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Asadha 31, 1891 (Saka)

LOK SABHA DEBATES



सत्यमेव जयते

(Eighth Session)

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CONTENTS

No. 2, Tuesday, July 22, 1969/Asdha 31, 1891 (Saka)

	COLUMNS
Oral Answers to Questions—	...
*Starred Questions Nos. 31 to 34	... 21—27
Written Answers to Questions—	
Starred Questions Nos. 35 to 60	... 27—54
Unstarred Questions Nos. 201 to 211, 213 to 224, 226 to 234 236 to 259, 261 to 395 and 397 to 400.	... 54—216
Correction of Answer to USQ No. 7288 dated 22nd April, 1969.	... 216
Calling Attention to Matter of Urgent Public Importance—	
Reported building of new road by the Chinese inside Indian territory in Kashmir	... 216—28
Re. Ordinance on Nationalisation of Banks	... 229—30
Question of Privilege re. Delhi High Court summons to M. Ps.	... 230—47
Papers Laid on the Table	... 247—49
Parliamentary Committees Summary of Work	... 249
Message from Rajya Sabha	... 249—50
Assent to Bills	... 250
Estimates Committee Ninety-first and Ninety-second Reports	... 250—51
Correction of Answer to S.Q. No. 787 re. Foreign exchange earned by Bhilai Steel Plant	... 251
Tribute to Shri N. Sanjiva Reddy, ex-Speaker, Lok Sabha	... 251—53
Resolution re. Indian Railways (Amendment) Ordinance— <i>Negative</i> and Indian Railways (Second Amendment) Bill—	
Motion to consider	... 253—303 ... 358—62
Shri Hukam Chand Kachhwai	... 253—57
Shri Naval Kihore Sharma	... 257—60
Shri Abdul Ghani Dar	... 260—66
Shri Lakhan Lal Kapoor	... 266—68
Dr. Ram Subhag Singh	... 268—79
Shri S. S. Kothari	... 280—83
Clauses 2 & 3	... 283—300
Motion for adjournment— <i>Negative</i>	... ..

*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.

Failure of Government to ensure security to public travelling on Railways	...	...	...	...	...	228—30, 303
Shri Hem Barua				...	...	303—10, 356—58
Shri Krishna Kumar Chatterji				...	...	310—12
Shri K. P. Singh Deo		...	...	...	...	312—16
Shri Randhir Singh		...	...	...	...	316—20
Shri Onkar Lal Berwa		...	...	...	...	320—24
Shri Narendra Singh Mahida		...	...	...	...	325—27
Shri V. Krishnamoorthi		...	...	...	...	327—30
Shri Chengalraya Naidu		...	...	...	...	330—32
Shri Sarjoo Pandey		...	...	...	...	332—36
Shri Ram Sevak Yadav		...	...	...	...	336—40
Shri Sheo Narain		...	...	...	...	341—43
Shri Nambiar		...	...	...	...	343—45
Shri K. N. Tiwari		...	...	...	...	345—48
Dr. Ram Subhag Singh		...	...	...	...	348—56
Statement on Supreme Court's Order <i>re.</i> Banking Companies Ordinance—						
Shrimati Indira Gandhi				362—64

LOK SABHA DEBATES

1

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LOK SABHA

Tuesday, July 22, 1969 | Asadha 31,
1891 (Saka)

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

[MR. DEPUTY-SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Barrel Fabrication Industry

- +
*31. SHRI C. K. CHAKRAPANI :
SHRI K. M. ABRAHM :
SHRI VISWANATHA MENON :
SHRI K. RAMANI :

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

(a) whether it is a fact that the Barrel Fabrication Industry is at present monopolised by a few firms only;

(b) if so, the names of the firms;

(c) whether it is also a fact that the application of the Indian Oil Corporation to set up a plant for the manufacture of Drums and Barrels at their Madras refinery has been rejected;

(d) if so, whether it is also a fact that the major portion of the existing capacity of the Barrel Fabricators has been created in an unauthorised manner and in clear violation of the Industrial (Development and Regulation) Act, 1951;

(e) whether Government propose to make an enquiry into the matter; and

(f) if so, when ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) to (f). A statement is laid on the Table of the House.

Statement

(a) and (b). At present there are only a few firms in the large scale sector who are approved for the manufacture of 40-45 gallon oil barrels. Their names are :—

- i. M/s. Bharat Barrel & Drum Mfg. Co., Pvt. Ltd., Bombay and Calcutta.
- ii. M/s. Standard Drum & Barrel Mfg. Co., Bombay.
- iii. M/s. Hind Galvanising & Engineering Co. Pvt. Ltd., Calcutta.
- iv. M/s. Steel Containers Ltd., Bombay.
- v. M/s. Industrial Containers Ltd., Calcutta.
- vi. M/s. Assam Oil Company, Assam.

(c) Messrs. Indian Oil Corporation Ltd., made an application under the Industries (Development & Regulation) Act, 1951, for the manufacture of drums & Barrels in October, 1967 to meet the requirements of the Madras Refinery. Their application was rejected in November, 1968. However at the instance of the Ministry of Petroleum & Chemicals and Mines & Metals, the matter is being reconsidered.

(d) to (f). The entire question of setting of additional capacity in the barrel industry has been gone into in detail by the Estimates Committee who have presented their report (85th) to the Lok Sabha on the 30th April, 1969. The Estimates Committee have made a number of recommendations which are being examined by the Government. Government's views will be furnished to the Committee and a final decision would be taken thereon after the further recommendations of the Committee have been made known to Government.

SHRI C. K. CHAKRAPANI : It appears from the statement that has been laid on the Table of the House that the answer given by the Minister is rather confusing. The fact is that assessments and re-assessments of the capacities of barrel fabricators have been done in an irregular manner. The normal course has not been adopted. There is something shady in it.

In the statement, there is a mention of M/s Standard Drum & Barrel Mfg. Co. This Company was granted a licence for a provisional capacity of 4200 tonnes per annum. At the times of the granting of the licence, this company was placed on the banned list. I do not know why this Company was granted a licence when it was on the banned list, Will the Government take suitable action to see how that happened ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : The entire question of those firms which have committed irregularities increased their capacities without proper authority is under examination. The matter is being discussed, after the receipt of Report of the Estimates Committee, with the Law Ministry as to what action can be taken against them.

SHRI C. K. CHAKRAPANI : The Bharat Barrel & Drum Mfg. Co. had shifted a part of their plant and machinery from Bombay to Calcutta in 1962 without the permission of the Government. The Government has condoned this act of the firm. This Company has been violating the provisions of the Industrial (Development and Regulation) Act. Will the Government take suitable action against this Company and, Specially, enquire into this aspect as to why this Company has shifted a part of their plant and machinery from Bombay to Calcutta?

SHRI F. A. AHMED : As I have said, the entire matter is under discussion with the Law Ministry as to what action can be taken under the circumstances.

SHRI K. RAMANI : These five Companies, as it has been stated by the Estimates Committee very clearly, have monopolised the whole barrel manufacturing industry. Due to that, the Indian Oil Cor-

poration, a public sector undertaking, which had applied for a licence had not been given a licence. I would like to know whether the Government is going to take this thing into consideration. In an irregular way, these five Companies have increased their capacity from 37,000 tonnes to 69,000 tonnes. They got licences even after they were placed on the banned list, Will the Minister consider to nationalise the barrel manufacturing industry ?

SHRI PILOO MODY : Nationalise all the barrels !

AN HON. MEMBER : What will be left then?

SARI F. A. AHMED : So far as the proposal of giving a licence to public sector undertaking at Madras is concerned, the Government have given a direction that this matter will be reconsidered when the application is received. We shall consider whether licence can be given.

SHRI CHINTAMANI PANIGRAHI : The hon. Member who preceded me referred to the report of the Estimates Committee and the hon. Minister pointed out that it has thoroughly gone into the matter and that the report is pending before the Government for consideration. I would like to know how in the meantime one of these firms is again being given a licence in the name of a small-scale industry to start a barrel factory in Madras when the licence to be given to the Indian Oil Corporation is under the active consideration of the Government. How can this happen again?

SHRI BHANU PRAKASH SINGH : As far as the small scale industry is concerned, no licence is needed for it

SHRI CHINTAMANI PANIGRAHI : My point was this. I hope, the Minister will consider and give me the reply and not Mr. Bhanu Prakash Singh. The question is this. The Hind Galvenising Company is transferring some of the machines in the name of small scale sector, taking advantage of the industrial rules, and wants to have another factory in Madras. It is in consultation with the Madras public sector refinery also so that it can supply barrels at a higher price. The Indian Oil is paying a higher price is Rs. 5 per barrel. Why is Government allowing this ?

SHRI BHANU PRAKASH SINGH : Regarding IOC's application, it is under the active consideration of the Government of India and when they apply, there is every possibility that they may be granted licence to set up the factory.

SHRI CHINTAMANI PANIGRAHI : In the meantime, why is the small scale industry being allowed?

MR. DEPUTY-SPEAKER : So far as small scale industry is concerned, no licence is required. He has made it clear. The other point has also been made clear by the hon. Minister.

SHRI CHINTAMANI PANIGRAHI : They are transferring the machinery which is against the industrial rules, from Calcutta in the name of small sector. Is it allowed?

SHRI BHANU PRAKASH SINGH : Our knowledge is that the West Bengal and the Maharashtra Governments are not very happy to transfer the industries outside their States. Therefore, the question does not arise.

SHRI LOBO PRABHU : A section of this House is interested in rolling out barrels. I am wondering whether they are acting according to the song 'Roll out the Barrel' which was very popular in the War time. (*Interruptions*) I would like this House to know that the Estimates Committee of which I was a member and in which Mr. Panigrahi was also there, have exhaustively examined this question, but that does not justify Government giving such an evasive reply. The questions raised are these. First, did the Indian Oil apply and if so, on what ground was that application rejected? Secondly, on what ground is the Indian Oil asking for reconsideration of its application? Thirdly, what is the capacity now, whether it is not already on the point of encouraging corrupt competition; you want another party in the field; are you not going to add to the excess capacity if you sanction a licence in favour of the Indian Oil?

SHRI F. A. AHMED : Three questions have been asked by the hon. Member. The first question is why the application from the Indian Oil Company was refused. It was refused on the ground that there was adequate capacity for manufacture of barrels was available and we did not want give a

licence which will increase further capacity and which may not be utilised in the country. But that was also on the consideration that some units from Bengal and Maharashtra would go and set up a unit at Madras. There was a move on the part of some of these units to transfer this business, but the Maharashtra Government and the West Bengal Government have opposed this move and there is no likelihood of these units being transferred from these places to Madras. Therefore, for the captive unit, the IOC want that they should be given permission to manufacture barrels. For a public undertaking it is now necessary that we must allow them to manufacture barrels which are required for their unit. Therefore, have said that if they apply, the Licensing Committee will reconsider the matter to meet their own requirements.

श्री क० ना० तिवारी : अभी मंत्री महोदय ने कहा है कि जितनी गवर्नमेंट की और कंट्री की डिमांड है उसको मीट करने के लिए एग्जिस्टिंग कंपैसिटी काफी है। मैं जानना चाहता हूँ क्या यह बात भी सही है कि जितनी उसकी कंपैसिटी है, रा-मैटीरियल की कमी की वजह से, वे उतना काम नहीं कर पाते हैं, उतनी बैरेल तैयार नहीं कर पाते हैं और यदि उनको पूरा रा-मैटीरियल मिल जाये तो जितनी रिक्वायरमेंट है उसको वे पूरा कर देंगे ?

दूसरा सवाल यह है क्या यह सही है कि इण्डियन आयल कार्पोरेशन पब्लिक सेक्टर में जो लगाना चाहता है, बहुत सी ऐसी चीजें हैं जो कि प्राइवेट सेक्टर में हैं जो कि कंट्री की नीड्स को पूरा करती हैं और उनको पब्लिक सेक्टर में लगाने की कोई जरूरत नहीं है और अगर इसको एलाऊ किया जाये तो पब्लिक एक्सचेंजर का 50-60 लाख रुपया खर्च होगा जिसमें करीब 16 लाख रुपया फोरन एक्सचेंज का इन्वाल्ड है ?

श्री भानु प्रकाश सिंह : श्रीमन, जहाँ तक कंपैसिटी का सवाल है, सरकार ने यह प्रयत्न किया था कि जो आलरेडी एग्जिस्टिंग यूनिट्स

हैं उनकी कंपैसिटी को काम में लाया जाये लेकिन जैसा कि मंत्री महोदय ने अभी बताया, महाराष्ट्र और पश्चिमी बंगाल की सरकारें उसके लिए प्रस्तुत नहीं हुईं। अतएव मजबूरन भारत सरकार को इस पर पुनः विचार करना पड़ रहा है और यही कारण है कि आयोग की जो एप्लीकेशन आयेगी उस पर पुनर्विचार किया जायेगा।

जहां तक रा-मैटीरियल का सवाल है, यह सही है कि उसकी कमी है और जितना रा-मैटीरियल दिया जाता है उतना ही वे बना पाते हैं।

श्री क० ना० तिवारी : मेरा क्वेश्चन यह था कि जितनी कंपैसिटी इस समय है उसके अनुसार वे पूरा काम नहीं कर पाते हैं क्योंकि उनको पूरा रा-मैटीरियल नहीं मिलता है और यदि उनको पूरा रा-मैटीरियल मिले तो कन्ट्री की जितनी रिक्वायरमेंट है उसको वे पूरा कर देंगे, क्या यह बात सही है ?

मेरा दूसरा सवाल यह है कि जो पब्लिक सेक्टर में लगाने की बात कर रहे हैं उसमें 50-60 लाख रुपया खर्च होगा जिसमें 16 या 18 लाख फारेन एक्सचेंज भी इन्वाल्ड है इसलिये आलरेडी प्राइवेट सेक्टर में जो इंडस्ट्री मौजूद है और जिसकी कि कंपैसिटी भी है, केवल पूरा रा-मैटीरियल न मिलने की वजह से वे पूरा काम नहीं कर पाते हैं, उनका लेबर भी आइडिल रहता है, उसको पूरा यूटिलाइज़न करके क्या वजह है कि पब्लिक सेक्टर में इंडस्ट्री खोलने के लिए 60 लाख रुपये खर्च किये जायें जिसमें 16 लाख का फारेन एक्सचेंज भी इन्वाल्ड है ?

श्री भानु प्रकाश सिंह : जैसा कि मैंने निवेदन किया कच्चे माल की कमी है, अगर उसको पूरा कर दिया जाये तो जैसा कि माननीय सदस्य का विचार है प्राइवेट सेक्टर पूरी डिमांड

मीट कर सकेगा लेकिन जैसा कि मैंने पहले निवेदन किया, ये जो कन्ट्रीज हैं वे बाम्बे और कलकत्ता में स्थापित हैं और वहां की सरकारें नहीं चाहती हैं कि बाहर जावें। यदि वहाँ के बने हुये ड्रम्स, बैरल्स मद्रास भेजेंगे तो बहुत महंगी पड़ेगी। यदि मद्रास में प्राइवेट सेक्टर में भी इण्डस्ट्री खोली जाये तो उस सूरत में भी 16 या 18 लाख खर्च होगा। अगर प्राइवेट सेक्टर में भी खोलने की मंजूरी देने की बात हो तो उस पर भी विचार किया जा सकता है।

DR. RANEN SEN : Is it a fact that in the years 1966-67 and 1967-68, Burmah Shells and Essors were granted licences to import tin sheets from abroad for their tin factories in Bombay and other places and that those companies instead of using those tin sheets and galvanised sheets and black sheets for preparing the drums at Calcutta, Bombay and other places, transferred those import licences and the goods that they had imported to some of the firms mentioned here and that Government had no prior information, which means that no prior information was given by the Burmah Shell, Esso and other companies to Government about the transfer, and if so, what steps have Government taken in regard to these black transfers as they are called?

SHRI BHANU PRAKASH SINGH : Government have no information. We shall be very glad if the hon. Member would supply specific information, and we shall certainly take action according to the law.

Morarka Group Of Concerns

* 32. **SHRI K. LAKKAPPA :**
SHRI A. SREEDHARAN :

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

(a) The names of Morarka Group of concerns in the country at present;

(b) The capital investment of these concerns at present and on the 1st April, 1966;

(c) The number of employees working therein;

(d) The amount of money advanced by Government to this group of concerns during the last three years; and

(e) The names of the agencies which advanced the amount and at what rates of interest?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI RAGHUNATHA REDDY) (a) and (b). Presumably the reference is to the Gokulchand D. Morarka Group of companies. Information in respect of companies belonging to this group is being collected and will be laid on the Table of the House.

(c) Information is not available as companies are not required to furnish this under the provisions of the Companies Act, 1956:

(d) and (e). Information is being collected and will be laid on the Table of the House.

SHRI K. LAKKAPPA : This is not the first instance when we have been given such a reply, when Government find themselves in an irksome position. Serious charges have been levelled against the Morarka group of industries. Government know how those people are famous in blackmarketing and fabrication of accounts and also in the skyrocketing of prices. When any question is put in that regard, Government come forward with the plea that the information is being collected. There are three Ministers in the Ministry. I would like to know what they are doing. Sir, I seek your protection in the matter, because this is a very important question. In view of the incapacity of the Ministers to collect information, I would like to pose certain questions. While collecting the information, I would like to know whether Government would give an assurance to collect further information with respect to all the agencies which are financed by the Morarka group of industries including those in the Mysore State where Shri Nijalingappa and his Ministry have been backing this Morarka group of industries because had taken money for the stormy session of the AICC at Bangalore, and where the same

Shri Nijalingappa is presiding over the liquidation of the Congress and is performing the last rites of the Congress. (*Interruptions*)

MR. DEPUTY-SPEAKER : Let the hon. Member come to the main question.

SHRI K. LAKKAPPA : I would like to know why Government are suppressing the information from the House.

I would like to ask two questions in this background. I would like to know whether this Government has got any information to the effect that the sugar factory managing agent Morarka has a company in Bellary and on 11th November, 1968, he had taken an indent for 10000 bags of sugar at the rate of Rs. 467 and he had sold it at the rate of Rs. 467 but he had quoted the rate and had issued the bill at the rate of Rs. 310. In this way, every month, 10000 bags of sugar had been taken and had been sold and he had collected the difference to the extent of lakhs and lakhs of rupees, and he had swindled that money. That complaint has been made to this Government. May I know whether Government have made any inquiry or would promise an inquiry into that.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : I do not know whether the hon. Member was asking a question or was giving expression to his views.

श्री रवि राय : आप क्या कर रहे हैं ? वह बताइये ।

SHRI F. A. AHMED : The hon. Member had asked for some information from Government about the Morarka group. But he himself was not sure as to what the Morarka group meant.

SHRI K. LAKKAPPA : I know every inch of Morarka. I know what the Morarka group means.

SHRI F. A. AHMED : If the hon. Member knew what he meant by the Morarka group, he ought to have put a specific question, and then it would have been possible for us to give the reply.

श्री राम सेवक यादव : माननीय सदस्य ने साफ-साफ सवाल पूछा है, उसका जवाब दें, मन्त्री जी बहस में क्यों जाते हैं ।

MR. DEPUTY-SPEAKER : Shri Ram Sewak Yadav cannot intervene now. The hon. Member Shri K. Lakkappa had put a question, and the hon. Minister was replying. He has not yet completed his reply.

SHRI S. M. KRISHNA : Reply has not been given ..

MR. DEPUTY-SPEAKER : I would not permit anybody to intervene now. The hon. Minister has not finished his reply yet.

श्री राम सेवक यादव : मैं कोई प्रश्न नहीं पूछ रहा हूँ । मैं व्यवस्था का प्रश्न उठाना चाहता हूँ ।

MR. DEPUTY-SPEAKER : There can be no point of order during the Question Hour.

SHRI F. A. AHMED : Therefore, we have given our reply to (a) and (b). I would not like to mislead the House by giving information which is not available with us. We certainly have certain information with regard to companies controlled by them, but in order to give a specific reply, I must ascertain definitely whether the information with us is correct or not. After that is available, we shall not conceal it from the House, but shall place it before it. Only then it will be possible for us to say which are the companies controlled by this particular Morarka group and what is the investment made by them.

As far the third question, as to how many persons are employed by them, it is absolutely impossible for me to give that information...

SHRI S. K. TAPURIAH : Their annual reports are filed with the labour Ministry.

SHRI F. A. AHMED : It is not filed with our Ministry.

SHRI S. K. TAPURIAH : It is a Government with joint responsibility.

MR. DEPUTY-SPEAKER : This is not fair.

SHRI F. A. AHMED : With regard to the other questions, after the information is available with us with regard to the companies controlled by them, we shall have to contact the Finance Ministry to find out what amounts have been given by the financial institutions to these various companies and only then it will be possible for us to give that information.

SHRI PILOO MODY : What were you doing last week?

SHRI F. A. AHMED : The hon. Member says that we had a week to get it. It is not possible to get the information within a week. It is not for my colleagues' or me to go and collect the information from the officers. We have to get it through the usual channels and then it will be made available to the House.

With regard to the insinuations made by the hon. member against our Congress President, I consider it improper and very unfortunate. Such a statement ought not to have been made against a person who is not present here to defend himself.

श्री रवि राय : आप के दल के एक सदस्य श्री हनुमन्तैया ने कहा है ।

SHRI S. M. BANERJEE : I want your guidance.

MR. DEPUTY-SPEAKER : No, this is not the way. I will give guidance but not during the question hour. In the name of seeking guidance, he wants to interrupt. I do not allow it.

SHRI K. LAKKAPPA : The Ministry has suppressed all the facts. It has failed to give a full, graphic, picture of the situation concerning these guilty persons, the fraudulent brothers, Morarka brothers. I would like to give even the antecedents of his father. He was convicted and sentenced to 3½ years imprisonment by the Bombay High Court. When Shri Chagla was the judge, he wrote a judgement stating that merely making an inquiry or any such thing would not suffice that it was only conviction and sentence to three years rigorous imprisonment that

would meet the ends of justice for the frauds they have committed.

MR. DEPUTY-SPEAKER : What is the question?

SHRI K. LAKKAPPA : He committed fraud even on the jailors. He stated that he was donating blood, even though he had no blood (*Interruptions*). It was because of the connivance of the Congress that his sentence of imprisonment was reduced. This is the picture of the Morarka group of industries running in this country.

The AICC session at Bangalore as you know, was a stormy session. There they said that nationalisation of banks would be undertaken. They also said that stagnation would be removed and concentration of wealth would be curbed or eliminated. Let us see what they do...

MR. DEPUTY-SPEAKER : I will have to stop him unless he comes to his question. He has taken five minutes already.

SHRI N. K. P. SALVE : There should be some limit to indcency.

SHRI K. LAKKAPPA : The question is this. As complaints had been made, will this Government constitute an enquiry commission to go into the affairs of Morarka and Jolly brothers, otherwise called fraudulent brothers, and place the report on the Table of the House... (*Interruptions*).

SHRI N. K. P. SALVE : Have you allowed the question?

MR. DEPUTY-SPEAKER : Apart from his introductory remarks or preface, the only question is whether the Government is prepared to have an enquiry.

SHRI N. K. P. SALVE : Is it within the scope of the main question?

MR. DEPUTY-SPEAKER : Arising out of the exhaustive reply given by the Minister, I think he is within his rights to ask whether the Government will enquire into those affairs.

SHRI F. A. AHMED : So far as his assessment about blood is concerned, I have no information and it is for the hon. Member to find out how much blood he has and

how much he has donated. About other things, I have said that when that information is available I shall place it on the Table. The other question does not arise. The Government cannot consider the advisability of setting up a committee of enquiry without any information. When we have information we shall consider it.

SHRI CHENGALRAYA NAIDU : If the Congress Party wanted money, they need not go to Morarka. We have got poor people to contribute to us. But is it a fact that Mr. Lakkappa and others went to Morarka for contribution... (*Interruptions*).

MR. DEPUTY-SPEAKER : I request hon. Members not to indulge in mutual recrimination during the Question Hour... (*Interruptions*).

SHRI CHENGALRAYA NAIDU : I want the Minister to answer this question. Is it also a fact that when he was refused a contribution, he has put this question throwing the blame on the Congress?

SHRI F. A. AHMED : That question is not addressed to me.

MR. DEPUTY-SPEAKER : The question is whether he will enquire into the matter... (*Interruptions*).

SHRI K. LAKKAPPA : On a point of order.

SHRI HEM BARUA : According to our rules, the whole purpose of the Question Hour is to elicit information and not to make insinuations and innuendos. Here is a Member who is indulging in insinuations and innuendos against Mr. Lakkappa... (*Interruptions*).

MR. DEPUTY-SPEAKER : I have already taken note of what you have said and I have already cautioned the hon. Member that during the Question Hour if mutual recriminations go on, it is very bad. Question Hour is meant for information. I would like to caution him also. They are all hon. Members of this House. (*Interruptions*)

SHRI S. M. KRISHNA : Sir, There are certain very well-established parliamentary conventions. When an hon. Member with the seniority of Mr. Naidu comments

and makes a serious personal allegation against another—(*Interruptions*).

SHRI MANUBHAI PATEL : Sir, is it a point of order that you are entertaining? Let him put a question if he wants.

SHRI K. LAKKAPPA : I have never seen such a Congress ** like Shri Naidu. (*Interruptions*)

SEVERAL HON. MEMBERS *rose*—

SHRI S. KUNDU : This is how the dignity of this House is being scuttled. You should have expunged it. What is it that you are cautioning him about? That will not do.

SHRI S.M. KRISHNA: Expunge everything what Mr. Naidu has said and what Mr. Lakkappa has said. Otherwise, if this goes on at this rate, there would be no end.

SEVERAL HON. MEMBERS *rose*—

MR. DEPUTY-SPEAKER : Order, order. Unnecessarily, one should not drag the name of a person who is not here to protect himself.

SHRI ABDUL GANI DAR : May I ask a supplementary question?

MR. DEPUTY-SPEAKER : Please resume your seat.

SHRI K. N. TIWARY : Sir, on a point of order.

MR. DEPUTY-SPEAKER : No point of order.

SHRI K.N. TIWARY : That portion of the record where the allegation has been brought must be expunged. Either the hon. Member should prove that he took money or that portion should be expunged.

MR. DEPUTY-SPEAKER : There are certain rules, Mr. Tiwary.

SHRI K. N. TIWARY : You are allowing such things to go on record, things which have no bearing, or which are baseless.

MR. DEPUTY-SPEAKER : I have cautioned hon. Members that they should not drag in the names of persons who are not here to defend themselves, and they should not indulge in mutual recriminations. Beyond that, what can be done?

SHRI K. N. TIWARY : My request is that it should be expunged because he has made certain remarks,

SOME HON. MEMBERS *rose*—

MR. DEPUTY-SPEAKER : Put your question, Mr. Krishna. Are you putting your question now? Otherwise, please resume your seat.

SHRI S. KUNDU : Have you asked him to withdraw it? Have you asked Mr. Naidu to withdraw his remarks? Otherwise, it should be expunged.

MR. DEPUTY-SPEAKER : If you all go on like this, I shall go to the next question.

SHRI RANDHIR SINGH : Sir, I protest. I am sorry you are not taking very serious notice about this. Something has been said about the Congress President. We can not take it lying down. It must be expunged from the record. Can anybody say anything about the Congress President? We cannot take it lying down. It must be expunged.

MR. DEPUTY-SPEAKER : Immediately, I warned him and cautioned the hon. Member concerned. He should not drag the name of anyone who is not here to defend himself.

SHRI RANDHIR SINGH : A warning would not do. We do not accept it.

AN HON. MEMBER : Expunge.

MR. DEPUTY-SPEAKER : Regarding expunction of remarks, there are certain procedures to be looked into. If necessary I will do it.

SEVERAL HON. MEMBERS : *rose*—

MR. DEPUTY-SPEAKER : Order, order. Next question.

**Expunged as ordered by the Chair, *vide* p. 743.

**Setting up of a Gas Cylinder unit in
Public Sector**

33. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) Whether Government have considered the report of the National Industrial Corporation to set up a gas cylinder unit in the public sector; and

(b) The total demand of gas in the country and how it is being met up till now?

THE DEPUTY-MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) The report is still under consideration.

(b) No estimate of demand of gases has been made but productions of the existing units is sufficient to meet the requirement of gases in the country and their import is negligible. H. P. gas cylinders are not manufactured in the country and the requirements are being met by imports which are of the order of 40,000 Nos. per annum.

SHRI S. K. TAPURIAH : Sir, about six months back Government had said NIDC has been asked to prepare a feasibility report, and now he says it is still under consideration. We do not know how long they will take to take a decision. But what surprises us much more is, when they have not made any estimate of demand of gas how did they come to the conclusion they will require another unit for making cylinders. If the existing capacity is enough and as their report has also said out of the licences that have been given to new firms only one has gone into production, may I know what is the fate of balance of licences given, whether they will be implementing them or they will scrap them? Without knowing the estimated demand or the estimated production of gas how have they come to the conclusion that another unit in the public sector is necessary for it?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : Sir, the matter was given to the NIDC for submitting a project report. Their

report has been received by the Government only towards the end of March or beginning of April — I am not certain—and that is being examined. As soon as the examination is complete we shall take a decision with regard to this matter. There is also confusion with regard to the demand for these gas cylinders. As has been pointed out in our reply, high-pressure gas cylinders are not available in our country. They are being imported. It is only for the purpose of manufacturing high-pressure cylinders that the matter is being examined and it is only for those cylinders that we want to undertake the manufacture. It is true that for this also there were two applicants who had applied for a licence. At one time the licence was given but because of the difficulty is obtaining the credit and because the proportion of equity was negligible the matter has been reconsidered by Government. The Government think it will be much better, when the entire finance is to be provided by financial institutions, this manufacture is undertaken by the public sector.

SHRI S. K. TAPURIAH : Sir, the availability of gas in cities appears to be all right, but due to lack of cylinders and other marketing facilities made available its availability in smaller towns and remote areas is negligible. Other means of fuel being very expensive, if proper arrangements can be made to have this in smaller towns and remote areas this would very definitely be a very beneficial thing to the people there. Therefore, may I know from the government what arrangements are being made for marketing and selling of these products in the remote areas of the Country?

SHRI F. A. AHMED : If there is any difficulty it will certainly be taken into consideration by us. Till now we have had no complaints from various quarters that there was any shortage. Now that it has been pointed out by the hon. Member, we shall certainly see what can be done to improve the situation.

SHRI R. BARUA : We find from the answer of the hon. Minister that no assessment is being made of the total demand for gas. Some of the gas which is produced in Assam could not be used for domestic purposes for want of cylinders. May I have a categorical answer from the hon. Minister

that an assessment will be made and the lacuna in providing cylinders will be met?

SHRI F. A. AHMED : I would like the House to appreciate the position that these cylinders are required for several purposes— one is for bottling and transporting gas required for industrial purposes and the other is bottling and transporting liquid petrol. We have sufficient manufacturing capacity to cope with these requirements. So far as high-pressure cylinders are concerned, we are still in short supply and it is for the purpose of manufacturing them that we are considering the question of setting up a unit in the public sector. If there is any difficulty in any area we shall certainly look into it and see that cylinders manufactured in our country are being transported and taken to every part of the country.

श्री हुकम चन्द कछवाय : इस समय गैस की देश के अन्दर बहुत मांग है और जहाँ एजेंसियाँ हैं, सरकारी और गैर-सरकारी जिन को दे रखा है, उनके यहाँ काफी क्यू लगी रहती है, तीन-तीन, छः-छः महीने के अन्दर उसका नम्बर आता है तो उसकी पूर्ति के लिए और सभी प्रान्तों में गैस का उत्पादन हो, अधिक मात्रा में उत्पादन हो, इसके लिए आपने कौन से विशेष कदम उठाए हैं और क्या इसके लिए इस समय की जानकारी आपने इकट्ठी की है कि इस प्रकार कितनी डिमांड है देश के अन्दर ? क्या इस प्रकार के आंकड़े आप ने इकट्ठे किए हैं ? यदि नहीं, तो अब इकट्ठे करेगे ?

श्री फखरुद्दीन अली अहमद : मैंने तो बताया कि हमने कोई असेसमेंट अभी तक नहीं किया है लेकिन जितने हम गैस सिलिंडर्स यहाँ पर बना रहे हैं वह काफी हैं। बाहर से लाने की हमें जरूरत नहीं है सिवाय हाई प्रेशर गैस सिलिंडर्स के और असेसमेंट के लिए हम जरूर सोचेंगे कि असेसमेंट हर एक स्टेट में क्या-क्या है वह करके और जहाँ कमी होगी वह पूरी करने की कोशिश करेंगे।

SHRI ANANTRAO PATIL : Because of the shortage of gas cylinders and containers Indian Oil Corporation is not in a position to give distributing agency to

Indane in some parts of the country, particularly in the western region, because of which people of that area are compelled to go in for Burshane or Esso gas which is also not available unless they wait for some months. Enquiries with the IOC reveal that but for shortage of cylinders they will be able to supply Indane to meet the entire requirements of the region. That is why an effort is being made for the manufacture of high pressure cylinders. But nothing has come out of it so far. May I know from the hon. Minister whether it is possible to set up a factory for manufacturing gas cylinders in that part of the country where Indane gas is available?

SHRI F. A. AHMED : This question relates to the location of the factory. That will be taken into consideration having regard to the requirements of the country.

SHRI N. K. SOMANI : If I understood the hon. Minister correctly, the Government of India is contemplating to go into the manufacture of high pressure cylinders for various uses and it would be in order for you to calculate your requirement on the basis of gas for transportation from one part to another. But there is an increasing need for transporting liquid chlorine also in this country which needs high pressure cylinders and these cylinders are not at all available in this country. In view of our increasing demand for healthy and potable drinking water, specially in smaller towns and villages, the need for chlorine cylinders which have to be of high pressure and precision-manufactured assumes added importance. Have the government taken into consideration this requirement also before finalising the capacity of high pressure cylinders?

SHRI F. A. AHMED : I can not say because I have not gone in detail through the project report but I shall keep that point in view.

SHRI MANUBHAI PATEL : May I know from the hon. Minister whether it has come to the notice of Government that the by product gas of Koyali refinery near Baroda is being burnt away for want of these cylinders and in the absence of these cylinders being manufactured by the public sector whether there is any proposal before Government by some private sector company to set up a cylinder-manufacturing unit; if so, whether Government will start at the earliest,

such units either in the public sector or in the private sector in order not to allow wastage of this national wealth, namely, gas?

SHRI F. A. AHMED : That point will be taken into consideration. We are importing gas cylinders for the purpose of high pressure gases. As I have said, two licences were given to parties but they have not been implemented because of certain difficulties. Government have now decided that we should undertake the manufacture of these high pressure gas cylinders in the public sector. A provision for that has been made in the Forth Plan and some expenditure has also been provided for during this year. We shall take action as early as possible.

श्री अब्दुल गनी डार : क्या मंत्री महोदय बताएंगे कि उन्हें इसकी जानकारी है कि इंडियन आयल कारपोरेशन के पास गैस बहुत काफी मौजूद है लेकिन वह नार्दन इंडिया में सिलिंडर्स की कमी की वजह से उसे सप्लाय नहीं कर पा रहे हैं और इस तरह से इण्डियन आयल कारपोरेशन या दूसरे लव्जों में देश को हर महीने लाखों रुपये का नुकसान हो रहा है और एस्सो और बर्मा शेल वाले इसका नाजायज फायदा उठा रहे हैं क्योंकि उनके पास सिलिंडर काफी हैं ?

