such people left altogether in the

whole of the country on all the railways.

The Minister knows that a very large number of employees, not only on the railways but in other Central Government departments also, against whom similar action was taken then, subsequently had their cases sympathetically reviewed and they have been reinstated. May I appeal to him that in the case of these 65 or 70 people who are left, similar sympathetic consideration should be shown? They have suffered enough for five long years. I would earnestly request him—he is supposed to be generous and open-hearted—to take a personal interest and see that some sympathetic consideration is given to them. I do not know what stands in the way. Is it some opposition coming from the officials of the Railway Board or what? I would request the Minister to look into this and see that they are reinstated after such long lapse of years.

I am worried more by the fact that even in such cases where a definite decision has been perhaps given in favour of these men, suitable action has not been taken. For example, in the case of those who were dismissed or discharged under rule 148, which was subsequently set aside by the Supreme Court, no doubt some have been reinstated, but the Limitation Act has been imposed so that they are not eligible to get their salaries from the actual date on which these dismissal orders have been passed. Some of them have not been reinstated, but even in the case of those who have been reinstated, this is not a gracious attitude to take towards a matter on which the Supreme Court has definitely held against the action of the railway authorities. It means the dismissal was definitely illegal. That is the decision of the highest judicial body of the land. It would be good if the Railway Board took it with a graceful attitude and did not try to impose some sort of miserly, niggardly condition now. It prevents them from being honourably reinstated with all their dues. Even I am told, though I have no personal knowledge of this particular case, that there are a few

cases of class III employees who had appealed to the Railway Rates Tribunal, which is empowered to go into such cases, and the Railway Rates Tribunal had recommended their reinstatement. Even in such cases where the Tribunal has held that they should be reinstated there are a few cases where they have not been reinstated yet. I would, therefore, request the Minister to go into these cases personally and not to let a few cases like this mar what is otherwise, we hope, going to be a very harmonious and cordial atmosphere between the railwaymen and the authorities in the future. Another point I want to make is about the workers, many thousands of them perhaps about 30,000 who are engaged on the various railway electrification projects throughout the country. We are all very pleased at the progress of the railway electrification which is taking place in our country. I think the men who are engaged on these specific projects are doing a very vital job for the development of railway traffic in our country. But, Sir, it is a very deplorable fact that these railway electrification project workers have not had any kind of benefit, any sort of wage revision or increment in wages, since 1958. It is high time, I feel, that this matter should be gone into. They should be given some sort of interim relief and subsequently, after proper assessment, I do not see any reason why these railway electrification project workers should not be put on the CPC scales just as temporary workers are put. Those who have completed six months of continuous work and are counted as regular temporary staff of the Railways are eligible for CPC scales. Why should not the same criterion be applied to the railway electrification project workers? It is something beyond my comprehension. I plead that the case of these neglected men should be paid more attention to.

Then, one or two points I have to make about contract labour. A lot of talk has gone on in this discussion too about corruption. I think it is com-

[Shri Indrajit Gupta]

monly known in this country that one of the main sources of corruption is this system of contracts. I am not accusing anybody in particular, but this is something inherent in the system of contracts, in this system of giving out contracts in this country. Why should contract labour continue to be employed on jobs which are of a permanent nature. That is my complaint. Even now in many places on the railways it is found that jobs which are of a permanent nature are being carried out by contract labour who are being employed even in preference to casual labour who have been working for many years together in the railways. For example, in the railway stores where works go on a permanent basis, in some of the scrap yards such as in the South-Eastern Railway in Kharagpur, in the reclamation yards, even in the workshop in Kharagpur, in the engine-turn table, in the work pertaining to engines, contracts are issued and contract labour is employed. I would say, this is a very strange state of affairs. Some assurance was given, I believe, on behalf of the Railway Board, perhaps sometime in 1964, that when the time of renewing the contracts comes the question of handling this work departmentally will be given consideration to. But nothing has been done. Fresh tenders are called for and fresh contracts are being issued. This, in my view, is a ground for a certain kind of suspicion that certain officers may be involved in creating these contracts for certain benefits which they derive from them. Therefore, all jobs of a permanent nature should be handled departmentally and not by contract labour.

As regards casual workers, I believe, in the name of economy,—I do not know from what level these directions have been given—we are told, a large number of casual workers are going to be retrenched. Some have already got retrenchment orders passed on them and many more are appre-

hending the same. I do not know to what extent this economy drive is going to be carried out in the Railways, but certainly I know from my experience that in some cases the non-sanctioning of requisitions for casual labour for certain jobs is being carried to an extent where it may even do harm to the efficient working of the railways. I think if an enquiry is made into it, many P.W.I. Staff and others on the open line will be able to tell you that in recent months they are being refused sanction for the minimum number of labour which they themselves consider necessary and for which they are putting in requisitions. On double lines where pulling back is very necessary the minimum strength of the gang that is required for pulling back is refused. For fog signals the minimum strength required is refused. The minimum strength required for attending to point crossings is refused. All this is done in the name of economy. This is being carried to an extent where things are done beyond limits in the name of economy. I think the safety of railway operations will be affected. I know that on the South-Eastern Railway, in some places, it may lead to a stage where the speed of the trains will have to be cut down because the safety of the track is not guaranteed. Therefore, I would say that this wholesale retrenchment, which is being threatened in some places, of casual labour should not be permitted simply in the blanket name of economy. It should be looked into. These are people many of whom have been working for ten years, fifteen years and even twenty years together, though sometimes their services are terminated after 5 months and 29 days and the same men are re-engaged so that they may not become temporary men. That is a different matter. Such cases have been agitated against from time immemorial, but they are not always looked into. But this large-scale retrenchment

now threatened is a very serious matter.

There is the question of minimum wages for this casual labour which was fixed, I think, last time, in 1951. They are not being revised. Only a general direction was given that these wage rates should be fixed on the basis of, what is called, the local prevailing market rate of labour. On that basis you find that people are working, even semi-skilled people let alone unskilled people, on total monthly emoluments of Rs. 40, Rs. 47 and Rs. 52 per month. It is high time that an upward revision of these rates of wages was gone into because these people are performing a very vital function.

Even the direction of the Railway Board of March 1964, that all casual labour should be provided with service cards has not been implemented in a majority of places. This is a question where a decision has been taken and a circular has been issued. Even then these service cards are not being issued to casual labour.

Finally, I must repeat one point, though many hon. Members have raised it, and that is regarding the question of a circular railway in Calcutta. All I have to say is that the Minister should tell us whether it is mainly on the question of expenditure that this matter is being held up because I feel, though I am a layman, if it is a choice between a circular railway and an underground railway, as the hon. Minister has said, then, certainly, an underground railway in Calcutta, in the conditions of the soil of Calcutta, is going to cost very much more than a circular railway. In the case of a circular railway we have an advantage of the existing track alignment along with the Port Commissioner's Railway which already exists. It requires some extension and by extending that track the circuit can be completed because the already existing track alignment of the Port Commissioner's own railway is there. Apart from that, this matter cannot brook any de-

lay. The Calcutta metropolitan planning authority also had expressed opinion in favour of a circular railway; otherwise the whole work of this metropolis, as the Minister correctly pointed out, with all the commercial business houses engaged in trade and commerce concentrated in that city will suffer. It is not a question of congestion alone. The normal working of trade and commerce will collapse in another year or two if no radical measures are taken to ease the traffic problem. It can only be done, in our view, by building this circular railway. I do not think, in terms of money or in terms of actual feasibility considering the layout and soil of Calcutta, this underground railway is going to be a very practical proposition. Therefore, I plead that the Minister should make up his mind as quickly as possible and see that a circular railway is given to Calcutta.

16 hrs.