[شری عبدالغنی ڈار - کیا منتری جہودے بتائیں گے کہ انھیں اس کی جانکاری ہے کہ انڈین آیل کارپوریشن کے پاس گیس بہت کافی موجود ہے لیکن وہ ناردرن انڈیا میں سلنڈرس کی کمی کی وجہ سے اسے سپلائی نہیں کر پارہے ہیں۔ اور اس طرح سے انڈین آیل کارپوریشن بادیوں کے لفظوں میں دیش کو ہر مہینے لاکھوں روپیہ کا نقصان ہو رہا ہے اور ایسو اور برمائیل والے اس کا ناجائز فائدہ اٹھا رہے ہیں کیونکہ ان کے پاس سلنڈر کافی ہیں۔]

श्री फखरुद्दीन अली अहमद : इसी वजह से तो पब्लिक अंडरटेकिंग में हमने बनाने का फैसला किया ।

Revision of Prices of Steel

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- *34. **SHRI S. S. KOTHARI :**
SHRI RABI RAY :
SHRI TRIDIB KUMAR CHAUDHURI :
SHRI INDRAJIT GUPTA :
SHRI SITARAM KESRI :
DR. RANEN SEN :
SHRI YOGENDRA SHARMA :
SHRI E. K. NAYANAR :
SHRI MOHAMMAD ISMAIL :
SHRI P. RAMAMURTI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) Whether it is a fact that Tatas in a note to Government have asked for an upward revision of steel prices;

(b) If so, Government's reaction thereto;

(c) The views of the public sector steel companies in this regard; and

(d) The effect this upward revision of steel prices would have on other industries, Railways and on the economy in general?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (d) : Representations have been received from steel plants both in the private and public sectors for an upward revision of steel prices. All the relevant considerations, including the likely impact of an increase in the price in other sections of economy are being examined by Government.

SHRI S. S. KOTHARI : Steel is a basic raw material and an increase in the price of steel would trigger off a chain reaction of increase in prices of products of other industries, such as engineering industries, who use steel as raw material. Therefore, to obviate this chain reaction, would the Minister impose a ceiling on increase in the price of steel? In this context, I would also ask as to how much increase in price has been effected since steel decontrol? At one time steel prices used to be determined on the basis of inquiry by the Tariff Commission and a reasonable rate of return on capital

employed was allowed. Would the Government have the whole matter examined in that light and see that steel prices are not increased, so that the chain reaction that I referred to is not triggered off?

SHRI K. C. PANT : It is very difficult to guarantee that if the matter is referred to the Tariff Commission there will be no increase. So, I do not know whether my hon. friend really wants to contradict himself in his suggestion.

SHRI S. S. KOTHARI : I said, have it examined by the Tariff Commission.

SHRI K. C. PANT : You have made two contrary suggestions. You want it to be referred to the Tariff Commission and you want no increase in price. In any case the basic point of my hon. friend is that this aspect should be kept in mind as to what likely impact increase in price of steel is going to have on other sectors of the economy which use steel as raw material. This aspect will certainly be kept in mind.

SHRI S. S. KOTHARI : I can understand the anxiety of the hon. Minister to increase steel prices because Hindustan Steel incurred a loss of Rs. 38 crores last year and Hindustan Steel represented, very probably privately, that if the steel prices are increased the losses would come down. Anyway, blackmarketing is taking place with regard to flats, galvanised sheets and certain other items. Would the Government make an inquiry whether such black-market is actually taking place and, if so, what steps are being taken to see that the consumer is not fleeced by the producers or by the middlemen?

SHRI K. C. PANT : Steel is decontrolled just now. While it is true that there may be a price differential for certain categories of steel which are scarce, the only way one can meet that situation is to increase availability by increasing production and imports to the extent possible. Both of these we are trying to do but in the case of imports the availability of foreign exchange, particularly free foreign exchange, is a factor of which the House is aware. In increasing the availability of steel there is always a certain timelag between the decision and its actual implementation, but we are undertaking Bokaro and I hope my hon. friend

now realises the wisdom of Bokaro in this context.

SHRI S. S. KOTHARI : What about black-marketing? Do they want to take any action about black-marketing?

MR. DEPUTY-SPEAKER : He has fully covered your question. Shri Rabi Ray.

श्री रवि राय : मैं मंत्री महोदय से जानना चाहता हूँ कि क्या इस तरफ भी उन्होंने खोज की है कि हमारे देश में कोयले और लोहे की माइंस कम दूरी पर होते हुए भी जापान की तुलना में हमारे देश में फौलाद के दाम बढ़े हुए हैं जबकि जापान में कोयले और लोहे की जो माइंस हैं वह बहुत दूरी पर हैं, हजार मील दूर हैं और क्या इस का कारण वह हमारी फिजूल-खर्ची है जो कि इस्टैबलिशमेंट वगैरह में खर्ची हो रहा है जिससे कि उसमें बड़ोत्तरी हो रही है ?

दूसरे मेहता कमेटी की रिपोर्ट जोकि कीमतों पर हैं उसकी मुख्य सिफारिश क्या है और सरकार ने उस बारे में अभी तक क्या किया है ?

श्री कृष्ण चन्द्र पन्त : माननीय सदस्य ने हिन्दुस्तान में इस्पात के दामों की अन्य देशों में इस्पात के दामों से तुलना की है। आम तौर पर इस तुलना में मुश्किल यह है कि जो अपने देश के अन्दर इस्पात का दाम रखते हैं अन्य देश उसमें और जो बाहर के देशों में निर्यात के लिए रखते हैं उसमें कुछ अन्तर होता है, कुछ सबसिडी उसमें होती है वैसे हमारे देश में भी जो जे० पी० सी० प्राइसिंज हैं उसमें कुछ ऐसा कन्ट्रीव्यूशन भी शामिल है जोकि इस्पात के दाम सब जगह बराबर करने के लिए होता है ऐक्सपोर्ट में सहायता देने के लिए होता है। अगर प्राइस में तुलना की जाय, ऐक्स बर्कस प्राइस में, तो इस्पात की ज्यादातर जो चीजें हम बनाते आये हैं इनका मुकाबला अन्य देशों की डोमैस्टिक प्राइसिंज से किया जाय तो हमारी प्राइसिंज बढ़ी नहीं है।

श्री रवि राय : मेहताब कमेटी की रिपोर्ट की मुख्य सिफारिश क्या थी और उसके बारे में आप क्या कर रहे हैं ?

श्री कृष्ण चन्द्र पन्त : मेहताब कमेटी में अपनी सिफारिशें उस जमाने में की थी बाकी उन में जो व्यावहारिक हैं और जिन पर अमल कर सकते हैं उन पर अमल कर रहे हैं ।

SHRI TRIDIB KUMAR CHAUDHARI : It was said by the hon. Minister that apart from private sector companies like Tatas, a request was received from public sector companies also. May I know whether, before the public sector company, namely, Hindustan Steel, made any request; this matter was specifically considered in the Steel Ministry and the concurrence of the Ministry was obtained before any such request was made by Hindustan Steel for an increase in prices because there may be, it seems, a collusion between the private sector and the public sector managements in order to increase prices?

SHRI K. C. PANT : My hon. friend would save himself a lot of unnecessary trouble if he were not so suspicious. There is no need for HSL to refer the matter first to Government. The Government has to take a decision and the Government will have to take the decision in the light of the various factors that operate in the determination of steel prices. A Secretaries' Committee consisting of the Secretary of Steel Ministry as well as of consumer ministries of the Government has gone into this matter. As my hon. friend knows Government is a major consumer of steel; therefore, the Secretaries of the Ministries of Industrial Development, Finance, Foreign Trade, Defence Production, Railways and the planning Commission were all invited and a meeting was held. So, all aspects will be taken into account. But I must also submit here that if my hon. friend wants the public sector to present a proper image, price is a factor in the losses or profits that these public sector enterprises make. I do not think that one *ipso facto* take a negative attitude towards prices as a factor in determining the profitability of these public sector undertakings.

SHRI INDRAJIT GUPTA : My hon. friend, Shri S. S. Kothari, was suggesting just now that perhaps because the Hindustan Steel have been incurring losses, they may be interested in an upward revision in price

and, therefore, they are supporting this demand. That maybe; I do not know. But my question is this. The initiative in this matter has been taken, as far as we know, by Mr. Tata who submitted a note or a memorandum to the Government. He has not been making losses, as far as TISCO is concerned. I would like to know from the hon. Minister, at least since steel was de-controlled, at least during that period, what are the annual profits made by TISCO. May I know from the hon. Minister what are the specific grounds on the basis of which Mr. Tata has asked for an upward revision in steel price ?

SHRI K. C. PANT : One of the factors advanced by them is with reference to the block on the basis of which the prices were determined by the Tariff Commission at a certain period of time. I think, in 1962, at that time, the standard block was taken at Rs 1176 per tonne. Since then, it is said to have gone up to Rs. 2500 per tonne. The cost element relating to capital block like depreciation and interest on capital naturally goes up. This is one of the reasons. As far as disposable profits are concerned, they were Rs. 9.6 crores in 1965-66, Rs. 7.57 crores in 1966-67 and Rs. 2.5 crores in 1967-68 and the Company had to draw Rs. 2.73 crores from their reserves to maintain their rates of dividends last year. These are the figures I have.

श्री सीतागम केसरी : जहाँ तक कीमत का प्रश्न है मैं मंत्री महोदय से यह जानना चाहूंगा कि जापान को जो हम से आयरन ओर्स ले जाता है और वह इस्पात बना कर हमारे मुल्क में लाता है जैसे कलकत्ते में उसके इस्पात की प्राइस हमारे देश के इस्पात से कम आई है तो ऐसा क्यों है ?

दूसरी बात मैं यह जानना चाहूंगा कि हम अगर कम्पटीटिव प्राइस नहीं रखेंगे अन्तर्राष्ट्रीय क्षेत्र में, अन्तर्राष्ट्रीय बाजार में तब हम कैसे जापान के साथ मुकाबला कर सकते हैं । साउथ ईस्ट एशिया के देशों में जहाँ तक मुझे पता चला है तैवान, फिलिपाइंस, थाईलैंड और इंडोनेशिया में हमारे इस्पात के फिनिश गुड्स की मांग बढ़ रही है । जापान हमारा वहाँ पर कम्पटीटर है तो मैं जानना चाहता हूँ कि आप किस तरीके से कम्पटीटर प्राइसिज रख कर

इस्पात का ऐक्सपोर्ट इन मुल्कों में कर सकेंगे ?

यह भी मैंने आप से कहा है कि आयरन ओर्स जापान हम से लेकर हमारे मुकाबले में कम्पिटीटिव प्राइस पर फिनिशड गुड्स कलकत्ते में भेजता है तब हम कैसे साउथ ईस्ट एशिया के कन्ट्रीज में ऐक्सपोर्ट कर सकेंगे यह मैं आपसे जानना चाहता हूँ ?

श्री कृष्ण चन्द्र पन्त : कोशिश की जाती है कि कौस्ट आफ प्रोडक्शन कम हो । कम से कम रखी जाय ताकि हम और देशों से कम्पीट कर सकें लेकिन जैसा मैंने पहले कहा जापान से अगर आप तुलना करेंगे तो पायेंगे कि हमारी ऐक्स फैक्ट्री प्राइस कुछ गुड्स की बढ़ी है तो कुछ की घटी है । मैं आपको एक दो उदाहरण देना चाहूँगा । बास एंड रौड्स इंडियन स्टैंडर्ड क्वालिटी की प्राइस 570 रुपये है जब कि जापान की 708.33 रुपये हैं । इसी तरह से ऐंगल्स भीडियम हिन्दुस्तान 639६०, जापान 885.42 ६० । लेकिन कुछ में हमारे दाम ज्यादा भी हैं । मैं नहीं जानता कि जापानीज प्राइस में क्या-क्या एलिमेंट्स आफ कास्ट शामिल हैं, इस लिये मैं तुलना नहीं करना चाहता, लेकिन जो आंकड़े मेरे पास हैं वह यह नहीं बतलाते कि हमारे दाम हर चीज में ज्यादा हैं ।

WRITTEN ANSWERS TO QUESTIONS

Small Car

- *35. **SHRI DHIRESWAR KALITA :**
SHRI CHENGALRAYA NAIDU:
SHRI RAGHUVIR SINGH
SHASTRI :
SHRI K. HALDER :
SHRI R. BARUA :
SHRI N. R. LASKAR :
SHRI R. V. NAIK :
SHRI D. AMAT :
SHRI ZULFI QUAR ALI
KHAN :
SHRI N. SHIVAPPA :
SHRI K. M KOUSHIK :

SHRI N. K. SANGHI :
SHRI K. G. DESHMUKH :

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

(a) Whether his Ministry has recently held discussions with the Finance Ministry and the Planning Commission over the proposal to set up a plant in the public sector for the manufacture of small car during the Fourth Plan; and

(b) If so, the outcome thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) No final decision in the matter has been reached.

Lakshmi Auto-cycles Ltd., Madras

*36. **SHRI MUHAMMAD SHERIFF :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state;

(a) Whether an industrial licence has been granted by Government to Lakshmi Auto-cycle Ltd., Madras for setting up a factory for the manufacture of auto-cycles;

(b) The name of the auto-cycle proposed and the price at which it will be available on road;

(c) The name of the place where the plant will be installed and the time by which it will start functioning and approximate annual production of the same;

(d) Whether some other concerns also applied for issuing licences for the manufacture of auto-cycles and if so, the decision taken regarding the fate of those concerns; and

(e) Whether the said plant will be started with some foreign collaboration and if so, the name of the concern?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The Auto-cycle proposed to be manufactured is 49, 8. c. c. Polish Model MR 232 (2320). The party has given an undertaking that the ex-factory selling price of their vehicle will not exceed Rs. 700/-.

(c) The new undertaking will be located at Dandakaranya (Orissa). According to one of the conditions of the industrial licence, the firm is required to establish the new undertaking within a period of twelve months from the date of issue of the licence (10. 3. 1969). The capacity licensed is 50,000 Nos. per annum.

(d) In response to a public notice issued in 1955, 96 applications for the grant of industrial licence for the manufacture of autocycles/Mopeds/Auto-attachments etc. had been received. All these applications were examined in detail and five schemes were selected for the grant of letters of intent for the manufacture of Autocycles/Auto-attachments. The remaining scheme were rejected. Letters of intent were subsequently issued to the five selected parties, including M/s. Lakshmi Autocycles Ltd. These letters of intent are to be converted into industrial licences after all the conditions of the letter of intent have been fulfilled by the parties. M/s. Lakshmi Autocycles had fulfilled the conditions of the letter of intent issued to them and accordingly they have been granted the industrial licence. The remaining four parties who were granted letters of intent, along with this firm, have not yet fulfilled all the conditions of the letters of intent. As soon as they fulfil the conditions, they will also be granted industrial licences.

(e) The Indian firm will collaborate with M/s. CEKOP of Poland.

Production of Factories in Calcutta

- *37. SHRI ONKAR SINGH :
SHRI SHRI GOPAL SABOO :
SHRI SHARDA NAND :
SHRI KANWAR LAL GUPTA :
SHRI RAM SINGH
AYARWAL :

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

(a) Whether it is a fact that the production in the factories located in Calcutta and adjoining areas has fallen during the last six months;

(b) If so, the extent to which it has fallen and the reasons therefor;

(c) The action being taken by Government in this regard;

(d) Whether Government's attention has been drawn towards the statements made by the Chief Ministers of Uttar Pradesh and Haryana that many industrialists of West Bengal desire to shift their factories to these States; and

(e) If so, the reaction of Government in regard thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (c). The information is being collected and will be laid on the Table of the House.

(d) and (e) : A Press Report on a statement said to have been made by the chief Minister of U- P. has come to the notice of the Government on this subject. However, this is being verified.

रेलवे प्रशिक्षण केन्द्र, चन्दौसी

*38. श्री ओमप्रकाश त्यागी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चन्दौसी (मुरादाबाद) के रेलवे प्रशिक्षण केन्द्रों में केवल अंग्रेजी माध्यम से प्रशिक्षण दिया जाता है तथा परीक्षाएँ भी उसी माध्यम से ली जाती हैं तथा वहाँ हिन्दी माध्यम की व्यवस्था नहीं है ;

(ख) क्या यह भी सच है कि अपने विषय की पूर्ण जानकारी रखते हुए भी कई लोग परीक्षाएँ पास नहीं कर सकते हैं क्योंकि उनको अंग्रेजी का पर्याप्त ज्ञान नहीं था ;

(ग) यदि हाँ, तो क्या सरकार प्रशिक्षण तथा परीक्षाओं के लिए अंग्रेजी के अतिरिक्त

हिन्दी तथा प्रादेशिक भाषाओं को माध्यम के रूप में लागू करेगी ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) जी हाँ, लेकिन अनपढ़ प्रशिक्षार्थियों को छोड़कर जिनके लिए माध्यम हिन्दी है।

(ख) जी नहीं।

(ग) और (घ). सवाल नहीं उठता।

Promotions on Railways

*39. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to State :

(a) Whether it is a fact that there is a complete stagnation on all the Railways in some of the categories for want of promotional avenues ;

(b) if so, the steps taken by Government to open channels of promotion or improve the pay scales ; and

(c) whether any Committee has been appointed to solve this problem ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Channels of promotion already exist for the various categories of staff. The promotion of staff to higher grades depends upon the availability of vacancies in the higher grades. In a large number of categories, posts in the higher grades are created on the basis of prescribed percentages, taking into consideration the degree of responsibilities to be shouldered by staff at each level. In other categories where such percentages are not laid down, posts in higher grades are created on the basis of the worth of the charge. While the position is considered satisfactory, Government are aware that in certain categories of staff, there has been some stagnation at the maximum of the relevant pay scales.

(b) The matter is receiving active consideration with a view to affording relief wherever it is justified.

(c) No Committee has been appointed in this connection.

Treatment of Forced Labour as Cognizable Offence

*40. SHRI JAGESHWAR YADAV :
SHRI SARJOO PANDEY :
SHRI P. C. ADICHAN :
SHRI J. M. BISWAS :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether the Commissioner for Scheduled Castes and Scheduled Tribes in his Report for 1967-68 has suggested the enactment of a Legislation to treat forced labour as a cognizable offence; and

(b) if so, the decision taken thereon ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) Yes.

(b) Under article 23 of the Constitution traffic in human beings and begar and other similar forms of forced labour are prohibited and any contravention of this provision is an offence punishable in accordance with law. However, the system of bonded labour is prevalent in some States. The State Governments are fully seized of the problem and they have taken various executive and legislative measures to combat this evil. A Statement showing these various measures is placed on the Table of the House.

Statement

List of Legislative Enactments

A. Debt Bondage—

Andhra Pradesh :

- (i) The Agency Debt Bondage Abolition Regulation, 1946,
- (ii) The Madras Debt Bondage Regulation, 1940.

Orissa :

The Orissa Debt Bondage Regulation, 1948.

Rajasthan :

The Rajasthan Sagri System Abolition Act, 1961.

B. Money-lending and Debt Relief.**Andhra Pradesh :**

- (i) The Andhra Pradesh (Andhra Region) Scheduled Areas Money-lenders Regulation, 1960 (now extended to Telangana area also).
- (ii) The Andhra Pradesh (Andhra Areas Scheduled Tribes) Debt Relief Regulation, 1960 (now extended to Telangana area also).
- (iii) The Madras Agricultural Debt Relief (Partially Excluded Areas) Amendment Regulation, 1944.
- (iv) The Hyderabad Money-lenders Act, 1938.

Assam :

- (i) The Lushai Hills District (Money-lending by non-tribals) Regulation, 1953.
- (ii) The Mikir Hills District (Money-lending by non-tribals) Regulation, 1953.
- (iii) The Assam Money-lenders Act, 1934.
- (iv) The Assam Debt Conciliation Act, 1936.

Bihar :

- (i) The Bihar Money-lenders Act, 1938.
- (ii) The Bihar Money-lenders (Regulation of Transaction) Act, 1939.
- (iii) The Bihar Scheduled Tribes Regulation, 1969.

Gujarat :

- (i) The Bombay Money-lenders Act, 1946.
- (ii) The Bombay Agricultural Debtors' Relief Act, 1947.

Kerala :

- (i) The Kerala Agriculturists Debt Relief Act, 1958.
- (ii) The Kerala Money-lending Act, 1958.

Madhya Pradesh :

- (i) The Madhya Pradesh Scheduled Tri-

bes Debt Relief (Amendment) Regulation, 1962.

- (ii) The Madhya Pradesh Money-lenders Act.
- (iii) The Madhya Pradesh Usurious Loans Act, 1938.
- (iv) The Madhya Pradesh Protection of Debtors Act.
- (v) The M. P. Anusuchit Jan Jati Rini Sahayata Ordinance, 1966.

Maharashtra :

- (i) The Madras Money-lenders Act, 1961.
- (ii) The Madhya Pradesh Money-lenders Act.
- (iii) The Madhya Pradesh Usurious Loans Act, 1938.
- (iv) The Hyderabad Money-lenders Act, 1938.
- (v) The Bombay Agricultural Debtors Relief Act, 1947.

Mysore :

- (i) The Mysore Money-lenders Act, 1961.
- (ii) The Mysore Pawn Brokers Act, 1961.
- (iii) The Bombay Money-lenders Act, 1946.
- (iv) The Coorge Money-lenders Act, 1939.
- (v) The Madras Pawn Brokers Act, 1943.
- (vi) The Hyderabad Money-lenders Act, 1938.
- (vii) The Mysore Agriculturist Relief Act, 1928.
- (viii) The Mysore Debt Conciliation Act, 1928.

Orissa :

- (i) The Orissa Money-lenders Act, 1939.
- (ii) The Orissa Money-lenders (Amendment) Regulation, 1949.

- (iii) The Orissa Money-lenders (Application of Certain Provisions.) Regulation, 1950.
- (iv) The Orissa Agriculturists Loans Act.
- (v) The Orissa Money-lenders Act, 1939.

Rajasthan :

- (i) The Agricultural Indebtedness Act, 1958.
- (ii) The Rajasthan Relief of Agricultural Indebtedness (Amendment) Act, 1962.
- (iii) The Rajasthan Money-lenders Act, 1963.
- (iv) The Rajasthan Co-operative Act, 1965.

Tamil Nadu :

- (i) The Madras Money-lending Act, 1957.
- (ii) The Madras Pawn Brokers Act, 1943.
- (iii) The Madras Debt Conciliation Act, 1936.
- (iv) The Madras Indebted Agriculturists (Repayment of Debts) Act, 1955.

West Bengal :

- (i) The Bengal Agricultural Debtors' Act, 1936.
- (ii) The Bengal Money-lenders Act, 1940.

Andaman & Nicobar Islands :

- (i) The Andaman & Nicobar Islands Money-lenders Regulation, 1956.
- (ii) The Andaman and Nicobar Islands Rules, 1957.

Himachal Pradesh :

- (i) The Punjab Redemption of Mortgages Act, 1913.
- (ii) The Restriction of Mortgages Land Act, 1938.
- (iii) The Spiti and Lahaul (Relief of Indebtedness Laws Application and Amendment) Regulation.

Manipur :

- (i) The Bombay Money-lenders Act, 1946, as extended to the Union Territory.
- (ii) The Punjab Backward Classes (Grant of Loans) Act, 1957, as extended to the Union Territory.

Tripura :

The Bombay Money-lenders Act, 1946, as extended to the Union Territory.

Laccadives :

The Laccadives, Minicoy and Amindivi Islands (Debt Conciliation and Grant of Loans) Regulation, 1964.

लखनऊ के भार्गव बन्धुओं से छावनी भूमि वापस लेना

- *41. श्री बृजभूषण लाल :
- श्री रणजीत सिंह :
- श्री राम गोपाल शालवाले :
- श्री अटल बिहारी वाजपेयी :
- श्री जगन्नाथ राव जोशी :
- श्री सूरज मान :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :—

(क) क्या यह सच है कि लखनऊ के भार्गव बन्धुओं से छावनी भूमि वापस लेने के बारे में विधि उपमंत्री तथा विधि सचिव के बीच मतभेद था ;

(ख) यदि हां, तो क्या मतभेद था ;

(ग) क्या यह मामला महान्यायवादी को भेजा गया था ; और

(घ) यदि हां, तो इस विषय पर उनकी राय क्या थी ?

विधि तथा समाज कल्याण मंत्री (श्री गोविन्द मेनन) : (क) जी, हां ।

(ख) मतभेद इस प्रश्न पर था कि भार्गव ब्रदर्स द्वारा घृत कुछ परिसरों का भारत सरकार

द्वारा पुनर्ग्रहण उस पर सन्निमित्त ऊपरी ढांचे मात्र के लिए प्रतिकर दे कर किया जा सकता है कि नहीं।

(ग) जी, हां।

(घ) महान्यायवादी ने जो राय दी है उसमें विधि सचिव के इस विचार की पुष्टि की है कि प्रदत्त परिशरों का सरकार द्वारा पुनर्ग्रहण उन पर सन्निमित्त ऊपरी ढांचे मात्र के लिए प्रतिकर दे कर और भूमि के मूल्य के लिए कोई भी प्रतिकर दिए बिना सम्यक रूप से किया जा सकता है। ऊपरी ढांचे का मूल्य लगभग 12,500 रुपए और भूमि का मूल्य लगभग 10 लाख रुपए होगा।

Explosion in Siliguri-Bound Passenger Train

- *42. SHRI P. M. SAYEED :
 SHRI D. N. DEB :
 SHRI R. K. AMIN :
 SHRI MEETHA LAL MEENA :
 SHRI ISHAQ SAMBHALI :
 SHRI R. R. SINGH DEO :
 SHRI MINIBHAI J. PATEL :
 SHRI RAM CHARAN :
 SHRI HARDAYAL DEVGUN :
 SHRI YAJNA DATT SHARMA :
 SHRI BEDABRATA BARUA :
 SHRI P. L. BARUPAL :
 SHRI BENI SHANKER SHARMA :
 SHRI D. C. SHARMA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have instituted an enquiry into the causes of explosion in the rear third class bogie including the guard's van of the 20 Down Tinsukia-Siliguri Passenger train between Dharamtul and Aujuri stations on the 21st May, 1969 ;

(b) if so, the details thereof ;

(c) the extent of loss of life and property ; and

(d) whether Government have given or proposed to give any compensation to the

families of those who have been killed or injured in the accident ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes Sir. An enquiry was held by the Additional Commissioner of Railways Safety.

(b) According to the Provisional findings of the additional commissioner of Railways Safety the explosion occurred due to some high explosives being carried in the train in an unauthorised manner by some person or persons unknown.

(c) Four persons were killed and property worth about Rs. 8,000 was damaged.

(d) No claim for compensation has been received or paid so far.

औद्योगिक लाइसेंस नीति सम्बन्धी जांच समिति

- *43. श्री रामावतार शर्मा :
 श्री भोगेन्द्र झा :
 श्री देवेन सेन :
 श्री चिन्तामणि पाणिग्रही :
 श्री जुगल मंडल :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री 1 अप्रैल, 1969 के अतारंकित प्रश्न संख्या 5002 के उत्तर के सम्बन्ध में यह बताने कि कृपा करेंगे कि :

(क) क्या औद्योगिक लाइसेंस नीति संबंधी जांच समिति ने इस बीच अपना प्रतिवेदन सरकार को दे दिया है;

(ख) यदि हां, तो प्रतिवेदन के मुख्य निष्कर्ष और सिफारिशें क्या हैं और उन पर क्या निर्णय किया गया है;

(ग) क्या सरकार ने ऐसे उद्योगों को जिन के लिए बहुत कम विदेशी मुद्रा की आवश्यकता होती है अथवा विदेशी मुद्रा की बिल्कुल आव-

क्षयकता नहीं होती है, लाइसेंस लेने की अनिवार्यता से मुक्त करने का निर्णय किया है; और

(घ) यदि हां, तो उसकी रूपरेखा क्या है?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद):

(क) जी हां।

(ख) इसके मुख्य-मुख्य निष्कर्ष तथा सिफारिशें इसके प्रतिवेदन में दी गई हैं जिसकी प्रति सदन के सभा-पटल पर पहले ही रखी जा चुकी है। प्रतिवेदन में की गई सिफारिशों की अभी जांच की जानी है अतः उन पर अभी कोई निर्णय नहीं किया गया है।

(ग) से (घ). कुछ उद्योगों को लाइसेंस-करण से मुक्त करने के प्रश्न पर उद्योगों को लाइसेंस देने के अन्य पहलुओं के साथ-साथ लाइसेंस-करण नीति जांच समिति की सिफारिशों के अनुरूप विचार किया जायेगा और तत्पश्चात् ही निर्णय लिए जायेंगे।

British Assistance for Durgapur Steel Plant

***44. SHRI B.K. DASCHOWDHURY:** Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to State :

(a) whether Britain has decided to continue to give assistance for a limited period to the Durgapur Steel Plant ;

(b) if so, the nature of assistance to be given and when it would be given ; and

(c) the outcome of the talks in London between the British and Indian Governments, the British Steel Corporation and Hindustan Steel Ltd. ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) to (c). As indicated in the reply to Unstarred Question No. 8586, dated May 6, 1969, a Memorandum of Agreement was signed providing for the arrangements required for provision of equipment, spares

etc. as also for British Technical personnel. The Memorandum is subject to ratification by the two Governments. Before this is done, a small team from Britain is to visit Durgapur. It is expected that this visit will take place shortly.

Bye-Elections in Jammu and Kashmir

***45. SHRIMATI ILA PALCHOU-DHURI :** Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government's attention has been drawn to a statement published in "The Statesman" dated the 22nd May, 1969 by Acharya J.B. Kripalani, M.P., in which he has criticised the Chief Election Commissioner in regard to certain correspondence exchanged between the Chief Election Commissioner and Mirza Afzal Beg concerning change of dates of the bye-elections in Jammu and Kashmir ; and

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

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) Yes, Sir.

(b) There is nothing wrong in any statement of the Chief Election Commissioner being criticised ; but in this case there has not been a proper appreciation of the circumstances in which the statement was made.

Enquiry against C.A.C.O.

***46. SHRI C. JANARDHANAN :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 284 on the 12th November, 1968 and state in details the outcome of the enquiry conducted against the Cement Allocation and Coordinating Organisation which was under examination in consultation with the Ministry in Law ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI F. A. AHMED) : The final advice of the Ministry of Law has been received and is under examination.

Removal of Regional Imbalances in Industrial Development

*47. SHRI HEM BARUA :
SHRI R. K. SINHA :

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

(a) whether Government have taken any decision to remove regional imbalances in the industrial development; and

(b) whether these areas have been indicated and if so, the names of areas and the positive steps, if any, taken to remove these regional disparities and the results achieved thereby?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The entire question regarding the criteria for identifying backward areas and the incentives that may be given for starting in such areas, with a view to removing regional imbalances in industrialisation was considered by two Working Groups set up by the Planning Commission. Further action on the Reports of the two Working Groups will be taken after these have been considered by the Standing Committee of the National Development Council.

Consequences of Controls

*48. SHRI LOBO PRABHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) since the Draft Fourth Plan finds that the system of Control has resulted in private enterprise becoming increasingly dependent on Government, losing entrepreneurial functions, cost consciousness and appreciation of market demand, whether Government are justified in retaining control on various items;

(b) whether his Ministry will prepare a progressive programme for giving up existing controls and if not, the reasons therefor ;

(c) whether it will not be sufficient to retain only import control to the extent it is not self-control by imports being matched to individual exports; and

(d) if it is considered necessary to direct development, the reasons why this is not done by an indicative plan for which credit will be available from Government directly or by refinance?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Government control over various items is retained only to the extent necessary for furthering the objectives of social and economic policy as out-lined in the Plan. Where it is felt no longer necessary to retain controls, Government has progressively relaxed such controls, as for example, by way of licensing under the Industries Act for units with capital less than Rs. 25 lakhs, control over Capital issues, control over the price and distribution of certain items e. g. paper.

(b) and (c). The problems of controls of various types is kept under continuing review, and controls imposed or relaxed as and when deemed necessary.

(d) Increasing recourse is being taken to 'indicative Planning.' Thus, the Fourth Plan has not set out detailed targets in all directions, but has merely indicated current estimates of likely demand. More and more emphasis is being placed on overall direction of the economy, e. g. through control of banking and the channelling of credit according to Plan priorities and needs. However, direct investment by Government in certain key sectors, as well as limited control over licensing, prices and distribution may still be necessary to secure the accepted social and economic objectives of the Government, as enunciated from time to time and outlined in the Fourth Five Year Plan (Draft).

Central Small Scale Industries Organisation

*49. SHRI BHARAT SINGH CHAUHAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) what is the machinery utilisation

(Institute-Wise) at various centres under the Central Small Scale Industries Organisation;

(b) the total amount of machinery (Institute-Wise) in terms of rupees lying un-utilised and the reasons for the same; how long have these been lying un-utilised;

(c) the steps the C. S. I. O. has taken or proposes to take to utilise them fully and in how much time can C. S. I. O. ensure its proper and full utilisation;

(d) whether there is any proposal to open some more such centres during this or next financial year; and

(e) if so, what would be the investment, type of machinery and equipment suggested and whether its full and proper utilisation would be assured by the C. S. I. O. ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The information is being collected and will be laid down on the Table of the House.

(c) the position in this regard is under constant review by the Small Scale Industries Development Organisation.

(d) None at present.

(e) Does not arise.

Traffic Bottlenecks in Delhi due to Closure of Level Crossings

*50. SHRI RAM SWARUP VIDYARATHI :
SHRI BAL RAJ MADHOK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the problem of traffic bottlenecks due to Railway Level crossings on some of the trunk roads of Delhi has become more acute with the commencement of Delhi avoiding line and consequent running of more trains;

(b) whether any estimate has been made of the loss of man hours and other hardship

caused by the frequent closure of level crossing of Patel Nagar, Rohtak Road, Link Road, Jail Road and Mehrauli Road;

(c) whether it is a fact that the work of construction of a Railway over-bridge on Patel Road has been started; and

(d) if so, by what time this over-bridge will be completed and when will the construction of other over-bridges on other level crossings start?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) With the running of additional trains, the level crossing do remain closed to road traffic for longer periods.

(b) No.

(c) Yes

(d) Patelnagar road overbridge is likely to be completed by December, 1970. As regards other bridges, the position is as under—

(i) *Overbridges on Rohtak Road, Link Road and Jail Road.*

There are no firm proposals from the road authorities for any of these overbridges.

(ii) *Overbridge at Mehrauli Road.*

The proposal has been included in the Railway's Works Programme for 1969-70. Plan and estimate have also been finalised and sent to New Delhi Municipal Committee for approval and acceptance, which are awaited.

Untouchability (Offences) Act, 1955

*51. SHRI V. NARASIMHA RAO :
SHRI SHIVA CHANDRA JHA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government propose to bring about a suitable change in the Untouchability (Offences) Act, 1955 to make it more effective; and

(b) if so, when the proposed amendment is expected to be brought forward?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) and (b). Proposals for the amendment of the Un-touchability (Offences) Act, 1955, are under consideration in consultation with the State Governments. It is hoped that the final decisions will be taken very shortly.

Mobile Polling Booth

52. SHRIMATI SAVITRI SHYAM :
SHRI NARAIN SWARUP
SHARMA :
SHRI J. SUNDAR LAL :
SHRI SRADHAKAR SUPA-
KAR :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether a mobile polling booth was used on an experimental basis for casting votes in the recent bye-election to Lok Sabha from Sultanpur Parliamentary Constituency; and

(b) if so, the conclusions drawn from this experiment, and the decision taken by Government thereon?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVIND MENON) : (a) Yes, Sir.

(b) The result was that where as the average turnout of the voters in the bye-election in Sultanpur Parliamentary constituency held on 18. 5. 1969 was near about 18% the turn-out at the mobile station was more than 45%. But for the comparatively large turn-out in the mobile polling station the average turn-out for the whole constituency would have been much less than 18%. Information regarding Assembly constituencies and polling areas in which there may be apprehension of large-scale intimidation of electors is being collected before a final decision is taken.