श्री सुरेन्द्रपाल सिंह (बुलन्दशहर) : रेल मन्त्रालय की बजट मांगों का समर्थन करते हुए मैं चन्द बातें रेल मन्त्री महोदय के ध्यान में लाना चाहता हूँ। चूँकि वक्त की कमी है, इस वास्ते मैं सबसे पहले अपनी कंस्ट्रिक्ट्युएँसी के बारे में कुछ कहना चाहता हूँ। बुलन्दशहर मेरी कंस्ट्रिक्ट्युएँसी है। बुलन्दशहर जिले के लिए एक रेलवे लाइन की मांग आज से नहीं करीब करीब चालीस साल से हो रही है। वैसे तो बुलन्दशहर जिले से होकर तीन लाइनें गुजरती हैं। लेकिन वे ऐसे किनारों पर हो कर जाती हैं कि उस जिले के रहने वालों को कोई लाभ नहीं पहुंचता है, कोई सुविधा नहीं होती है। इसी की बुनियाद पर यह मांग की गई है कि एक लाइन पूर्व से पश्चिम तक मिलनी चाहिये जो तमाम जिले के बीच होकर निकल जाए ताकि पब्लिक को वहां सुविधा हो सके और वह जो पिछड़ा क्षेत्र है उसकी तरक्की हो सके।

इस मांग की बुनियाद पर 1925-26 में एक रेलवे लाइन की स्कीम बनी थी। फफूड से एटा, अनूपशहर, जहागीराबाद होते

[श्रं सुरेन्द्रपाल सिंह]

हुए एक लाइन बनाई जानी थी जो बुलन्दशहर या हापुड़ खत्म होनी थी। उस वक्त यह मालूम हुआ कि इस पर लागत बहुत अधिक आएगी इसलिए उसको मुलतवी कर दिया गया और यह कहा गया कि आइन्दा इसको लिया जाएगा। इसके बाद सन् 1937 में जब कांग्रेस गवर्नमेंट उत्तर प्रदेश में आई तो यह मामला उठाया गया और इसके बारे में लिखा पढ़ी हुई। उस वक्त इस लाइन का पूरा सर्वे किया गया और पत्थर लगा दिये गये, सब एलाइनमेंट वगैरह हो गया लेकिन उसके बाद 1939 की लड़ाई शुरू हो गई और मामला वहां का वहां रह गया। इस चीज को अभी तक भी पूरा नहीं किया गया है बावजूद इसके कि कई बार इस चीज को आपके सामने रखा गया है। माननीय मन्त्री जी हमेशा यह कहते रहे हैं कि अभी तक यह प्रैक्टिकल नहीं है और यह फाइनेंशली फीजीबल नहीं है। इसी बिना पर इसको आप छोड़ते आ रहे हैं। वहां के लोगों की यह मांग है कि उस स्कीम पर दुबारा विचार किया जाए और जहां तक हो सके, जल्दी से जल्दी उस पर अमल करने की कोशिश की जाए ताकि लोगों को फायदा पहुंच सके।

दूसरी दिक्कत बुलन्दशहर में रहने वालों को यह है कि अगर उनको लखनऊ और इलाहाबाद जाना होता है तो उनके लिए कोई थू ट्रेन का प्रबन्ध नहीं है, हापुड़ पहले जाना पड़ता है। हापुड़ में गाड़ियां भरी हुई आती हैं जिनमें जगह मिलती नहीं है, अगर इलाहाबाद जाना होता है तो यह जरूर है कि मेरठ से एक थू डिब्बा बुलन्दशहर हो कर जाता है। उस गाड़ी में अपर क्लासिस के लिए रिजर्वेशन तो मिल जाता है लेकिन थंड क्लास में जगह नहीं मिलती है। दो गाड़ियां तेज रफ्तार की एक मेल ट्रेन और एक एक्सप्रेस ट्रेन दिल्ली से लखनऊ जाती हैं, एक वाया मुरादाबाद और एक वाया कानपुर। इन दो में से हमें एक गाड़ी मिल जानी चाहिये। कानपुर जाने

वाली हमें मिल जाया करे तो अच्छा होगा। उसको उधर डाइवर्ट करने में कोई खास तकलीफ नहीं होगी। ऐसा रेलवे एडमिनिस्ट्रेशन बड़ी आसानी से कर सकता है। गाजियाबाद से बजाय खुर्जा सीधा जाने के उसको हापुड़ होकर डाइवर्ट कर दिया जाए और फिर उसको खुर्जा में मिला दिया जाए तो बहुत आराम लोगों को हो सकता है। उस में कोई खास फर्क नहीं पड़ता है इससे मुश्किल से बीस पच्चीस मील का फासला बढ़ेगा और इसको तय करने में थोड़ा सा समय लगेगा। इस समय को जो यह काफी लम्बा रूट है, इस में आप ट्रेन को कुछ स्पीड बढ़ा कर पूरा कर सकते हैं। इससे यात्रियों को तकलीफ भी नहीं होगी और बुलन्दशहर के लोगों को काफी आराम मिल जाएगा, उनकी तकलीफ काफी हद तक दूर हो जाएगी।

बुलन्दशहर में कुछ तरक्की आसपास देहातों में होने की वजह से कोयले का खर्चा बहुत बढ़ गया है। बहुत कोयला स्टेशन पर आता है। पिछले दस बीस सालों में कोयले की आमद बहुत ज्यादा हो गई है लेकिन किसी किस्म का कोई अच्छा उसके अनलोडिंग का इंतजाम आप? नहीं किया है। हमारे स्टेशन पर करीब दो सौ गाड़ियां कोयले की महीने में आती हैं। वहां जगह न होने की वजह से तमाम कोयले को मेन स्टेशन पर ही उतारा जाता है और उसके कारण बहुत गंदगी फैलती है और वहां पर धुआंधार हो जाता है। इससे यात्रियों को बहुत तकलीफ होती है। कोयले का ट्रेफिक बहुत अधिक चूंक बढ़ गया है इसलिए मैं आप से प्रार्थना करता हूं कि आप वहां कोई नया साइडिंग वगैरह बनवा करके कोयले के अनलोडिंग का इंतजाम करें ताकि मेन स्टेशन पर लोगों को तकलीफ न हो। दो सौ गाड़ियों के आने के माने यह होते हैं कि रेलवे को करीब करीब 70-80 हजार रुपये प्रति माह की उस स्टेशन से आमदनी होती है। जब एक स्टेशन से इतनी आमदनी

हो रही हो तो क्या वजह है कि उस जगह पर एक नया साइडिंग या नया ट्रैक दे कर लोगों के लिए सुविधा पैदा न की जाए ।

बुलन्दशहर स्टेशन पर अपर क्लास में यात्रा करने वाली महिलाओं के लिए कोई वेंटिंग रूम नहीं है । इसकी बहुत आवश्यकता है । वहां पर एक वेंटिंग रूम है जिस को चाहे महिलायें इस्तेमाल कर लें या पुरुष इस्तेमाल कर लें । हमारे मंत्री महोदय कहते हैं कि यह माडर्न एज है, रेलों को माडर्न बनना चाहिए । उनका खयाल है कि अलग से औरतों के लिए वेंटिंग रूम की आवश्यकता नहीं है । लेकिन मैं कहना चाहता हूं कि वहां की जनता इतनी माडर्न नहीं है जितनी वह समझते हैं । वहां की महिलायें पर्दानशील हैं । वहां के रस्म व रिवाज ऐसे हैं कि वे अलग वेंटिंग रूम चाहती हैं । इस वास्ते महिलाओं के लिए अपर क्लास का वेंटिंग रूम देने की आप जरूर कृपा करें ।

गांवों में रहने वाले भाइयों की तरफ से मैं थोड़ा सा अर्ज करना चाहता हूं । बात्रजूद इसके कि गवर्नमेंट ने उनको बहुत सुविधा पढ़ाई लिखाई के बारे में दी है, जगह जगह गांवों में स्कूल खोल दिये हैं, पढ़लिखे आदमी काफी पैदा कर दिये गये हैं लेकिन उनको नौकरियां देने का कोई खास इंतजाम गवर्नमेंट नहीं कर पाई है । रेलवे प्रशासन एक बहुत बड़ी आर्गनाइजेशन है । इसके अन्दर बारह तेरह लाख आदमी काम करते हैं । गांवों के रहने वाले चाहते हैं कि उनकी आबादी के लिहाज से, उनके लिए प्रोपो-शनेटली कोटा मुकर्रर कर दिया जाए । कम से कम क्लास 3 और क्लास 4 की जो सर्विसिस हैं, उन में तो आप ऐसा कर ही सकते हैं । इन नौकरियों के लिए आप उनको तरजीह दे सकते हैं ।

जो ऊंची नौकरियां हैं उनके बारे में मुझे सिर्फ यह कहना है कि रेलवे सर्विस कमिशन द्वारा जो इम्तिहान लिये जाते हैं

या जो इंटरव्यू किये जाते हैं वे अंग्रेजी में होते हैं । उन में खास तौर से जो उत्तर प्रदेश और बिहार के क्षेत्रों के आदमी आते हैं, उनको दिक्कत यह होती है कि उनके यहां पर मीडियम आफ इंस्ट्रक्शन हिन्दी है और जहां पर मीडियम अंग्रेजी है उनका वे मुकाबला नहीं कर पाते हैं । मेरी राय है कि इन इम्तिहानों में, पब्लिक सर्विस कमिशन के इम्तिहानों में जो जिज्जल लैंग्वेज है वह इंट्रोड्यूस होनी चाहिये और इंगलिश आवश्यक होनी चाहिये ताकि वहां के लड़के मुकाबले के इम्तिहान में आसानी से कामयाब हो सकें ।

अभी जो आपके छोटे मोटे स्टेशन देहाती क्षेत्रों में हैं उन में से बहुत ज्यादा ऐसे हैं जहां पर कोई अच्छा प्लेटफार्म नहीं है, शौडूज भी नहीं है, लोगों के आराम के वास्ते कोई स्थान नहीं है । यह मुम्किन भी नहीं है कि हर जगह शौडू बना दिये जायें । इस सिलसिले में एक सुझाव मैं यह देना चाहता हूं कि जितने छोटे मोटे स्टेशन हैं, देहाती क्षेत्रों में स्टेशन हैं उन के प्लेटफार्म पर अच्छे सायेदार पेड़ लगा दिये जायें ताकि गर्मियों के मौसम में प्लेटफार्म पर लोगों को आराम मिल सके, लोग छाया में खड़े हो सकें । ऐसा हो सकता है कि पेड़ों के चारों तरफ पक्के चबूतरे बना दिये जायें ताकि लोग वहां बैठ सकें और आराम कर सकें । फूलदार और फलदार पेड़ आप लगा सकते हैं ।

ओवर क्रा डिग की काफी चर्चा हो चुकी है । बहुत से माननीय सदस्यों ने इसका जिक्र किया है । मैं भी कहना चाहता हूं कि वाकई काफी सहूलियत आपने लोगों को देने की कोशिश की है, ओवर क्रा डिग घटाने की कोशिश की है लेकिन वह काम नहीं हुआ है खास तौर पर जो थर्ड क्लास के चलने वाले यात्री होते हैं, लम्बा सफर करने वाले यात्री होते हैं उनको इससे बहुत दिक्कत होती है । इसलिए मेरा सुझाव है कि आप जहां तक हो सके जनता एक्सप्रेस ट्रेज को बढ़ाने की कोशिश

[श्री सुरेन्द्रपाल सिंह]

करें। मंत्री महोदय ने बताया है कि बहुत से सैकशॉज पर जनता ट्रेज हम बढ़ा रहे हैं। मैं कहना चाहता हूँ कि जहाँ तक हो सके सब जगह बढ़ाने की वह कोशिश करें ताकि धोवर का डिग की दिक्कत खत्म हो सके।

ट्रेज की स्पीड का भी काफी जिन्न थाया है। मंत्री महोदय ने विश्वास दिलाया है कि जहाँ तक हो सकेगा ट्रंक रूट्स पर जो ट्रेज चलती हैं उनकी स्पीड को बढ़ाने की कोशिश की जायगी। बांच लाइज पर ट्रेज की स्पीड को बढ़ाने के लिए वह क्या कर रहे हैं, यह मैं उन से जानना चाहूंगा। बांच लाइज पर हालत यह है कि अगर 40-45 मील का सफर भी करना होता है तो तीन साढ़े तीन घंटे लग जाते हैं। इससे पैसेजर्स को बड़ी परेशानी होती है। दूसरी बात यह भी है कि रेलवे को इससे नुकसान होता है। लोग बसों में जाना ज्यादा पसन्द करते हैं क्योंकि उन में समय कहीं कम लगता है लोगमेन लाइन पर उतर जाते हैं और उसके बाद बजाय इसके बांच लाइन ट्रेज से जायें बसों से चले जाते हैं जिन में तीन साढ़े तीन घंटों के बजाये डेढ़ दो घंटे ही लगते हैं। इस वास्ते यह जरूरी है कि जहाँ तक हो सके बांच लाइज की जो ट्रेज हैं, उनकी स्पीड को भी बढ़ाया जाए ताकि पब्लिक को सुविधा हो और नुक्सान भी जो एडमिनिस्ट्रेशन को हो रहा है वह न हो।

Shri Joachim Alva (Kanara): Mr. Deputy-Speaker, it is nearly 4' 15 now. I have got an opportunity now, having waited so long without any lunch, to speak on behalf of my constituency. But my constituency cannot wait. It has waited for a hundred years to have a railway. My hon. friend, Shri Patel from Gujarat said they had to do *satyagraha* to put the Railways right. I think one day we shall have also to do something of that sort because the railway officers do not seem to go there. They have no time to go there.

From the records I find that there are 8,000 railway officers entitled to saloons and the number of saloons is 950, which means about 90 trains a day. There are three passes *per annum* for retired railway officers. This I take from the record of February 29, 1964, *Lok Sabha Synopsis*, page 156.

Coming to Karwar, Karwar is one of the most beautiful spots and harbours of the world as my hon. friend, Shri Subramanyam, was good enough to mention. Tagore wrote about the beauty of Karwar. But what is the use? We have manganese there. We have the finest natural wealth. We have areca-nut. We have the world's second largest waterfall at Jog. But nothing seems to be done for Karwar. The Railway officers have no time to go there. The present Prime Minister was good enough to visit our constituency when he held the Railway portfolio. He was about to exercise some discretionary power in the Railway Minister. He was so impressed with the place that he assured: "I shall do something". But to our misfortune the Suez Canal trouble came and everything went off the track. The last Minister, Sardar Swaran Singh, also promised to go over to Karwar but to my ill-luck he was promoted and he went elsewhere. Now we have a very popular and dynamic Minister, a great public worker in Shri Patil. There is also a formidable Minister of State, both physically and politically, Dr. Ram Subhag Singh. But are the Railways formidable in their operations in providing benefits for the public? Are the Railways dynamic enough? What do they do? Look at the number of grievances that we have got starting from catering and they are not able to put catering right.

When are we going to have a railway for Karwar? They say, "First, you have to build a harbour". This is a natural harbour. If there is no harbour, there is no railway. From Hubli to Karwar we must have a rail-

way. We are entitle to it. We have been asking for it and have been demanding it for years together.

They went to Mangalore and built a harbour there. I belong to that district and I will say that they had to go with a lamp in the dark night to search for the harbour and the harbour has been built about 20 or 30 miles from Mangalore, when we have got Bhatkal, Karwar on our side in the North Kanara District.

An hon. Member: It is not correct; it is a fine harbour.

Shri Joachim Alva: When the British experts said that Bhatkal could produce three ship-building yards, it is lying neglected. You cannot even go to that place in the night if the steamer stops.

Apart from being the most beautiful harbour in the world, Karwar has everyting. It has the richest portion of hinterland. Nepal, Assam and Karwar are supposed to have the deadliest cobras in the land. These cobras are found where there is forest wealth. Cobras do not stay anywhere except in the thickest forests and the thickest forest of Karwar are abounding in tremendous natural wealth. CIBA's put their factory at Karwar and the pharmaceutical industry has advanced. But we cannot have a railway. It is time that we have the railway.

I cannot be sure that I will be elected again because the electorate will say, "You do not get the railway; out you go". How can this go on? People are reminding time and again and there is no legitimate answer. But Mangalore has been built at the cost of Karwar. It does not possess a great natural harbour. There are all kinds of manipulations. The Planning Member says . . . (*Interruption*). I have not gone there. The planning Member says, "You have not got this or that".

An hon. Member: It is not correct.

Shri Joachim Alva: I am entitled to plead for my constituency. Please keep quiete.

An hon. Member: Do not deery my constituency.

Shri Joachim Alva: He says, "There are no proposals before us". The Mysore Government has had all kinds of proposals for Karwar. Please fix a D-Day. My constituency is one of the largest constituencies of India embracing Shimoga, Belgaum and Karwar Districts. We know at what cost we have been stranded at 3 o'clock or 4 o'clock in the morning being thrown in the forest to be eaten up by the tigers or by the cobras. The officers have no time to go there. They will not go to Bhatkal now Karwar. They will not go here, there or anywhere. I want to know from the record of the Railway Board as to how many railway officers have gone there. Have you even got a file in the Railway Ministry? What is the kind of welfare State they are building up? It is time that they did something.

Coming to catering, catering in the South Eastern Railway, from Calcutta to Delhi, is the rottenest. There is no good milk on many lines. I want the Railway Board members and other officers to drink the milk that they are supplying. This is the land of Hindustan. We have got enough of cows. You must give milk to the passengers. They pay for it. They are not paying for powder milk. There is no good coffee. There is nothing on this side. Thank God, as a result of our fight things have improved in the *de luxe* train from Delhi to Bombay.

Railway officers are not concerned about traffic jams in metropolitan cities. I am not a Member of Parliament from Bombay but I have to go there and everytime I am the last passenger form Victoria Terminus or Bombay Central. Why? It is because there is no place for small taxis around the stations. The General

[Shri Joachim Alva]

Manager's Secretary once told me, "I am helpless if the Police take bribe". After I wrote to the Railway Minister, Sardar Swaran Singh, and Shri Chavan, the then Chief Minister of Bombay there is a stand for small taxis in Bombay Central and Victoria Terminus. This was as a result of repeated representations I made. But we have all to be watchful. Who watches? The big taxis are still coming in and the small taxis are still kept off. Is it my job to look after it? Whose job is it? Do the railway officers get out of their saloons and see these things? Unless you are fired with the zeal to serve the public of India, the railway passengers, the most harassed man in India, unless you look after their comforts, you cannot claim to serve the people.