छोटी कार परियोजना

- *53. श्री निहाल सिंह :
श्री हिम्मत सिंहका :
श्री गु० च० नायक :
श्री जे० के० चौधरी :

श्री रामचन्द्र वीरप्पा :
श्री विभूति मिश्र :
डा० सुशीला नैयर :
श्री अब्दुल गनी दार :
श्री विक्रम चन्द महाजन :
श्री यमुना प्रसाद मंडल :
श्री गार्डिल्लगन गौड़ :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) कारों के मूल्य में वृद्धि को ध्यान में रखते हुए छोटी कार बनाने वाली परियोजना में कितनी प्रगति हुई है;

(ख) छोटी कार बनाने वाला कारखाना कहां पर स्थापित किया जायेगा और वह सरकारी क्षेत्र में स्थापित होगा अथवा गैर-सरकारी क्षेत्र में स्थापित होगा; और

(ग) निर्णय करने में विलम्ब के क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लूहीन अली अहमद) :
(क) छोटी कार परियोजना के बारे में वित्त मंत्रालय तथा योजना आयोग के साथ विचार-विमर्श किया गया है, किन्तु अभी तक कोई निर्णय नहीं हो सका है।

(ख) परियोजना पर निर्णय ले लेने के पश्चात् इन मामलों पर विचार किया जायेगा।

(ग) परियोजना का निर्णय समूची योजना की अर्थ-व्यवस्था तथा प्राथमिकताओं में से इस के लिए धन के आवंटन पर निर्भर करता है। इस मामले में अन्तिम रूप से निर्णय लेने से पहले सभी मुख्य पहलुओं पर सावधानी पूर्वक विचार करना होगा तथा इस प्रक्रिया से काफी समय लगने की आशा है।

Fire in Wagons of Oil Special Trains
(W. Rly.)

*54. SHRI D. R. PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the wagons of the oil special trains, while running between Surat and Bombay, caught fire on the 23rd April, 1969 and 19th May, 1969 respectively;

(b) whether enquiries were conducted for these frequent incidents;

(c) if so, the findings of the enquiries and the reaction of Government thereto;

(d) the expected losses to human lives and the Railways as well as public properties; and

(e) the further steps taken or proposed to be taken to stop such frequent occurrences?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). Yes, Sir.

(c) and (e). According to the findings of the inquiry committees which inquired into these accidents, the first accident was due to petrol from a leaky tank wagon falling on live cinders dropped on the track by the steam engines and the second accident was due to leakage of petrol from a tank wagon which caught fire either from cinders dropping from the engine or from sparks emitting from the brake block of the tank wagon.

To prevent such accidents (i) supervisory control by Train Examiners at all loading points has been further tightened up (ii) Train Examiners at train examining points on the run of trains are being altered to detect leakage of oil tanks and rectify the defects, if any (iii) the blank flange has been ordered to be secured with a minimum of 4 bolts instead of two bolts, and (iv) it has been reiterated that bottom discharge valve and blank flange should not be closed unless the loading has been fully completed and the top man-hole is closed.

(d) In these accidents there was no loss of life. The cost of damage to railway and

public property was estimated at approximately Rs. 1,95,387/—.

Export of Steel

*55. SHRI SITARAM KESRI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) the total quantity of steel to be exported during the year 1970-71;

(b) the quantity of steel manufactured by Public Sector to be exported during the period;

(c) the quantity of steel manufactured by private sector to be exported during the year;

(d) the countries to which the steel is to be exported; and

(e) the foreign exchange to be earned therefrom?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) Export target for iron and steel for any year is fixed by the Steel Exports Committee which meets once a year for the purpose. The target for 1970-71 will be fixed shortly before the commencement of that year.

(b) to (e). Do not arise.

दिल्ली उत्पादितापरिषद्

*56. श्री क० मि० मधुकर : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में हुए दिल्ली उत्पादिता परिषद् के नवें सम्मेलन में उन्होंने यह कहा था कि देश में आर्थिक प्रगति प्राप्त करने के लिए जनता में उत्पादन बढ़ाने की भावना पैदा करने की आवश्यकता है ;

(ख) यदि हाँ, तो सरकार द्वारा इस भावना को पैदा करने के लिये उठाये गये उपायों का व्यौरा क्या है; और

(ग) यदि इस सम्बन्ध में कोई कार्यवाही नहीं की गई है तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) :

(क) 30 अप्रैल, 1969 को दिल्ली उत्पादिता परिषद के 10वें वार्षिक समारोह तथा नवीं वार्षिक साधारण बैठक में मैंने अपने उद्घाटन भाषण में अन्य बातों के साथ उत्पादिता की भावना उत्पन्न करने के महत्व तथा आर्थिक विकास की प्राप्ति एवं प्रगति के लिए राष्ट्रीय अर्थ-व्यवस्था के प्रत्येक क्षेत्र में उत्पादिता तकनीक को अपनाने पर विशेष बल दिया था।

(ख) 1958 में सरकार ने राष्ट्रीय उत्पादिता परिषद (एन० पी० सी०) की स्थापना की थी जो देश की आर्थिक समृद्धि के स्तर को उच्चतर करने की दृष्टि से उद्योग एवं सम्बद्ध क्षेत्रों में लगे लोगों में उत्पादिता बढ़ाने की भावना पैदा करने के लिए प्रयत्न कर रही है। राष्ट्रीय उत्पादिता परिषद की गतिविधियों को अध्ययन एवं अन्य पाठ्यक्रमों द्वारा तीव्र किया गया है, जैसे संयंत्र में प्रशिक्षण, उत्पादिता तकनीक विषय कार्यक्रम तथा गोष्ठियों का आयोजन एवं अन्य उपायों द्वारा भी जैसे उत्पादिता तकनीकी तथा कार्य में विदेशी प्रशिक्षण के लिए औद्योगिक संस्थानों से उत्पादन स्तर के कमियों की प्रतिनियुक्ति अब तक 3150 संयंत्र कार्यक्रमों में प्रशिक्षण तथा 1189 गोष्ठियां सहित बहुत से पाठ्यक्रम इण्डियन एयर लाइन्स, हिन्दुस्तान स्टील, स्टेट बैंक आफ इण्डिया, एटलस साइकिल कम्पनी, प्योर ड्रिंकस लिमिटेड आदि के लिए आयोजित किये गए और विभिन्न उद्योगों के 580 प्रतिनियुक्तियों को उत्पादिता तकनीक में विदेशों में प्रशिक्षित किया जा चुका है। तत्पश्चात् अधिक से अधिक जोर उद्यमी स्तर के प्रशिक्षण कार्यक्रम पर दिया जा रहा है जिससे कि उद्योग में प्रबन्धक एवं मजदूरों के प्रशिक्षण के लिए पर्याप्त विकास जुटाया

जा सके राष्ट्रीय उत्पादिता परिषद ने उत्पादिता सर्वेक्षण एवं कार्यान्वयन सेवा का भी विकास किया है जो व्यवहारिक रूप में उत्पादिता तकनीकी के बारे में निदर्शन करती है। इस बात को समझते हुए कि स्थानीय पहल और प्रतिभा का पूर्ण उपयोग किए बिना उत्पादिता आन्दोलन का कोई प्रभाव नहीं होगा, राष्ट्रीय उत्पादिता परिषदों के विकास को प्रोत्साहन दे रही हैं। परिणामस्वरूप, देश के सभी महत्वपूर्ण औद्योगिक नगरों में 47 स्थानीय उत्पादिता परिषदें कार्य कर रही हैं। राष्ट्रीय उत्पादिता परिषदें तथा स्थानीय उत्पादिता परिषदें उद्योग एवं सम्बद्ध सेवाओं में लगे बहुत बड़े समुदाय में उत्पादिता बढ़ाने की भावना में निरन्तर वृद्धि कर रही है। यह भी दृष्टव्य है कि ये प्रयत्न एक निश्चित गुणक प्रभाव रखते हैं जो उत्पादिता बढ़ाने की भावना को निरन्तर विस्तृत करते रहते हैं।

इसी प्रकार देश की आर्थिक व्यवस्था में कृषि के महत्व को समझते हुए राष्ट्रीय उत्पादिता परिषद ने हाल ही में कृषि के क्षेत्र में उत्पादिता का पोषण करने के लिए कुछ अभियान किए हैं। यह अनुमान लगाया गया है कि यह नया आयाम सभी प्रकार के मनुष्यों में उत्पादिता भावना को फैलाएगा।

(ग) प्रश्न ही नहीं उठता।

Paper Mills in U. P.

*57. SHRI MAHANT DIGVIJAI NATH: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any proposal under consideration of Government for the setting up of paper mills in the Eastern Districts of Uttar Pradesh;

(b) if so, the location of the mills;

(c) the time by which the mills will be set up;

(d) the estimated annual production of these mills; and

(e) whether these mills will be set up in collaboration with foreign countries?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

(b) to (e). Do not arise.

**M/S. Standard Drum and Barrel
Mfg. Co., Bombay**

*58. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the reasons for granting a carrying on business industrial licence subject to reassessment in 1958 to M/s. Standard Drum and Barrel Mfg. Co., Bombay when during an inspection in August, 1954 their capacity was fixed at 3200 tons per annum for the manufacture of oil barrels after taking time and motion study of their plant; and

(b) whether their request for increase in their capacity due to their installing more machines in 1958 was rejected by Government?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Messrs. standard Drum & Barrel Manufacturing Company, Bombay, was inspected on 31st August, 1954 and their capacity was fixed at 3200 tons per annum on time and motion study. In August, 1955 they claimed that their capacity was 1170 tons per quarter and requested increase of quota to 1200 tons per quarter so as to enable them to meet the demand for barrels from their long standing customers. The request was not agreed to by the Government. During 1957, the firm represented that as a result of installation of new machinery as well as renovation of old machinery their capacity had increased from 800 tons

to 1400 tons per quarter. The party was advised to obtain a licence under the Industries (Development & Regulation) Act for the purpose. The firm accordingly submitted an application for the grant of a license under the Industries (D & R) Act claiming a capacity of 450 tons per month i. e. 5400 tons per annum, which was very much more than their best production. It was, therefore, decided to grant them a carrying on business licence for a *Provisional* capacity of 4200 tons per annum for the manufacture of barrels, drums and containers, on the basis of their best production of a quarter of period i. e. January to March, 1957. The capacity granted in the licence was mentioned as provisional for the reason that the capacity claimed was different from the capacity supported by the best production.

**Industrial Development Minister's
Visit abroad during May-June, 1967**

*59. SHRI YASHPAL SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that he visited U. K. and other European countries during the months of May and June, 1967;

(b) if so, the names of the countries which he visited;

(c) the nature of talks held with the leaders of those countries; and

(d) the results achieved?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Yes, Sir. The countries which were visited were the United Kingdom, Hungary and the U. S. S. R.

(c) The discussions with the representatives of Government and industry in these countries covered a wide range of economic matters and particularly related to the scope and possibilities of extending the area of industrial collaboration between these countries and India.

(d) The visit was very useful in that the discussions covered not only covered broader

policy issues but extended to a number of specific programmes and schemes for industrial collaboration. The scope of collaboration in development exports jointly and undertaking joint ventures and production programmes was also discussed. The visit not only brought about greater understanding of our policies in the field of foreign investment and collaboration but also pinpointed the directions in which such collaboration could be extending with undertakings and organisations in these countries and the manner in which closer economic relations could be developed to the mutual advantage of these countries and ours.

**Security and Finance Private Limited
New Delhi**

60. SHRI A. DIPA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) The details of the total assets of the Security and Finance Corporation Private Limited, New Delhi ;

(b) whether it has come to the notice of Government that its Directors are disposing of the assets of the Company to the disadvantage of the creditors; and

(c) the steps taken by Government to safeguard the interests of the creditors in the said company ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS : (SHRI F.A. AHEAD) : (a) Presumably, the reference is to M/s. Security and Finance Private Limited.

The present position of the assets is not known since the last balance-sheet filed by the Company related to the year ending 31st March, 1965. The books of account of the Company were found to be incomplete and unaudited and the Official Liquidator has since applied to the Delhi High Court for appointment of Chartered Accountant to complete the audit of the accounts.

(b) No, Sir.

(c) The company has been wound up by an order of the High Court of Delhi and the Official Liquidator has been appointed as the Liquidators of the Company on 17-7-1969.

**Rents for Occupation of Railway
Retiring Rooms**

201. SHRI K. M. KOUSHIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no uniformity in the rents levied for the occupation of the Railway retiring rooms ; and

(b) if so, whether Government propose to fix some basis for the levy ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). Absolute uniformity in the charges levied for railway retiring rooms is not feasible as the rates are fixed, after taking into consideration the conditions of the locality and the facilities provided in the retiring rooms.

Wagon Breaking in Bagbazar Yard

202. SHRI K. M. KOUSHIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that on the morning of the 21st April, 1969, there was wagon breaking at Bagbazar yard, Eastern Railway and the police fired six rounds ;

(b) whether there was any casualty ; and

(c) in view of the organised wagon looting with weapons, and the heavy compensation that is being paid by the Railways, whether Government will consider posting of military personnel at each big goods yards ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) No.

(c) The incidence of wagon looting is well under control and it does not call for posting of military personnel.

Railway Out-Agencies

203. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 70 on the 18th February, 1969 and State :

(a) whether Government propose to revise the closed Railway out-agencies at Gagret, Bharwain, Pragpur, Nadaun, Jawalamukhi Road and City Booking Agency at Kangra and open new out-agency at Deragopipur; and some other transport company is ready to undertake this work ; and

(b) if so, on what conditions will this be done ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). As the Mandi-Kulu Road Transport Corporation declined to undertake the working of these Agencies, the Government of Himachal Pradesh are examining the feasibility of entrusting the work of running the Out Agencies at Gagret, Bharwain, Pragpur, Jawalamukhi Road and Nadaun and City Booking Agency at Kangra to the Himachal Government Transport. Further action will be taken on hearing from them. No other Transport Company has offered to undertake this work and the question of conditions for the same does not, therefore, arise.

As explained in reply to Unstarred Question No. 3032 on 3.12.1968, the proposal for opening an Out Agency at Dehra Gopipur has not been found justified.

Classification of Railway Employees as Essential and None-Essential

204. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to refer to the reply to Unstarred Question No.8593 on the 6th May,1969 regarding classification of Railway employees as essential and non-essential and state :

(a) whether the information has since been collected ;

(b) if so, the details thereof ; and

(c) if not, the reasons for the delay and the further time likely to be taken in the matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) As already pointed out in reply to Starred Question No. 855 answered on 26.3.1968, no firm principles have been or can be formulated for uniform application on the Railways for classification of staff as essential and non-essential since varying local conditions have to be taken into account. Broadly, essential staff are those who are liable to be called to duty at all hours of day or night. Under the rules, no railway servant is exempted from liability of being called on duty at any hour of the day and night, but such a contingency arises rarely in their case as mostly the staff have fixed hours of duty. Similarly, Commercial Clerks have rostered hours of duty under the Hours of Employment Regulations and are not normally required to be called outside their hours of duty. This category of staff cannot therefore be declared as essential staff according to the norms as applied on the Indian Railways for the purpose.

(c) Does not arise ?

Arbitrator's Award regarding Equity Shares of Messrs Jessop and Co. Ltd.

205. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the original value of the 11,23,300 equity shares of Messrs Jessop and Co. Ltd., Calcutta, which Government have agreed to purchase from Messrs Sahu Jain Ltd;

(b) the date of appointment of Shri S.K. Das as arbitrator to determine the price of the shares ;

(c) the total emoluments and allowances paid to him so far by Government ; and

(d) the salient features of the Award given by the Arbitrator, and if the Award has not been given, when the report is likely to be submitted.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The face value @ Rs. 10/- per share works out to Rs. 1,12,33,000/.

(b) 27th August, 1965.

(c) Government has paid Rs.2,51,000/- as their share of expenses on account of remuneration for the Arbitrator, salaries for his staff, travelling, rent for the office, purchase or hire of office equipment, furniture etc. and other miscellaneous expenses.

(d) The Arbitrator has given his Award on 21.4.1969 fixing the price at Rs. 50/- per share.

Dalmia Jain Airways

206. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the names of 24 persons prosecuted for misusing Rs. 3 crores belonging to the Dalmia Jain Airways as a result of the findings by the Vivian Bose Commission;

(b) the charges and the sections under which they are being prosecuted and the date when the case was filed;

(c) the court in which, and the magistrate before whom, the case is pending and how long will it take for the case to conclude; and

(d) the reasons why the case is delayed?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (d). The following persons are being prosecuted in the Dalmia Jain Airways' case :

Sirvashri

1. Ram Krishan Dalmia
2. Jai Dayal Dalmia
3. Shanti Prasad Jain
4. Bishnu Hari Dalmia
5. Rajinder Kumar Jain
6. Jouhrimal Gupta (Since died)
7. Shiv Lal Verma

8. Bal Mukand Gupta
9. Rameshwar Prasad Bajoria
10. Shital Prasad Jain
11. Raizada Brij Mohan Lal
12. Prem Singh Sedhbans
13. Pratap Kumar Roy
14. Mangat Ram Jain
15. Srinivas Dudani
16. Raghvir Prasad Gurha
17. Lankesh Ram Sharma
18. Sushil Kumar Sanghi
19. Gopala Iyer Ramachandran
20. Labh Chand Modi
21. Purshottam Shanker Patke
22. Roshan Lal Chordia
23. Madan Lal Sodhani
24. Chander Prakash Lal

2. The Charge-sheet was filed in the Court of District Magistrate, Delhi, on the 5th May, 1964, under Sections 120-B, 409, 467, 471 and 477-A of the Indian Penal Code on charges of alleged criminal conspiracy having for its objects the commission of criminal breach of trust of the funds and assets of Dalmia Jain Airways Limited, Delhi, and the offences of forgery and falsification of accounts which came into being in or about the year 1946 at Delhi and continued to exist till 1953 during which period its ramifications spread over other places in India and the funds and assets of the company amounting to about Rs.3.5. crores were alleged to have been misappropriated.

3. The case is pending in the Court of Shri R. K. Anand, Additional District Magistrate, Delhi. It is likely to conclude in the Inquiry Magistrate's Court in about a few months time. If the case is committed for trial, the Sessions Court is likely to take some more months to conclude the trial.

4. The reasons for delay in disposal of the case are stated below.

The case was repeatedly adjourned at the instance of the accused and it took more than a year for the accused party to inspect the seized records. They moved the higher Courts for quashing the charge-sheet on the

21st March, 1966, with the result that the proceedings in the case did not start till the 23rd July, 1966. The prosecution counsel commenced his arguments on the 17th August, 1966 and when he was almost about to finish, the trying Magistrate (Shri S. C. Vaish) proceeded on leave in October, 1966, and was subsequently transferred on promotion. The hearing of the case was started afresh from the 24th April, 1967, in the succeeding Magistrate's Court and the prosecution arguments were concluded on the 24th October, 1967. The prosecution has requested for commitment of the accused to the Court of Sessions without recording any evidence in the Inquiring Magistrate's Court as is envisaged in the amended procedure under Section 207-A Cr. P. C.

Accused No. 1 Shri R. Dalmia filed a revision petition in the Sessions Court Delhi on 17-1-68 against the Order of the ADM dated 16-12-1967 rejecting the request of the accused for the issue of directions to the prosecution to file all original documents in court which was however rejected but as a consequence the case could not proceed till 7-6-1968.

On behalf of Shri R. Dalmia, the Principal accused, his lawyer argued the case for

six and a half months. The arguments on behalf of other accused are still going on.

Purchase Office of Heavy Engineering Corporation in Calcutta

207. SHRI BABURAO PATEL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Heavy Engineering Corporation, Ranchi, maintains a Purchase Office in Calcutta employing over 100 persons and spending over Rs. 6 lakhs annually for its maintenance;

(b) the names, designations and annual emoluments of the top six officers at this office;

(c) the value in rupees of total purchases made through the above office during the last year; and

(d) the amount spent by the office for clearing imported Cargo during the last year?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :
(a) Yes, Sir. The services of the office are also being utilised by Mining and Allied Machinery Corporation Ltd., Durgapur, on proportionate payment of the expenditure.

(b) S. No.	Name	Designation	Annual gross emoluments (in Rs.)
1.	Shri J. N. Kikan	Chief Controller of Stores & Purchase	15,300
2.	Shri J. N. Hajra	Deputy Controller of Shipping	14,458
3.	Shri S. Roy	Accounts Officer	10,133
4.	Shri P. N. Nair	Assistant Administrative Officer	9,324
5.	Shri S. Das	Assistant Purchase Officer	8,049
6.	Shri A. N. Chaudhury	Assistant Inspecting Officer.	7,278

(c) The value of purchases made by the office during 1968-69 was Rs. 1,38,49,825.

(d) The amount spent by the office for

clearing imported cargo during 1968-69 was Rs. 3,42,534. Customs duty and port charges amounted to Rs. 1,76,74,184.

Chain-Pulling Incidents in Railways

208. SHRI P. C. ADICHAN :
SHRI HEM RAJ :
SHRI NATHU RAM AHIR-
WAR :
SHRI K. P. SINGA DEO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been an alarming increase in the chain pulling incidents in the Railways;

(b) the number of such incidents in 1967, 1968 and in 1969 so far;

(c) The extent of loss incurred by the Railways on this account during each of these years and the reasons for the alarming increase in such incidents; and

(d) the steps taken or being taken, including providing of more deterrent punishment for misuse of the chain facilities in the Railways to prevent the trend?

THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) : (a) Yes.

(b) 1967	:	1,64,223
1968	:	1,99,693
1969	:	1,05,633
(upto May)		

(c) The loss, which is mainly by way of detentions to trains, cannot be precisely estimated.

The reason for increase in such incidents is the deterioration in the law and order situation and sense of discipline.

(d) The following steps are being taken to prevent the incidence of alarm chain pulling :—

- (i) Conducting educative campaign in the press, through posters, cinema slides, etc., and by announcements on the public address system provided at important stations;

(ii) Creating consciousness among the students about the evil of alarm chain pulling through the heads of the institutions as well as through senior Railways officers giving lectures in the institutions;

(iii) Posting of plain clothed TTEs and Railway Protection Force men in 3rd class compartments;

(iv) Conducting surprise checks by anti-alarm chain pulling squads, consisting of TTEs and Railway Protection Force personnel, on some Railways;

(v) Arranging surprise checks for ambushing of miscreants at places noted for unauthorised chain pulling;

(vi) A scheme of making cash awards upto Rs. 50/-, to those who help the Railway administrations in detecting and in prosecuting the offenders in a court of law.

2. By amending Section 108 of the Indian Railways Act in 1958, the maximum limit of fine for unjustified use of alarm chains was raised from Rs. 50 to Rs. 250 and/or imprisonment upto three months and these enhanced punishments are considered sufficiently deterrent. However, effective action in combating this evil is possible only with the positive cooperation of the passengers which is lacking at present.

**Restoration of Up and Down Passenger
Trains between Itarsi and Bhusawal**

209. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Up and Down Passenger trains between Itarsi and Bhusawal, which have been discontinued, would be restored;

(b) if so, when; and

(c) if not, the reasons therefor keeping in view the long delays and inconvenience being caused to the people living on this section?

THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH): (a) No.

(b) Does not arise.

(c) As per census conducted in November, 1968, the occupation of the existing 2 pairs of Passenger trains available on the section is not such as to justify restoration of the previous 349 Dn/350 Up Bhusawal-Itarsi trains

Double Line Bridges on Tawa and Sher Rivers on Itarsi Jabalpur Section

210. **SHRI NITIRAJ SINGH CHAUDHARY** : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is proposed to construct double line bridges on the Tawa and Sher rivers on the Itarsi-Jabalpur section;

(b) if so, when;

(c) whether it is a fact that one pier of Tawa bridge was shaky and has been strengthened;

(d) if so, whether this pier would be reconstructed; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) : (a) There is no proposal at present.

(b) Does not arise.

(c) Slight hair-cracks had developed in masonry of pier No.2. The pier has been strengthened by jacketting,

(d) and (e). As the strengthening carried out is found to be adequate, there is no necessity to rebuild the pier.

Age Limit for Scholarships and free-ships to Scheduled Caste and Scheduled Tribe Students

241. **SHRI S. M SOLANKI** : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the latest change with regard to the grant of scholarships, freeships and fixing of age limit to enter Post-Graduate studies for the Scheduled Caste and Scheduled Tribe students;

(b) whether it is a fact that the new rules applicable to the Scheduled Caste and Scheduled Tribe students, who desire to enter Post-graduate studies, will stop them from further education;

(c) whether it is also a fact that the Scheduled Caste and Scheduled Tribe students will not be able to study further if persons, who are 30 years of age or over, are not allowed to get any scholarships or freeships; and

(d) the reasons for curtailing the facilities?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE
(SHRI MUTHYAL RAO) : (a) The main changes have been :—

(i) The introduction of an upper age limit of 30 years beyond which none will be eligible for fresh awards of scholarship.

(ii) The simplification of the graded means test and its application to the Scheduled Tribes also.

(iii) The prescription of a merit test requiring candidates to secure at least 45% marks in the last qualifying examination for purposes of scholarship awards at the post graduate levels of study.

(iv) The provision of annual block grants varying between Rs. 300/— and Rs. 480/- towards fees, purchase of text books, etc. in addition to the monthly maintenance charges.

(b) to (d). The changes have been introduced with a view to promote a purposeful approach towards education and to discourage any tendency to treat the scholar-

ships as a means of livelihood. They have been designed to eliminate wastages and enable equitable distribution of available funds to the most needy and deserving who will continue to benefit under the scheme for completing a purposeful educational career.

Running of direct train between Delhi and Bhubaneswar (Orissa)

213. SHRI SURENDRANATH DWIVEDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether any final decision has been taken to run a direct train between Delhi and State Headquarters of Orissa, as assured by him ;

(b) if so, the proposed route through which it will pass ; and

(c) the time it will take for this distance ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). In the time table to come into force from 1-10-69, it is proposed to introduce a biweekly express train between Puri/Bhubaneswar and New Delhi *via* Kharagpur, Bilaspur, Katni, Bina and Agra.

(c) The time-table is being worked out.

Express trains between Poona and Nagpur

214. SHRI N.R. DEOGHARE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal under consideration to run express train between Poona and Nagpur as demanded by the people of the area ;

(b) if so, when the service is to be started ; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). A proposal for introduction of a direct express train between Poona and Nagpur *via* Dhond and Manmad by way of amalgamating a pair of existing Passenger trains each

on Poona and Dhond-Manmad and Bhusaval-Nagpur sections with an additional train to be introduced on Manmad-Bhusaval section, is under examination of Central Railway Administration. Implementation of this proposal, if otherwise found justified and feasible, will, however not be possible till remodeling of the existing Poona Yard in connection with conversion of Poona-Miraj M. G. section into B. G.

(c) Does not arise.

Small Car Project at Nagpur

215. SHRI N. R. DEOGHARE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have any proposal under consideration to set up a project for the manufacture of small car at the Central place like Nagpur in fulfilment of the demand of the people of the area ;

(b) if so, the details of the project ; and

(c) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). Government have under consideration a proposal to set up a small Car Project in the country but no final decision in the matter has so far been reached. The question of location of the proposed project has not been considered at this stage.

Development of Industries around Tuticorin Port

216. SHRI P. C. ADICHAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the reported statement of Shri R. Venkataraman, Member of the Planning Commission and Chairman of Major Ports Commission, calling for the development of large industries in and around Tuticorin for

better and fuller use of Tuticorin which has been developed into a major harbour ;

(b) if so, whether the State Government or the Central Government are planning to develop proper Industries in the area under the Fourth Five Year Plan ;

(c) if so, the details and tentative cost of the envisage scheme ; and

(d) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) In the course of a speech during his tour to Tuticorin Shri R. Venkataraman, Member of the Planning Commission pointed out that the mere establishment of a port by itself was not likely to lead to economic growth of the area which has to be fostered through industrial and other developments. He emphasized the point that the very viability of the port was dependent on adequate traffic being available to sustain the port and this called for establishment of Industries and other economic activities in the hinterland. His intention was to suggest that the private sector should take greater initiative for the establishment of large, medium and small scale industries to provide the volume of traffic required for the port.

(b) to (d). There was no suggestion that public sector enterprises have to be set up at Tuticorin. The Madras Industrial Development Corporation have, however, submitted a proposal for the establishment of a fertilizer project at Tuticorin and this is under examination. The Government will also give all encouragement to private sector entrepreneurs to set up industries in the area referred to within the plan priorities and resources.

Export of Engineering goods to Yugoslavia

217. SHRI MUHAMMAD SHERIFF : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether a Yugoslav delegation visited the country in the month of May, 1969 and sought engineering goods for the Steel plant ; and

(b) the details of the requirements sought and decisions arrive at in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). A delegation from the Steel Plant Consortium formed to set up a new Steel Plant at Split in Yugoslavia visited the country in May, 1969 for preliminary investigations about the possibility of supply of iron ore and steel plant equipment from India. The delegation visited various plants including those of Heavy Engineering Corporation and had discussions with all concerned. The purpose of the delegation was fact finding and no decision has been arrived at, nor have they indicated their requirement. The delegation will report to the Consortium who will decide the next step.

Visit by Indian Railway Experts to Syria

218. SHRI BABURAO PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the three Indian Railway experts who are visiting Syria to carry out a techno-economic feasibility study of a new Railway line there ;

(b) the length of the proposed line and the terms on which the Syrian Government is seeking co-operation from our Government ;

(c) the exact benefits to the Indian Government from participation in the construction of the Syrian railway line ; and

(d) the amount paid to the Railway experts for making the study ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) The names of the three Indian Railway experts who are visiting Syria are :

- (i) Shri M. G. Nair, Joint Director, Works, Railway Board.
- (ii) Shri B. B. Lal, Joint Director, Traction, Railway Board;
- (iii) Shri Shaheed Ali Khan, Joint Director, Railway Planning, Railway Board.

(b) and (c). The length of the proposed line is approximately 180 k.m. The services of the experts have been made available for a preliminary survey and further details would be known only after the techno-economic study report is finalised and submitted to the Syrian Government and the Syrian Government's reactions thereon are known.

(d) The local costs for the experts undertaking the study would be met by the Syrian Government subject to a ceiling U.S. \$ 15 per day per head. In addition, the Government of India have allowed them Rs. 450/- per head to cover incidental charges and Rs. 15.83 per head day to cover tips.

मोदी मिल्स द्वारा कांग्रेस पार्टी को दान

219. श्री ओकार सिंह :

श्री शारदा नन्द :

श्री कंवर लाल गुप्त :

श्री राम सिंह अयरवाल :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गत दो वर्षों में मोदी मिल्स तथा उनसे सम्बन्धित कम्पनियों/एकको द्वारा कांग्रेस पार्टी को कितना चन्दा दिया गया है;

(ख) गत दो वर्षों में इन एककों को दिये गये लाइसेंसों का व्यौरा क्या है;

(ग) क्या सरकार को इस तथ्य का पता है कि इन लाइसेंसों का दुरुपयोग किया गया है; और

(घ) गत दो वर्षों में इस सम्बन्ध में सरकार को प्राप्त शिकायतों का व्यौरा क्या है और उन पर क्या कार्यवाही की गई है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) :
(क) एकाधिकार जांच आयोग कोरिपोर्ट में दिखाई गई इसकी संरचना के अनुसार, मोदी समूह से सम्बन्धित निम्नलिखितयों कम्पनि ने, गत दो वर्षों के मध्य कांग्रेस दल को, निम्नलिखित चन्दा दिया गया प्रतीत हुआ है :

कम्पनी का नाम	कांग्रेस दल	
	1966-67	1967-68
	रु०	रु०
पटियाला फ्लोर मिल्स कं० लि०	11,000	—

मोदी स्पिनिंग एण्ड

वीविंग मिल्स कं० लि० 71,250 5,000

मोदी इन्डस्ट्रीज लि० 37,500 5,000

1,19,750 10 000

नोट:—यह वर्ष, 1 जुलाई से 30 जून तक के हैं।

(ख) से (घ). यह सूचना संग्रह की जा रही है व यह सदन के पटल पर सुशोधित कर द जायेगी।

हरिजनों द्वारा सर पर गन्दगी उठाने की प्रथा को समाप्त करना

220. श्री ओम प्रकाश त्यागी :

श्री नाथूराम अहिरवार :

श्री लोबो प्रभु :

क्या विधि तथा समाज कल्याण मंत्री 11 नवम्बर, 1968 के अतारंकित प्रश्न संख्या 199 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) हरिजनों द्वारा सर पर गन्दगी ले जाने की प्रथा को समाप्त करने की दिशा में सरकार द्वारा यदि कोई और उपाय किये गये हैं तो वे क्या हैं; और

(ख) यदि कोई उपाय नहीं किए गये तो इसके क्या कारण हैं ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मुत्स्याल राव) : (क) सैनटरी शौचालयों के निर्माण को तथा सूखे शौचालयों को पानी के शौचालयों में परिवर्तित करने को स्वास्थ्य मंत्रालय ने स्थानीय स्वायत्त शासन की केन्द्रीय परिषद के साथ सलाह करके राष्ट्रीय जल प्रदाय तथा सफाई कार्यक्रम में शामिल कर लिया है। नए सूखे शौचालयों के निर्माण को रोकने के लिए नगरपालिका कानूनों में समुचित संशोधन करने के लिए राज्य सरकारों/संघ शासित क्षेत्र प्रशासनों को सलाह दी गई है। सेवा प्रिवीस को 2 अक्टूबर, 1969 तक समाप्त करने के लिए विशेष अभियान करने के लिए भी उन्हें कहा गया है।

(ख) प्रश्न नहीं उठता।

भारत के संविधान का संशोधन

221. श्री ओम प्रकाश त्यागी . क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत के संविधान में अब तक कितने संशोधन किये गये हैं ;

(ख) क्या सरकार को पता है कि इस छोटी-सी अवधि में भारत के संविधान में किये गए संशोधनों की यह संख्या रूस, अमरीका आदि देशों के संविधानों में किए गए संशोधनों की संख्या से अधिक है ;

(ग) यदि हां, तो क्या सरकार भारत के संविधान में बार-बार संशोधन करने की बजाय उसको पुनः तैयार करने और बदली हुई परिस्थितियों के अनुरूप उसकी त्रुटियों को दूर करने के लिए प्रयत्न करेगी : और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु०यूनस सलीम):(क)इक्कीस ।

(ख) हमारा संविधान संयुक्त राज्य अमेरिका या सोवियत समाजवादी गणराज्य संघ के संविधान से बहुत बड़ा है और तुलना करना उचित नहीं है ।

(ग) और (घ). कुछ को छोड़कर, ये संशोधन ऐसे नहीं है जिनका कोई गंभीर प्रभाव हो। जो संशोधन किए गए हैं वे परिस्थितियों के कारण आवश्यक हो गए थे। संविधान पुनः तैयार करने का कोई मजबूत आधार नहीं है ।

नगरों में उद्योगों का केन्द्रीयकरण

222. श्री ओम प्रकाश त्यागी :
श्री प्रकाशवीर शास्त्री :

क्या औद्योगिक विकास, आन्तरिक व्यापार

तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अधिकांश औद्योगिक विकास कुछेक नगरों में ही सीमित हो रहा है जिसके परिणामस्वरूप आवास, परिवहन तथा स्वास्थ्य की समस्याएं जटिल होती जा रही हैं तथा औद्योगिक विकास एवं इसके विस्तार के संबंध में सम्पूर्ण क्षेत्रों में समान रूप से प्रगति नहीं हो रही है ;

(ख) क्या सरकार लाइसेंस देने की अपनी नीति में संशोधन करेगी जिससे कि यह सुनिश्चित हो जाय कि उद्योग किसी विशेष स्थान पर केन्द्रित न होने पाएं बल्कि उनका अन्य क्षेत्रों में विस्तार हो ;

(ग) यदि हां, इस प्रकार के संशोधन की कब तक सम्भावना है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री(श्री फख्रुद्दीन अली अहमद):
(क) से (घ) यह ठीक है कि प्रवृत्ति यह ही है कि उद्योग बड़े शहरों तथा अन्य विकसित क्षेत्रों के और उनके निकट ही केन्द्रित होते हैं इससे आवास, परिवहन तथा स्वास्थ्य की समस्याएं बढ़ती हैं। उद्योग(विकास तथा विनियमन) अधिनियम, 1951 या उसके अन्तर्गत चलाए गए नियमों द्वारा सरकार को अधिकार नहीं है कि वह एक निजी उद्यमियों को किसीविशेष स्थान पर उद्योग स्थापित करने के लिए बाध्य करे, यदि उस क्षेत्र में उसकी स्थापना उद्यमी में द्वारा लाभकारी विकासक्षम नहीं सम्भवी गई है। फिर भी, सरकार का ध्यान क्षेत्रीय असुन्तुलन की समस्या और विशिष्ट शहरों से दूर उद्योगों के विकेन्द्रीयकरण की ओर लगा हुआ है ।

सिलाई की मशीनों के लघु उद्योग

223. श्री ओम प्रकाश त्यागी :

श्री राम स्वरूप विद्यार्थी :

श्री नारायण स्वरूप शर्मा :
 श्री भ्रा० सुन्दरलाल :
 श्री जार्ज फ़रनेन्डीज :
 श्री जनार्दनन :
 श्री रामावतार शास्त्री :
 श्री जगेश्वर यादव :
 श्री लताफत अली खां :
 डा० रानेन सेन :
 श्री बलराज मधोक :
 श्री रा० कृ० बिड़ला :
 श्रीमती सावित्री श्याम :
 श्री हेम राज :
 श्री ज्योतिर्मय बसु :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत में सिलाई की मशीनों के लघु उद्योग में पचास हजार मजदूरों के लिए रोजगार की व्यवस्था है और उस से भारत के लिए विदेशी मुद्रा का भी अर्जन होता है ;

(ख) क्या यह भी सच है कि कुछ बड़े पूंजीपति विदेशी पूंजीपतियों के सहयोग से भारत में सिलाई की मशीनों का बड़ा उद्योग स्थापित करने का प्रयत्न कर रहे हैं ; और

(ग) यदि हां, तो क्या स्वदेशी तकनीशानों के संरक्षण के लिए सरकार इस क्षेत्र में विदेशी सहयोग को रोकेंगी ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फ़ख़रुद्दीन अली अहमद) :

(क) लघु उद्योगों क्षेत्र में सिलाई मशीनें बनाने के 200 से ऊपर निर्माता हैं किन्तु उनके कर्मचारियों की संख्या के बारे में जानकारी उपलब्ध नहीं है। लघु उद्योग क्षेत्र के उत्पादन संगठित उत्पादकों के साथ बड़ी संख्या में सिलाई

मशीनों का निर्यात करते हैं जिससे देश के लिए बहुमूल्य विदेशी मुद्रा अर्जित होती है।

(ख) जी, नहीं।

(ग) प्रश्न ही नहीं उठता। सरकार की वर्तमान नीति के अनुसार तकनीकी सहयोग पर विचार केवल औद्योगिक सिलाई मशीनों के निर्माण के लिए गुणावगुण के आधार पर किया जायेगा।

स्टेशनों पर शुद्ध घी में बने खाद्य पदार्थों की बिक्री

224. श्री नारायण स्वरूप शर्मा :

श्री ओमप्रकाश त्यागी :
 श्री राम स्वरूप विद्यार्थी :
 श्री भ्रा० सुन्दरलाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि ;

(क) क्या यह सच है कि रेलगाड़ियों में तथा रेलवे स्टेशनों पर बनस्पति घी में बनी मिठाइयां, भोजन तथा सब्जियां बेची जाती है ;

(ख) क्या यह भी सच कि जो यात्री शुद्ध घी खाने के आदि हैं उनको वर्तमान व्यवस्था के कारण भारी कठिनाई उठानी पड़ती है ;

(ग) क्या सरकार ऐसी व्यवस्था करेगी जिससे शुद्ध घी में बनी वस्तुएं मिल सकें ;

(घ) यदि हां, तो क्या उपाय करेगा। और

(ङ) यदि नहीं, तो इसका कारण क्या है ? रेलवे मंत्री (डा० राम सुमन सिंह) : (क) जी हां। कुछ क्षेत्रों में बनस्पति का उपयोग भी किया जाता है।

(ख) वर्तमान प्रबन्ध के कारण यात्रियों को असुविधा होने के सम्बन्ध में कोई शिकायत नहीं मिली है।

(ग) और (ख). फिलहाल, ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

(ङ) घी का दाम काफी अधिक है इसलिए शुद्ध घी में बने पदार्थों के अधिक बिकने की सम्भावना नहीं है चूँकि ऐसे पदार्थों का मूल्य अवश्य ही बहुत अधिक होगा। वनस्पति का गैर रेलवे संस्थापनाओं में भी खाद्य पदार्थों के बनाने के लिए बड़े पैमाने पर उपयोग होता है।

Messrs Cooper Allen and Company Ltd.

226. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Cooper Allen and Co. Ltd. of British India Corporation at Kanpur has been finally taken over by Government ;

(b) if so, the number of employees who have been retrenched as a result of this taking over ; and

(c) whether they are likely to be taken back as on required basis ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The Cooper Allen and North West Tannery Units of the British India Corporation Ltd., Kanpur have been taken over by the Government with effect from 23rd May, 1969 by setting up a new company in the name and style of the Tannery and Footwear Corporation of India Limited, Kanpur.

(b) Out of a total number of 2,578 employees on the rolls of the Cooper Allen and North West Tannery Units on the date of transfer, the Tannery and Footwear Corporation has taken over 1,935 employees. There was no retrenchment on account of the taking over ; and

(c) For meeting their future requirements, Tannery and Footwear Corporation of India Ltd. will give preference to personnel not taken over, subject to their suitability for the jobs in hand.

Permission to Clerks for appearing in Departmental Stenographer Test

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

(a) whether it is a fact that the Clerks who know type-writing are not allowed to appear for the Departmental Stenographer/Steno-typist test as is the practice in other Government Departments ; and

(b) if so, the reasons for the same and specific objections for not allowing them to appear for this test when they know type-writing and Stenography fully well ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b) : Attention of the Hon'ble Member is invited to reply to Unstarred Question No. 6428 put by him on 15.4.1969.

Registration certificates to new Units for Manufacture of Banned list

228. SHRI S.M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the facts which Government take into consideration for issuing Industrial Licences/Registration Certificates to the new units for manufacture of items which are on the banned list;

(b) whether before issuing such Industrial Licences/registration Certificates, Government also take into consideration as to how scarce category of raw materials such as steel sheets would be made available to these units when they are unable to feed even the existing units; and

(c) if so, whether the recognition of such fresh capacities does not further deteriorate the position of existing units which were established prior to the industry being placed on the banned list due to the newcomers becoming co-sharers in allocation of scarce category of steel sheets ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) While examining applica-

tions for industrial licences, the following considerations are generally kept in view by the Government :—

- (i) Need for developing industries in accordance with the priorities and targets laid down in the Five Year Plans.
- (ii) Need for canalisation of investments into priority industries and the discouragement of investment in comparatively non-essential industries;
- (iii) Need for establishment of export oriented/import saving industries; and the foreign exchange expenditure involved in a particular scheme;
- (iv) Supply position of raw materials;
- (v) Desirability of avoiding concentration of ownership and control of industries in a few hands.
- (vi) Need for balanced regional development;
- (vii) Need to protect small scale and cottage industries and prevent undue competition between the large and the small scale sectors; and
- (viii) Availability of power, water and transport facilities at the site where the unit is proposed to be set up.

However, proposals for the manufacture of items on the banned list are not approved by the Government, except in very special circumstances.

(b) Although the raw material requirements of the new units to be set up are also taken into account before granting an industrial licence, no guarantee in regard to allocation of such raw materials is given by the Government.

(c) The question of supply of scarce raw materials to existing units mainly depends on their availability. The recognition of fresh capacity does sometimes strain raw material availability and this is one of the reasons why additional capacity is not normally permitted in such industries except in special circumstances and under the relaxations allowed for diversification to enable better utilisation of existing manufacturing capacity.

रूरकेला स्थित इस्पात संयंत्र में पाकिस्तानी राष्ट्रकों की गतिविधियां

229. श्री बृजभूषण लाल :
श्री रामगोपाल शालबाले :
श्री रणजीत सिंह :
श्री अटल बिहारी वाजपेयी :
श्री जगन्नाथ राव जोशी :
श्री सुरज मान :
श्री वेणी शंकर शर्मा :

क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 24 मई, 1969 को "ओरगनाइजर" में प्रकाशित इस समाचार की ओर दिलाया गया है कि रूरकेला इस्पात संयंत्र में अनेक पाकिस्तानी नागरिक सक्रिय हो गए हैं और यह कि संयंत्र की सुरक्षा को संकट पैदा हो गया है ; और

(ख) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है और इस सम्बन्ध में क्या कार्यवाही की गई है ?

इस्पात तथा भारी इंजीनियरी मंत्रालय में राज्य मंत्री (श्री कृष्णचन्द्र पन्त) : (क) इस समाचार की ओर सरकार का ध्यान आकर्षित किया गया है ।

(ख) रूरकेला इस्पात कारखाने में ऐसे कई कर्मचारी हैं जो दावा करते हैं कि वे सन् 1947 से पहले ही पाकिस्तान से आ गए थे और इस देश में लगातार निवास करने से भारत के स्वाभाविक नागरिक हैं । इस समय प्रान्तीय प्राधिकारियों के परामर्श से उनके दावों की पड़ताल की जा रही है ।

रेल गाड़ियों में भीड़भाड़

230. श्री बृज भूषण लाल :
श्री रणजीत सिंह :
श्री अटल बिहारी वाजपेयी :

श्री सूरज भान :
 श्री नि० रं० लास्कर :
 श्री मुहम्मद शरीफ :
 श्री महन्त दिग्विजय नाथ :
 श्री भोगेन्द्र झा :
 श्री रा० कृ० बिड़ला :
 श्री चंगलराया नायडू :
 श्री रामगोपाल शालवाले :
 श्री जगन्नाथ राव जोशी :
 श्री नरेन्द्र कुमार साल्वे :
 श्री हिम्मतसिंहका :
 श्री रा० बरूआ :
 श्री देवकी नन्दन पाटोदिया :
 श्री यशवन्त सिंह कुशवाह :
 श्री एम० एस० ओबराय :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलगाड़ियों में भीड़भाड़ कम करने के लिए हाल ही में रेलवे बोर्ड ने कुछ तात्कालिक कदम उठाए हैं; और

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है तथा उसके क्या परिणाम निकले तथा भविष्य के लिए इस बारे में बनाई गई क्या योजना है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) जी हां ।

(ख) 1-4-1969 के बाद बड़ी लाइन पर 6 गाड़ियां और मीटर लाइन पर 14 गाड़ियां चलाई गयीं या उनका चालान-क्षेत्र बढ़ाया गया । इनके अलावा, बड़ी लाइन की 48 और मीटर लाइन की 30 गाड़ियों में एक से तीन तक डिब्बे—अधिकांश तीसरे दर्जे के—नियमित रूप से बढ़ाए गये । इन कार्रवाइयों के परिणाम-स्वरूप भीड़-भाड़ में काफी कमी हुई है ।

भीड़-भाड़ वाले मार्गों/खंडों को राहत देने के लिए भाप-कर्षण को डीजल/विजली कर्षण

में बदलने के साथ-साथ गाड़ियों में अधिक डिब्बे लगाने के अलावा, लाइन-क्षमता, चल-स्टाक, टर्मिनल सुविधाओं आदि के रूप में अपेक्षित साधनों की उपलब्धता के अनुरूप अधिक गाड़ियां चलाने और वर्तमान गाड़ियों का चालन-क्षेत्र बढ़ाने का विचार है ।

Setting up of Tannery at Tonk

231. SHRI P. M. SAYEED :
 SHRI MANIBHAI J. PATEL ;
 SHRI NAVAL KISHORE
 SHARMA ;
 SHRI JAMNA LAL :

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

(a) whether a three-member French Team visited India for negotiations for setting up of a tannery in Public Sector at Tonik in Rajasthan;

(b) if so, the nature of the talks held with the team;

(c) whether an agreement has been reached in this respect and, if so terms thereof; and

(d) the time by which the tannery is likely to start functioning ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (d) . A letter of intent has been granted for the setting up of an industrial undertaking for the manufacture of leather in the public sector by the Government of Rajasthan at Tonk (Rajasthan). The Government of Rajasthan have reported that tenders were invited from abroad particularly from France, Bulgaria and Yugoslavia and that some of the representatives of the tendering firms came to Jaipur for discussing the terms of collaboration and the list of machinery to be imported. Further development are awaited.

Retrenchment of Employees in Tanneries and Footwear Corporation of India Ltd.

232. SHRI P. M. SAYEED :
 SHRI MANIBHAI J. PATEL :

SHRI D. C. SHARMA :

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

(a) whether the Tanneries and Footwear Corporation of India Ltd., which has taken over Cooper Allen and Company from British India Corporation, has terminated the services of its 900 employees;

(b) if so, the reasons therefor;

(c) whether a Memorandum protesting against this action has been received by Government; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). No, Sir. As per the terms of agreement between the Tannery and Footwear Corporation of India Limited and British India Corporation Ltd., the Tannery and Footwear Corporation of India Limited is to take over such of the employees of the Cooper Allen and North West Tannery Units as is considered necessary for its production programme. Accordingly out of 2578 employees on the rolls of the two units as on the date of taking over Tannery and Footwear Corporation of India Limited has taken over 1935 employees after detailed examination of its requirement.

(c) Yes, Sir.

(d) It is the responsibility of British India Corporation to pay retrenchment compensation and other dues, as may be admissible, to such of the employees as have not been taken over by the Tannery and Footwear Corporation of India Limited. However, for their future requirement, Tannery and Footwear Corporation of India Limited will give preference to the personnel not taken over subject to their suitability for the jobs in hand.

मोटर गाड़ी के मूल्यों सम्बन्धी

प्रशुल्क आयोग

233. श्री रामावतार शर्मा : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री 29 अप्रैल, 1969 के तारांकित प्रश्न संख्या 1408 के उत्तर के संबंध में यह बताने कि कृपा करेंगे कि :

(क) क्या मोटरगाड़ियों के मूल्य के सम्बन्ध में प्रशुल्क आयोग के प्रतिवेदन पर इस बीच कोई निर्णय कर लिया गया है, यदि हाँ, तो उसका प्रारूप क्या है ;

(ख) क्या यह सच है कि मोटर गाड़ियों के मूल्य-वृद्धि के सम्बन्ध में मोटर गाड़ी निर्माता संघ ने सरकार का ध्यान 23 जनवरी, 1957 के सरकार के एक संकल्प की ओर आकृष्ट कराया है जिसमें मूल्य नियन्त्रण को कठोर प्रणाली को मोटर गाड़ी उद्योग के विकास के लिए हानिकारक बताया है ;

(ग) क्या यह भी सच है कि पिछले 12 वर्षों में मोटर गाड़ियों के लागत मूल्य में 300 प्रतिशत से भी अधिक की वृद्धि हुई है ; और

(घ) यदि हाँ, तो क्या सरकार का विचार प्रशुल्क आयोग के प्रतिवेदन पर शीघ्रता से विचार करने तथा उस पर निर्णय करने का है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी, अभी नहीं ।

(ख) भारतीय मोटर गाड़ी निर्माता संघ, बम्बई की ओर से ऐसा कोई अभ्यावेदन नहीं मिला है । फिर भी, उसी समय आटोमोबाइल मैन्यूफैक्चरर्स एसोसिएशन आफ इण्डिया कलकत्ता से एक ऐसा अभ्यावेदन मिला है कि यानी कार के उद्योग के वर्तमान मूल्य तथा वितरण

नियन्त्रण को हटा लिया जाना चाहिए क्योंकि इसके बने रहने से उत्पादन पर बुरा प्रभाव पड़ता है तथा उद्योग को योजना का विचार करने में कठिनाई होती है।

(ग) जबकि पिछले 12 वर्षों की अवधि में यात्री कारों की उत्पादन लागत काफी बढ़ चुकी है किन्तु यह कहना ठीक नहीं है कि यह 300 प्रतिशत से भी अधिक बढ़ गई है।

(घ) मोटर गाड़ी के उचित बिक्री मूल्य सम्बन्धी प्रशुल्क आयोग की रिपोर्ट (1968) पर शीघ्र ही निर्णय किए जाने की आशा है।

Porters and Vendors

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

(a) whether the Federation of Railway Porters and Vendors at a meeting on the 12th May, 1969 demanded that porters and vendors should get the facilities enjoyed by Class IV employees;

(b) whether it was also urged that the Railway Administration should not describe them as coolies in future; and

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

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). Information is not available of the business transacted and demands made at the meeting held on 12-5-69 by the Federation of Railway Porters & Vendors which is not a recognised body.

Development of Industrially Backward States

236. SHRI B. K. DASCHOWDHURY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(A) whether a Working Group of the Planning Commission has identified Andhra Pradesh, Orissa, Bihar, Madhya Pradesh,

Rajasthan and Uttar Pradesh as industrially backward areas; and

(b) if so, the steps Government propose to take to give priority to these States in the matter of industrial development ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) The report of the working group has been laid on the Table of the House during the last session. Attention is invited to the recommendations in chapter III of the Report.

(b) The report submitted by the Working Group has been referred by the National Development Council to its Committee for detailed consideration.

Stabbing of Railway Employee in 375-UP Allahabad-Delhi Passenger

237. SHRI B. K. DASCHOWDHURY : SHRI VISHWA NATH PANDEY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether one Shri J.P. Sharma, while checking tickets in 375-UP Allahabad-Delhi Passenger, was stabbed by a ticketless traveller on the 10th May, 1969;

(b) the action taken against that passenger and whether he has been arrested;

(c) the section of the Railways in which there is too much ticketless travelling and the action taken or proposed to be taken against this ticketless travel and also to safeguard the lives of the Railway officials; and

(d) whether any compensation has been given to the family of Shri Sharma ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) The accused named Sadhu Singh S/o Sunder Singh Nihung sikh has been arrested and he has confessed his guilt.

(c) A statement is laid on the Table of the House. [Placed in Library. See No. LT—1285/69].

(d) Shri J.P. Sharma, Travelling Ticket Examiner has been given an *ex-gratia* payment of Rs. 500/-.

Shifting of Industrial Concerns from West Bengal to U.P.

238. SHRIMATI ILA PALCHOU-DHURY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to a press report that the Chief Minister of Uttar Pradesh stated at a Press Conference on the 21st May, 1969 in Lucknow (U.P.) that since his Government took office, seven industrial concerns of West Bengal have individually approached the U.P. Government for facilities to move to that State ;

(b) if so, the reaction of Government to this move ;

(c) the names of the industrial concerns which have approached the U.P. Government to move their Factories to U.P. together with the reasons for such a move ; and

(d) the steps, if any, taken to dissuade the concerns from doing so ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHEAD). (a) to (d). A news-item on this subject has been brought to the notice of Govt. The Govt. of U.P. have since reported that the Chief Minister had made a statement only to the effect that, as a result of the various facilities and incentives offered by the State Govt. for industrial development in that State, a number of enquiries were received from various parts of the country, including West Bengal, regarding the possibilities of setting up of new industries in the State. There is no specific proposal regarding shifting of any existing industries from West Bengal to Uttar Pradesh.

Shifting of Industrial Concerns from West Bengal to other States

239. SHRIMATI ILA PALCHOU-DHURY : Will the Minister of INDUST-

RIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether any industrial concerns of West Bengal have approached either the Central Government or any other State Government to move from West Bengal and set up their factories in other States ; and

(b) if so, their names and the reasons given by them for such a move ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHEAD) : (a) and (b). Two applications for grant of licences under the Industries (Development & Regulation) Act, 1951 for shifting their undertaking from West Bengal to other States have been received during 1969 one from M/s. Dabur (Dr. S. K. Burman) Pvt. Ltd. and the other from M/s. Balmer Lawrie & Co. Ltd. The former company proposes to shift with a view to effecting economy in the distribution of finished goods. The latter company's proposal relates to shifting of part of their capacity for barrel manufacture to Madras in order to meet the requirements of the Indian Oil Refinery at Madras. Both the proposals are pending at present.

Action taken against persons involved in Steel Deal

240. SHRI A. SREEDHARAN :
DR. SUSHILA NAYAR :
SHRI K. LAKKAPPA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether any action has been taken or award of punishment given, as recommended by the Central Vigilance Commission, against the public servants who were found guilty/involved in the steel deal inquired into by the Sarkar Committee ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) and (b). Since the procedural requirements necessitated under the relevant rules and regulations have not yet been completed, it has not been possible to take final action relating to the imposition of any penalties against the concerned public servants. However, in the case of Shri S. N. Banerjee, formerly Assistant in the office of the Iron & Steel Controller, it has been decided, on the advice of the Central Vigilance Commission, to drop the disciplinary proceedings for imposition of a minor penalty instituted against him.

Engineering Service Examination, 1969

241. SHRI A. SREEDHARAN :
DR. SUSHILA NAYAR :
SHRI K. LAKKAPPA :

Will the Minister of RAILWAYS be pleased to state :

(a) the number, names, age and length of service of those departmental Government employees working in Ordnance factories who have been permitted to appear in the Engineering Service Examination in the year 1969 ;

(b) the number, names, age and length of service of such employees who have not been permitted to appear in the said examination ; and the reasons therefor ;

(c) whether Government propose to refund the examination fee in full to such Government employees who have not been permitted in the said examination as their eligibility was not clear and was subject to their confirmation ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Kunzru Committee on Railway Accidents

242. SHRI A. SREEDHARAN :
DR. SUSHILA NAYAR :
SHRI K. LAKKAPPA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have since

implemented the recommendations made by the Kunzru Committee on the Railway Accidents ;

(b) if not, the number and nature of recommendations which have not been implemented ; and

(c) the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). Of the 354 accepted recommendations of the Kunzru Committee only 27 recommendations remain to be implemented. It has not been possible to fully implement them yet ; because either they require research and development or can be implemented only a programmed basis subject to availability of funds or require action to be taken by State Governments and other independent organisations. The implementation of two recommendations is not being pursued having regard to the views expressed by the Wanchoo-Committee, 1968.

Setting up of Fifth Steel Plant

243. SHRI A. SREEDHARAN :
DR. SUSHILA NAYAR :
SHRI K. LAKKAPPA :
SHRI D. N. PATODIA :
SHRI SITARAM KESRI :
SHRI S. M. BANARJEE :
SHRI P. C. ADICHAN :
SHRI BHOGENDRA JHA :
SHRI LATAFAT ALI KHAN :
SHRI DHIRESWAR KALITA :
SHRI J. M. BISWAS :
SHRI SRADHAKAR
SUPAKAR :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government have since taken any decision in regard to the setting up of Fifth Steel Plant in the country ;

(b) if so, whether the site has been selected ; and

(c) the financial implications thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) No, Sir.

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

Village Industries in Fourth Plan

244. SHRI LOBO PRABHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the expenditure on Ambar Charkhas in the Third Plan and the estimated value of their production ;

(b) the estimated value of the small scale and village industry production for which the outlay of Rs. 294 crores is proposed in the Fourth Plan ;

(c) since industrial estates have not been successful in rural areas, will not their forced development there add to the cost of production and general discredit of small scale industries ; and

(d) the precise meaning of putting Ambar Charkha production on self-sufficiency basis and whether Government subsidy will be stopped ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) Expenditure on Ambar Charkhas in the Third Plan was Rs. 7.04 crores approximately and the estimated value of production of cloth from Ambar charkha yarn during the Third Plan is estimated at Rs. 31.67 crores.

(b) and (c). Information is being collected and will be laid on the Table of the House.

(d) The Asoka Mehta Committee on Khadi and Village Industries has recommended that further expansion of traditional and Ambar khadi production should be limited for self-sufficiency purposes *i.e.* for the use of the producer and in the places of production and that the element of Government grants should be small. The Asoka Mehta Committee has also recommended that Government grants for traditional and Ambar khadi should have a maximum limit of Rs. 5.00 crores per annum. All the recommendations of the Committee are under examination.

Justification of Controls in Fourth Plan

245. SHRI LOBO PRABHU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that planning has reduced delays, excess capacity, high cost of production, are now the outstanding feature of the country. unknown in countries without planning;

(b) whether planning can secure industrial dispersal when it has not done this so far, when opposed by natural economic forces;

(c) if planning is necessary for securing traditional and small industries, is this not better done through fiscal concessions and market reservations;

(d) the reasons why Government considered the interests of the consumers as a sufficient and more proper guide to industrialisation; and

(e) how does it meet the charge that controls involve a large shift of income in favour of a small body of producers and labour?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (e). Planning has been accepted as a basic necessity by the Government for the development of the economy. Planning may have its weaknesses, but unplanned development will not secure the social economic objectives of the nation.

Exodus of Engineers from Heavy Engineering Corporation

246. SHRI RAMACHANDRA VEE-RAPPA :

SHRI J. K. CHOUDHURI :

SHRI D. AMAT :

SHRI G. C. NAIK :

SHRI KARTIK ORAON :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that 70 Engineers of the Heavy Engineering Corporation

at Ranchi have left India and another large batch has applied for permission to leave the country to go to the U. S. A. and elsewhere;

(b) the total number of Engineers employed in the Heavy Engineering Corporation and the total number of them who have applied for permission to leave;

(c) the reasons shown for seeking such permission; and

(d) government's decision in their case?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) Since 1968, 23 Engineers have left the services of Heavy Engineering Corporation Ltd., Ranchi, by resigning their jobs, for going to the U. S. A. and other foreign countries, as mentioned in their applications. 199 applications have been received from individual engineers for permission to apply for passport.

(b) 2090 Engineers are employed in the company and 199 have applied for permission to apply for passport;

(c) The reasons given by the Engineers in their applications are "for proceeding abroad on immigration" or "higher study". In some cases reasons given is "only for proceeding abroad".

(d) It is for the company to take a decision on the applications and they have decided not to give a 'no objection certificate' for the purpose of grant of passport. The Engineers would however be free to resign from the service of the company in accordance with the terms of the contract and then take steps to go abroad.

Delhi avoiding Railway Line

247. SHRI RAM SWARUP VIDYARTHII :
SHRI BAL RAJ MADHOK :
SHRI RAGHUVIR SINGH SHASTRI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Delhi

Avoiding Railway line has been put in commission ;

(b) whether it is also a fact that this avoiding line is also to serve as the Ring Railway for Delhi; and

(c) if so, how many additional passenger trains to serve the need of Delhi have started running on this line, what is their frequency and what are the stations at which they halt ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a). The Delhi Avoiding Lines and Connected Traffic Facilities Project has been opened to goods traffic with effect from 16-2-1969.

(b) and (c). The line is intended to serve as a bye-pass line for goods trains and not as a Ring Railway for Delhi. However, when the line is ready for opening to passenger traffic, it will be utilised also to run suburban trains.

Criteria for determining Backwardness

248. SHRI RAM SWARUP VIDYARTHII :
SHRI BAL RAJ MADHOK :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether any criterion other than birth has been laid down for determining the backwardness of any individual or groups of individuals; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) and (b). Apart from the Scheduled Casts, Scheduled Tribes and the Denotified, Nomadic and Semi-Nomadic Tribes, the Government of India recognise sabackward classes only those whose family income is less than Rs. 2,400 per annum.

Workers in Industrial Units in Delhi

249. SHRI RAM SWARUP VIDYARTHII :
SHRI BAL RAJ MADAOK :

Will the Minister of INDUSTRIAL

DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of the new industrial units set up in the Union territory of Delhi since March, 1967 and their respective field of manufacture, employment potential and production capacity;

(b) the total number of workers employed therein at present;

(c) the number of workers provided with housing accommodation by the industrial units concerned; and

(d) the steps Government propose to take to see that every new industrial unit undertakes to provide living accommodation to the workers on the site or near about before a licence is given for the setting up of the industrial units?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) According to the Census of Industrial Units conducted by the Directorat of Industries, Delhi Administration, Delhi, during April-July, 1969, the number of Industrial Units set up in the Union Territory of Delhi since 1st January, 1967 till the date of Census was 6,665. Under the Census all Large Scale, Small Scale, Cottage Industries and even self-employed units were completely enumerated. Their employment potential was 25,933 and the value of production during 1967-68 was Rs. 1,714 lakhs. The detailed statement is laid on the table of the House indicates the number of units, total Employment, number of workers and value of Production during 1967-68 classified under Major Groups of Standard Industrial Classification according to their item of manufacture. [*Placed in Library. See No. LT—1286/69*]. The details regarding the Production Capacity were not collected during the course of the Census.

(b) The total number of workers employed by 6,665 units was 22,413.

(c) The number is 63 in so far as workers employed in registered factories are concerned.

(d) There is no such proposal before Government.

Social Welfare Schemes for Delhi

250. SHRI RAM SWARUP
VIDYARTHI :
SHRI BAL RAJ MADHOK :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that a number of social welfare schemes of the same type are being run separately by the Delhi Administration and the Central Government in the Union Territory of Delhi;

(b) if so, the details thereof;

(c) whether it is also a fact that this leads to a lot of duplication of efforts and expenditure;

(d) whether it is further a fact that suggestions have been made from time to time inside and outside the Parliament to end this duplication and hand over all the social welfare activities and centres run by the Central Government to the Delhi Administration; and

(e) if so, the steps taken so far to implement such suggestions?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. SHRIMATI PHULRENU GUHA) : (a) The Schemes being run by the Delhi Administration and Central Government are not of the same type.

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

(d) Some suggestions were made and considered but no duplication was found.

(e) Does not arise.

Attack On Railway Staff At Asansol Station

251. SHRI V. NARASIMHA RAO :
SHRI RABI RAY :
SHRI N. R. LASKAR :
SHRI D. N. PATODIA :
SHRI SAMAR GUHA :

SHRI MAHANT DIGVIJAI NATH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that about one hundred criminals armed with lethal weapons attacked the Railway staff at Asansol Railway Station on the 27th May, 1969;

(b) if so, the extent of the damage done to the Railway property and the number of persons killed and injured; and

(c) the steps taken by Government in the matter?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) About 15 to 20 criminals armed with sword, Bhojali and lathi etc., in their bid to break open a wagon, attacked on intervention some railway staff in Asansol yard on 27. 5. 1969.

(b) Due to timely intervention of Railway Protection Force Staff and Railway employees there was no damage done to the Railway property. Three persons (Railway employees) were injured.

(c) (i) Government Railway Police, Asansol, registered a case No. 14 under sections 148/332/326/461/371/511IPC on 27.5.1969 and arrested 18 criminals.

(ii) Joint raids by Government Railway Police and Railway Protection Force are made to apprehend bad characters and Railway criminals.

(iii) Armed patrolling by Railway Protection Force is also being done.

Lorry-train collision

252. **SHRI V. NARASIMHA RAO :**
SHRI P. C. ADICHAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there was a collision between a lorry and the Madras-

Banglore Express on the evening of the 27th May, 1969;

(b) if so, the number of persons killed and wounded as a result thereof;

(c) the amount of compensation given to those killed and wounded; and

(d) whether any inquiry has been ordered into this incident?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a). Yes.

(b) In this accident 3 persons were killed and 11 sustained injuries.

(c) No claim for compensation has been received or paid so far.

(d) Yes. According to the finding of the inquiry Committee the lorry crashed into the closed leaf of the level crossing gate, over shot into the track and hit into the 3rd and 4th coaches of the train for which the lorry driver, who died as a result of the accident, was responsible.

Setting up of a Watch Plant by a Swiss Firm

253. **SHRI V. NARASIMHA RAO :**
SHRI ISHAQ SAMBHALI :
SHRI SITARAM KESARI :
SHRI MAHANT DIGVIJAI NATH :
SHRI BHOGENDRA JHA :
SHRI DHIRESWAR KALITA :
SHRI RAGHUVIR SINGH SHASTRI :
SHRI CHANDRA SHEKHAR SINGH :
SHRI RAMAVATAR SHASTRI :
SHRI G. C. NAIK :
SHRI K. LAKKAPPA :
SHRI D. AMAT :
SHRI P. K. DEO :
SHRI A. SREEDHARAN :
SHRI N. SHIVAPPA :
SHRI YASHPAL SINGH :
SHRI K. M. KOUSHIK :
SHRI D. N. PATODIA :
SHRI JYOTIRMOY BASU :
SHRI N. K. SOMANI :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS be pleased to state :

(a) whether a Swiss Watch-making firm has renewed its earlier offer of setting up of a production unit in collaboration with a private Indian firm;

(b) if so, the reaction of Government in this regard;

(c) whether the Secretary of his Ministry, who recently visited Geneva also, found the Swiss Watch-makers more anxious to set up their units in India;

(d) the details of the report, if any, submitted by him; and

(e) what action, if any, is being taken by Government in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (e). During his recent visit to Geneva, Secretary (ID) in the Union Ministry of Industrial Development, Internal Trade and Company Affairs, held brief discussions with the representatives of the Swiss watch industry. It transpired during these discussions that the Swiss watch industry which had earlier shown interest in setting up a watch factory in India with capital participation was again keen on doing so. Their representatives indicated, that they had conducted negotiations with several Indian parties but so far they had not finally settled with any Indian collaborator. The policy of the Govt. of India, in regard to foreign investment and collaboration was explained to them and they were informed that before concluding their collaboration arrangements with any Indian party they should obtain the concurrence of the Government with regard to capital investment, phased programme of manufacture, export obligations, pricing, technical control etc. They were informed that the Govt. of India would have to be satisfied that arrangements in this regard were satisfactory before any scheme could be approved. As and when a concrete and satisfactory proposal is received further appropriate action will be taken.

Luggage Checking on North East Frontier Railway

254. SHRI V. NARASIMHA RAO : Will the Minister for RAILWAYS be pleased to state :

(a) whether luggage checking is being reintroduced on the Gauhati-Tinsukia and Lumding-Darapur Sections of the North-East Frontier Railway;

(b) when the checking of luggage was introduced and on which sections; and

(c) the reasons for discontinuing the same?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). Luggage checking was introduced from 24th April 1966 on Gauhati-Tinsukia and Lumding-Badarpur (not Darapur) sections. It has not been discontinued.

(c) Does not arise.

छपाई के लिए रोटरी मशीनों का निर्माण

255. श्री निहाल सिंह :

श्री हेमराज :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) मुद्रण के लिए रोटरी मशीनों के आयात पर प्रति वर्ष कितनी विदेशी मुद्रा खर्च की जा रही है ;

(ख) क्या हिन्दुस्तान मशीन टूल्स का विचार रोटरी मशीनों का निर्माण करने का है; और

(ग) क्या श्री गुरदयाल हांडा, बर्ली, बम्बई की रोटरी मशीन बनाने की विधि को अपनाने का सरकार का विचार है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समन्वय-कार्य मंत्री (श्री फखरुद्दीन अली सहमद) : (क)

	ग्राफसेट रोटरी छपाई के मुद्रणालय	रोटरी छपाई के मुद्रणालय
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1966-67	33.37 लाख रुपये	50.05 लाख रुपये
1967-68	63.61 " "	102.40 " "
1968-69	125.39 " "	86.60 " "

(ख) निकट भविष्य में ऐसा विचार नहीं है। हिन्दुस्तान मशीन टूल्स लि. का विचार साधारण किस्म की मशीनों का उत्पादन स्थापित कर लेने के बाद ही रोटरी मशीन के निर्माण करने का है।

(ग) एक तीन सदस्य दल में तकनीकी विकास का महा निदेशालय, छपाई तथा लेखन सामग्री के प्रमुख, नियंत्रण तथा मशीन टूल्स लि० प्रत्येक से एक अधिकारी सहित श्री हांडा के कारखाने का निरीक्षण किया तथा उनके समक्ष पेश की गई रोटरी मशीन पर प्रतिवेदन भी प्रस्तुत किया है। प्रतिवेदन की जांच की जा रही है।

Shares of Central and State Governments in Tata and Birla group of concerns.

256. DR. SUSHILA NAYAR : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the to the reply given to Unstarred Question No. 7987 on the 29th April, 1969 regarding shares of Central and State Governments in Tata and Birla Group of concerns and state :

(a) whether the information has since been collected by Government ;

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

(c) the time by which this information will be made available ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The required information which has been called for from the other Departments of the Central Government, the State Governments and the Registrars of Companies has not yet been received in full and will be laid on the Table of the House as soon as available.