They have introduced the corridor train. The corridor train is the worst instrument of oppression for us; so also the *de luxe* train. In the *de luxe* train poor old women, ladies and children cannot sleep. Let them have comfortable sleep. For whom is this welfare State? Is it not for the passenger? India is a very vast land. It is not like going from London to Scotland in less than a few hours or from Paris to another place within no time. We have this vast place, torried zone, high temperature, a tropical country. Passengers require a lot of luggage to carry. How are we to go in this corridor train? Who introduced this corridor train? The Railway Board has made many mistakes. In this corridor train people cannot move about; people cannot put their luggage and you have to put on the fan all the time. I would like to know as to who introduced it. In the corridor train you have got two bathrooms for 18 passengers and the chaprassis of the railway officers sit about the whole corridor train. How is it? The corridor train must be abolished. They are not suitable for us. They are suitable for cold climates of Europe and not for India.

The Railway Board has made many, many mistakes. There is the big Badhwar Park in Colaba, Bombay, which was named after a railway officer. I took part in the debate here against Shri Badhwar. I mentioned him by name. When he was retired, he got a big contract from Bird and Company. I have sat in all the engines of the railways in India for one hour just to see how that poor driver feels and what difficulties he has got. The man told me that he was in charge of a big train. Mind you, he is in charge of nearly 2,000 people; our lives are in his hands. All that he said was, "Mr. Alva, give us a coat in the night". When I spoke to Shri Badhwar when he was Railway Board Chief to give them a coat, he said, "How can it be given? They are paid wages. Why are they demanding it?"

Then, what about the poor porters? If the porters strike tomorrow, our luggage cannot be carried. Nobody worries about their medical charges or about giving them anything. Nobody is keen. The Railways claim to be the largest public sector operation unit and we neglect it. We are only proud that so many thousands of pounds we were able to pay to the British and take over the railways, but the railways do not run on time. The railways do not run in time because the officers pull the chains. Who is that officer who pulled the chain four or five times? I want to know his name. He must be prosecuted or dismissed. We are frightened to pull the chain even for safety. In the first instance, we cannot pull it. Once or twice I tried to pull it. It requires half a minute to pull it.

What kind of amenities have we got inside the bathrooms? There is no proper stand to keep a shaving brush or anything useful. Who is to look after all these things? In the metropolitan railway stations they have got a large number, millions, of passengers. I have seen the Peking

railway station which, a Western correspondent said, was the best and the finest station in the world. They have built a magnificent station. I am not saying anything in praise of the Chinese. They have been able to do it in ten years a station where the most comfortable seats are given to third class passengers. What about us? We claim a train here, a train there—everywhere. Nothing seems to be done.

I said about the *de luxe* trains. It is a heartrending sight to see old women sitting, crouching and falling in the night. They cannot stretch their legs.

Then, free first-class passes for railway officers. Who conceived the idea that a man drawing Rs. 400 as salary should be given first class passes? You made the second class not worth it. Nobody wants the second class. A railway man who draws Rs. 400 as salary is entitled for first class for himself and his family. We are crowded out. I am for equality. I sit with the chaprassi. I have done that in jail. But all the same, we need not give free first class passes for the whole family twice or thrice a year. The system of passes must be reviewed and it should be seen by the Minister of State, our friend Dr. Ram Subhag Singh.

Who looks after the 44,000 commercial clerks in the Railways? Kota has 20,000 railwaymen but there is no school for them. Conductors should be clean shaven and well. Who looks after the conductors? We have got a large number of foreign tourists passing through our railways. The conductors are not shaved. Jawaharlal Nehru shaved at 4 o'clock in the morning and went into paradise by six. But our men have no time to shave. When you see an unshaved man, you get very furious. Either keep a beard or shave. This is an act of discipline.

Now, the conductors are the men next to drivers. The foreigners look

at them. How shabby they are. I say, you promote those who have good uniforms and make themselves presentable. I would like to pay a tribute to Anglo-Indian conductors. They are at least well-dressed and they look better.

Then, in the Budget there is the expenditure of Rs. 29 crores on account of the Das Commission's Report—the credit-worthiness of the Railways. But what is the use? The black-marketing in tickets goes on. I will reiterate that in Bombay, on the Western Railway, they have done a wonderful job in regard to reservation of tickets. Delhi has become the paradise of black-marketeers and Calcutta is worse. We have no trouble. But why should it be so in other places? They must be very strict about these things.

I would like to know why is it that the Hubli workshop is being transferred. We need a railway line from from Hubli to Karwar via Sirsi. Hubli to Dandeli via Haliyal and What are you doing about it? The Hubli workshop should not be transferred. Hubli workshop is feeding all around.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shri Joachim Alva: Just a word more.

The hon. Minister is a very popular man. He is a dynamic man and has worked miracles. And the Minister of State is a formidable man politically and physically. I want them to make the Railways dynamic and formidable in their operations for the benefit of the people of this land.

श्री यशपाल सिंह : उपाध्यक्ष महोदय, काफी देर से मैं बहस सुन रहा हूँ। जब मैं पिछली बार बोल रहा था तो मैं ने इसी हाउस में कोई दो साल पहले यह कहा था कि अगर माननीय पाटिल साहब इस देश के डिफेंस मिनिस्टर होते तो आज हमें यह पराजय का दिन न देखना पड़ता। इतना

[श्रः यशपाल सिंह]

ऊंचा महान व्यक्तित्व, जिसकी ज़रूरत थी कि वह आज अनाज के मामले में, खेती के मामले में इस देश को सेल्फ सर्फ शॉट बनाने की दिशा में काम करता, उसको यह रेल का विभाग दिया गया है। यह विभाग चाहे कितना ही ज़रूरी हो लेकिन भोजन के बाद का है। तो यह कुछ अच्छा नहीं मालूम होता कि एक मक्खी को तलवार से काटा जाए। मक्खी मारने के तो और भी साधन हो सकते थे। जो काम पाटिल साहब ने किया है और जिस तरह से इन्होंने देश का निर्माण किया है वह सूरज की तरह रोशन है और इस मामले में इनके मुखालिफ भी इनकी तरफ अंगुली नहीं उठा सकते।

अब मैं सुझाव देना चाहता हूँ। आपने ऐक्सीडेंट्स को रोकने के लिए और उस बारे में रिसर्च करने के लिये दफ्तर खोला है शिमला में। ऐक्सीडेंट होता है बिहार में तो शिमला से डाइरेक्टर को आने में दो दिन लगते हैं, हवाई जहाज का कोई इन्तिजाम नहीं है। इसलिए मेरा सुझाव है कि ऐक्सीडेंट को रोकने का दफ्तर दिल्ली या लखनऊ में होना चाहिए।

दूसरी बात मैं यह कहना चाहता हूँ कि अगर आज एयरकंडीशन्ड कोचज को बन्द कर दिया जाए तो इस देश को चार करोड़ रुपये का फायदा होगा। जब कि भारत माता हमें पुकारती है कि हम लड़ाख की चोटियों पर लड़ें, हिमालय के ऊपर खड़े होकर दुश्मन का मुकाबला करें तो जो लोग इतने नाजूक मिजाज हैं कि जो एयर कन्डीशन्ड डब्बों के बगैर नहीं चल सकते उनके लिए तो केवल अस्पतालों में ही जगह हो सकती है

एक माननीय सदस्य : आजकल अस्पताल भी एयरकंडीशन्ड हैं।

श्री यशपाल सिंह : अगर एयरकंडीशन्ड डब्बों को बन्द कर दिया जाए तो इससे काफी रुपया बचेगा और इससे गरीब जनता को फायदा होगा।

रुड़की जिसने देश को 80 प्रति शत इंजीनियर दिए हैं, उसका स्टेशन खराब अवस्था में है। इस नगर ने भारत के निर्माण में अपने यहां के इंजीनियरों द्वारा बड़ा योग दिया है, चाहे वह भाखड़ा डैम हो, या भिलाई में हो, या दुर्गापुर में तथा चित्तूरंजन में हो। इन कामों में रुड़की यूनिवर्सिटी का सब से बड़ा सहयोग रहा है। लेकिन यहां का स्टेशन सब से ज्यादा निगलेक्टेड है। वहां मालगोदाम तक जाने के लिए ब्रिज नहीं है। स्टेशन के बाहर रिकशा तथा तांगों के खड़े होने के लिए शोड नहीं है। जो हमारे भाई पंजाब से लाखों रुपये की जायदाद छोड़ कर आए—जिसमें उनका कोई कुसूर नहीं था अगर कुसूर था तो हाई कमांड का था — वे आज इस तरह तकलीफ भोग रहे हैं। वे रात भर पाले में ठिठरते हैं। वहां रिकशा तथा तांगों के खड़े होने के लिए एक शोड तक नहीं है।