Railway Lines in Gujarat

257. SHRI D. R. PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) the proposals received for opening new Railway lines and joining link Railways

lines in the State of Gujarat to be included in the Fourth Five Year Plan ; and

(b) the number out of them which were included in the Fourth Five Year Plan with details thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Twenty two new lines and conversions were proposed by the Government of Gujarat for inclusion in the Fourth Five Year Plan. The names of the new lines and conversions, in order of priority are given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-1287/69].

(b) The proposals of new lines and conversions to be included in the Fourth Plan have not been finalised yet. However, Proposals for construction of Bhavnagar Tarapore B. G. line, and conversion of Viramgam-Okha and Kanalus-Katkola-Porbandar metre gauge sections into broad gauge in Gujarat, are under consideration and the question of including these proposals in the Fourth Plan will be decided in due course.

Allocation of Steel quota to Industries

258. SHRI SITARAM KESRI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the Joint Plant Committee had placed 55,144 tons of 16-20 gauge steel at the disposal of the Directorate General of Technical Development for allocation during 1968-69 to various industries enlisted with them ;

(b) if so, the quantity of the said steel allocated by these two each of the industries during the periods April 1968/September, 1968, and October, 1968/March, 1969.

(c) whether any quantity of 16-20 gauge steel was allocated the barrel fabricators as well during the period October, 1968/March, 1969 ;

(d) if so, the details thereof ; and

(e) if not, the reasons for making no allotment to this industry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The allocation was made for the whole year and not for the periods April-September, 1968 and October 1968—March, 1969 separately. A list showing the quantities of 16-20 gauge steel sheets allocated to various industries is laid on the Table of the House. [*Placed in Library. See No. LT-1288/69.*]

(c) No, Sir.

(d) Does not arise.

(e) No allocation was made to Barrel fabricators as they had already received advance allocation from the Joint Plant Committee, Calcutta, and the question of release of the balance entitlement to them was under the consideration of Government consequent on a Court injunction in regard to the adjustment of the advance allocation made by the Joint Plant Committee.

Bharat Barrel and Drum Manufacturing Co. (P) Ltd.

259. SHRI SITARAM KESRI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to refer to the reply given to Starred Question No. 54 on the 23rd July, 1968 and state :

(a) whether the appeal of the State of Maharashtra filed in the Supreme Court against the order of the Bombay High Court exonerating M/s. Bharat Barrel and Drum Mfg. Co. (P) Ltd., has been dismissed on the ground that there were no grounds in their appeal worth considering by the Supreme Court ;

(b) if so, at whose instance the State of Maharashtra had filed the said appeal in the Supreme Court ;

(c) whether the insistence of the State of Maharashtra on Government to keep this firm blacklisted till the disposal of their appeal in the Supreme Court resulted in huge loss to Government due to suspension of the dealings of the said firm with Government undertakings ;

(d) whether the order blacklisting M/s.

Bharat Barrel and Drum Mfg. Co. Pvt. Ltd. has since been revoked ; and

(e) if so, from which date ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K.C. PANT) : (a) The appeal of the State Government of Maharashtra has been dismissed by the Supreme Court with the following observations :

“It is well established that in an appeal under Art. 136 of the Constitution this Court will not ordinarily interfere with the findings of fact given by the High Court but the jurisdiction will be exercised only in a case where it finds that substantial and grave injustice has been done and that exceptional and special circumstances exist in the case. In the case of an appeal from an order of acquittal this Court will not interfere unless the High Court can be said to have acted perversely or otherwise improperly or the facts of the case are such that no tribunal could legitimately arrive at the conclusion that the guilt of the accused has not been proved beyond any reasonable doubt. Applying the principle to the present case, we are of opinion that no ground has been made out for interference with the judgment of the High Court in the present case. This appeal accordingly fails and is dismissed.”

(b) This concerns the State Government of Maharashtra and not the Government of India.

(c) No, Sir.

(d) Yes, Sir.

(e) From January, 31, 1969.

रेलवे के टिकट बलेटों के लिये छुट्टी
रिजर्व कर्मचारियों की व्यवस्था

261. श्री क० सि० मधुकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे कर्मचारियों

के कुछ वर्गों में छुट्टी रिजर्व कर्मचारियों की व्यवस्था है और उनको उन वर्गों के लिए वेतन दिया जाता है।

(ख) क्या यह भी सच है कि टिकट क्लब्टर के लिए भी छुट्टी रिजर्व क्लर्क का उपबन्ध है परन्तु जब छुट्टी रिजर्व चल टिकट परीक्षक भर्ती किया जाता है तो उनको केवल टिकट क्लब्टर का वेतन ही दिया जाता है यद्यपि उनको चल टिकट परीक्षक कार्य करना होता है।

(ग) यदि हां, तो इस अन्याय के क्या कारण हैं।

(घ) क्या टिकट क्लब्टरों की इस समस्या की ओर सरकार का ध्यान दिलाया गया है : और

(ङ) यदि हां, तो इस समस्या को हल करने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (डा० राम सुमंग सिंह) :

(क) जी हां।

(ख) चल टिकट परीक्षकों और टिकट क्लब्टरों की कोटियों के लिए छुट्टी रिजर्व के रूप में काम करने के लिए 110-180 रुपये के ग्रेड में टिकट क्लब्टरों की व्यवस्था की जाती है। जब कोई टिकट क्लब्टर 30 दिन से अधिक की अवधि की छुट्टीरिक्ति में और 21 दिन से अधिक की अवधि की रिक्तियों के आवश्यक मामलों में चल टिकट परीक्षक के रूप में काम करने के लिए नियुक्त किया जाता है तो उसे उस पद का वेतन दिया जाता है जिस पर उसे नियुक्त किया जाता है।

(ग) सवाल नहीं उठता।

(घ) ऐसा कोई अभ्यवेदन नोटिस में नहीं आया है।

(ङ) सवाल नहीं उठता।

Arrest of Workers at Bokaro Steel City

262. SHRI M.H. GOWDA :
SHRI K. LAKKAPPA :
SHRI BAIDHAR BEHERA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that more than 100 workers belonging to a Union have been arrested at the Bokaro Steel City;

(b) if so, the reasons of their arrest; and

(c) the steps taken to meet the demands of the workers ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) Yes, Sir.

(b) This was due to unlawful activities of the workers during the strike organised by Bokaro Ispat Kamgarh Union, which is not a recognised Union.

(c) The demands of the workers have been referred to the arbitration of labour Commissioner of Government of Bihar, who has asked the parties to file written statements on the matters of disputes.

Report of Commissioner for Scheduled Castes and Scheduled Tribes

263. SHRI BHAGABAN DAS :
SHRI C.K. CHAKRAPANI :
SHRI A.K. GOPALAN :
SHRIMATI SUSEELA GOPALAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that the Commissioner for Scheduled Castes and Scheduled Tribes has submitted his Annual Report to the President;

(b) if so, the main recommendations made by him;

(c) the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE

(SHRI MUTHYAL RAO) : (a) Presumably the Member is enquiring about the latest Report of the Commissioner for Scheduled Castes and Scheduled Tribes which pertains to the year 1967-68. This Report has been submitted to the President.

(b) The Report has already been placed on the Table of the House.

(c) The Report is at present under consideration of the Parliamentary Committee on the Welfare of Scheduled Castes and Scheduled Tribes. Copies of the Report have also been sent to all the State Government/Union Territory Administrations.

X-Ray Film Factory in Gorakhpur, U.P.

264. SHRI MAHANT DIGVIJAI NATH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is a proposal under consideration of Government for the setting up of an Ex-Ray film factory in an Eastern District of U.P. particularly Gorakhpur;

(b) if so, the details thereof;

(c) whether the factory will be set up with foreign collaboration;

(d) if so, the details thereof; and

(e) the estimated annual production of the factory ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No, Sir.

(b) to (e). Do not arise.

Annual Production of Bogies

265. SHRI MAHANT DIGVIJAI NATH : Will the Minister of RAILWAYS be pleased to state :

(a) the annual production of Railway bogies in the country;

(b) the number of bogies imported from countries during the last three years;

(c) the foreign exchange involved on the purchase of these bogies; and

(d) the steps being taken by Government to increase the production of indigenous bogies in the country ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) About 1270 coaches of all gauges and types including Rail Cars, Electric Multiple Unit coaches, etc.

(b) Nil.

(c) In view of (b) above, this question does not arise.

(d) Based on the long term requirements of coaching stock, proposals are under consideration for increasing the production capacity to the required extent.

Conversion of M. G. lines between Gorakhpur-Lucknow and Gorakhpur-Varanasi

266. SHRI MAHANT DIGVIJAI NATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the survey work for converting the metre gauge lines of North Eastern Railway between Gorakhpur and Lucknow and between Gorakhpur and Varanasi has been completed;

(b) if not, the reasons therefor;

(c) the time by which the survey is expected to be completed; and

(d) the time by which the conversion work will be taken up ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). The survey for the Varanasi (Manduadih)-Bhatni-Gorakhpur conversion has been completed recently. The survey for the Lucknow (Barabanki)-Gonda-Gorakhpur portion is in progress and is expected to be completed in about two months time.

(d) A decision on the actual conversion of these metre gauge sections to broad gauge will be taken after the survey reports for both the sections are examined by the Railway Board.

Replacing of Steam Engines by diesel Engines

267. SHRI MAHANT DIGVIJAI NATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of Government to replace the steam engines by the diesel ones;

(b) if so, the names of the Railway lines on which these are to be replaced during the coming three years;

(c) the estimated savings of the Railways by the introduction of such engines; and

(d) the time by which such engines will be replaced on the North Eastern Railway ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) to (d). The introduction of dieselisation on the Indian Railways is being done on phased programme depending on the resources position of the country and the indigenous manufacturing capacity of diesel locomotives. The diesel traction is being utilised on all railway zones, selectively in the haulage of through freight trains on main line routes and sections that are approaching conditions of saturation with steam traction as also some selected important mail/express trains.

The savings due to the deployment of diesel locomotives differ from service to service as well as from region to region. However, on an average a diesel locomotive is capable of performing the work of nearly 2.5 steam locomotives.

Licensed Capacity of Oil Barrel Fabricators

268. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the procedure adopted by Government in the past in determining the licensed capacity of each of the oil barrel fabricators ;

(b) whether any uniform policy has been maintained throughout in determining the licensed capacities of the barrel fabricators;

(c) if so, what was the percentage of efficiency factor taken into consideration while determining the licensed capacity of each of the fabricators; and

(d) if uniform policy has not been maintained in determining the capacity of each fabricator, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). The capacity applied for in the application made under the Industries (Development and Regulation) Act, 1951 has been generally the consideration, although in one of the cases, capacity had to be fixed on the basis of past production, subject to eventual assessment by the technical authorities.

(c) and (d). Efficiency factor is not taken into consideration while fixing the licensed capacity. This efficiency factor is relevant only to the assessment of capacity on the basis of a Time and Motion study of the plant installed for the purpose of manufacture.

M/S. Hindustan Motors Ltd.

269. SHRI GEORGE FERNANDES : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether he has received any representations from Shri V.B. Merchant of Bombay complaining that the manufacturers warranty issued by M/S. Hindustan Motors Ltd., manufacturers of Ambassador cars, is not being honoured;

(b) If so, whether any inquiries have been made in this connection;

(c) whether Government are aware that the standard of the cars produced by M/S. Hindustan Motors Ltd. is on the decline; and

(d) if so, the steps proposed to be taken to improve the quality of the cars manufactured in India?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) Yes, Sir.

(b) Yes, the matter was taken up with Hindustan Motors Ltd. Advice has since been received that the complaints have been attended to.

(c) and (d). Following complaints about deterioration in the quality of cars manufactured in the country, Government had appointed a Committee, named the Motor Car Quality Enquiry Committee, to investigate the causes of the deterioration in the quality of cars and to suggest remedial measures. The Committee made a number of recommendations for improving the quality of cars and other automobile products. These have been communicated to the car manufacturers for compliance. In order to ensure compliance, statutory directions have also been issued to the car manufacturers in respect of the more important of these recommendations. The matter has also been discussed individually with the representatives of the three car manufacturers and they have assured Government that they would implement the various recommendations of the Committee. In the meantime, in pursuance of one of the recommendations of the Committee, a Team of experts had been deputed to visit the plants of the three car manufacturers, with a view to assisting and advising the latter in strengthening their internal inspection organisation. The Team was also to suggest to Government the kind of external inspection organisation that should be set up to supplement the internal arrangements and how it can be made to function effectively. The Report of the Team has been received. Follow-up action on the various recommendations of the Team is now being taken.

Technical Committee on Advance Action during Fourth Plan

270. SHRI YASHPAL SINGH :
 SHRI MAHANT DIGVIJAI NATH :
 SHRI RAGHUVIR SINGH SASTRI :
 SHRI Y.A. PRASAD :
 SHRI R.R. SINGH DEO :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to State :

- (a) whether there is any proposal under

consideration of Government to set up a Technical Committee to report on the advance action necessary during the Fourth Five Year Plan;

(b) if so, the reasons for setting up of this Committee;

(c) the terms of the Committee; and

(d) the names and number of members of the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) At present there is no proposal under consideration of the Government to set up a Technical Committee to report on the advance action necessary during the Fourth Five Year Plan.

(b) to (d). Do not arise.

**Security And Finance Private Ltd.
 New Delhi**

271. SHRI A. DIPA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the present position of the case filed by the creditors against the Security & Finance Private Ltd. New Delhi.

(b) whether the said company has refunded a part of the creditors money so far; and

(c) if not, the steps taken by Government to ensure that the said company should not dispose of its assets and thereby cheat the creditors of their money?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) On the petition for winding up of the above named company filed by the creditors, the High Court of Delhi has appointed the Official Liquidator as Liquidator of the Company on 17th July, 1969.

(b) The information is not available.

(c) Does not arise in view of answers to (a) above.

**Assault on Passengers in Train at
Dhrangadhra (Western Railway)**

272. SHRI JAI SINGH :
SHRI HARDYAL DEVGUN :
SHRI YAJNA DATT
SHARMA :
SHRI P. VISWAMBHARAN :
SHRI SAMAR GUHA :
SHRI RAM CHARAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that on the 20th May, 1969 some military men who entered the compartment of a train at Dhrangadhra on the Western Railway assaulted some passengers; and

(b) if so, the details of the incident;

(c) whether his Ministry has taken up the matter with the Ministry of Defence to see that military men, who are provided with arms, do not involve themselves in such incidents;

(d) if so, the reaction of the Defence Ministry and whether the correspondence, if any, that might have taken place would be laid on the Table; and

(e) the action taken against the culprits and the steps taken by Government to provide protection to Railway passengers?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes. The incident occurred on 19.5.1969, and not on 20.6.1969.

(b) On 19.5.69, one Shri Jaydevbhai of Halvad, with member of his family, boarded a third class compartment of train No. 121 Down at Dhrangadhra railway station. The train started from Dhrangadhra at 20. 12 hrs. As the train pulled out of the railway station, two persons (who were military sepoy in plain clothes) entered the compartment and started passing vulgar remarks at the ladies. When others protested, one of them whipped out a country made pistol and opened fire causing injuries to Shri Jaydevbhai on his left hand and two fingers were cut off. When the other members of the family tried to catch him, the other assailant assaulted them with a knife causing serious injuries to his sister and simple injuries to

three daughters of Jaydevbhai. During the incident, the alarm chain was pulled and the train was brought to a halt. The Guard and one Police Constable on duty were informed of the incident. In the meanwhile one accused had slipped away, but the other was caught by the family. The Police Constable on duty took charge of the accused. Subsequently the second accused was also taken into custody by the military authorities.

(c) As it was a country-made pistol, illicitly in the possession of the accused and not a Government fire arm supplied to military personnel, the question of taking up the matter with the Defence Ministry does not arise.

(d) The question does not arise.

(e) An offence was registered at Surendranagar Railway Police Station *vide* C. R. No. 17/69 u/ss.307, 324, 354 and 34 IPC, and Section 25 (a) of the Arms Act, against the two accused persons. The case is being tried by a Court Martial.

As far as possible, night passenger trains are being escorted by Government Railway Police personnel for the safety of passengers.

**Supply of Machinery to Bokaro Steel
Plant**

273. SHRI JAI SINGH :
SHRI HARDAYAL DEVGUN :
SHRI YAJNA DATT
SHARMA :
SHRI R. K. AMIN :
SHRI MEETHA LAL MEENA :
SHRI H. AJMAL KHAN :
SHRI TULSIDAS DASSAPPA :
SHRI D. N. PATODIA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the delivery schedule is not being adhered to by the Heavy Engineering Corporation, Ranchi and by the suppliers in the private sector, which may lead to further revision of scheduled target of the Bokaro Steel Plant; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) and (b). A contract has been signed by Bokaro Steel Ltd., with H. E. C. on 9th April, 1969, which clearly stipulates the delivery schedule in respect of plant and equipment, and structurals to be supplied to Bokaro Steel Ltd., Supplies against this contract have so far been satisfactory. Regarding equipment to be procured from the private sector, some difficulties about the timely supply of refractories by indigenous manufacturers had come to notice and imports of about 18,000 tonnes have been allowed to keep to the schedule. The matter is being kept under constant review by Bokaro Steel Ltd. and corrective action taken, where necessary.

**File regarding resumption of Cantonment
Land held by Bhargava Brothers
of Lucknow**

274. SHRI JAI SINGH :
SHRI HARDAYAL DEVGUN :
SHRI YAJNA DATT
SHARMA :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether any investigations has been made as to how the file pertaining to the resumption of Cantonment land held by Bhargava Brothers of Lucknow reached his Ministry; and

(b) if so, with what results?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) The file relating to the resumption of cantonment land held by Bhargava Brothers of Lucknow was received by the Law Ministry from the Ministry of Defence for advice on several occasions since the year 1967 and hence the question of making any investigation as to how the file reached this Ministry does not arise.

(b) Does not arise.

Smooth functioning of Durgapur Steel Plant

275. SHRI D. N. PATODIA :
SHRI B. R. DASCHOWDHURY :
SHRI SRADHAKAR SUPAKAR :

DR. RANEN SEN :
SHRI DEVEN SEN :
SHRI RABI RAY :
SHRI K. P. SINGH DEO :
SHRI N. K. SOMANI :
SHRI BHOLA NATH MASTER :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether he held a series of discussions with the Chief Minister of West Bengal, the management and the labour representatives of the Durgapur Steel Plant in order to ensure a smooth functioning of the Steel Plant;

(b) if so, the outcome of the discussions and to what extent the discussions have helped to improve the situation in the Plant; and

(c) whether the loss per day on the Plant has been reduced as compared to the position three months back?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) and (b). During the course of my visit to Calcutta and Durgapur in the early part of June, I held general discussions with the Deputy Chief Minister of West Bengal, the Management and some labour representatives of the Durgapur Steel Plant so as to understand the problem and to solicit the assistance of the State Government.

(c) The average loss in the 2nd quarter of the calendar year is expected to be more than that of the previous quarter.

**Supply of Wagons for Transporting Food-
Grains and Fodder to Rajasthan**

276. SHRI D.N. PATODIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Government of Rajasthan have approached his Ministry to provide adequate number of wagons for transporting foodgrains and fodder for the famine affected areas of Rajasthan;

(a) if so, what is the demand made by the State Government for additional wagons; and

(c) whether the request has been acceded to and, if so, the number of additional wagons which have been pressed into service for transporting food and fodder to Rajasthan?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). No programme indicating the requirements of wagons for movement of food grains to drought affected areas has so far been received from the Government of Rajasthan, but on the recommendation of the Union Ministry of Food and Agriculture, such movement have been accorded priority class 'B'. Even in the case of fodder, there was also no movement programme on the initial stages. However, in February 1969, a programme for daily movement of 70 Broad Gauge and 106 Metre Gauge wagons of fodder was received from the Rajasthan Government. This was accepted and implemented from 10.4.69 as desired by them.

Demands for both foodgrains and fodder on account of the Rajasthan Government were met with currently. During the period from 1st January to 30 June 1969, 801 Broad Gauge and 4335 Metre Gauge wagons of foodgrains and 7399 Broad Gauge and 11027 Metre Gauge wagons of fodder were loaded to the drought affected areas of Rajasthan.

Maintenance of law and order in the Project Areas of Bokaro Steel Plant

277. **SHRI D. N. PATODIA :**
SHRI BIBHUTI MISHRA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether he had discussions in May, 1969 with the Chief Minister of Bihar on the question of maintenance of law and order in the project areas of the Bokaro Steel Plant and the Hervy Engineering Corporation and to maintain industrial peace;

(b) if so, the outcome of the discussions; and

(c) whether the Government of Bihar have given any positive assurance or made

arrangements in this regard and, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (c). At the meeting with the then Chief Minister of Bihar the question of strengthening security arrangements at Bokaro and not at H.E.C. were discussed. The suggestion made was that the Police post should be strengthened by providing adequate reinforcement and also that the Police post placed in charge of Superintendent of Police. The question of declaring Bokaro Steel Plant area as prohibited and protected area was also discussed along with the deputation of a Senior Police Officer to work as Chief Security Officer at the Plant. All these suggestions are under the active examination of Bihar Government.

**Westing House Saxby Farmer (P) Ltd.,
Calcutta**

278. **SHRI D. N. PATODIA :**
SHRI J. M. BISWAS :
SHRI K. HALDER :
SHRI H. N. MUKERJEE :
SHRI INDRAJIT GUPTA :
SHRI S. M. BANERJEE :
DR. RANEN SEN :
SHRI OM PRAKASH TYAGI :
SHRI RAM SWARUP VIDYARTHI :
SHRI NARAIN SWARUP SHARMA :
SHRI J. SUNDER LAL :
SHRI SURENDRANATH DWIVEDI :
SHRI B. K. DASCHOWDHURY :
SHRI R. R. SINGH DEO :
SHRI S. XAVIER :
SHRI G. C. NAIK :
SHRI R. K. AMIN :
SHRI J. MOHAMMED IMAM :
SHRI HIMATSINGKA :
SHRI YASHWANT SINGH KUSHWAH :
SHRI TRIDIB KUMAR CHOWDHURY :
SHRI V. NARASIMHA RAO :
SHRI HEM BARUA :
SHRI P. C. ADICHAN :
SHRI P.K. DEO :

SHRI D.N. DEB ;
 SHRI SHIVAPPA ;
 SARI B. K. MODAK ;
 SHRI BHAGABAN DAS ;
 SHRI MOHAMMAD ISMAIL ;
 SHRI GANESH GHOSH ;
 SHRI BHOLA NATH MAS-
 TER ;
 SHRIMATI ILA PAL-
 CHODHURI ;
 SHRI RABI RAY ;
 SHRI DEVEN SEN ;
 SHRI BENI SHANKER
 SHARMA ;
 SHRI BHOGENDRA JHA ;
 SHRI D. R. PARMAR ;
 SHRI D. C. SHARMA ;
 SHRI C. K. BHATTA-
 CHARYYA ;
 SHRI K. P. SINGH DEO ;
 SHRI MOHAN SWARUP ;
 SHRI P. VISWAMBHARAN ;
 SHRI RAM CHARAN ;
 SHRI JUGAL MONDAL ;
 SHRI VIRENDRAKUMAR
 SHAH ;
 SHRI RAGHUVIR SINGH
 SHASTRI ;

Will the Minister of RAILWAYS be pleased to state :

(a) whether any decision has been taken in regard to the taking over of the Westinghouse Saxby Farmer (P) Ltd., a British Engineering firm in Calcutta;

(b) whether the Government of West Bengal have agreed to run the firm or have urged the Centre to run it; and

(c) if so, the nature of decision taken in this regard?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). Earlier the Government of West Bengal had urged the Central Government to take over the firm but later they had asked the Central Government to participate with them in holding 51% of the share capital of the firm. The Central Government have after careful consideration decided not to participate in the share capital of the firm. They have, however, agreed to place orders with the firm subject to quality being satisfactory and prices being competitive. Government of India have also agreed to give an advance

to the State Government to be adjusted against future supplies to be made by the firm.

Commissioning of Bokaro Steel Plant according to Schedule

279. SHRI D.N. PATODIA ;
 SHRI Y.A. PRASAD ;
 SHRI R. BARUA ;
 SHRI CHENGALRAYA
 NAIDU ;
 SHRI N.R. LASKAR ;
 SHRI R.R. SINGH DEO ;

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether It is a fact that the Secretary of his Ministry visited the U.S.S.R. and discussed with the Soviet counter parts the question of starting the Bokaro Steel Plant as per schedule ;

(b) If so, the nature of the discussions held ;

(c) whether fresh arrangements have been made with the Soviet authorities to meet the requirements of the Heavy Engineering Corporation and Bokaro Steel Plant so that the steel plant can be commissioned in time; and

(d) if so, the particulars of the arrangements made ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (d). Recently only the Chairman of Bokaro Steel Limited when he had gone abroad in some other connection in May, 1969 made a brief halt at Moscow and took the opportunity of discussing with the U.S.S.R. authorities the question of supply of about 18,000 tonnes of refractories as also some steel planters required urgently for Bokaro Steel Plant which were not available or were not expected to be available indigenously in time. H.E.C. has also concluded a contract with the Soviet Authorities on 26th June, 1969, for import of components worth of about Rs. 375 lakhs. The above supplies had to be arranged keeping in view the

commissioning schedule of the Bokaro Steel Plant.

Revision of list of priority Industries

280. SHRI ESWARA REDDY : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether in the recent revision of list of priority industries, non-ferrous semis and alloys have been added;

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

(c) how semis and alloys are defined;

(d) whether the units in the small sector will get the privileges offered to priority industries;

(e) if so, the details thereof ;

(f) whether the utensil industry which is offering large scale employment to people in rural areas will be added to the list of priority Industries; and

(g) if not, the reasons therefore ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) No, Sir.

(b) to (e). Do not arise.

(f) No, Sir.

(g) Government is at present not considering any revision in the list of priority industries.

पुर्जे आदि जोड़ कर मोटर-कार तैयार करने के लिये लाइसेंस

281. श्री कंबर लाल गुप्त: क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पुर्जे आदि जोड़ कर मोटर-कार तैयार करने के लिए लाइसेंस की आवश्यकता पड़ती है;

(ख) यदि हां, तो क्या श्री संजीव गांधी ने पुर्जे आदि जोड़ कर मोटर-कार तैयार करने के लिए सरकार से लाइसेंस लिया है;

(ग) क्या सरकार को मालूम है कि उसने पुर्जे आदि जोड़कर एक कार तैयार की है और उसे दिल्ली में पूंजीकृत करवाया है ; और

(घ) यदि हां, तो उसके विरुद्ध कार्यवाही की गई है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लहूदीन अली अहमद) : (क) यदि उपक्रम की निर्धारित प्रास्तियां 25 लाख रुपये से अधिक की हैं तो अधिनियम की पहली सूची में शामिल की गई वाणिज्यिक प्रयोजनों की सभी वस्तुओं का निर्माण करने या जोड़ने के लिए उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत औद्योगिक लाइसेंस लेना आवश्यक है।

(ख) जी, नहीं।

(ग) विश्वास किया जाता है कि श्री संजय गांधी ने कार का एक आद्य रूप तैयार किया है। उन्होंने इसे दिल्ली में पूंजीकृत कराया है, सरकार को इस बात का पता नहीं है।

(घ) उनके खिलाफ कार्यवाही करने का प्रश्न ही नहीं उठता।

Election of the President

282. SHRI SHRI CHAND GOYAL ; SHRI SRADHAKAR SUPAKAR ; SHRI SHARDA NAND ; SHRI ONKAR SINGH ; SHRI KANWAR LAL GUPTA ; SHRI RAM SINGH AYARWAL ; SHRI V. NARASIMHA RAO ; SHRI SHIVA CHANDRA JHA ;

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the steps taken by Government to hold the President's election ;

(b) whether the electoral college is up-to-date and, if not, the steps taken by Government to make it up-to-date ;

(c) the number of vacancies in the Rajya Sabha, the State Legislatures and Lok Sabha ;

(d) the likely time by which these vacancies will be filled up ; and

(e) the likely date by which the notification for holding the election will be issued and the likely date by which the election will be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM): (a) The Election Commission has taken all steps necessary for holding the election to fill the vacancy caused by the death of Dr. Zakir Hussain.

(b) Yes, Sir.

(c) By the time the poll is taken in the Presidential election on the 16th August, 1969, it is expected there will be no vacancy in the seat of any elected member in the Rajya Sabha. There will be however one vacancy in the seat of an elected member in the Lok Sabha consequent on the election of Shri Sohan Singh Bassi, M.P. (Lok Sabha), Education Minister of Punjab to the State Legislative Assembly from Dharamkot assembly constituency. In the Legislative Assemblies of States, the total number of vacancies which it will not be possible to fill by the time the poll is taken, will be 24.

(d) At present there are two vacancies in Rajya Sabha from Uttar Pradesh. The poll in the elections to fill these vacancies will be taken on the 13th August, 1969. There will be one vacancy in the Rajya Sabha from the Union territory of Pondicherry which will arise on the 6th August, 1969 by the retirement of the sitting member. Notification to that seat has already been issued and the poll will be taken on the 25th July, 1969.

It will not be possible to fill the vacancy in the Lok Sabha caused by the election of Shri Sohan Singh Bassi, M.P. to the Punjab

Legislative Assembly from Dharamkot Assembly constituency.

It will also not be possible to fill up the nine vacancies in the Legislative Assembly of the State of Assam caused by the resignation of nine members of the Assembly belonging to APHLC before the re-organisation of the State of Assam. It will not be possible to fill one other vacancy in the Legislative Assembly of Assam which occurred by reason of the death of one sitting member on the 20th June, 1969 because of heavy rains in Assam. It will not be possible to fill the remaining 14 vacancies in the various State Legislative Assemblies before the Presidential Election mainly because of the rainy season.

(e) The required Notification has already been issued on the 14th July, 1969 and the poll shall, if necessary, be taken on the 16th August, 1969. The counting of the votes and the result are likely to be completed by the 20th August 1969.

Industrial Estates near Chandigarh

283. SHRI SHRI CHAND GOYAL : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Governments of Punjab and Haryana have decided to develop industrial estates in their areas just in the vicinity of Chandigarh ;

(b) whether it is a fact that development of the above estates will adversely affect the industrial development of Chandigarh ;

(c) the steps taken by Government for industrial development of Chandigarh ;

(d) whether Government are considering to set up some heavy industries in the public sector in Chandigarh ; and

(e) if so, their names and the time by which they will be set up ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (e). The information is being collected from the concerned autho-

rities and will be laid on the Table of the House.

Tractor Factory in Punjab

284. SHRI SHRI CHAND GOYAL :
SHRI MUHAMMAD SHERIFF :

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

(a) whether the Punjab Government have demanded the setting up of a tractor factory in Punjab ;

(b) whether it is a fact that there is a great demand of tractors in Punjab ; and

(c) the reaction of Government to the demand of the Punjab Government ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (c). The Government of Punjab has requested that they should be allowed to implement the tractor project proposed to be set up in the public sector by the Government of India. The position in regard to this project is that it is proposed to utilise the spare capacity available at the Pinjore unit of Hindustan Machine Tools Ltd., and at the Mining & Allied Machinery Corporation, Durgapur to the fullest extent possible for the manufacture of tractors. The national Industrial Development Corporation was asked to investigate all aspects of such a project and prepare a detailed report. The report of the National Industrial Development Corporation has been received and is under the examination of the Hindustan Machine Tools and the Mining & Allied Machinery Corporation. A final decision on the Punjab Government's request will be taken after the examination of the report is completed.

(b). Yes.

Chandigarh Railway Station

285. SHRI SHRI CHAND GOYAL :
Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have decided to improve the Chandigarh

Railway Station and construct suitable waiting rooms there ;

(b) whether Government have also decided to set up a refreshment room at the station ; and

(c) whether it is a fact that the staff of the Railway station at Chandigarh is inadequate in view of the increased work-load and, if so, the steps taken by Government to increase the staff ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) There is no proposal at present for improvement of the Chandigarh Railway Station. An upper class waiting room measuring 17' x 14', III class waiting hall 28' x 20', in addition to platform shelter of 50' x 30' already exist at this station.

(b) No.

(c) Staff posted at Chandigarh is considered adequate.

School near Chandigarh Railway Station

286. SHRI SHRI CHAND GOYAL :
Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no school near Chandigarh Railway Station and the boys and girls of the Station staff have to travel several miles even for attending the Primary classes ; and

(b) if so, the steps taken by Government to provide at least a Primary school in the vicinity of the station ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) There are primary schools in the villages namely Manimajra and Mule, within a radius of 1½ miles from the Railway station Chandigarh.

(b) Chandigarh Administration has been approached to open a school near the Railway colony and the matter is under their consideration.

Untouchability

287. SHRI HARDAYAL DEVGUN :
SHRI JAI SINGH :
SHRI YAJNA DATT SHARMA:

Will the Minister of LAW AND SOCIAL WELFARE be pleased to refer to the reply given to Starred Question No. 1082 on the 15th April, 1969 and state :

(a) whether the reply of the Madras Government with regard to the statement made by the Chairman of the Committee on Untouchability as reported in the 'Times of India' on the 31st December, 1968, has since been received by Government ;

(b) if so, whether Government will lay copies of the replies received from Madhya Pradesh, Gujarat and Madras Governments in this regard ; and

(c) if not, the reasons therefore ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) Yes, Sir.

(b) and (c). Copies of the replies received from the Governments of Madhya Pradesh, Gujarat and Tamilnadu are laid on the Table of the House. [*Placed in Library. See No. LT-1289/99.*]

Take over of Central Administration by the President in the event of Constitutional Break-down

288. SHRI RABI RAY :
SHRI BAL RAJ MADHOK ;
SHRI VALMIKI CHOU-
DHAAY :
SHRI P. C. ADICHAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether his attention has been drawn to a news item in the '*Amrit Bazar Patrika*' of Calcutta dated the 28th May, 1969, to the effect that he is of the opinion that the President of India is not empowered to take over the Central Administration in the event of the constitutional break-down; and

(b) if so, the circumstances under which he expressed this opinion ?

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : (a) Yes, Sir.

(b) All that I said was that under the Constitution there is no provision similar or corresponding to article 356 which enables the President to take over State administration relating to the Union.

Disruption of Running of Trains in Andhra Pradesh due to Floods in May, 1969

289. SHRI RABI RAY :
SHRI N.K.P. SALVE :
SHRI BIBHUTI MISHRA :
SHRI SITARAM KESRI :
SHRI SAMAR GUHA :
SHRI V. NARASIMHA RAO :
SHRI RAM CHARAN :
SHRI LAKHAN LAL
KAPOOR :
SHRI R.K. SINHA :
SHRIMATI JYOTSNA
CHANDA :
SHRI Y. A. PRASAD :
SHRI YAMUNA PRASAD
MANDAL :
SHRI R.R. SINGH DEO :
SHRI D. B. RAJU :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is fact that cyclone and floods in the month of May, 1969 in Andhra Pradesh disrupted the running of trains in the Southern Railway ;

(b) if so, the details thereof ;

(c) the total loss suffered by Railways as a result thereof ; and

(d) the steps taken by Government in this direction ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) 27 trains were cancelled and 6 long distance trains diverted as a result of breaches caused by the cyclone.

(c) The loss suffered by the railways is as follows :

- (i) South-Eastern Rly. Rs. 10.54 lakhs
- (ii) South-Central Rly. Rs. 639.00 lakhs
- (iii) Southern Rly. Rs. 13.43 lakhs

(d) The matter is under study and remedial measures as founds necessary will be taken.

Inquiry against Birla Jute Manufacturing Company Ltd. and India Lenoleum Ltd.

290. ✓ SHRI MADHU LIMAYE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government had ordered an investigation/inquiry under section 235 of the Companies Act against Birla Jute Manufacturing Co. Ltd. and against India Linoleum Ltd. and under Section 237 of the said Act against Jiyajerao Cotton Mills Ltd. ;

(b) whether the inspectors have since submitted their reports ;

(c) the main points of the reports ; and

(d) the action taken thereon ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Investigations into the affairs of (i) Messrs. Birla Jute Manufacturing Co. Ltd. and (ii) India Linoleum Ltd. have been ordered under section 235 (c) of the Companies Act, 1956 and in the case of Jiyajerao Cotton Mills Ltd. the investigation has been ordered under section 237 (b) of the Act.

(b) The Inspectors could not conduct the investigations because the Companies filed writ petitions in High Courts. The petition relating to Birla Jute Manufacturing Co. Ltd. and India Linoleum Ltd. are pending before the Calcutta High Court which has stayed the investigations. The Jabalpur Bench of the Madhya Pradesh High Court has quashed the order of investigation relating to Jiyajerao Cotton Mills Ltd., and a petition under Article 133 of the

Constitution of India has been filed for leave to appeal to the Supreme Court.

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

Manufacture of Scooters in Eastern Zone

291. SHRI M. L. SONDHI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have any plan to encourage the manufacture of scooters for the use of lower middle class in the Eastern zone of India also, as there are manufacturing units in Northern, Western and Southern Zones ; and

(b) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b) . Government have decided to license one new unit of a suitable economic capacity in the Private sector for the manufacture of scooters to meet the growing demand of scooters in the country. In this connection, the schemes submitted by four applicants are, at present, under consideration of Government. A decision on the schemes which should be granted the industrial licence is expected to be taken shortly. This will be done the overall merits of the schemes and not only on the basis of the location proposed.

Flyover/Overbridges in New Delhi

292. SHRI M. L. SONDHI : Will the Minister of RAILWAYS be pleased to state the progress made so far in regard to the construction of flyover/overbridges at the level crossings near Safdarjang airport, Kasturba Nagar and Defence Colony in New Delhi ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): The present position of these works is as follows :

(a) *Overbridge near Safdarjang Airport* :

Proposal for a road over-bridge in replacement of the existing level crossing at

Mehrauli Road near Safdarjang has been included in the Railways' Works Programme for 1969-70. Plan and estimate for the work have also been finalised and sent to New Delhi Municipal Committee for approval and acceptance which are awaited.

(b) *Overbridge near Kasturbanagar :*

There is no proposal so far from the road authority concerned for provision of road overbridge in replacement of the existing level crossings between Link Road and S-wa Nagar (Kasturbanagar) connecting Lodhi Road with Ring Road.

(c) *Overbridge near Defence Colony :*

Firm proposal for provision of road overbridge on Link Road between Lodhi Road and Ring Road near Defence Colony in replacement of existing level crossing is awaited from the Municipal Corporation, Delhi.

Declaration of Ladakh as Scheduled Tribe area

293. SHRI M. L. SONDHI : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether in a memorandum the Ladakh Buddhists have demanded the declaration of Ladakh as a Scheduled Tribe area;

(b) whether this is necessary for the development of Ladakh to enable the Ladakh Buddhists to catch up with the rest of the country; and

(c) the steps taken by Government to ensure the welfare of the Ladakh Buddhists ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) and (b). A memorandum was received from the Ladakh Buddhists. However, article 244 and Fifth Schedule to the Constitution relating to the Scheduled Areas are not applicable to the State of Jammu and Kashmir. Such a declaration is not essential for securing the purpose in view.

(c) The development of the Ladakh Buddhists is the responsibility of the Government of Jammu and Kashmir. The State

Government has appointed a Commission under the Chairmanship of Justice J. N. Wazir for the classification of backward classes in all its aspects and the problem of the Ladakh Buddhists will no doubt be considered by the Commission.

Broadening of track between Varanasi and Chupra

294. SHRI SARJOO PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Shri Krishnand Rai, Health Minister, U. P. and Shri Shantiprapanna Rai, Industries Minister of U. P. had talks with him in June, 1969, pressing for the inclusion of broadening of track between Varanasi and Chupra in the Fourth Five Year Plan; and

(b) if so, what were his reactions and whether any assurances were given in this respect ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) There is no justification for conversion of the direct Varanasi-Chupra metre gauge section via Phephna into broad gauge on financial and traffic considerations at present. However, the proposal for conversion of the Varanasi-Bhatni metre gauge section via Aunrihar, and Bhatni-Chupra metre gauge section via Savan is separately under consideration as part of certain conversion schemes on the North Eastern Railway.

Beggars in Delhi

295. SHRI M. L. SONDHI : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government are aware of the increase in the number of beggars in Delhi; and

(b) the steps being taken by Government to rehabilitate the beggars and find useful occupations for them ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE

(DR. SHRIMATI PHULRENU GUHA) :

(a) No reliable statistics regarding beggars are available.

(b) The rounded up beggars are given training in the following vocations :—

1. Masonary.
2. Earthen Toys making.
3. Press work (Printing).
4. Washing.
5. Sewing.
6. Bakery.
7. Agriculture and Gradening.
8. Barbers work.

Report of working Group on Identification of Backward Areas

296. SHRI SEZHIAN :
SHRI N. K. P. SALVE :
SHRI S. K. TAPURIAH :

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

(a) whether the working Group appointed by the National Development Council on identification of backward areas has submitted its report;

(b) if so, its main recommendations; and

(c) the recommendations accepted by Government for implementation ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The recommendations of the Working Group are indicated in chapter III of the Report which has already been placed on the Table of the House during the last session.

(c) The report submitted by the Working Group has been referred by the National Development Council to its Committee for detailed examination. Government will take decisions on these recommendations after they have been considered by the National Development Council.

Production of Turbines for Atomic Power Units by B.H.E.L.

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

(a) whether the Bharat Heavy Electricals Ltd. has undertaken the production of turbines for atomic power units;

(b) if so, the salient features of these turbines;

(c) whether such turbines have so far been entirely imported; and

(d) the production capacity for such turbines to be installed under the Bharat Heavy Electricals Limited and the yearly estimated saving in foreign exchange expenditure as a result thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Heavy Electricals (India) Limited have not yet undertaken production of turbines for atomic power stations. However, an order is presently being negotiated with the Bhabha Atomic Research Centre for manufacture and supply of a turbine for the Madras Atomic Power Plant.

(b) The turbine will be rated at 235 MW and will use dry saturated steam at 40 Kgs/Sq. Cm. from nuclear reactor.

(c) 200 MW nuclear turbines were completely imported in the past for both Tarapur and Rajasthan Atomic Power Projects, by the Atomic Energy Department.

(d) This turbine is proposed to be manufactured at Bhopal, in addition to conventional turbines, with the existing facilities. Depending on the demand for nuclear units in future, additional turbines of this type and range could be manufactured in Heavy Electricals (India) Limited. The estimated saving in foreign exchange as a result of manufacturing these machines in India is Rs. 1.5 crores per turbine.

**Expansion of Production Capacity of
Bailadila Iron Ore Project**

298. SHRI HIMATSINGKA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the Heavy Engineering Corporation had been approached for undertaking the turn-key job of Bailadila expansion (Iron ore deposit No. 5), raising it to 5.5 million tons run of mine;

(b) whether the said Corporation has declined to undertake this job is likely to be undertaken by the H.E.C.; and

(c) the name of the other firm to which the rest of the work is proposed to be entrusted and the terms thereof ?

THE MINISTER OF STATE IN THE
MINISTRY OF STEEL AND HEAVY
ENGINEERING (SHRI K. C. PANT) :

(a) Yes, Sir.

(b) No, Sir. According to the final decision, Heavy Engineering Corporation is to confine itself to the supply of certain equipment for the project, which it can manufacture.

(c) This is concern of National Mineral Development Corporation and the Ministry of Petroleum and Chemicals and Mines and Metals. However, a decision on consultancy for the remaining work on the project is yet to be taken.

**Setting up of Joint Industrial Ventures
with European Countries/Japan**

299. SHRI HIMATSINGKA :
SHRI SHASHI BHUSHAN :

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

(a) whether Government have had under consideration the question of setting up a number of joint industrial ventures with European countries and Japan;

(b) if, so, the details of the proposals under consideration of Government; and

(c) the details of the Joint ventures at which the decision has since been taken and the broad details of these decisions indicating the nature and capacity of the industrial ventures to be set up and their location and the extent and nature of foreign collaboration expected from each country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Proposals for setting up industrial ventures in collaboration with industrially advanced countries, including European countries and Japan, are received from entrepreneurs from time to time and are considered in accordance with Government's normal policy and procedures. At any point of time, a certain number of proposals investment and collaboration from foreign parties are under consideration in the various Ministries concerned.

(c) Statements of foreign investment and collaboration cases approved, including those relating to European countries and Japan, are published quarterly in the Journal of Industry and Trade, indicating, inter alia, the names of the parties, the item of manufacture and whether the proposal involves foreign capital participation. Copies of the Journal of Industry and Trade available in the Parliament Library-

**Pay Scale of Guards of Northeast Frontier
Railway**

300. SHRIMATI JYOTSNA CHANDNA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the pay-scale of the Railway Guards of the Northeast Frontier Railway is much lower than that of the Drivers, Conductors and others of the same Railway; and

(b) if so, whether Government propose to consider their case and revise the pay-scale?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a). The scales of pay of Guards of the Northeast Frontier Railway are the same as those applicable to Guards on all Indian Government Railways. There are three grades of Drivers, and three

grades of Guards. While the two higher grades of Drivers are greater than all the three grades of Guards, the lowest grade of Drivers is only greater than the lowest grade of Guards, is equal to the middle grade of Guards and is lower than the highest grade of Guards. There are two grades of Conductors, one of which is the same as that of the highest grade of Guards and the other is higher. As for other categories, some of them are in grades higher than those of Guards and others in grades lower than those of Guards.

(b) Government have no proposals in hand but one of the issues raised by the National Federation of Indian Railwaymen before the Railway Labour Tribunal, 1969, (Miabhoj Tribunal) is the upwards revision of the scales of pay of all running staff, including Guards.

**Take-over of British Indian Corporation,
Kanpur**

301. SHRI K. LAKKAPPA :
SHRI A. SREEDHARAN :
SHRI YASHPAL SINGH :

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

(a) the reasons for delay in taking over all the concerns of the British India Corporation, Kanpur; and

(b) the time by which all branches of the British India Corporation, Kanpur will be taken over by Government?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED): (a) and (b). The Cooper Allen and North West Tannery Units of the British India Corporation Limited, Kanpur have been taken over by the Government with effect from 23rd May, 1969 by setting up a new company in the name and style of the Tannery and Footwear Corporation of India Limited, Kanpur. There is no proposal at present to take over the other units of the British India Corporation Limited, Kanpur for which an investigation under the Industries (Development & Regulation) Act is in progress.

केन्द्रीय इंजीनियरिंग तथा डिजाइन ब्यूरो

302. श्री महाराज सिंह भारती : क्या इस्पात तथा भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय इंजीनियरिंग तथा डिजाइन ब्यूरो को पूर्ण संस्था बनाने के लिए रूस से अब तक कितना सहयोग प्राप्त हुआ है; और

(ख) इस सम्बन्ध में अभी और कितना समय लग जाने की सम्भावना है ?

इस्पात तथा भारी इंजीनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) हिन्दुस्तान स्टील लि० के केन्द्रीय इंजीनियरिंग तथा डिजाइन ब्यूरो को सशक्त बनाने के लिए आजकल सोवियत संघ के त्याजप्रोमेक्सपोत के साथ बातचीत चल रही है। अभी तक इस बारे में अन्तिम रूप से कोई निर्णय नहीं लिया गया है।

(ख) प्रश्न नहीं उठता।

Jawanwala Shahr Station

303. SHRI NIHAL SINGH :
SHRI SHEOPUJAN SHASTRI :
SHRI HEM RAJ :

Will the Minister of RAILWAYS be pleased to state :

(a) whether any representations had been received in June this year from the prominent residents of villages Jawali and Kehrian in District Kangra, Himachal Pradesh against the location of the new Railway Station of Jawanwala Shahr, consequent on the construction of Beas Dam, at a place farther from the present station;

(b) if so, the precise contents thereof; and

(c) Government's decision thereon?

THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) : (a) Yes.

(b) The main items of representation are to build the railway Station at the nearest point say somewhere near the P.W. D. Rest House irrespective of technical difficulties, and if it is not feasible, to let the present station remain where it is.

(c) The matter is under examination and no decision has yet been taken.

फरक्का बांध पर बड़ी रेलवे लाइन

304. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) फरक्का बांध पर बड़ी लाइन के यातायात के लिए कब तक खोले जाने की संभावना है, और

(ख) अब तक कितनी प्रगति हुई है ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) फरक्का बांध पर बड़ी लाइन को 31-7-1971 तक यातायात के लिए खोले जाने की संभावना है।

(ख) पुल के लिए ठेका दिया जा चुका है और सामान इकट्ठा किया जा रहा है।

**Report on Staff-Manning Position in
Durgapur Steel Plant**

305. SHRI TRIDIB KUMAR CHAUDHURI : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to State :

(a) whether it is a fact that Government appointed the Hyderabad Staff Training Institute to study the staff manning position in all departments of the Durgapur Steel Plant; and

(b) whether the report of the Committee has been received and, if so, the findings thereof ?

THE MINISTER OF STATE IN THE
MINISTRY OF STEEL AND HEAVY

ENGINEERING (SHRI K. C. PANT) :
(a) and (b). Hindustan Steel in association with the Consultancy and Applied Research Division of the Administrative Staff College, Hyderabad, and currently engaged in working out a comprehensive system of incentives for the Steel Plants. It will take some time before these studies are complete.

**Delay in allocation of Steel to
Engineering Industry**

306. SHRI TRIDIB KUMAR CHAUDHURI: Will the Minister of STEEL AND ENGINEERING be pleased to state :

(a) whether Government have received complaints from the Engineering Export Promotion Council and the export-oriented Engineering industry about the heavy backlog of outstanding demands for allocation of Steel by the Steel Priority Committee to the effect that this backlog is holding up export capabilities of the engineering industry; and

(b) the steps Government propose to take to remedy the position?

THE MINISTER OF STATE IN THE
MINISTRY OF STEEL AND HEAVY
ENGINEERING (SHRI K. C. PANT) :
(a) Yes, Sir.

(b) Steps are being taken to streamline the existing procedure of allocation of Steel to Engineering Industries for export. In the meanwhile, such instances of non-supply as are brought to the notice of Government are taken up with the Joint Plant Committee for arranging expeditious supply.

Eradication of Untouchability

307. SHRI PRAKASH VIR
SHASTRI ;
SHRI SHIV KUMAR
SHASTRI ;
SHRI RAM AVTAR SHARMA ;
SHRI SHIV CHARAN LAL ;

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that a proposal is being considered for taking effective steps to eradicate untouchability ;

(b) if so, the date by which the proposal would be implemented ; and

(c) whether it also a fact that the campaign carried out and the economic assistance provided by Government so far did not go a long way to benefit the common people ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) and (b). The State Governments have been asked to take effective measures to eradicate untouchability. The question of amending the Untouchability (Offences) Act so as to make it more effective is under consideration in consultation with the State Governments.

(c) With the official efforts the practice of untouchability has almost died out in the urban areas. In the rural areas also the steps taken by the Central and State Governments have done a lot to check this evil practice.

रेलवे दुर्घटनाओं के परिणामस्वरूप जान और माल की हानि

308. श्री प्रकाशवीर शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन महीनों में रेलवे दुर्घटनाओं के परिणामस्वरूप जान और माल की कितनी हानि हुई :

(ख) क्या दुर्घटनाओं को रोकने के लिए निवारक उपायों में कोई ढील हुई है : और

(ग) यदि नहीं, तो ऐसी दुर्घटना के होने के मुख्य कारण क्या हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) टक्कर, पटरी से उतरने, समगर पर गाड़ियों के सड़क यातायात से टकरा जाने और गाड़ियों में आग कोटियों के अन्तर्गत भारतीय सरकारी रेलों में मई और जून, 1969 के दौरान जो गाड़ी दुर्घटनाएं हुई, उनमें 115 व्यक्ति मारे

गये और रेल सम्पत्ति को लगभग 21,39,464 रुपये की क्षति होने का अनुमान है ।

(ख) और (ग). जी नहीं । पिछले वर्षों में टक्कर, पटरी से उतरने, समपार पर गाड़ियों के सड़क यातायात से टकरा जाने और गाड़ियों में आग कोटियों के अन्तर्गत गाड़ी दुर्घटनाओं की संख्या में पर्याप्त कमी हुई है, जैसा कि निम्नलिखित तालिका से स्पष्ट है :—

वर्ष	दुर्घटनाओं की संख्या
1964-65	1,293
1965-66	1,201
1966-67	1,097
1967-68	1,111
1968-69	906*

*अनन्तिम

इंडियन आयरन एण्ड स्टील कम्पनी कलकत्ता

309. श्री प्रकाशवीर शास्त्री :
श्री हेम वरुआ :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री वह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इण्डियन आयरन एण्ड स्टील कम्पनी कलकत्ता के अंशों में करोड़ों रुपये के गोलमाल की कुछ शिकायतें मिली हैं :

(ख) यदि हां, तो क्या सरकार का ध्यान इन अनियमितताओं के सम्बन्ध में भारत के भूतपूर्व महा सालिसोटर श्री सी. के. दवन्तरो द्वारा व्यक्त की गई राय की ओर दिलाया गया है जिसमें उन्होंने इन कम्पनी द्वारा बड़े पैमाने पर गोलमाल सम्बन्धी बात का समर्थन किया है ; और

(ग) अब तक की गई जांच के क्या परिणाम निकले हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फ़ख़रुद्दीन अली अहमद) : (क) जैसा कि 17-12-1968 को अतारंकित प्रश्न संख्या 4930 के उत्तर के भाग (क) में बतलाया गया था, सरकार द्वारा प्राप्त शिकायत इस प्रकार की है कि इन्डियन आयरन एण्ड स्टील कम्पनी लिमिटेड द्वारा, स्टील कारपोरेशन आफ बंगाल के अपने हिस्सों का एक समूह मैसर्स डलहौजी हॉलिडिंग को हस्तांतरण करना उपबन्धों के प्रतिकूल है।

(ख) कुछ प्राप्त शिकायतों पर श्री सी. के. दफ़्तरी की राय की एक प्रति सरकार को प्राप्त हो चुकी है।

(ग) यह विषय परीक्षान्तर्गत है।

कम्पनियों, बैंकों और वाणिज्यिक संस्थाओं द्वारा राजनीतिक दलों को दान

310. श्री प्रकाशवीर शास्त्री :
श्री राम चरण :

क्या औद्योगिक विकास, आन्तरिक व्यव. पार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में वर्षवार विभिन्न कम्पनियों द्वारा राजनीतिक दलों को कितना-कितना धन दान रूप में दिया गया ;

(ख) क्या यह सच है कि कुछ बैंकों तथा अन्य वाणिज्यिक संस्थाओं ने राजनीतिक दलों को दान दिया था; और

(ग) यदि हां, तो राजनीतिक दलों के नाम क्या है जिन्होंने धन प्राप्त किया है और उन संगठनों के नाम क्या है जिनसे धन प्राप्त हुआ है तथा प्रत्येक से पिछले तीन वर्षों में कितनी राशि प्राप्त हुई है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फ़ख़रुद्दीन अली

अहमद) : (क) और (ग). तीन वर्षों अर्थात् 1965-66 से 1967-68 के मध्य वर्षानुसार दिए गए चन्दे, उन राजनैतिक दलों के नाम, जिन्हें यह चन्दे दिए गए तथा साथ ही चन्दे देने वाली कम्पनियों के नामों के बारे में व्यौरे प्रस्तुत करता हुआ एक विवरण-पत्र सदन के पटल पर प्रस्तुत है। [पुस्तकालय में रख दिया गया। देखिये संख्या LT—1290/69]

(ख) इन तीन वर्षों की अवधि के मध्य, दो बैंकों ने राजनैतिक दलों को चन्दे दिये। इन बैंकों के व्यौरे, सदन के पटल पर प्रस्तुत किये गए एक अलग विवरण-पत्र में दिये गए हैं। [पुस्तकालय में रख दिया गया। देखिये संख्या LT—1290/69]

सामान्य निर्वाचनों में मतपत्रों की गलत गणना

311. श्री प्रकाशवीर शास्त्री : क्या विधि तथा समाज कल्याण मंत्री यह बता की कृपा ने करेंगे कि :

(क) क्या पिछले आम चुनावों के परिणामों की घोषणा के बाद कुछ ऐसे मामलों का पता लगा है जिनमें सम्बन्धित अधिकारियों द्वारा मतपत्रों की जान बूझकर गलत गणना की गई थी;

(ख) क्या यह भी सच है कि इससे कुछ उम्मीदवार निर्वाचित होने के अपने अधिकार से वंचित हो गये थे ; और

(ग) यदि हां, तो भविष्य में ऐसे मामले न होने देने के लिए क्या कार्यवाही की जा रही है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० युनस सलीम) : (क) गणना में अनियमितताओं के कुछ दृष्टान्तों का उल्लेख

उच्च न्यायालयों और उच्चतम न्यायालयों के निर्णयों में किया गया है।

(ख) दो मामलों में, निर्वाचित अभ्यर्थियों का निर्वाचन गणना में अनियमितताओं के आधार पर अपास्त कर दिया गया तथा उनके स्थान पर निर्वाचन अर्जोदार निर्वाचित घोषित कर दिए गए।

(ग) निर्वाचन विधि में ऐसे उपबन्ध विद्यमान हैं जो गणना की देख-रेख करने के लिए अभ्यर्थियों द्वारा गणना-अभिकर्ताओं की नियुक्ति के सम्बन्ध में हैं। निर्वाचन आयोग ने मतों की गणना, प्रतिक्षेपण तथा प्रतिग्रहण के लिए एक विस्तृत प्रक्रिया नियत कर दी है, और यदि आफिसरों, गणना-कर्मचारीवृन्द तथा अभ्यर्थियों के अभिकर्ताओं द्वारा इन अनुदेशों का समुचित रूप से पालन किया जाए, तो किसी भी अनियमितता के लिए कोई गुंजायश नहीं रहेगी।

रेलवे स्कूलों में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के अध्यापक

312. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रत्येक रेलवे खंड (जोन) में प्राथमिक, माध्यमिक तथा उच्चतर माध्यमिक स्कूल हैं;

(ख) यदि हां, तो प्रत्येक खंड में कितने-कितने प्राथमिक, माध्यमिक तथा उच्चतर माध्यमिक स्कूल हैं और उन स्कूलों में अनुसूचित जातियों, अनुसूचित आदिम जातियों तथा अन्य जातियों के कितने-कितने अध्यापक हैं; और

(ग) क्या प्रत्येक खंड में चल रहे स्कूलों में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लिए आरक्षित पद भरे गये हैं और

यदि हां, तो उनका ब्योरा क्या है और यदि नहीं, तो उसके क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

पूर्वोत्तर रेलवे अनुसूचित जाति/अनुसूचित आदिम जाति कर्मचारी कल्याण संस्था द्वारा प्रतिवेदन

313. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे, गोरखपुर के महा प्रबन्धक को 26 मार्च, 1969 को पूर्वोत्तर रेलवे अनुसूचित जाति तथा अनुसूचित आदिम जाति कर्मचारी कल्याण संस्था, गोरखपुर से कोई प्रतिवेदन प्राप्त हुआ है ;

(ख) यदि हां, तो क्या प्रतिवेदन की एक प्रति सभा पटल पर रखी जायेगी; और

(ग) उस पर सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) जी हां।

(ख) अभ्यावेदन की एक प्रति सभा पटल पर रखी जाती है। [पुस्तकालय में रख दी गयी। देखिये संख्या LT—1296/69]

(ग) केन्द्रीय सरकार के सभी विभागों पर लागू वर्तमान नियमों के अनुसार, जाति, जन-जाति या धार्मिक सम्प्रदाय या ऐसी जाति, जन-जाति या धार्मिक सम्प्रदाय के किसी दल अथवा भाग के आधार पर बनायी गयी यूनियनों मान्यता की पात्र नहीं हैं। प्रायोजकों को यह समझा दिया गया है कि वे वर्तमान मान्यता प्राप्त यूनियनों की माफ़त काम करें।

रेलवे मंत्रालय में कर्मचारी

314. श्री मोल्लू प्रसाद : क्या रेलवे मंत्री रेलवे मंत्रालय में कर्मचारियों के बारे में 11 मार्च, 1969 के अतारांकित प्रश्न संख्या 2487 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या गृह-कार्य मंत्रालय के दिनांक 20 अप्रैल, 1961 के कार्यालय ज्ञापन संख्या 91-45-60 इस्टेब्लिशमेंट (डी०) में अन्तर्विष्ट आदेशों को क्रियान्वित करने के प्रस्ताव पर इस बीच विचार किया गया है ; और

(ख) यदि हां. तो उसके क्या परिणाम निकले हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) और (ख). गृह मंत्रालय के परामर्श से अभी तक मामले की जांच की जा रही है ।

रेलवे में हिन्दी शिक्षक

315. श्री मोल्लू प्रसाद : क्या रेलवे मंत्री 13 अगस्त, 1968 के अतारांकित प्रश्न संख्या 3926 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्राज्ञ परीक्षा रेलवे विभाग में 10वीं के बराबर और गृह-

कार्य में उच्चतर माध्यमिक परीक्षा के बराबर मानी जाती है ;

(ख) यदि हां, तो क्या यह संविधान के अनुच्छेद (डी०) का स्पष्ट उल्लंघन है ।

(ग) यदि रेलवे में काम कर रहे हिन्दी शिक्षकों के वेतनमान की तुलना नियमित स्कूल अध्यापकों के वेतन मानों से की जाये तो क्या वेतनमानों की इस नीति को उस समय अपनाया गया था जब उनको आरम्भ में नियुक्त किया गया था ; और

(घ) यदि नहीं, तो क्या हिन्दी शिक्षकों के सम्बन्ध में रेलवे की वर्तमान वेतन नीति भारत सरकार के श्रम कानूनों के अनुकूल है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) हिन्दी शिक्षण योजना के अधीन ली जाने वाली हिंदी प्राज्ञ परीक्षा का स्तर सभी सरकारी विभागों में केवल हिन्दी में मैट्रिकुलेशन या स्कूल फाइनल परीक्षा के हिन्दी स्तर के समकक्ष माना जाता है ।

(ख) सवाल नहीं उठता ।

(ग) हिन्दी शिक्षण केन्द्रों के पूर्णकालिक हिन्दी प्रशिक्षकों और हाई/मिडिल/प्राइमरी स्कूलों के भाषा शिक्षकों को 1-7-59 से जो वेतनमान दिए गए हैं वे इस प्रकार हैं :

हिन्दी प्रशिक्षक

170-10-290-द० रो०-15-380

भाषा शिक्षक

170-10-290-द० रो०-15-380

Report of Working Group on industrialisation of Backward Areas316. SHRI SEZHIYAN
SHRI D.N. PATODIA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS be pleased to state :

(a) whether the Working Group on the incentives for starting industries in backward areas has since submitted its report ;

(b) if so, its main recommendations ; and

(c) the recommendations which have since been accepted and implemented by Government ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED). (a) Yes, Sir.

(b) The recommendations of the Working Group are indicated in chapter III of the Report which has already been placed on the Trade of the House during the last session.

(c) The report submitted by the Working Group has been referred by the National Development Council to its Committee for detailed consideration.

III Class Coaches

317. SHRI N.K.P. SALVE: Will the Minister of RAILWAYS be pleased to state :

(a) the number of III class coaches build in Air-conditioned coaches :

(b) the ratio of total availability of III class coaches on Indian Railways and their ratio to higher classes ; and

(c) whether Government have any proposal to allot more funds for building III class coaches and to start more and more exclusive Janta trains to stop over-crowding in trains ?

THE MINISTER OF RAILWAYS : (DR. RAM SUBHAG SINGH) (a) During the last three years, on an average 453 full III class and 283 partial III coaches were build per year. The ratio of III class to I class and Air-conditioned class coaches built, has been 4.74 : 1.

(b) Ratio of availability of III class coaches to total availability of passenger coaches is 72 : 100. The ratio of III class to higher class coaches is 3.89 : 1.

(c) It is proposed to continue procurement of III class coaches including sleepers within the resources available.

Additional Janata trains exclusively with III class accommodation will be introduced having regard to availability of requisite resources by way of rolling stock, line capacity

etc. and as justified by the overall pattern of traffic on different routes/sections.

Resignation of Bihar Advocate General

318. SHRI N. K. P. SALVE : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether details have been received by his Ministry in respect of the circumstances and the background in which the Advocate General of Bihar had submitted his resignation; and

(b) If so, whether Government would lay a report on the same on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a). No, Sir.

(b) The question does not arise.

Price Control on Engineering Products

319. SHRI S. K. TAPURIAH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that there is a price control on many engineering products like bicycles, motor cars etc;

(b) whether it is also a fact that in recent months Government have not permitted the manufacturers of these products to raise prices;

(c) whether it is also a fact that there is no corresponding price restraint on important raw materials that go into the production of these end-products; and

(d) whether it is a fair to control the prices of an end-product without a similar restraint on important raw materials?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a). Government, at present,

exercise an informal control over the prices of motor cars and bicycles.

(b) Requests have been received from the three car manufacturers in recent months for allowing increase in the prices of their cars. They have been informed that no increase can be allowed pending a decision on the Report (1968) of the Tariff Commission on fixation of fair selling prices of automobiles. A decision on the recommendation of the Commission will be taken shortly.

As regards bicycles, communications have been received from the Cycle Manufacturers' Association of India of the intention of the members of the Association to increase the prices of their bicycles on account of increase in the prices of various categories of steel and of tyres and tubes supplied as original equipment. The question of increase in bicycles prices will be considered after receipt and examination of the cost data which have been called for from the Association.

(c) Yes, Sir. In view of the very large number of components and raw materials which go into the making of motor cars and bicycles, it is not considered feasible or practicable to control the prices of all such components and raw materials.

(d) Government do not consider it unfair to control the prices of motor cars and bicycles without exercising similar control over the prices of all the important raw materials so long as the prices of the raw materials are taken note of in determining the prices of the end-product.

Urban Projects in India by UNICEF

320. SHRI S. K. TAPURIAH : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether six cities have been selected for an integrated urban project by the UNICEF for the needy children;

(b) if so, the names of cities and the criteria of their selection;

(c) the role played by Government the criteria of their selection;

(d) whether it will be a pilot project; and

(e) the funds sanctioned for the same?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

Import Substitution

321. SHRI S. K. TAPURIAH :
SHRI D. C. SHARMA :

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

(a) whether it is a fact that the general recession in industry and the devaluation stimulated import substitution and led to a fall in imports;

(b) whether this has resulted in a great loss to Government as far as collection of excise duties is concerned; and

(c) the names of those industries in which import substitutes have been stimulated?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) No, Sir; fall in imports has no bearing on the collection of excise duties.

(c) The drive for import substitution covers almost the entire gamut of industries in the country.

दक्षिण-पूर्व रेलवे के संगचल कर्म- चारियों का सम्मेलन

322. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या साउथ-ईस्टर्न रेलवेमैन यूनियन के तत्वावधान में दक्षिण-पूर्व रेलवे के संगचल

कर्मचारियों का 21 तथा 22 मई को विलासपुर (मध्य प्रदेश) में एक सम्मेलन हुआ था;

(ख) यदि हां, तो क्या यह भी सच है कि इस सम्मेलन में पारित किये गए प्रस्तावों को अनुमोदन के लिए रेलवे प्रशासन के पास भेजा गया था ;

(ग) यदि हां, तो उनका व्योरा क्या है ;

(घ) क्या सरकार ने इन प्रस्तावों पर विचार कर लिया है; और

(ङ) यदि हां, तो उन पर सरकार की क्या प्रतिक्रिया है ?

रेलवे मंत्री (डा० राम सुमन सिंह) :

(क) जी हां ।

(ख) जी नहीं ।

(ग) से (ङ). सवाल नहीं उठता ।

सिलाई मशीन उद्योग

323. श्री रामावतार शास्त्री :

श्री हेमराज :

श्री ज्योतिर्भय बसु :

क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में सभी सिलाई मशीन निर्माण करने वाले उद्योग भारतीय हैं;

(ख) यदि हां, तो उन उद्योगों के नाम क्या हैं ;

(ग) क्या सरकार ने मशीनों की मासिक क्षपत का अनुमान लगाया है ;

(घ) यदि हां, तो वह कितना है ;

(ङ) देश में प्रतिमास कितनी मशीनों का निर्माण किया जा रहा है ;

(च) क्या इन मशीनों का निर्यात किया जा रहा है ; और

(छ) यदि हां, तो देशवार उनकी संख्या क्या है और इससे कितनी विदेशी मुद्रा अर्जित की जा रही है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री(श्री फखरुद्दीन अली अहमद):
(क) जी हां ।

(ख) व्यवस्थापित क्षेत्र में सिलाई की मशीनों का उत्पादन करने वाले एककों के नाम निम्नलिखित हैं:—

1. जय इंजीनियरिंग वर्क्स लि० कलकत्ता ।

2. महाबीर एक्सपोर्ट एंड इम्पोर्ट कं० प्रा० लि०-नई दिल्ली, शाहदरा ।

3. रीता मैकैनिकल वर्क्स, लुधियाना ।

4. जय इंजीनियरिंग वर्क्स लि०, हैदराबाद ।

5. ब्रिटिश मशीनरी सप्लाइज कम्पनी, फरीदाबाद ।

(ग) और (घ). 1966 के सर्वेक्षण के अनुसार औसतन 47363 घरेलू सिलाई की मशीनें प्रति माह बेची गई हैं ।

(ङ) 1966 में प्रति माह 49797 मशीनों का उत्पादन हुआ । 1968 में केवल मंगळिता क्षेत्र में मशीनों का प्रति माह औसत उत्पादन 35268 था ।

(च) और (छ). 1968-69 में देशवार निर्यात और उससे अर्जित विदेशी मुद्रा को दर्शाने वाला एक विवरण सभा पटल पर रखा

जाता है। [पुस्तकालय में रख दिया गया।
बैलिए संख्या LT—1292/69]

हिन्दुस्तान व्हीकल्स कम्पनी लिमिटेड,
पटना

324. श्री रामावतार शास्त्री : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत ने बिहार सरकार को फुलवारी शरीफ, पटना स्थित हिन्दुस्तान व्हीकल्स कम्पनी लिमिटेड को बन्द करने की राय दी है ;

(ख) क्या यह भी सच है कि बिहार सरकार ने इसको बन्द करने का निर्णय किया है ;

(ग) यदि हां, तो साइकिल बनाने वाले इस महत्वपूर्ण उद्योग को बन्द कर देने का क्या औचित्य है ;

(घ) क्या यह भी सच है कि मजदूरों की जबरन छुट्टी के कई महीनों की मजदूरी कंपनी की ओर बकाया है ;

(ङ) यदि हां, तो इसके क्या कारण हैं ; और

(च) सरकार का विचार मजदूरों को किस तारीख तक उनकी मजदूरी दे देने का है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (फखरुद्दीन अली अहमद) : (क) से (ग). बिहार सरकार के कहने पर केन्द्रीय सरकार ने हिन्दुस्तान वेहिकल्स लिमिटेड, पटना जोकि साइकिल बनाने का लाइसेंस प्राप्त एकक है, को 24 सितम्बर 1965 में उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत सम्भाल लिया था और बिहार सरकार की

सिफारिश पर अधिकृत नियन्त्रक की नियुक्ति की गई थी। जब इसके मालिकों ने कम्पनी को बन्द कर दिया था तो कम्पनी के प्रबन्ध को नियन्त्रक ने सम्भाल लिया था। सितम्बर 1966 में काम बन्द कर दिया था और वह स्थिति अब तक चालू है। बिहार सरकार ने सूचित किया था कि पहले प्रबन्धकों की देनदारियां कम्पनी की आस्तियों से कहीं अधिक थीं और पंसा वसूल करने के लिए कम्पनी के विरुद्ध विभिन्न न्यायालयों में अनेक मुकदमे चल रहे थे। ऐसा पता चला कि आस्तियों को भी गिरवी रखा हुआ था। इन कारणों से कम्पनी को केन्द्रीय सरकार द्वारा हाथ में लेने के पश्चात उत्पादन चालू नहीं किया जा सका।

राज्य सरकार भी कम्पनी के आर्थिक बोझ को वहन न कर सकी अतः उसने अनुरोध किया कि अधिसूचित आदेश को रद्द कर कम्पनी को पुराने प्रबन्धकों के हवाले कर दिया जाए। राज्य सरकार को इस सबन्ध में अनुचित कार्यवाही करने के लिए कहा गया है।

(घ) से (च). जानकारी बिहार सरकार से मांगी जा रही है और सभा पटल पर रख दी जायेगा।

Export of H.M.T. Watches

325. SHRI RAMAVATAR SHASTRI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that the H.M.T watches are being exported to foreign countries;

(b) if so, the names of countries to which they are being exported and the make of the watches which are most popular in foreign countries; and

(c) the amount of foreign exchange earned on this account during the last three years ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) During the year 1968-69, 724 wrist watches valued at Rs. 39,390 were exported to New Zealand, Norway, U.S.A., Bahrain Persian Gulf, England, Fuji Island, Australia, U.S.A., Canada, North Africa, Aden, Ceylon and Iran. The break-up type-wise is as follows :

Types	No. of watches
Sona	203
Janta	221
Tarun	3
Janata Luminous	82
Pilot	87
Sujata	128
	724

Among the watches manufactured by H.M.T. 'Janata' make is the most popular in foreign countries.