सहारनपुर से रुड़की के लिए शाम के साढ़े पांच बजे के बाद से कोई गाड़ नहीं है और लोगों को अगले दिन के लिए रुकना होता है। रुड़की ने जो सहयोग देश के निर्माण में दिया है उसको देखते हुए उसके स्टेशन को प्राथमिकता मिलनी चाहिए। वहां रिटायरिंग रूम का भी इन्तजाम होना चाहिये और वहां माल गोदाम तक जाने के लिये रेलवे ब्रिज का भी इन्तिजाम होना चाहिए। जो लोग दिल्ली से यूनिवर्सिटी में आते हैं और जो लोग गुरुकुल कांगड़ी को जाते हैं उनको रेलवे क्रॉसिंग पर बीस बीस मिनट रुका रहना पड़ता है। इसके लिए ब्रिज होना चाहिए। रुड़की को निगलेक्ट करने का नतीजा यह होगा कि देश की प्रगति रुकेगी। रुड़की ने इरिगेशन रिसर्च में,

बिल्डिंग रिसर्च में, और गवर्नमेंट वर्कशाप में बेमिसाल काम किया है। इसकी तरफ विशेष ध्यान देने की आवश्यकता है।

इसके साथ ही साथ एक और दरखास्त करूंगा कि जिन लोगों के साथ बेइंसाफी हो रही है उनको दूर किया जाए। रेलवे के कानून के मुताबिक एक रेलवे का मुलाजिम रेलवे से इजाजत लेकर और छुट्टी लेकर म्युनिसिपैलिटी का इलेक्शन लड़ सकता है। इसका प्रावीजन रेलवे कानून में है। लेकिन मैं एक रेलवे कर्मचारी को जानता हूँ जिसने रेलवे से इजाजत लेकर और छुट्टी लेकर भावनगर में म्युनिसिपैलिटी का इलेक्शन जीता। बजाय इसके कि उसको यह चाइस दी जाती कि वह चुन ले कि उसे रेलवे में काम करना है या म्युनिसिपैलिटी में रहना है, उसको इसका कोई मौका नहीं दिया गया है और वह आज तक दरवाजा खटखटाता फिरता है। मेरा अनुरोध है कि जो लोग विक्टिमाइज हुए हैं उनकी इमदाद की जाए। और जिस विभाग में डाक्टर राम सुभग सिंह और गुप्त जी जैसे लोग हैं उसमें मुझे पूरा विश्वास है कि ऐसे लोगों की इमदाद की जाएगी।

इसके अलावा मैं यह निवेदन करना चाहता हूँ कि जिन लड़कों के बाप इंजिन चलाते हैं या रेलवे के किसी एक्सीडेंट में मर गए हैं, जिनकी मां बेवा बैठी है, उनको रेलवे की नौकरियों में प्राथमिकता दी जाए : आज उनसे कहा जाता है कि तुम कम्पटीटिव एग्जामिनेशन्स में बैठो। हालत यह है कि आज आई० ए० एस० वालों के लिए तो कहा जाता है कि उनका परीक्षा हिन्दी के माध्यम से हो, लेकिन रेलवे में असिस्टेंट स्टेशन मास्टर की परीक्षा के लिए अंग्रेजी का माध्यम रखा गया है। मैं कहता हूँ कि हमारा देश तब तक प्रगति नहीं कर सकता जब तक कि हम इस विदेशी भाषा की गुलामी को नहीं छोड़ते।

मैं फिर कहना चाहता हूँ कि जो मजलूम हैं उनकी इमदाद करने की सब से ज्यादा

जरूरत है। जिन लोगों ने देश की सेवा की है उनको भ्रामे लाया जाए। उन लोगों की एफीशेंसी को देखा जाए। यह बात मैं केवल इसलिए नहीं कह रहा कि पालियामेंट की डिबेट में कुछ कहना चाहिए। मैं यह बात अपनी आत्मा से और अपने कांशेंस से कह रहा हूँ। मैं तेरह वर्ष की उम्र से अंग्रेज की फांसी की कोठरी में रहा हूँ। मेरा बचपन फांसी की कोठरी में बीता है। मैं केवल इन्साफ की बात करता हूँ। मेरा अनुरोध है कि जिसने देश की ज्यादा से ज्यादा सेवा की हो उसको भ्रामे लाया जाए। मैं उदाहरण के तौर पर एक केस आपके सामने रखना चाहता हूँ। लखनऊ में रिसर्व विभाग में आर० एल० बोहरा है। अगर उसको संसार के बड़े से बड़े इंजीनियर के मुकाबले परीक्षा में बिठाया जाए तो वह काम कर हो सकता है। उसकी काबिलियत बेमिसाल है लेकिन उसको भ्रामे नहीं बढ़ाया जाता क्योंकि वह अफसरों की खुशामद नहीं कर सकता। हमारा तो आत्म सम्मान समाप्त हो चुका है क्योंकि हमको तो दरवाजे दरवाजे जाकर वोट मांगना पड़ता है, हमारी ऐंट अक्रड्डा खत्म हो गई है। लेकिन जो बेजोड़ काबिलियत के मालिक हैं और जो बेजोड़ दिमाग के मालिक हैं वे कभी किसी के भ्रामे झुकने को तैयार नहीं हैं। मेरा सुझाव है कि ऐसे लोगों को भ्रामे लाया जाए और उनकी काबिलियत से फायदा उठाया जाए। श्री आर० एल० बोहरा को सरकार बुलावे और उनके ज्ञान से लाभ उठावे।

हमारा ही एक ऐसा देश है जहां गाड़ियों के दरवाजों से लटकते हुए लोग यात्रा करते हैं। मेरा सुझाव है कि रेलवे का यह कानून होना चाहिए तीस लाख से ज्यादा टिकट इश्यू न किए जाएं। हम देखते हैं कि बैठने की जगह तो बीस हजार लोगों के लिए है और टिकट इश्यू किये जाते हैं 50 हजार, 45 हजार, 40 हजार और 35 हजार। मेरा निवेदन है कि जितना

[श्री यशपाल सिंह]

स्थान है उससे ज्यादा टिकट न इश्यू किये जायें, रेलों की तादाद बढ़ायी जाये। अगर इस देश में आज यह इन्तिजाम नहीं होगा तो फिर कभी नहीं हो सकेगा। मेरा अनुरोध है कि मंत्री महोदय मेरी बातों पर गौर करें और देश की तरक्की करें।

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): Mr. Deputy-Speaker, Sir, as the Minister of Railways has already replied to the various points raised during the course of the general discussion on Railway Budget, I shall try to confine myself to a few of the specific points which hon. Members have referred to during the discussion on the Demands. It would not be possible for me to take up all the issues referred to in discussion. That being so, it should not be understood that points that are not covered by my reply are not important. The points that will be so replied to will, only broadly relate to the observations made by hon. Members. As regards the issues that remain uncovered, my senior colleague, the Minister of State in the Ministry of Railways will reply to them tomorrow, or hon. Members will receive replies from the Board directly after their points are examined by the Railway Board.

Shri S. M. Banerjee (Kanpur): That is generally not done.

Shri Sham Nath: Hon. Members have spoken about the need for more lines, for conversion of metre and narrow gauge lines into broad gauge ones, more amenities to third class passengers and many other things. They have expressed their views on the working of the railways. While listening to the observations of hon. Members, it was however a matter of gratification to note that there was general satisfaction over the performance of the railways as a whole.

An important matter to which hon. Members by and large have attached considerable importance is in regard to the laying of more lines. Undoubtedly, there are many parts of the country where railway facilities are not adequate, and as such, it would be desirable to develop railway facilities in these areas. But the difficulty of the railways is in the matter of funds. When only limited funds are available, the natural course is to determine priorities of different projects and then to select such of them as are more important than others. As the hon. Minister stated yesterday, only about Rs. 45 crores would be available for new works in the Fourth Five Year Plan. Due to this position, the projects that are likely to lead to industrial development or are necessary to meet the increasing demands of our growing economy will be given preference. The final decision as to which project deserves priority is taken in collaboration with the Planning Commission and after taking into account the views of the State Governments concerned.

Several hon. Members have expressed deep concern about the inconvenience caused to the public at important level-crossings in some towns and cities where the gates remain closed for long periods many times a day. In this connection, my hon. friend Shri Naval Prabhakar made a pointed reference to certain level-crossings in Delhi. Five or six of these level-crossings are so important that over and under-bridges should immediately be provided on them. In this connection, I would like to inform my hon. friend that I am personally in correspondence with the Delhi Administration, the Delhi Municipal Corporation and the New Delhi Municipal Committee. As soon as the details with respect to these level-crossings in the context of the requirements of Delhi's Master Plan are finalised, the railways will be prepared to take the work in connection with these level-crossings in hand.

The Minister of Rehabilitation (Shri Tyagi): Please do not forget the constituencies of the other Ministers.