(c)	Year	Rs. in lakhs
	1966-67	0.42
	1967-68	0.59
	1968-69	0.39

स्वचालित घड़ियाँ

326. श्री रामावतार शास्त्री : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हमारे देश में निर्मित घड़ियाँ दूसरे देशों में निर्मित घड़ियों के साथ प्रतियोगिता नहीं कर सकती क्योंकि वे मंहगी हैं और पुराने डिजाइन की हैं ;

(ख) यदि हाँ, तो इन कमियों को दूर करने के लिए किन उपायों को अपनाने का विचार है ;

(ग) क्या हिन्दुस्तान मशीन टूल्स में स्वचालित घड़ियाँ बनाने के बारे में कोई कार्यवाही की गई है ; और

(घ) यदि हाँ, तो उसका व्यौरा क्या है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फलरूहीन अली अहमद) : (क) और (ख). हमारे देश में निर्मित घड़ियाँ उसी प्रकार की विदेशी घड़ियों से जो भारत में मिलती हैं सभी प्रकार से प्रतियोगिता में ठहर सकती हैं। भारत में निर्मित घड़ियाँ विदेशी बाजार में प्रतियोगिता में अधिक नहीं आती है क्योंकि भारतीय घड़ी उत्पादन उद्योग विकास की स्थिति में है तथा विदेशी एककों के उत्पादन की अपेक्षा इसका उत्पादन मान कम है।

(1) देश में घड़ियों के उत्पादन को बढ़ाने के लिए और

(2) तथा नवीन प्रकार और जटिल प्रकार की घड़ियों के उत्पादन के लिए कदम उठाए जा रहे हैं।

(ग) और (घ). जी, हाँ। चतुर्थ पंचवर्षीय योजना में बार और तिथि वाली स्वचालित घड़ियों के उत्पादन का हिन्दुस्तान मशीन टूल्स का प्रस्ताव है। इसका विवरण तैयार किया जा रहा है।

स्टेनलैस स्टील के बर्तनों की लागत

327. श्री राम चरण : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आयातित स्टेनलैस स्टील की लागत 3 रुपए से 4 रुपए प्रति किलोग्राम तक आती है ;

(ख) क्या यह भी सच है कि भारत में स्टेन-लैस स्टील के बर्तन 40 रुपये से 60 रुपये प्रति किलोग्राम तक बिकते हैं ;

(ग) यदि हां, तो उसके क्या कारण हैं ;

(घ) क्या सरकार को इस बारे में कुछ फर्मों के विरुद्ध कोई शिकायत मिली है ; और

(ङ) यदि हां, तो इन सार्थों के नाम क्या हैं और उनके विरुद्ध क्या कार्यवाही किए जाने का विचार है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) 1968-69 में स्टेनलैस स्टील की चादरों के आयात की संख्या और मूल्य की दशनि वाला एक विवरण सभा पटल पर रखा जाता है। [पुस्तकालय में रख दिया गया। देखिए संख्या LT-1293/69] ऐसा प्रतीत होता है कि उसका मूल्य लगभग 6 रु० प्रति किलोग्राम आयेगा।

(ख) और (ग). स्टेनलैस स्टील के बर्तनों पर मूल्य नियन्त्रण न होने से आवश्यक सूचना प्राप्त नहीं है।

(घ) और (ङ). ऐसी कोई शिकायतें प्राप्त नहीं हुई हैं।

अमरीकी सहायता कार्यक्रम के अन्तर्गत मशीनों के आयात के लिए लाइसेंस

32५. श्री राम चरण : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अमरीकी सहायता कार्यक्रम के अधीन मशीनरी तथा अन्य सामग्री का आयात करने के लिए गैर-सरकारी फर्मों को भी लाइसेंस प्रदान किया जाता है ; और

(ख) यदि हां, तो उन फर्मों के क्या नाम हैं जिन्हें पिछले तीन वर्षों के दौरान ऐसे लाइसेंस प्रदान किए गए हैं तथा उन लाइसेंसों के अधीन कितने-कितने मूल्य की मशीनरी तथा अन्य सामग्री का आयात किया गया ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी हां।

(ख) अमरीकी सहायता कार्यक्रम के अन्तर्गत जारी किए गए सभी आयात लाइसेंसों का व्यौरा अन्य आयात लाइसेंसों के साथ-साथ आयात निर्यात मुख्य नियन्त्रक द्वारा जारी की जाने वाली साप्ताहिक विज्ञप्ति में प्रकाशित किया जाता है। इन लाइसेंसों से आयात की गई वस्तुओं के वास्तविक मूल्य के आंकड़े उपलब्ध नहीं हैं।

Stock of Imported Steel

329. SHRI BHOGENDRA JHA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether Government intend to create a buffer stock of imported steel in short supply, as a measure to keep up supplies of raw materials for export-oriented engineering industry;

(b) whether Government also intend to allow an upward revision of prices of scarce categories of steel as an incentive for higher production in steel mills in the country; and

(c) the other steps Government propose to take to meet the steel shortage in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) Proposals for creation of a buffer stock of imported steel are under consideration.

(b) Representations have been received for revising the prices of steel but Government have not taken a decision.

(c) To meet the steel shortage, the short term action taken is to allow imports under the import policy. Long term measures have also been taken, such as, the expansion of the capacity of Bhilai Steel Plant, technological improvements in the existing steel plant to get in creased production, the completion of the 1st Stage of Bokaro Steel Plant, setting up a plate mill to meet shortage of plates, etc.

Appointment of Deputy Chairman of Heavy Engineering Corporation Ltd., Ranchi

330. SHRI KARTIK ORAON : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that a retired person has been appointed as a Deputy Chairman of the Heavy Engineering Corporation Limited Ranchi to gear up production; and

(b) if so, the basic considerations in making such an appointment ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :
(a) Yes, Sir.

(b) The basic considerations in appointing the present incumbent as Deputy Chairman of Heavy Engineering Corporation Ltd. was his technical knowledge and wide experience in production techniques in the engineering industry. He is a retired Officer of the Indian Railways and had held appointments as Adviser (Production) and later as Consultant (Production) in the Bureau of Public Enterprises, Ministry of Finance. It has been considered that with this experience and background he would be able to render effective assistance to the Company in identifying problems of production and under utilisation of capacity and will also help in initiating and implementing suitable remedial measures.

Naphtha Reforming Plant, Rourkela

331. SHRI BABURAO PATEL : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that severe damage was caused to the main furnaces of the Naphtha Reforming Plant at Rourkela on the 18th May, 1969, injuring three persons;

(b) the extent of damage in rupees and the time required to re-commission the plant;

(c) the loss in production owing to this damage;

(d) whether it is also a fact that this explosion occurred while the plant was still undergoing the running-in-period of test;

(e) the findings arrived at by the fact-finding Committee on this explosion; and

(f) the reasons for frequent explosion in our steel plants ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :
(a) and (d). Yes, Sir; the explosion occurred when the main reformer furnace was being commissioned.

(b), (c) and (e). The report of the High Level Enquiry Committee is expected towards the end of this month when the information will be available.

(f) There have not been frequent explosions in the Steel Plants.

Manufacture of Small Car by Gujarat Firm

332. SHRI S. R. DAMANI :
SHRI D. R. PARMAR :
SHRI M. H. GOWDA :
SHRI SURENDRANATH
DWIVEDY :
SHRI SAMAR GUHA :
SHRI CHANDRA SHEKHAR
SINGH :
DR. SUSHILA NAYAR :
SHRI BHOGENDRA JHA :
SHRI JAGESHWAR YADAV :

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

(a) whether it has come to the notice of Government that a Jamnagar firm is planning to indigenously manufacture a small car to cost only Rs. 14,000/- inclusive of all taxes; and

(b) if so, the reaction of Government to this project and how it compares with the several proposals so far under examination by Government ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). It has been reported by the Govt. of Gujarat that a Jamnagar firm proposes to establish a small scale unit for the manufacture of small cars. The State Govt., who were approached by the firm, have informed them that no licence or permission is required from the Government of India or the State Government for establishment of an unit with capital investment in plant and machinery up to Rs. 7.5 lakhs. The firm have not stated anything about the price of the car but the press reports indicate that the small car would cost about Rs. 14,000 to Rs. 15,000/-. It is not known whether the element of excise duty and other taxes has been taken into consideration. The State Government have stated that all assistance within the framework of rules will be rendered to the firm whenever it approaches them.

The firm has not given any detailed scheme or project report. It has, therefore, not been possible to compare the scheme of this firm with the other schemes for the manufacture of small car received by Government.

Manufacture of Tractor in collaboration with Export and Ford Motor Car Co.

333. SHRI S. R. DAMANI :
SHRI VALMIKI CHOUDHARY :
SHRI D. N. PATODIA :

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

(a) whether Government have granted permission recently for the signing of a joint collaboration agreement between Escorts and Ford Motor Car Co. of the U. S. A. for the manufacture of 50 HP tractors;

(b) if so, the details of the agreement;

(c) whether in view of the acute shortage of lowpowered tractors in the country, Government have proposed the inclusion of

such tractors in their manufacturing programme; and

(d) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). M/s Escorts Ltd., Faridabad propose to manufacture 'Ford' 46 HP agricultural tractors for a capacity of 6,000 Nos. per annum in collaboration with M/s. Ford Motors Company of U.S.A. Government have approved in principle the collaboration agreement submitted by the Indian firm. It is not considered desirable to disclose the terms of collaboration negotiated between the two parties as these form part of a contract between to private parties.

(c) and (d). The Government has already approved in principle two other schemes in the private sector for the manufacture of small tractors (up to 20 HP) for a total capacity of 20,000 Nos. per annum. A proposal for the manufacture of small tractors in the public sector is also under consideration. For these reasons, Government did not consider it necessary to ask M/s Escorts to include low powered tractors in their manufacturing programme.

Sub-division of Scheduled Castes/Scheduled Tribes and other Backward Classes

334. SHRI PREM CHAND VERMA :
Will the the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether Government are aware that some people have demanded that further differentiation of Scheduled Castes, Scheduled Tribes and other Backward Classes should be done so as to make still smaller sections of these classes;

(b) if so, whether Government have examined merits and demerits to this proposal and, if so, the conclusions reached; and

(c) whether Government are of the view that the attempts of the people to sub-divide Harijans should not be encouraged and, if so, the policy followed in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DE-

**PARTMENT OF SOCIAL WELFARE
(SHRI MUTHYAL RAO) . (a) No.**

(b) and (c) Do not arise.

Bharat Heavy Plates and Vessels Ltd.

335. SHRI PREM CHAND VERMA :
Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the working results of the Bharat Heavy Plates and Vessels Ltd for the year ending 31st March, 1969 have been seen by him and whether any progress or deterioration has been reported;

(b) whether the working of the Company is comparatively better than past years; what are the comparative figures regarding profit and loss, production, sale, export and stock inventories;

(c) whether during the last three years, the Company was being run by the same set of officers; what are the names of Chairman, Managing Director and Secretary, for how long they have been in that position and their pay and allowances etc. and from which organisation or Department they have come there; and

(d) the special steps taken during the last year to eradicate shortcomings of the past and whether anything is done in order to build up the reputation and Image of the company among the public?

**THE MINISTER OF STATE IN THE
MINISTRY OF STEEL AND HEAVY
ENGINEERING (SHRI K. C. PANT) :** (a) and (b). The factory of the company is still under construction and limited production commenced only in July, 1969. The accounts of the company upto 31st March, 1969 represent mainly the construction expenditure and there has been no profit or loss.

(c) The Chairman and the Managing Director of the Company are appointed by the President and the Secretary is appointed by the Company. The chairman is part-time and does not draw any salary and allowances besides travelling allowances for attending to the Company's duties and sitting fees for attending Board meetings. At every Annual Central Meeting of Shareholders of the Com-

pany, the Chairman retires but is eligible for re-appointment. The Chairman for the years 1966-67 and 1967-68 was Shri P. Basi Reddy, an M. L. A. from Andhra Pradesh. In 1968-69, the Chairman is Shri S. N. Bilgrami, retired I. A. S. Officer.

Ever since the incorporation of the Company, in June, 1966, the Managing Director has been Shri K. S. Sharma, an officer of the Fertiliser Corporation of India. Immediately before his appointment as Managing Director he was Officer on special Duty in the Administrative Ministry and was dealing with the project. His present pay is Rs. 2700 p. m. in the scale of Rs. 2500-100-3000. The Secretary of the Company is Shri K. V. Suryanarayanan who has been discharging the functions of the Secretary since September, 1966. His present pay is Rs. 635/- plus a dearness allowance of Rs. 120/-. Before his appointment, he was working in the Directorate General of Technical Development.

(d) There are no past shortcomings and the question of taking special steps does not arise. Similarly no special steps are considered necessary to build up the reputation and Image of the company among the public. This will automatically be taken care of when the company shows good results.

Advertisement Policy of Railways

336. SHRI PREM CHAND VERMA :
Will the Minister of RAILWAYS be pleased to state :

(a) whether the advertisement policy of the Railways is in accordance with the Government of India policy;

(b) if it is not in accordance with the Government of India policy, the reasons for following a different policy;

(c) whether Government propose to consider the desirability of giving the small and medium Newspapers their proportionate share of advertisements; and

(d) the steps proposed to be taken to see that the Public Relations Department runs on efficient lines and functions in accordance with the policy of the Government of India?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes. The policy followed by the Directorate of Advertising and Visual Publicity, Ministry of Information and Broadcasting in respect of Government advertisements to newspapers and periodicals is generally followed by the Railways.

(b) Does not arise.

(c) Display advertisements to newspapers and periodicals are so released by the Railways as to ensure that, on the one hand, smaller newspapers are not deprived of railway advertisements and, on the other, the railway message reaches the largest number of people.

(d) This has been the constant endeavour of the Railways Public Relation Organisation.

Working Results of Heavy Eletricals (I) Ltd.

337. **SHRI PREM CHAND VERMA :** Will the Minister of **INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS** be pleased to state :

(a) whether the working results of the Heavy Eletricals (I) Ltd. for the year ending 31st March, 1969 have been seen by him and whether any progress or deterioration has been reported;

(b) whether the working of the Company is comparatively better than past years; what are the comparative figures regarding profit and loss, production, sale, export and stock inventories;

(c) whether during the last three years, the Company was being run by the same set of officers; what are the names of Chairman, Managing Director and Secretary, for how long they have been in that position, their pay and allowances and from which Organisation or Department they have come there; and

(d) the steps taken during the last year to eradicate shortcomings of the past and whether anything is done in order to build up the reputation and image of the Company is among the public?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). Though the full working results for the year 1968-69 and the audited figures are not yet available, the unaudited figures show that the value of finished output during the year was Rs 20.62 crores representing an increase of 42% over the output for the year 1967-68 and an achievement of 94% of the target. The percentage of loss to the value of production during the year 1968-69 is less than the previous year. The full figures relating to profit and loss, sales, inventories etc. will be available only when the accounts are finalised. Though there have been no exports during the year 1967-68, Heavy Eletricals (India) Limited have since intensified their efforts to find export markets for their products. They have participated in over 90 tenders abroad valued at Rs. 11 crores approximately. An order of the value of about Rs. 1,79,000 from UAR and Iraq has already been executed. Other orders amounting to Rs. 33,000/- for UAR, Iraq, Singapore and Switzerland are under execution.

(c) No, Sir.

Shri S. Swayambu, the present Chairman and Managing Director took over this post with effect from 6th October, 1967 on the retirement of Shri K. C. Lall, the then Chairman and Managing Director, Shri Swayambu joined Heavy Eletricals (India) Limited as the Technical Director on 11th December, 1963 on deputation from the Central Water and Power Commission and was appointed as General Manager from 3rd January, 1967. He has since retired from Government service with effect from 14th February, 1969 and is continuing as Chairman and Managing Director as a re-employed officer. He is drawing a salary of Rs. 3000/- per month less pension and pensionary equivalent of retirement benefits.

Shri R. C. Gupta is the company Secretary since November, 1964. His present pay and allowances are Rs. 1500/-per month. He joined Heavy Eletricals (India) Ltd. as Assistant Secretary in July, 1957. Prior to this he was serving in the Sindri Unit of Fertilizer Corporation of India, another Government of India Undertaking.

(d) Government are not aware of any adverse impressions about the company in the minds of the public. The heavy electrical industry has a long gestation period with high production costs for each product and it inevitably takes time to build up expertise. The plant is endeavouring its best to improve its working by improving its manufacturing techniques and increasing the output, having a strict control over each item of expenditure and by making effective use of plant and equipment and selecting ranges of manufacture which will give optimum return and by incentive schemes for labour productivity. Government are keeping a continuous watch over the performance of the plant.

Working Results of Hindustan Cables Ltd.

338. SHRI PREM CHAND VERMA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the working results of the Hindustan Cables Ltd. for the year ending 31st March, 1969 have been seen by him and whether any progress or deterioration has been reported;

(b) whether the working of the company is comparatively better than past years; what are the comparative figures regarding profit and loss, production, sale, export and stock inventories;

(c) whether during the last three years; the Company was being run by the same set of officers; what are the names of Chairman, Managing Director and Secretary, for how long they have been in that position, their pay and allowances and from which organisation or Department they have come; and

(d) the special steps taken during the last three years to eradicate shortcomings of the past and whether anything is done in order to build up the reputation and image of the Company among the public?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a). Yes, Sir. There was progress in the working of the Company.

(b) Yes, Sir. The required information is given in the statement below :

<i>Production :</i>	1967-68	1968-69
Dry Core Cables (CKM)	6.43 lacs	7.83 lacs
Plastic Cables and Wires (CKM).	27,888	42,345
Co-axial Cables (TKM)	2,317	2,086

The shortfall of production in Co-axial Cables is due to delay in supply of imported raw materials.

Sales (Rs. in lacs)

Dry Core Cables	646.75	700.81
Plastic Cables and Wires	23.72	39.67
Co-axial Cables	274.52	153.02

Foot Note : The reduction in money value of the sale is due to the fact that the prices of principle raw materials came down during 1968-69 and also due to the shortfall in production of the Co-axial Cables.

Financial results (Rs. in lacs)

Profit before tax	59.03	92.86
Profit after tax	35.03	5.286
Dividend	16,65(6%)	25.81 (7- $\frac{1}{2}$ % proposed)

Stock Inventories :

The percentage of total inventory in turnover for the year 1968-69 was 64% as compared to 60% for 1967-68 partly on account of lower prices of copper and lead and partly due to the increase in the value of work in progress, an item included in the inventory due to more production.

(c) The Company had no Chairman for the period 21st September, 1966 to 15th October, 1966 when Shri K. N. Mookerji, Managing Director, National Rubber Manufacturers Ltd. was appointed as Chairman of the Board of Directors. The present Managing Director, Shri I. K. Gupta, an officer of the P&T Department has been in position since 10th July, 1967 and is continuing. Shri D. D. Banerji is a Secretary of the Company who is a Company employee and who has been there continuously. The Chairman is honorary and the Managing Director draws pay in the scale Rs. 2500-100-3000. The Secretary draws pay in the scale Rs. 1100-1400 and is eligible for allowances admissible under the Rules of the Company.

(d) The Company has had no serious shortcomings and enjoys a good public image. Occasional visits of the Press also arranged to give publicity to the activities of the Hindustan Cables Ltd.

Prevention Of Beggary

339. SHRI SRADHAKAR SUPAKAR:
SHRI VIKRAM CHAND MAHAJAN :

Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) how many States and the Union Territories in India have passed law penalising beggary ;

(b) whether the Central Government have advised the State Governments and Union Territories to check the evils of beggary by legislation ; and

(c) the reaction of the States and Union Territories to such advice ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a). Anti-beggary laws exist in the States of Andhra Pradesh, Assam, Bihar, Gujarat, Jammu and Kashmir, Kerala, Maharashtra, Mysore, Madhya Pradesh, Tamil Nadu and West Bengal and Union Territory of Delhi.

(b) No, Sir.

(c) Does not arise.

Attack on Railway Officials

340. SHRI SRADHAKAR SUPAKAR : Will the Minister of RAILWAYS be pleased to state :

(a) the number of cases of attacks on Railway officials by passengers and the public reported during the last three months;

(b) whether the number of such attacks has increased in recent times ; and

(c) what special measures for protecting Railway officials are being taken ?

THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH). (a) 110.

(b) There has been a slight increase.*

(c) Attacks on persons concerns 'law & order'. However, since Railways are vitally concerned with this aspect also, assistance is given to State Police by the Railway Protection Force to the extent possible—(i) when there is an apprehension of disturbance or an information is received to that effect ; and (ii) when special ticket-checking drives are conducted. Active liaison and co-ordination is also maintained with the Government Railway Police authorities with a view to ensuring that they take adequate measures for the protection of railway officials.

Postponement of Lok Sabha Bye-Election From Banaskantha

341. SHRI SRADHAKAR SUPAKAR : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) the date and the time when the decision to postpone the bye-election to Lok Sabha from Banaskantha Constituency from 4th May, 1969 to 11th May, 1969 was taken ;

(b) the reasons for the postponement :

(c) the time of broadcasting the decision of postponement of election ; and

(d) the time of informing the decision of postponement to the Returning Officer and candidates of the aforesaid election ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI M. YUNUS SALEEM) : (a) At about 2-15 P.M. on the 3rd May, 1969.

(b) Due to the sudden death of Dr. Zakir Hussain, President of India.

(c) 3-30 P.M. on the 3rd May, 1969, repeated at 9-00 P.M. on the same date.

(d) By about 3-00 P.M. on the 3rd May, 1969, the Returning Officer was informed by trunk telephone and the Returning Officer informed the candidates immediately.

• बिहार में टायरों व ट्यूबों की कमी

342. श्री विमल मिश्र : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जनवरी, 1969 में बिहार में साइकिलों तथा मोटर कारों के टायरों और ट्यूबों की भारी कमी रही है।

(ख) यदि हां, तो इसके क्या कारण हैं : और

(ग) टायरों और ट्यूबों की सप्लाई को ठीक करने के लिए सरकार द्वारा क्या उपाय करने का विचार है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) हाल ही कुछ महीनों में बिहार में साइकिलों तथा मोटर कारों के टायरों और ट्यूबों की कुछ कमी रही।

(ख) कमी का कारण मांग में वृद्धि तथा संभरण की कमी था।

(ग) टायर और ट्यूबों का उत्पादन बढ़ाने के निरन्त प्रयत्न किए जा रहे हैं। तकनीकी

विकास के महानिदेशालय की सूची में उल्लिखित 11 साइकिल टायर निर्माताओं का 1966 का उत्पादन 1,96,39,420 (नग) से बढ़कर 1969 में 2,44,96,643 हो गया। तकनीकी विकास के महानिदेशालय की सूची में 7 मोटर कार टायर उत्पादकों का 1966 के 7,23,025 (संख्या) उत्पादन से बढ़कर 1968 में 8,60,517 हो गया। राज्य सरकारों को राज्य में जाएं स्टॉक के वितरण तथा मूल्य निर्धारण की शक्ति आवश्यक वस्तु अधिनियम के अन्तर्गत प्रदत्त की गई है और उन्होंने संभरण कर्ताओं से इस मामले को उठाया है।

Joint Ventures

343. SHRI HEM RAJ :
SHRI SITARAM KESRI :

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

(a) the number of joint ventures, with their names and names of the countries with whose collaboration they are being set up, sanctioned during 1968 and the items to be manufactured therein; and

(b) the number of joint ventures proposed to be set up in 1969 ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) 132 cases of foreign collaboration were approved during the year 1968. Lists of foreign collaboration cases indicating, *inter alia* the names of the Indian parties, the names of the foreign collaborators and the items of manufacture are published quarterly in the journal of Industry & Trade, copies of which are available in the Parliament Library.

(b) 48 cases of foreign collaboration were approved during the first quarter of 1969. As the setting up of industries in the private sector depends on the initiative of private entrepreneurs, it is not possible at this stage to indicate as to how many cases of foreign collaboration are likely to be approved during year 1969.

**भतनाहा-भीमनगर छोटी लाइन को
मीटर लाइन में बदलना**

344. श्री बाल्मीकी चौधरी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोसी परियोजना की भतनाहा-भीमनगर छोटी लाइन को परि-योजना अधिकारियों के हाथ से लेकर मीटर लाइन में परिवर्तित करने का तथा उसे निर्माली तक बढ़ाने का विचार है ;

(ख) यदि हां, तो इस बारे में क्या निर्णय किया गया है ।

(ग) क्या प्रस्ताव को अस्वीकार करने का कोई सुझाव है यदि हां, तो उसके क्या कारण हैं ; और

(घ) लोकहित वाली इस परियोजना को सरकार द्वारा अपने हाथ में न लिए जाने के क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) से (घ). कोसी परियोजना अधिकारियों की भतनाहा-भीमनगर छोटी लाइन को परियोजना अधिकारियों से अपने हाथ में लेकर उसे मीटर लाइन में बदलने और निरमली तक बढ़ाने के सम्बन्ध में 1964 में विश्लेषण किया गया था । इस विश्लेषण से मालूम हुआ कि यह सारी योजना बहुत अलाभ-प्रद सिद्ध होगी । अतः यह प्रस्ताव छोड़ दिया गया ।

**मानसी, सहरसा तथा पूर्णिया स्टेशनों
के बीच एक्सप्रेस गाड़ी**

345. श्री बाल्मीकी चौधरी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मानसी, सहरसा तथा पूर्णिया स्टेशनों के बीच एक एक्सप्रेस गाड़ी चलाने तथा

अन्य तीव्रगामी यात्री गात्रियों को इस लाइन से ले जाने के प्रस्ताव पर इस बीच विचार कर लिया गया है ;

(ख) यदि हां, तो इस बारे में क्या निर्णय किया गया है ;

(ग) इन निर्णयों को लागू करने के लिए क्या कार्यवाही की गई है ; और

(घ) इस कार्य के लिए कितनी राशि निर्धारित की गई है ?

रेलवे मंत्री [(डा० राम सुभग सिंह) : (क) जी हां ।

(ख) बनमंसी और बरोनी के बीच सहरसा और मानसी के रास्ते एक जोड़ी तेज सवारी गाड़ियों 16.5-1969 से चलायी जा चुकी है । पूर्णिया स्टेशन पर अपेक्षित पर्यन्त सुविधाएं उपलब्ध न होने के कारण इन गाड़ियों को पूर्णिया तक चलाना व्यावहारिक नहीं है ।

वर्तमान तेज गाड़ियों, अर्थात् 33/34 और 37/38 तेज सवारी गाड़ियों को मानसी और सहरसा के रास्ते चलाना भी वांछनीय नहीं समझा गया, क्योंकि इससे

(1) चक्कदार मार्ग के कारण सीधे जाने वाले यात्रियों को यात्रा में अधिक समय लगेगा और उन्हें अधिक किराया देना पड़ेगा ; और

(2) इन गाड़ियों में लगाये जाने वाले डिब्बों की वर्तमान संख्या में काफी कमी करनी पड़ेगी क्योंकि पटरी और पुल कमजोर होने के कारण पूर्णिया-सहरसा-मानसी खण्ड पर इस समय भारी दंजन चलाने की अनुमति नहीं है ।

(ग) पूणिया-सहरसा-मानसी खण्ड पर पटरी और पुलों को मजबूत करने का काम पहले से ही एक कार्यक्रम के आधार पर किया जा रहा है। इस काम के बाद इस खण्ड पर सेवाओं में और सुधार करने के बारे में विचार किया जाएगा बशर्ते उस समय ऐसा करना अन्यथा व्यवहारिक और उचित पाया जाये।

(घ) मानसी-सहरसा के बीच लगभग 66 लाख रुपयों की लागत से लगभग 43 किलोमीटर पटरी के नवीकरण का कार्यक्रम पहले से ही बनाया जा चुका है। इसमें से लगभग 33 लाख रुपए की लागत से 20 किलोमीटर पटरी के नवीकरण का जो काम 1967-68 में शुरू किया गया था वह पूरा होने वाला है और शेष काम चालू वर्ष में शुरू कर दिया गया है। चालू वर्ष के बजट में इस काम पर खर्च करने के लिए लगभग 17.22 लाख रुपए रखे गए हैं। इसके अलावा इस खण्ड पर वर्तमान 2 पाइल पुलों के बदलाव और कुछ पुलोंके सुरक्षा संबंधी निर्माणों को मजबूत बनाने के लिए 1969-70 के बजट में 5 लाख रुपये की और रकम की भी व्यवस्था की गयी है।

धुरभिता और भापतियाही के बीच रेलवे खण्ड

346. श्री बाल्मीकी चौधरी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या धुरभिता तथा भापतियाही के बीच पुराना बन्द पड़ा रेलवे खण्ड 1969-70 में पुनः शुरू किये जाने का विचार है ;

(ख) यदि हां, तो उसके लिए कितनी राशि निर्धारित की गई है ;

(ग) इस सम्बन्ध में क्या कार्यवाही की गई है और क्या कार्यवाही किये जाने का विचार है ; और

(घ) यह योजना कब तक पूरी हो जायेगी ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) जी हां।

(ख) 37,45,208 रुपये।

(ग) और (घ). इस खण्ड पर फिर से लाइन बिछाने के लिए अनुमानित खर्च की मंजूरी पहले ही दी जा चुकी है। यह काम पूर्वोत्तर रेलवे द्वारा शुरू किया जायेगा और यथा संभव शीघ्र पूरा किया जायेगा।

मुकदमों के विवरणों का प्रकाशन

347. श्री बाल्मीकी चौधरी :

श्री ओम प्रकाश त्यागी :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत के मुख्य न्यायाधीश ने मार्च, 1969 में दिल्ली में हुए एक सम्मेलन में कहा था कि विधिसे सम्बन्धित न्यायिक मामलों का प्रकाशन केन्द्रीकृत किया जाना चाहिये ;

(ख) क्या उच्चतम न्यायालय ने इस सम्बन्ध में सरकार को कोई सुभाव भेजे हैं ; और

(ग) यदि हां, तो इस मामले में सरकार की प्रतिक्रिया क्या है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनस सलीम) : (क) 'जी हां।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

भारत-सोवियत वैज्ञानिकों की बैठक

348. श्री बाल्मीकी चौधरी :

श्री विभूति मिश्र :

श्री रा० रा० सिंह बेव :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद् के तत्वाधान में भारतीय तथा रूसी वैज्ञानिकों की एक बैठक नई दिल्ली में समवेत हुई थी जिसमें भारत-सोवियत औद्योगिक सहयोग के लिए कुछ विशिष्ट उद्योगों का चयन किया गया था और यदि हां, तो इस अभिप्राय के लिए चुने गये उद्योगों के नाम क्या हैं; और

(ख) इस सम्बन्ध में सरकार ने क्या रवैया अपनाया है तथा चौथी पंचवर्षीय योजना के दौरान भारत-सोवियत सहयोग से ऐसे उद्योग स्थापित करने के लिये क्या उपाय करने का विचार है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद् के निमंत्रण पर रूस की वैज्ञानिक तथा प्राद्योगिकी समिति के एक प्रतिनिधि मंडल ने, 28 मई से 16 जून तक दोनों संस्थाओं के बीच विज्ञान तथा प्राद्योगिकी के क्षेत्र में सहयोग की संभावनाओं का पता लगाने के लिए भारत का दौरा किया ।

रूसी प्रतिनिधि मंडल तथा वैज्ञानिक तथा औद्योगिक अनुसन्धान परिषद् दोनों ने ही यह अनुभव किया कि विज्ञान तथा प्राद्योगिकी के विभिन्न क्षेत्रों में सहयोग के लिए बहुत अवसर हैं । रूसी प्रतिनिधि मंडल ने कपड़ा बुनने की मशीनें, रसायन, कार्य विधि तथा संयंत्र हाई

कैमिकल्स/पेट्रो कैमिकल्स, रंगाई का सामान, शीशा तथा चीनी मिट्टी उद्योग, चमड़ा प्राद्योगिकी, धातुक लाभ, लौह धातु प्राद्योगिकी तथा पटसन प्राद्योगिकी के क्षेत्र में तुरन्त कार्य करने का क्षेत्र विद्यमान है ।

दोनों संस्थाओं के बीच औपचारिक अनुबन्ध किये जाने का प्रस्ताव है ।

(ख) जो कुछ ऊपर बताया गया है अनिवार्य रूप में दोनों संस्थाओं के बीच अनुसन्धान तथा प्राद्योगिकी क्षेत्र में होने वाले पारस्परिक सहयोग से सम्बन्धित है ।

यदि विदेशी सहयोग विषयक सरकार की मौलिक नीति चतुर्थ पंचवर्षीय योजना के दौरान इसी रूप में चलती रहेगी तो इस बात का विशेष ध्यान रखना पड़ेगा कि विदेशी सहयोग निकट अभावों को पूरा करने तक ही सीमित रहें और किसी भी रूप में देशी जानकारी तथा सेवाओं के अधिकतम उपयोग में बाधक न होने पाये ।

Rise in Prices of Bicycle

349. SHRI RAM SINGH
AYARWAL :
SHRI VASUDEVAN NAIR :
SHRI SEZHIAN :
SHRI D.N. PATODIA :
SHRI HIMATSINGKA :
SHRI ESWARA REDDY :
SHRI S.M. KRISHNA :
SHRI SURENDRA NATH
DWIVEDY :
SHRI K.P. SINGH DEO :
SHRI RAMAVATAR SHASTRI:
SHRI RAGHUVIR SINGH
SHASTRI :
SHRI DHILESWAR KALITA :

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

(a) whether it is a fact that Government have warned the bicycle manufacturers against the rise in prices ;

(b) if so, the reaction of bicycle manufacturers thereto;

(c) the reasons given by the manufacturers for the increase in prices; and

(d) the reaction of Government thereto ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (d). The bicycle manufacturers had effected two increases in the price of bicycles, the first in November 1968 by Rs. 2.00 per unit and the second in April 1969 by Rs. 3.50 per unit, on the ground of increases in the price of steel and tyres and tubes, supplied as original equipment, respectively. The Cycle Manufacturers' Association of India have been requested to furnish the cost data in support of the increase; pending the receipt and examination of this data, they have been requested to ensure that the manufacturers who had unilaterally increased the prices bring them down. The Association have also been informed that Government would have to consider seriously the question of imposing price control if they did not cooperate and if they increase the prices unjustifiable.