Shri Sham Nath: Sir the same thing is true about level-crossings in other town and cities as well. As was explained on the floor of this House several times, the railways are always prepared to provide under or over-bridges on any level-crossing about which the State Government concerned sends us a proposal and in regard to which the State Government or the local body or local authority concerned is willing to bear its share of the expenditure.

An hon Member: What is the percentage? Is it 50 per cent?

Shri Heda: That is only for approach roads.

Shri Sham Nath: As far as the under or over-bridges are concerned, they are constructed by the railways. But as regards the approaches, the expenditure on constructing them has to be met by the State Government or local body or road authority concerned.

Shri S. M. Banerjee: In Kanpur, we want three such, and the State Government has agreed.

Shri Sham Nath: As regards the level-crossings in Kanpur, if I am not mistaken, the State Government have only mentioned one of the three level-crossings in their proposals which they have sent to us.

One other issue which Shri Naval Prabhakar very forcefully raised related to the ring or circular railway in Delhi. He complained that the railways had recently started calling the ring railway as the avoiding lines project. In other words, it was the complaint of my hon. friend that there was a change in the thinking of the Railway Board in regard to the main object or purpose of the ring railway. In this connection, I would like to stress that when the railways took in

hand this project, the object before the Railway Board was the same as it is supposed to be presently. It, however, does not mean that the railways will hesitate to cater to the traffic requirements of Delhi in an incidental way when the project is completed. It is expected that there will be about 12 stations including the existing ones and those that will be remodelled. It is as such hoped that a considerable quantum of suburban traffic will thus be catered to by the Railways. It is also expected that in times to come we shall provide fast-running trains on these avoiding lines, and we shall use electric and diesel locomotives for them. The cost of this project will be about Rs. 6.75 crores. Shri Naval Prabhakar wanted to know about the length of the new construction. The length of the new construction will be about 10.98 miles; and the length of re-grading and re-alignment of the existing lines will be another 5.53 miles. Up to date, the overall physical progress of the project is 34 per cent. It is expected that this project will be completed by the end of 1967. For the present we expect that 7 trains will be run on these avoiding lines each way.

Shri S. M. Banerjee: Will the Deputy Minister say something about other places also?

Shri Sham Nath: I am coming to that, Sir.

As I have said, it is expected that this project will be completed by the end of 1967. I hope that some of the difficulties of the people of Delhi will be met by this ring railway. But what I mean is that when the ring railway project is complete and the entire network of avoiding lines is in use, they will in no case, adequately meet the requirements of growing suburban traffic in Delhi. To meet the fast increasing traffic needs of Delhi, in my view, some more ambitious projects and schemes will be necessary. In my opinion, the traffic problem of Delhi has assumed such dimensions and it is so complex and complicated that the only course for us is to have it

[Shri Sham Nath]

thoroughly examined by a high-powered committee of experts.

My hon. friend Shri S. M. Banerjee wanted to know the attitude of the Railway Ministry in regard to providing such facilities in other big towns and cities of India. In regard to that, I would like to submit that in every big city of Europe, and especially in UK, the railways only incidentally and on a very limited scale cater to the requirements of suburban traffic. It is other bodies which are largely charged with the responsibility of coping with the needs of inter-city and metropolitan traffic. That being so, I would merely say that as regards Calcutta, as the Minister also explained in this House yesterday, the whole proposal is under consideration and a decision is expected to be taken soon on the suggestions and proposals of the West Bengal Government.

Shri C. K. Bhattacharyya: The proposal to have an underground railway in Calcutta has been examined by experts twice and rejected twice. Once during the British days and again during Dr. Roys time, experts went into the matter. Both groups of experts felt that the soil of Calcutta is such that no underground railway can be run.

Shri Sham Nath: It may be so, Sir. Probably the reason for the rejection of the underground railway alternative was that its cost had become exorbitant. But as a layman I feel that the problem of Calcutta, Delhi or Bombay could only be solved satisfactorily by a system of underground railways. There is no other way out because the traffic is so much that if we have over-ground traffic movement schemes, probably we will further increase the congestion in our towns and cities.

An hon. Member expressed the view that there should be no increase in freight rates for export ore. I would like to assure him that there need be no change in the rate for export iron ore, export manganese ore or jute no apprehension regarding exports.

Taking all the important export commodities, there will be products. There will be a reduction in the rate for tea and cotton textiles. A large number of manufactured products which India may hope to export will also benefit by the reduction in rates as a result of the proposals in the budget.

The House is also perhaps aware of the concessions which various export commodities enjoy of 25 or even 50 per cent. Besides we examine the matter time and again, and if we find that export has been or may be affected, the matter is reconsidered; it is always open to Government to allow special rates in case it is necessary to have such rates for the purpose of promoting exports of particular commodities.

Shri R. S. Pandey (Guna): I would like to suggest ferro-manganese also in this connection for the purpose of concessions so far as export is concerned, because it is a commodity which is absolutely exported.

Shri Sham Nath: This is a suggestion, Sir. If my hon. friend forwards it, I am sure it will be considered by the Railway Board.

Shri Ranga: It is already there. Why does he want another forwarding?

Shri S. K. Patil: There is a general understanding between the Commerce Ministry and ourselves that as far as export items are concerned, we always sit together and decide what to do. This will be covered by that.

Shri Sham Nath: Shri Jaipal Singh remarked that recruitment for posts reserved for Scheduled Castes and Scheduled Tribes candidates, although a constitutional requirement, was not being fulfilled, and the reason, according to him, was the lethargy and indifference of the railway administration and not paucity of candidates belonging to these communities. In this connection, I would like to submit that there is actually a paucity of suitable candidates. It was due to this

that the Railway Board have taken several steps to make good the deficiency in the recruitment of Scheduled Castes and Scheduled Tribes. I would not like to mention the various measures that have been taken by the Railway Board, but I would say that in 1963-64 the Railway Service Commission selected 4,279 Scheduled Caste candidates in Class III against a reserved quota of 4,189. Against Scheduled Tribes quota of 2,174 posts, they could select only 433 Scheduled Tribes candidates.

The recruitment position of Scheduled Castes and Scheduled Tribes in Class IV during the year 1963-64 was as under: Number of reservations for Schedule Castes—4,362; Scheduled Tribes—3,037 Number selected: Scheduled Castes—6,383—Scheduled Tribes—1,704. It would thus be seen that whereas the position regarding Scheduled Castes is satisfactory both in Class III and Class IV, the recruitment of Scheduled Tribes in spite of the best efforts has not been adequate on account of poor response from them, which is attributable probably to the general reluctance of Scheduled Tribe candidates so far to serve in unfamiliar surroundings away from their tribal territory, and their preference to work in public sector undertakings near tribal areas like the Heavy Electricals at Ranchi, the steel projects at Bhilai, Rourkela etc.

Shri D. J. Nalk (Panchmahals): So far as Scheduled Tribes are concerned, it is not true that there is paucity of candidates so far as Class IV is concerned. There may be paucity in respect of Class III but not in Class IV. The leeway is a very big one, and it should be filled up.

Shri Sham Nath: I have given the figures, Sir. As to what the hon. Member has stated, I shall have it checked up.

Shri N. N. Patel desired that the Virar-Bulsar-Baroda-Ahmedabad section should be electrified in the Fourth Plan. In regard to this I would say

that this is one of the schemes being surveyed in order to determine its economics in relation to the present and future traffic expected to be handled by the end of the Fourth Five Year Plan. Depending on the results of the survey the comparative priority for taking up electrification on this *vis-a-vis* other alternative high traffic density routes will be considered and the phasing determined. The extent of electrification that can be carried out in any one Plan period is limited by the availability of resources, the total route kilometrage that can be executed in practice at reasonable cost, the availability of locomotives of indigenous manufacture and other operating factors such as short and long-term changes in the pattern of traffic.

My hon. friend Shri Alva stated that there was a proposal to transfer the Hubli workshops. There is no such proposal. The Hubli Division is going to be attached to the new zone, and probably he mistook the Hubli Division for Hubli workshop.

Shri U. M. Trivedi wanted to have the single line between Delhi and Rewari to be doubled. In regard to this, I would say that on a distance of 82 K.M. between Delhi and Rewari, there is double line for 51 K.M. in patches, viz., from Delhi to Garhi Harsaru and Rewari to Khalilpur. The 31 K.M. of single line between Garhi Harsaru and Khalilpur is considered to be adequate for the traffic as it is at present.

Sir, these were some of the points on which I wanted to say something.

Shri Yashpal Singh: What about Roorkee? It is the greatest centre of engineers.

Shri Sham Nath: In regard to level crossings; as I said, in case a State Government sponsors a proposal and is prepared to bear the cost of constructing required approaches in connection therewith, the Railways would readily take it up and complete it as soon as possible

Mr. Deputy-Speaker: Dr. Aney.

Shri R. S. Pandey: In the Fourth Plan, the hon. Minister says that the Railway Ministry is going to get only Rs. 40 crores for extension.

Mr. Deputy-Speaker: The hon. Minister will reply tomorrow.

Shri R. S. Pandey: I am putting the question now so that he may reply to that tomorrow. He says that Rs. 182 crores were cut and it will be difficult for the Railway Minister to do the job of expansion satisfactorily.

Mr. Deputy-Speaker: I will give him time to put his question tomorrow. Dr. Aney.

Shri Priya Gupta: Was this intervening reply part of the budget reply of the Minister? He is referring to the budget debates of yesterday, to the speech of Shri Jaipal Singh and others.

Dr. Ram Subhag Singh: You can draw your inference.

Shri Priya Gupta: About the procedure, I wanted to know.

Mr. Deputy-Speaker: He is intervening in the debate.

Dr. M. S. Aney (Nagpur): I am thankful for this opportunity to make my observations in this debate. In fact I was under the impression that with the hon. Minister's standing to give a reply to the debate, the debate was over and no other Member would hereafter be called. So, I thank you again for giving me an opportunity.

In the first place, the time is very limited and I shall mention only the points. Firstly, I would refer to some lines for the construction of which I wanted to draw the attention of the hon. Minister. In the previous Railway budget debates too, I had spoken about them. While other speakers generally ask for construction of new lines, I ask for the redemption of the promise given to reconstruct a

line which had been dismantled by them, namely, the narrow gauge line between Darwha and Pusad, which was dismantled during the second World War. I was then a Member and asked them for a promise and they gave the promise that it would be the last line to be dismantled but I came to know later on that it was the first to be dismantled and that it was already dismantled. Anyhow, there was the assurance that when the re-construction of dismantled lines will be taken up due priority would be given to that. The old correspondence was with me. I had that correspondence with the Chief Commissioner at that time. The Second War has come and gone. I may tell you something more interesting. They shipped all these materials, mainly the iron rails. But that ship never reached its destination. It sank. That was the story of that line. Now, all the other things are there. The stations are there, the road is there. Repeatedly, questions are asked and the answers given are that the line was not remunerative and therefore, it would not be profitable to take it up. My question is this. Still, there are records about it in the old GIP railway files at Bombay. Perhaps, at first, for sometime, they might have found it unremunerative. But on the other hand, in the whole of this tract, the Darwha-Pusad route goes through a most fertile one, where there are also a large number of ginning factories. This region is growing more and more. I only wish that the hon. Minister should find some time to visit that place and satisfy himself about the necessity of restoring this line. If he visits the place, I am quite sure he will be convinced. I want to bring this point to his personal notice. This is a line of which a gift was made to the Government at a time of crisis. So gratitude is also there, and from that point of view also that line should be restored as quickly as possible.

Then I come to another line which was promised to be given. Land was also acquired for it, that is the line from Amravati to Narkhed, which was

under contemplation. But the period of retrenchment came in and because of that the project was given up. Similarly, the project between Kandwa and Hingoli was also dropped, but it was taken up later and was completed. But the Amravati-Narkhed line was not taken up at all. About this line, Dr. Punjabrao Deshmukh made a long speech during the last budget session. I therefore urge upon the Government the necessity of taking up the work. Narkhed is a station on the Nagpur-Itarsi line. As it is, there is no connection over long distances in this area in the whole of the four districts. The Bhusawal-Nagpur line is the only line existing now. The two lines which I just now mentioned would be the connecting links in this area. Though it is a fertile tract and is a growing, prosperous area, there is no adequate railway connection there. I therefore request that the Narkhed-Amravati line may also be taken up and completed soon.

Having said this much about the railway lines of local interest, I proceed to make some other points. If you can give me about ten minutes more I would be able to cover those points.

Mr. Deputy-Speaker: He can continue tomorrow. The House will now take up the half-hour discussion.

16.58 hrs.

INDIAN AIRLINES CORPORATION*

Shri Vidya Charan Shukla (Mahasamund): Mr. Deputy-Speaker. Sir I rise to initiate a discussion on points arising out of the answer given on the floor of this House on the Viscount crash near Agra on the 11th September, 1963. All the passengers abroad were killed and because of the nature of the crash, in spite of the thorough enquiry, no exact reason could be determined why this crash

occurred. But Justice Khosla, a retired Judge of the Punjab High Court, who was appointed as the court of enquiry reveals in his report an astounding and criminal negligence by the Indian Airlines Corporation towards passenger safety in air travel in India.

I will give you a few examples as have been reported by Justice Khosla in his report which has been laid on the Table of the House. Justice Khosla has mentioned that the snag reports which are given by the commanders of the aircraft and which are supposed to be attended to immediately most often not only go unattended to, but are also suppressed. He has also given an instance here, in which a serious snag report was sought to be forged and converted into a good report by the IAC, irrespective of the fact that this could have caused a major aircraft loss and accident, and loss of valuable supplies and parts. I would like to quote some passages from the Khosla report itself.

Justice Khosla says:

"With regard to the matter of snags, a most deplorable practice came to the notice of the Court. Copies of snag-sheets are sent to the office of the Director General of Civil Aviation, and some officials of the Indian Airlines Corporation made an attempt to suppress information and to 'doctor' the snag reports".

17 hrs.

It goes on to give a specific example of how this was done: This is the testimony given before Justice Khosla by the Controller of Aeronautical Inspection:

"When our officer scrutinised Eng. 16 form, he found that two reports dated 18th and 19th were missing. He made a note of that on the notesheet as well as he rang up the Chief Inspector to forward Eng. 16

*Half an hour discussion.

[Shri Vidya Charan Shukla]

of 18th and 19th immediately. One of my Senior Clerks happened to go to the Indian Airlines Corporation for some work. There he met the clerk of the Chief Inspector who asked as to what had happened to the extension of hours of VT-DLZ. Our clerk told him that since Eng. form 16 of 18th and 19th are not received no extension can be granted and the case is pending. It appears that he got those forms from the Chief Inspector and had them in his hands and he immediately handed over to our clerk to expedite the extension. My Senior Clerk submitted these to the concerned officer. When he checked those, unfortunately what happened was that with those Eng. forms 16 that my clerk had brought, was the draft which the Chief Inspector had given for fair typing. So many officer saw those and noticed that he had made some corrections on it".—

Some corrections were forged into it—

"It was brought to my notice. In the mean time, the clerk who had given the Eng. form 16 came running to my office and contacted my Senior Clerk and begged him to give the draft form back. So that clerk came to me and told me that he was weeping, that he would lose his job if he does not get the forms back. I said, all right, ask him to come after two hours. In the mean time I told my officer to go and get photostat copy of this form made from the Technical Centre. We got the photostat copy and returned the draft form. I thought it was a very serious affair and I informed the Headquarters and I went myself and saw the Director of Aeronautical Inspection who took me to the Deputy Director-General (T) and he took me to the Director General. They too thought that it was a very serious thing and the matter should be taken up".

This shows how the IAC tackles air safety measures in the aeroplanes by which most of us have to fly often.

Another thing that Mr. Justice Khosla has commented upon in a very severe manner in his report is the through-flight check of the night air mail aircraft at Nagpur. The IAC have placed an inspector to check aeroplanes that fly to Nagpur from Delhi, Calcutta, Madras and Bombay. In the checking forms that were put before Justice Khosla of the plane that crashed near Agra, he found that the checking engineer never checked the plane. He only initialled and where it was mentioned Inspector, only a mechanic had signed the form and the gentleman in charge, one Shri Pandit, had initialled them later on. I will again quote from the report of Justice Khosla to show how badly the IAC handle this matter. Justice Khosla says:

"The manner in which the through-flight check of the Night Air Mail aircraft is carried out at Nagpur surprises me not a little. The check is carried out so hurriedly and in such a perfunctory manner that it cannot serve any useful purpose. Indeed, in my view, it cannot be considered a check at all".

In this respect, he again mentions about a very serious matter. IAC posted one Shri Pandit as the checking inspector there. When the Director General of Civil Aviation found that he did not possess the necessary qualifications to check the Viscount aircraft, they moved the IAC to post a better qualified flight engineer there. They countered this move by the DGCA by saying that the Viscounts are flown to Nagpur only as a matter of emergency sometimes and otherwise most of the time Skymasters operate. On this the DGCA gave them an extension of three months saying that within three months Shri Pandit should obtain the necessary certification of his competence to deal with

Viscounts; otherwise they should put another engineer who is capable of doing this. This was in 1959. Those three months elapsed. Viscounts came to be firmly established in the Delhi-Nagpur-Madras and back route. They were flying all the time in this route. Still this gentleman who was not competent to check Viscount aircraft was kept there. Although Justice Khosla has not said so, it is the general view, and it is also my view, that the Viscount crashed near Agra just because the proper kind of attention of checking was not given at Nagpur.

The court of enquiry also commented very strongly on the position of spare parts that are maintained at Nagpur. The spare parts that are required to be maintained are given out in the international form. Any scheduled airline operating passenger service has to maintain these spare parts at the through checking centres. The Indian Airlines Corporation reported to the court of enquiry that they did not maintain these spare parts in Nagpur just because they were not needed. Sir, it is only commonsense that these accidents do not happen every time and they happen only once in a way, and we should do everything to avoid them. If there is a snag in the aeroplane which requires a change of some part and if that part is not available at Nagpur there is no other go except to carry on further with that minor snag which may develop into a major snag while in flight. This has been happening in Nagpur and this is what Justice Khosla has said in his report.

Sir, Justice Khosla has said certain things in his report about which we do not know what action has been taken by the Government. No information is available to us whether the Government has taken any action to remedy all those defects pointed out by Justice Khosla. He has said in his report:

"A certain degree of confusion regarding the acceptable and non-acceptable efficiency of Viscount aircraft still exists".

During the inquiry he did not find any document which gave clear instructions to the commanders of aircraft when to go and when not to go, when to fly and when not to fly. When the Commission of Enquiry pressed for this, a circular was produced by the Indian Airlines Corporation but on further enquiry it was found that that circular given by the Indian Airlines Corporation to Justice Khosla was not approved by the DGCA. Justice Khosla has mentioned this in his report. Capt. Jaffer Ali who appeared before Justice Khosla on behalf of the Indian Airlines Corporation was ignorant of this circular. Justice Khosla asked him whether he knew of any instruction by the IAC when to go and when not to go as far as aircraft are concerned, he said that he had absolutely no idea. When a competent pilot like Capt. Jaffer did not know about this it is safe to presume that most of the pilots in the Indian Airlines Corporation did not know the existence of this circular. I do not know from where it was brought and out before Justice Khosla.

Before I come to an end, I would bring to your notice that between 1959 and 1963, 21 serious accidents have taken place in our country which were unsolved or only partially solved and explained. This number of unsolved air accidents is increasing in our country. We must do something about this matter so that our air travel becomes safer.

Shri R. S. Pandey (Guna): Who is the person at the Nagpur airport who is obliged to make a complete check before he gives the certificate for the plane to fly?

The Minister of Civil Aviation (Shri Kanungo): It was one of the very tragic accidents that took place where the entire body of passengers and crew were killed in Agra. Because of this and because of the complete destruction of many parts of the aircraft, it was not possible to find out what exactly had happened.

[Shri Kanungo]

Therefore, the court of inquiry, while thoroughly going into it had to eliminate 15 possibilities under which such an accident could happen and it came to the conclusion that it could not be positively established that it was due to any of these possibilities. It is common knowledge in aviation circles that when there is total destruction it is not possible to get any sufficient evidence for any theory. In any case, the available evidence and the report itself will show how meticulously the court went into the matter. The laboratory experiments, the opinion of the representatives of the manufacturers and other relevant evidence were gone into. Yet, it was not possible to find out the actual reasons for this regrettable accident. It is common knowledge that when such accidents take place the exact reasons are difficult to find out.

The deficiencies which have been pointed out by Justice Khosla have been taken note of as will be found from the resolution of the Government which was placed on the Table of the House along with that report.

I will now take them *seriatim*. My hon. friend referred to snag reports. Snags are of various kinds. Some are permissible and can be carried over; but such snags have got to be specifically authorised by the civil aviation authorities. Generally, the snag reports go to the DGCA as a matter of routine and the DGCA issue circulars which have the effect of law or regulations, under which certain permissible snags are allowed while others are not allowed. If a certain snag is not dangerous, it can be carried forward; but if it is a crucial one, the aircraft has got to be grounded. The commanders who are responsible for the safety of the aircraft and the passengers are generally very much aware of the seriousness of the various snags. In fact, the nature of their training is such

that they can easily and quickly find out under what circumstances they can fly and under what circumstances they cannot fly. Apart from that, even if an experienced commander or engineer feels that a certain snag is minor and he can safely undertake the flight, he is not allowed to do so if the DGCA has not permitted that snag. After the report of Justice Khosla it has been thoroughly examined whether the permissible snags should be reduced or amended, what is to be done; also, whether certain amount of these should be written in the regulations or not. That is one of the points which is under consideration now.

Shri Vidya Charan Shukla: Still!

Shri Kanungo: Still.

Shri Vidya Charan Shukla: What about the snag that was suppressed?

Shri Kanungo: I am coming to that. One swallow does not make a summer and one slacking officer does not damn the Corporation. In this particular instance, the allegation is—mind you, this is the allegation placed before the Court by the officer of the DGCA—that one of the officers of the Corporation was guilty of doctoring the snag reports. It is quite possible that a particular officer of the Corporation was guilty. But as far as the public and the Government are concerned, they can be assured and have been assured by the inquiry in the Court that the DGCA's organisation is alert enough to check and detect any doctoring or fiddling with the reports.

Shri Vidya Charan Shukla: You have to defend the IAC and not the DGCA.

Shri Kanungo: DGCA and IAC, everybody is to serve the travelling public.

Shri Vidya Charan Shukla: Kindly limit yourself to the I.A.C. There was no criticism of the DGCA.

Shri Kanungo: Kindly let me continue. Please do not interrupt me. If you have got anything more, you can table another motion.

Shri Vidya Charan Shukla: Do not allow that.

Shri Shinkre (Marmagao): These charges have been levelled against the I.A.C. and not against the D.G.C.A. Your reply also must cover the I.A.C. and not the D.G.C.A.

Shri Kanungo: The point I am trying to make out is that the D.G.C.A.'s organisation is alert enough to detect any such misbehaviour on the part of the officers of any of the carriers. Of course, I am responsible for the operation of the I.A.C. also.

Shri Shinkre: Through the DGCA.

Shri Kanungo: Both. But I am indirectly responsible for the working of the I.A.C.; therefore, I say that it is a lapse by an individual officer. These things happen in a huge organisation and these are things on which we tighten up. Such incidents have not been repeated. It has not been detected in spite of vigilance of the D.G.C.A. which has been proved. Therefore there is no reason to assume that such fraudulent action are a common or usual feature. This is what I want to point out that there is enough vigilance to prevent such actions.

Then the question was about the flight inspection at Nagpur. It is true that on that particular fateful night the flight inspector was not licensed as a flight engineer for Viscounts. But according to the Corporation and according to the D.G.C.A. he was an experienced officer and he could be entrusted with inspections. Justice Khosla has also commented that the inspection at Nagpur is rather perfunctory. Assuming that the time is so short that there cannot be full inspection, the Corporation and the D.G.C.A. have gone into 'an'

they feel that 20 minutes' check is good enough at Nagpur for any flying aircraft on flight. In this case there was time enough.

The fact that the particular officer allowed the mechanic to do the job and signed himself was wrong.

Shri Vidya Charan Shukla: That is wrong or the action is wrong.

Shri Kanungo: It was wrong because the inspector is expected to certify what he has inspected. There is no reason.....

श्री हुकम चन्द कश्यप (देवास) :
उपाध्यक्ष महोदय, मैं वास्तविकता का सवाल है। हाउस में कोरम नहीं है।

Mr. Deputy Speaker: The bell is being rung . . . Now there is quorum.

Shri Kanungo: Certainly, it was a dereliction of duty by a particular officer by signing a report without verifying it himself. Disciplinary action has been taken against him and the Corporation has taken steps to see that adequate inspection is done by qualified engineers. I may tell you that we have got a variety of aircraft with the I.A.C. and to have flight inspections, it will cost a heavy sum. But it is necessary and it should be done.

Shri Vidya Charan Shukla: Only two aircrafts at Negpur.

Shri Kanungo: Not only two aircrafts; we have got various models in Nagpur. It has got to be done everywhere. This is a right suggestion. It means that a particular engineer who has got to inspect a particular aircraft must be certified for that particular make of the aircraft.

The other question was with regard to the stocking of spare parts. It is not possible to anticipate the

[Shri Kanungo]

stocks to be placed anywhere. The I.A.C., according to the nature of their operations, stock their aircraft parts as they feel justified and as specified by the manufacturers. The D.G.C.A. goes by the manufacturers' suggestions also. It depends upon the number of aircrafts flying on a particular route and in the type of snags developed, it is quite possible, and sometimes it happens, that fast-moving have got to be replaced and replaced quicker than they are replaced in the stock. That might happen. But this is a possibility which the I.A.C. is trying its best to overcome by placing enough spares. It has done so in the case of almost all the aircrafts. After all, the Nagpur airport has got only very few

flights as against other airports where the number of flights is much more.

I would submit that Justice Khosla's Report has given us indications as to which are the deficiencies. Out of 8 recommendations which Justice Khosla has made, 5 have already been attended to and 3 are under consideration.

Mr. Deputy-Speaker: The House stands adjourned till 11 A.M. tomorrow.

17.25 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 11, 1965/Phalguna 20, 1886 (Saka).