नेपा मिल्स के कार्य संचालन में सुधार

350. श्री गं० च० दीक्षित : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नेपा मिल्स की कार्य प्रणाली में सुधार करने के लिए कदम उठाए गये हैं ;

(ख) यदि हां, तो उसका व्यौरा है तथा उनके क्या परिणाम निकले ; और

(ग) वर्ष 1969-70 के लाभ अथवा हानि के अनुमानित आंकड़े क्या हैं और पिछले दो वर्षों के लाभ अथवा हानि के आंकड़ों की तुलना में वे कैसे हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग). जानकारी इकट्ठी की जा रही है और वह सभा पटल पर रख दी जायेगी ।

मध्य प्रदेश में उद्योगों का विकास

351. श्री गं० च० दीक्षित :

श्री हुकूम चन्द कछवाय :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) चौथी पंचवर्षीय योजना के दौरान मध्य प्रदेश में सरकार का कौन-कौन से नये उद्योग स्थापित करने का विचार है ;

(ख) मध्य प्रदेश के औद्योगिक विकास में कितनी धनराशि लगाने का विचार है ; और

(ग) यदि उपरोक्त भाग (क) और (ख) के उत्तर 'नहीं' हों तो इसके क्या कारण हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) चतुर्थ पंचवर्षीय योजना की अवधि में स्थापित किये जाने केन्द्रीय औद्योगिक कारखानों की सूची 'ड्राफ्ट फोर्थ फाइव ईयर प्लान रिपोर्ट' में पृष्ठ 253 से लेकर 260 तक में की गई है ।

(ख) इसके अतिरिक्त भाग (क) में दिये गए केन्द्रीय औद्योगिक कारखानों पर चौथी योजना की अवधि में सरकारी क्षेत्र के अन्तर्गत बड़े तथा मध्यम उद्योगों पर साढ़े सात करोड़ तथा ग्रामीण एवं लघु उद्योगों पर 6 करोड़ रुपये का विनियोजन करने का प्रस्ताव है ।

(ग) प्रश्न ही नहीं उठता ।

मिदनापुर संसदीय निर्वाचन क्षेत्र का उप-चुनाव

352. श्री गं० च० दीक्षित : क्या विधि तथा समाज-कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मिदनापुर लोक-सभा चुनाव क्षेत्र में चुनाव कराने में केवल तीन

मास का समय लगा जबकि बनासकांठा संसदीय चुनाव क्षेत्र में चुनाव कराने में छः मास लग गए हैं ; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उप-मंत्री (श्री मु० यूनुस सलीम) : (क) जी, हां ।

(ख) चूंकि पश्चिमी बंगाल राज्य में सभी सभा निर्वाचन क्षेत्रों की निर्वाचक नामावलियों का पुनरीक्षण फरवरी, 1969 में उस राज्य में हुए मध्यावधि निर्वाचन के सम्बन्ध में किया जा चुका था, इसलिए मिदनापुर संसदीय निर्वाचन क्षेत्र की निर्वाचक नामावलियों का पुनरीक्षण, जो संघटक सभा निर्वाचन क्षेत्रों की निर्वाचक नामावलियों से मिलकर बनी है, आवश्यक ही नहीं था । इसलिए निर्वाचन आयोग के लिए यह उप निर्वाचन तीन महीनों की कालावधि के भीतर कराना सम्भव हो सका ।

दूसरी ओर गुजरात राज्य में, जिसमें कि बनासकांठा संसदीय निर्वाचन क्षेत्र स्थित है, मध्यावधि-निर्वाचन नहीं हुआ था । इसलिए लोक प्रतिनिधित्व अधिनियम, 1950 की धारा 21 के अधीन निर्वाचन नामावलियों का पुनरीक्षण एक बाध्यकर अपेक्षा थी, किन्तु निर्वाचन नामावलियों का यह पुनरीक्षण भी, एक निर्वाचन अर्जों के उच्च न्यायालय में और तत्पश्चात् उसकी अपील के उच्चतम न्यायालय में लम्बित रहने के कारण नहीं किया जा सका । निर्वाचन क्षेत्र की निर्वाचक नामावलि का पुनरीक्षण उच्चतम न्यायालय द्वारा 7 जनवरी, 1969 की अपील के निपटा दिये जाने के बाद ही किया जा सका । उसके पश्चात् निर्वाचक नामावलियों का पुनरीक्षण तुरन्त कर दिया गया और मतदान 11 मई, 1969 को कराया गया । इस प्रकार गुजरात राज्य में बनासकांठा संसदीय निर्वाचन क्षेत्र में निर्वाचन कराने में कोई विलम्ब नहीं हुआ ।

मध्य प्रदेश के लघु उद्योग में संकट

353. श्री गं० च० बीक्षित : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस समाचार की ओर आकर्षित किया गया है कि मध्य प्रदेश के लघु उद्योग घन्घे जो इस राज्य की अर्थ-व्यवस्था के लिए आवश्यक हैं आज संकट पूर्ण स्थिति में हैं ; और

(ख) क्या राज्य सरकार ने लघु उद्योगों को सशक्त बनाने हेतु संरक्षण तथा वित्तीय सहायता देने की प्रार्थना की है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

बनासकांठा के संसदीय उप-चुनाव का परिणाम

354. श्री गं० च० बीक्षित : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अनेक समाचार-पत्रों और कानून विशेषज्ञों ने बनासकांठा संसदीय निर्वाचन क्षेत्र के चुनाव परिणाम की घोषणा में विलम्ब करने के मुख्य निर्वाचन आयुक्त की कार्यवाही की कटु आलोचना की है ;

(ख) क्या वर्तमान मुख्य निर्वाचन आयुक्त की यह नीति अपने पूर्वाधिकारी द्वारा अपनाई गई नीति के बिल्कुल विपरीत है ; और

(ग) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उप-मंत्री (श्री मु० यूनूस सलीम) : (क) जी हां। निर्वाचन के परिणाम की घोषणा में विलम्ब के बारे में समाचार पत्रों में कुछ आलोचना हुई है किन्तु सरकार को ऐसी किसी घालोचना की जानकारी नहीं है जो विधि विशेषज्ञों द्वारा की गई हो।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

**Relaxation of Dry Day Restrictions
for Foreigners**

355. SHRI K. SURYANARAYANA : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether it is a fact that recently the Government of India had requested the State Governments to relax the 'Dry' day restrictions for foreign tourists; and

(b) so, the reaction of the State Governments thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (DR. (SHRIMATI) PHULRENU GUHA) : (a) No such proposal has been made to the State Governments recently.

(b) Does not arise.

सवाई माधोपुर स्टेशन पर माल लाने की पद्धति

356. श्री मीठा लाल मीना : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बड़ी लाइन वाले रेलवे स्टेशन से अनाज तथा चारा भेजने में गलत तरीके अपनाने तथा अन्य कारणों से पश्चिम रेलवे के सवाई माधोपुर जंक्शन पर माल लाने की पद्धति में बहुत विलम्ब होता है ;

(ख) क्या यह भी सच है कि उपर्युक्त स्टेशन पर कार्य करने वाले कर्मचारी तथा कुली प्रायः हड़ताल करते रहते हैं ; और

(ग) यदि हां, तो इस कुप्रबन्ध को रोकने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) जी नहीं।

(ख) जी नहीं।

(ग) सवाल नहीं उठता।

कोटा डिवीजन (पश्चिम रेलवे) के स्टेशनों से माल का लादा जाना

357. श्री मीठा लाल मीना : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे के कोटा डिवीजन में स्टेशनों से विशेषकर छोटी लाइन पर स्थित गंगापुर सिटी, हिंडोन और सवाई माधोपुर स्टेशनों पर माल लाने में प्रायः कठिनाई होती है जिसके कारण व्यापारियों को बहुत कठिनाइयों का सामना करना पड़ रहा है ;

(ख) यदि हां, तो इसके क्या कारण हैं और इस कठिनाई को दूर करने के लिये सरकार द्वारा क्या कार्यवाही की जा रही है ;

(ग) क्या सवाई माधोपुर के साथ-साथ भरतपुर जंक्शन से भी माल लाने का प्रस्ताव सरकार के विचाराधीन है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) और (ख). आम तौर पर कोटा मण्डल के स्टेशनों के यातायात की निकासी में कोई कठिनाई नहीं हुई। जहां तक विशिष्ट रूप से उल्लिखित स्टेशनों अर्थात् गंगापुर सिटी, सवाई माधोपुर (मी० ला०) और हिंडन का सम्बन्ध

है, गंगापूर सिटी और सवाई माधोपुर (मी०ला०) से यातायात की निकासी सन्तोषजनक रही है। लेकिन जून 1969 में हिंडन सिटी में मांगों को पूरा करने में कुछ विलम्ब हुआ क्योंकि सवाई माधोपुर यानान्तरण स्थल के रास्ते राजस्थान के सूखाग्रस्त क्षेत्रों को चारे के अत्यधिक यातायात के लिए सवाई माधोपुर के रास्ते यातायात को नियमित करना पड़ा था और अनाज, सीमेंट आदि उच्च अग्रता वाले यातायात का अत्यधिक लदान होने के कारण निम्न अग्रता वाले यातायात के लिए बन्द माल डिब्बों की उपलब्धि पर प्रभाव पड़ा। जून, 1969 के अन्त में नागरिक उपद्रवों के कारण भी हिंडन सिटी के यातायात पर प्रभाव पड़ा।

(ग) और (घ). भरतपुर में क्रैन के परे-षणों और रेलवे के कोयले का यानान्तरण होता है। भरतपुर में अन्य प्रकार के यातायात के यानान्तरण के लिए अतिरिक्त सुविधाओं की व्यवस्था करना आवश्यक नहीं समझा जाता क्योंकि सवाई माधोपुर के रास्ते यातायात की वर्तमान कठिनाई एक अस्थायी कठिनाई है जो राजस्थान के सूखाग्रस्त क्षेत्रों को चारे के अत्यधिक यातायात के कारण पैदा हुई है।

Loss to Wagon Builders due to Reduction in Prices

358. SHRI K.P. SINGH DEO : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the wagon builders had suggested to Government to refer the question of prices of various categories of Railway equipments and wagons to the Tariff Commission as due to the reduction in the prices in railway orders, the industry has suffered heavy losses;

(b) if so, whether Government have agreed to refer the matter to the Tariff Commission;

(c) if not, the reasons therefor; and

(d) the steps taken or proposed to be taken by Government to come to a settlement with the industry so as to save the wagon builders from suffering heavy losses on account of the prices ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) A suggestion was made by some of the Wagon Builders in West Bengal only to refer the question of the prices of wagons to an independent body like the Tariff Commission.

(b) No.

(c) It was not considered necessary to refer the matter to the Tariff Commission as the prices were determined after receiving offers from the firms and negotiating the same with the wagon builders. The prices offered were considered reasonable.

(d) The prices offered are considered reasonable. Hence no further steps are necessary.

H.M.T., Pinjore

359. SHRI K.P. SINGH DEO :
SHRI VALMIKI CHOU-
DHARY :

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

(a) whether the National Industrial Development Corporation has suggested to Government to convert the Pinjore unit to the Hindustan Machine Tools Ltd. into a tractor plant instead of going in for a new venture with Czech credit;

(b) if so, whether Government have considered the suggestion made by the National Industrial Development Corporation; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (c). The National Industrial Development Corporation was commissioned by Hindustan Machine Tools Ltd. and the Mining and Allied Machinery Corporation Ltd. to examine the feasibility of manufacture of Tractors by utilising the spare capacity available at the Pinjore Unit of the Hindustan Machine Tools Ltd. and the factory of the Mining and Allied Machinery Corporation Ltd. at Durgapur. The report of the National Industrial Development Corporation which has since been received is presently being examined by the Hindustan Machine Tools Ltd. and the Mining and Allied Machinery Corporation Ltd. Proposals from these Companies for tractor manufacture after consideration of the report of the National Industrial Development Corporation are awaited.

Pump and Compressor Plant at Allahabad

360. SHRI K.P. SINGH DEO ;
SHRI V. NARASIMHA RAO :

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

(a) whether it is a fact that Government propose to set up an indigenous pump and compressor plant at Allahabad;

(b) if so, the details thereof; and

(c) the period likely to be taken to set up such a plant?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (c). A proposal to set up a plant for the manufacture of special types of Pumps and Compressors at Naini near Allahabad is under consideration of the Government. The plant when in full production, will have an annual capacity of 6000 tonnes. As the proposal is still under consideration, it is not possible to indicate the time by which it will be set up.

Level Crossing Railway Accidents

361. SHRI P.C. ADICHAN ;
SHRI VALMIKI CHOU-
DHARY :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of level crossing railway accidents in the first quarter of 1969-70 and how it compares with corresponding figures for each of the quarters in 1967-68 and 1968-69;

(b) the number of casualties—(i) killed and (ii) injured—in these accidents; and

(c) whether any programme for manning or mechanising of level crossing is being undertaken during the Fourth Five Year Plan and if so, the details and layout thereof ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The position is given below :

	April, 67 to June, 67	April, 68 to June, 68	April, 69 to June, 69
No. of accidents at level crossings	35	36	43
No. of persons killed	20	41	46
No. of persons injured	87	95	124

(c) A census of the road traffic passing through the level crossing is taken periodically and if the quantum of rail and road traffic justifies it, gates are manned and interlocked, where necessary.

Black-Marketing in Bicycle Tyres

362. SHRI P.C. ADICHAN ;
SHRI N. SHIVAPPA :

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

(a) whether Government are aware of the fact that black-marketing in cycle tyres

and tubes is still rampant, particularly in Delhi;

(b) if so, the main reasons therefor, when ample stocks of tyres and tubes are available in the market;

(c) whether it is a fact that not only so-called popular brands of cycle tyres and tubes find their way to black-market but even others are sold openly at prices much higher than their fixed retail price;

(d) if so, the steps being taken by Government to ensure that these items are available in fair market at reasonable rates;

(e) whether the main reasons for black-marketing in this commodity is the cumbersome procedure of issuing tyres and tubes at control rates; and

(f) if so, the steps to be taken to simplify this procedure ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) Delhi Administration have not received any such complaint.

(b) Does not arise.

(c) In view of answer to part (a) of the question, does not arise.

(d) to (f). Under the powers delegated under the Essential Commodities Act, the Delhi Administration regulate the distribution of stocks of cycle tyres and tubes. 20 to 50 per cent of certain popular brands received by dealers, and 5 per cent of other brands, are restricted for sale under a quota system. The residual percentages can be sold by the dealers. In respect of restricted sales quota, tyres and tubes are issued by the dealers to individual consumers on basis of registration of cycles on Food Cards and quota cards. There are such 40 issue points in different parts of the city. The trade has constituted a Committee to assist the administration in supervision of issue of tyres and tubes to Food Card/quota holders on the prescribed scale.

Proposal by the Nizam to manufacture Small Car

363. SHRI ABDUL GHANI DAR : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Nawab Mukaramjah Nizam has approached the Central Government with a request to produce small car on a large scale at Hyderabad;

(b) whether Government have refused to utilise Nizam's vest resources; and

(c) if so, the reason therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) No, Sir.

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

बांदा जंक्शन के निकट ट्रक और रेलगाड़ी की टक्कर

364. श्री जागेश्वर यादव : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 13 मई, 1969 को मध्य रेलवे पर बांदा जंक्शन के निकट पश्चिम की ओर वाले रेलवे फाटक को पार करते हुए एक ट्रक की एक रेलगाड़ी के साथ टक्कर हो गई थी तथा ट्रक पूरी तरह नष्ट हो गया था ;

(ख) इस दुर्घटना के लिए ट्रक के मालिक को अथवा बीमा कंपनी को मुआवजे के रूप में कितनी धनराशि दी जाएगी ;

(ग) बांदा जंक्शन पर फाटक के ऊपर या नीचे पुल की कोई व्यवस्था न होने के कारण मध्य रेलवे को जान और माल की कुल कितनी हानि हुई है ; और

(घ) इस दुर्घटना के फलस्वरूप ट्रक की चालक की अनुमानतः कुल कितनी हानि हुई है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) जी हां।

(ख) ट्रक के मालिक अथवा बीमा कंपनी में से किसी ने रेल-प्रशासन के पास क्षतिपूर्ति का कोई दावा पेश नहीं किया है। दावा प्राप्त होने पर क्षतिपूर्ति के सम्बन्ध में भुगतान करने की दायिता की जांच की जायेगी।

(ग) पिछले पांच वर्षों में इस समपार पर इस दुर्घटना से पहले समपार की कोई दुर्घटना नहीं हुई। लेकिन 1963 से अब तक अधिकृत रूप से रेल-पथ पार करते समय इस समपार की परिसीमा में 10 व्यक्ति गाड़ी के नीचे आ गये।

(घ) हानि का अनुमान लगाने के लिए रेल-प्रशासन के पास आवश्यक जानकारी नहीं है।

Applications for Industrial Licences in Kerala

365. SHRIMATI SUSEELA GOPALAN :
SHRI P. P. ESTHOSE :
SHRI A. K. GOPALAN :
SHRI VISWANATHA MENON :

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

(a) the total number of applications pending with Government for the issue of licences to start industries in Kerala State;

(b) for how long they are pending; and

(c) the reasons for delay in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Eleven licence applications out of those received during 1964 to 1969 (up to 30th June) for the establishment of New Industrial Undertaking in Kerala, are pending at present.

(b) and (c). One application relating to the proposal for manufacture of small cars is pending since February 1968, awaiting a policy decision on this subject. The other ten applications were received only recently *i.e.* after March 11th and these are under consideration.

Reorganisation of Beedi Industry in Kerala

366. SHRI C. K. CHAKRAPANI ;
SHRI E. K. NAYANAR :
SHRI A. K. GOPALAN ;
SHRI P. GOPALAN :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1039 on the 25th February, 1969 and state :

(a) whether Government have examined the Scheme submitted by Kerala Government for the rehabilitation of the displaced *beedi* workers of the Ganesh, Bharath and Darbar *beedi* factories in Cannanore District, Kerala; and

(b) if so, the findings thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) The overheads of the cooperative societies envisaged in the scheme are very high. It would be more economical if instead of 21 cooperative societies as proposed, one cooperative society was set up with 20 branches in different villages. The scheme has to be revised to reduce the capital cost.

2. Regarding funds required by the society, loans and grants would have to be provided by the State Government from out of their budget for village and small industries. Institutional loans would be available from either the Cooperative Banks or the State Bank of India/Travancore.

Wagon-building in India

367. SHRI R.K. AMIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that wagon build-

ing in India for Railways is still based on the old out-dated method of manufacturing with rivetted joints when welded joints are stronger, cheaper and less time-consuming; and

(b) if so, what obstacles his Ministry find in switching over to welded joints system of wagon-building ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No. To the extent facilities exist and welding is considered advantageous, it has already been adopted in the designs and construction of new types of wagons.

(b) Does not arise.

Attachment Order of Railway Property

368. **SHRI S. A. AGADI :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6527 on the 15th April, 1969 and state :

(a) the reasons for delay in satisfying the compromise decree passed in the Mansif Magistrate Court, Koppal District Raichur, Mysore State necessitating to take out attachment order of the Railway property; and

(b) the details of action taken against the Officials responsible for delaying the payment ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). The delay in this case was due to lapses on the part of the staff and action is being taken against them.

Publicity forum for U. S. S. R. at Railway Platforms

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

(a) whether a publicity forum entitled 'U. S. S. R. TODAYS' has been provided at the Railway platform at Madras station;

(b) if so, the purpose of providing such a publicity forum to the Embassy of a foreign country ;

(c) what are the other Railway stations which have provided such publicity forums for the U.S.S.R. at the platforms;

(d) whether such facilities for publicity have been offered to the Russian Embassy as a measure of special friendship with Russia;

(e) whether the Indian Embassy in Russia has been offered similar publicity facilities; and

(f) if so, the Railway stations at which the Indian Embassy in Russia arranged for publicity like 'India Today' and, if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). In order to earn more revenue out of advertisements at railway stations and other commercially important premises, the Railways have allowed the display of photographs on 'U.S.S.R. TODAY' at a Madras Station platform on payment of normal tariff rates.

(c) The Soviet Embassy has not booked advertising space at any other Railway platform. The Northern Railway, however, have allowed hoarding at the Delhi Main Station to advertise the 'Soviet Land' a fortnightly publication, issued by the Information Department of the Embassy of the U.S.S.R. in India. This hoarding has been paid for full tariff rates through an advertising agency.

(d) to (f). Do not arise.

Proposal to take over Khadi Gramodyog Bhavan, Calcutta

370. **SHRI DEVEN SEN :** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to the Unstarred Question No. 3139 on the 3rd December, 1968 and state :

(a) whether the Khadi and Village Industries Commission is considering a proposal made by the Khadi Gramodyog Bhawan, Karni Sangh to take over the Khadi Gramodyog Bhavan at Calcutta ;

(b) whether Government have considered the proposal and, if so, the details thereof ; and

(c) if not, at what stage the proposal now rests ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (c). The proposal made by the Khadi Gramodyog Bhavan Karoni Sangh is still under the consideration of the Khadi and Village Industries Commission.

Industries in Manipur

371. SHRI M. MEGHACHANDRA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1139 on the 25th February, 1969 and state :

(a) whether the Fourth Five Year Plan proposals of the States and the Union Territories have been finalised ; and

(b) if so, the details of the industrial units to be set up in the Union Territory of Manipur and the financial allocations therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). The draft Fourth Five Year Plan has been finalised and a provision of Rs. 50 lakhs has been made for Manipur under 'Large & Medium industries'. This provision for the purpose of carrying out techno-economic studies and for meeting a part of the investment of one or more of the projects likely to be taken up in the light of these studies. The projects to be taken up can be decided only after the techno-economic studies are completed. A provision of Rs. 71 lakhs has also been made for the development of village and small industries in this Union Territory.

Production of Drilling Rigs by Heavy Engineering Corporation Ranchi

372. SHRI BHOGENDRA JHA : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Heavy Engineering Corporation Ranchi, is capable of producing drilling rigs and boring pipes etc. to suffice for the total irrigation of all cultivated and cultivable lands in the country ; and

(b) if so, the reasons for not utilizing this capacity ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) The production profile of Heavy Machine Building Plant of Heavy Engineering Corporation Ltd., Ranchi, includes oil well drilling rigs which are heavy items of equipment. However, as a measure of diversification and in order to meet the country's urgent needs, the Plant has developed the manufacture of three types of water well drilling rigs. The type of rigs and the number of rigs to be manufactured have been decided upon after consultation with the various State Governments who are the main buyers, and after assessing the capacity available in units other than H.E.C. for the manufacture of water well drilling rigs. It would not be correct to say that Heavy Engineering Corporation alone can meet all the present and foreseeable needs.

(b) Does not arise.

Broad gauge line from Lucknow to Katihar via Muzaffarpur

373. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether surveys for linking Lucknow with Katihar with a broad gauge line via Muzaffarpur and for linking Samastipur with Narkatiaganj via Darbhanga have completed;

(b) if so, the details thereof; and

(c) if not, the latest position in this regard ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). The survey for Lucknow-Gonda-Gorakhpur-Bhatni-Chupra-Hajipur-Bachhwara-Barauni-Katihar is in different stages of progress and is likely to be completed by June, 1971.

The survey for Samastipur-Raxaul Section via Darbhanga is also in progress.

Srtike in Morgan Shop of Billet Mill of Hindustan Steel Plant at Durgapur

374. SHRIMANTI ILA PALCHOU-DHURI : Will the Minister of STEEL AND

HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that there was a strike by workers of the Morgan shop of the Billet Mill of the Hindustan Steel Plant at Durgapur from 28th May, 1959 to 30th May, 1967 and that the General Foreman and the Morgan shop were gheraoed for eleven hours and were eventually rescued by the Police in the early hours of the morning of 30th May, 1969;

(b) if so, the reasons for the strike and the gherao;

(c) the loss in production as a result of the strike; and

(d) the nature of steps taken, if any, to ensure that no such trouble occurs in future?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a). Workers of Morgil Shop resorted to illegal strike from 2.00 P.M. of 27-5-69 to 7.00 P.M. of 31-5-69. The General Foreman (Mechanical Maintenance Mills) and Assistant Personnel Officer (Rolling Mills) were gheraoed for 14-1/2 hours from 11.00 A.M. of 29-5-69 to 1.30 A.M. of 30-5-69 until rescued by the Police.

(b) Workers demanded increase in the manning of Morgoil Baring Shop from present strength of 21 to 37.

(c) Total loss of production was 2,300 tonnes in respect of Blooms and Billets.

(d) As a result of discussions between the Management and the representatives of Hindustan Steel Employees Union on 11th June, 1969, the matter has been referred to the Chief Industrial Engineer for examination. Further discussion with the Union will be held after receipt of the recommendations of the Chief Industrial Engineer.

Economic Survey of Rajasthan

375. SHRI R. K. BIRLA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government of India in cooperation with the State Government of

Rajasthan are contemplating to undertake an economic survey of the State of Rajasthan; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). As far as this Ministry is aware, there is no such proposal.

Recovery from Recessionary Trends in Industrial Sectors

376. SHRI R. K. BIRLA :
SHRI D. N. PATODIA :

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

(a) whether the measures taken by Government to counteract the recessionary trends in the industrial sector have shown any sign of recovery in 1968; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). Yes, Sir. As a result for the various measures taken there have been significant signs of recovery in the industrial sector during 1968. The index of industrial production has risen from a level of about 153 during 1965-66, 1966-67 and 1967-68 to a level of 164.3 during the last quarter of 1968; thus recording a rise of about seven per cent over the level prevailing in the previous three years.

The industrial sectors in which the signs of recovery have been significant are automobiles, light electrical engineering industries such as Electric Lamps, fluorescent tubes, Radio Receivers etc; Baby food, Confectionery, Biscuits etc., Steel Pipes and Tubes, Sewing Machines, Bicycles. The output of other important industries such as Vanaspati, basic metal industries, machinery manufacturing industries, Tyres and Tubes, tractors, sugar mill machinery, industrial boilers, tea processing machinery, has also shown marked improvement.

**Halt of Train at Dasarathpur
(E. Railway)**

377. ✓ **SHRI MADHU LIMAYE** : Will the Minister of RAILWAYS be pleased to state :

(a) which Office/Department of Eastern Railway processes and disposes of finally, the applications for train halts by Railway users;

(b) whether it is a fact that the Head Clerk or officer/employees concerned in this office take a bribe of Rs. 200 for conceding the demand for a halt;

(c) what is the average daily sale of tickets at Dasarathpur (on Bhagalpur Loop of Eastern Railway) and Stations between Bariarpur and Sahibganj at which Danapur Fast 328 Down halts;

(d) whether the sale of tickets at Dasarathpur is higher than in at least some of the stations referred to in part (c) above and the reasons for not conceding the demand for halt for this train at Dasarathpur: and

(e) whether the halt is being denied to the residents of Dasarathpur for non-payment of bribe ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Applications for provision of stoppages of passenger carrying trains at railway stations are in the office of the Chief Operating Superintendent of the Railway Administration.

(b) No.

(c) The average daily sale of tickets at Dasarathpur station works out to 266. The average daily sale of tickets at stations between Bariarpur and Sahibganj (where 328 Danapur Fast Passenger is scheduled to stop) is as under :—

Name of stations	No. of tickets
Bariarpur	1141
Kalyanpur Road	106
Gangania	164
Sultanganj	1745
Akbarnagar	592
Nathnagar	1019
Bhagalpur	5575

Sibour	830
Ghoga	785
Ekchari	479
Colgong	1923
Shivanarayanpur	836
Pirpanti	1286
Mirzachowki	552
Sahibganj	1914

(d) The sale of tickets at Dasarathpur station is higher than that at Kalyanpur Road and Gangania stations. It is proposed to provide stoppage of 328 Dn Fast Passenger at Dasarathpur station with effect from 1-10-69.

(e) Does not arise.

**मध्य रेलवे के कर्मचारियों को ऊनी
वदियों का सम्मरण**

378. **श्री जगेश्वर यादव** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत-चीन संघर्ष से पूर्व मध्य रेलवे के कर्मचारियों को प्रत्येक तीन वर्ष के बाद एक बार ऊनी वदियां सप्लाई की जाती थीं ;

(ख) क्या यह भी सच है कि भारत-चीन संघर्ष छिड़ जाने के समय उक्त रेलवे के कर्मचारियों को प्रत्येक चार वर्ष में एक बार ऊनी वदियां सप्लाई की गई थीं ; और

(ग) क्या सरकार उनको प्रति तीन वर्ष में एक बार फिर से ऊनी वदियां सप्लाई करने का विचार कर रही है, क्योंकि इस युद्ध को समाप्त हुए कई वर्ष हो गये हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) मार्च, 1963 तक सभी पात्र कर्मचारियों को प्रत्येक दो वर्ष में एक बार ऊनी वदियां दी जाती थीं, केवल बम्बई द्वीप में काम करने वाले चौथे दर्जे के कर्मचारियों को ऐसी वदियां तीन साल में एक बार मिलती थीं ।

(ख) अप्रैल, 1963 के बाद, आयात के

कारण, वदियों के दिये जाने के निर्धारित समय में एक साल की वृद्धि कर दी गयी।

(ग) रेल कर्मचारियों की विभिन्न कोटियों के लिए वदियों की अनुसूची, डिजाइन और सप्लाई सम्बन्धी सभी प्रश्नों की समीक्षा के लिए रेलवे बोर्ड द्वारा एक वर्दी समिति की नियुक्ति की जा चुकी है।

Despatch of rice Wagon from Achalda to Mathura

379. SHRI RAM KISHAN GUPTA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5599 on the 8th April, 1969 regarding despatch of rice wagon from Achalda to Mathura and state :

(a) whether the matter has been investigated and appropriate action taken against the staff found responsible ; and

(b) if so, the nature of action taken ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) and (b). Responsibility has been fixed in respect of lapses on the part of the Northern Railway staff and action against them is being initiated. Certain aspects of the case are still under investigation and appropriate action will be taken against other staff held responsible.

Scooter Project in Haryana

380. SHRI RAM KISHAN GUPTA : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 1108 on the 15th April, 1969 regarding scooter Projects in Haryana and state :

(a) whether a final decision has been taken on the four pending schemes for the manufacture of scooters ; and

(b) if so, the nature of decision taken and the proposed site for the location of the factory ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE

AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Not yet, Sir.

(b) Does not arise.

B.G. Line between Bhiwani and Rohtak

381. SHRI RAM KISHAN GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Haryana Government have requested the Central Government to provide broad gauge railway line between Bhiwani and Rohtak ; and

(b) if so, the reaction of his Ministry and the action taken thereon ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes.

(b) From the information furnished by State Government it is seen that there is no justification for the construction of this rail line at present.

M/s. Jyoti Switchgear Ltd.

382. SHRI TENNETI VISWANATHAM : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that M/s. Jyoti Switchgear Ltd. split up its licensed capacity of one unit into two units and avoided the licensing procedure ;

(b) whether the company had a foreign collaborator and if so, whether the approval of the Foreign Agreements Committee was obtained before the company was split up ;

(d) whether certain banned items like switches etc. were allowed to M/s. Jyoti Switchgear Ltd. while they were not allowed in other cases ; and

(d) whether it is also a fact that in the first application of the firm, their fixed assets were shown as Rs. 65 lakhs while in revised application the value of the assets were reduced to Rs. 24.76 lakhs to circumvent the licensing procedure ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) M/s. Jyoti Switchgear Limited applied for registration for the manufacture of certain items of switchgear and instrument transformers. M/s. Jyoti Ltd. had agreed to the deletion of a corresponding capacity for these items from their industrial licence. The fixed assets of M/s. Jyoti Switchgear Ltd. were only Rs. 24.76 lakhs. As such they did not require an industrial licence under the Industries (Development & Regulation) Act but were only to be registered with the Directorate General of Technical Development mainly for statistical purposes. There was no question of transfer of certain items of production from one licence holder to another and the provisions of the Industries (Development & Regulation) Act are not attracted. Hence, the question of avoidance licensing procedure does not arise.

(b) M/s. Jyoti Ltd. had a collaboration with Messrs Calor Emag of West Germany for manufacture of several items of switchgears and the proposal had been approved under the powers delegated to this Ministry. The know-how under this collaboration was to be passed on by M/s. Jyoti Ltd. to M/s. Jyoti Switchgear Ltd. by sub-licence. As this was a case of transfer of know-how from one Indian firm to another, no reference to the Foreign Agreements Committee was called for.

(c) Only the items of manufacture licensed to M/s. Jyoti Limited were registered for the same capacity in the name of M/s. Jyoti Switchgear Limited and no additional capacity was created.

(d) M/s. Jyoti Switchgear Ltd. had originally applied for an industrial licence when they envisaged a product mix of the value of Rs. 302 lakhs per annum and requiring fixed assets to the tune of Rs. 65.66 lakhs. When they applied for registration they planned for a reduced capacity a product mix of Rs. 130 lakhs. The production in fixed assets related to the reduced output contemplated in the revised proposal,

Shifting of Jawanwala shahr Station

383. SHRI NIHAL SINGH : Will the Minister of RAILWAYS be pleased to refer

to the reply given to Unstarred Question No. 1808 on the 5th March, 1969 and state :

(a) whether it is a fact that as a result of the proposed shifting of the Railway Station of Jawanwala Shahr, its distance from Bharmar station will be reduced very much to near about 2 to 3 kilometres whereas the distance between it and the proposed next station on the other side, namely, Harsar will be increased to over 8 to 10 kilometres ;

(b) the nature and details of the technical difficulties and topography of the places near about the Dak-bungalow industrial-state and other places near the village Jawali, owing to which these places are considered unsuitable for locating the station ;

(c) when did second survey take place ; and

(d) whether any notification was issued for demarcation of the new alignment for the railway line diversion and, if so, when ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No. By the proposed shifting of the station, its distance to Bharmar station will be reduced by 1 Km. and to the proposed next station namely Harsa it will be increased by 0.18 Km. and the resultant saving in the route mileage will be 0.82 Km.

(b) The topography of the place near about the P.W.D. Rest House is in a rising grade of 1 in 32 which presents technical difficulty in locating a station on a steep gradient and in deep cutting.

(c) Second Survey took place in January, 1969.

(d) No.

रेलवे सम्पत्ति को कुर्को का आर्दश

384. श्री अजुंन सिंह मदारिया :

श्री शिव कुमार शास्त्री :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1965 और 1967 में मेट्रिकुलेट तथा गैर-मेट्रिकुलेट फायरमैनो को

भाप से चलने वाले इंजनों से डीजल से चलने वाले इंजनों पर लगाने का निर्णय किया गया था ;

(ख) क्या यह भी सच है गैर-मैट्रिकुलेटों के बारे में वर्ष 1967 में निर्णय किए जाने के बाद भी वर्ष 1965 से उन्हें इस पद का वेतन दिया जा रहा है ; और

(ग) यदि हां, तो उन्हें दो वर्ष तक इस पद का वेतन देने के क्या कारण हैं जबकि उन्होंने इस पद पर काम नहीं किया और उन्हें किस कौ अनुमति से वेतन दिया जा रहा है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) से (ग) इस सम्बन्ध में 1-4-1969 को पूछे गए अतारांकित प्रश्न 5017 के उत्तर की ओर ध्यान दिलाया जाता है ।

मुरादाबाद डिवीजन के प्रशिक्षण-प्राप्त
मैट्रिक उत्तीर्ण डीजल फायरमैनो का
अभ्यावेदन

385. श्री अर्जुन सिंह भदोरिया :
श्री रघुवीर सिंह शास्त्री :
श्री शिव कुमार शास्त्री :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मुरादाबाद डिवीजन के प्रशिक्षण प्राप्त मैट्रिक उत्तीर्ण डीजल फायरमैनो से वहां पर की जा रही अनियमितताओं के बारे में हाल में एक अभ्यावेदन प्राप्त हुआ है ;

(ख) यदि हां, तो कब; और

(ग) इस बारे में अब तक क्या कार्यवाही की गई है और सरकार उनके साथ कहां तक न्याय कर सकी है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) से (ग). सूचना इक्डठी की जा रही है और सभा-पटल पर रख दी जायेंगी ।

मैट्रिकुलेट फायरमैनो को भाप से चलने वाले इंजनों से डीजल से चलने वाले इंजनों पर लगया जाना

386. श्री अर्जुन सिंह भदोरिया :
श्री शिव कुमार शास्त्री :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वर्ष 1965 में निर्णय किया गया था कि मैट्रिकुलेट फायरमैनो को भाप से चलने वाले इंजनों से हटाकर डीजल से चलने वाले इंजनों पर नियुक्त किया जाय और 1967 में पुनः यह निर्णय किया गया कि ऐसे फायरमैनो को भी डीजल इंजनों पर नियुक्त किया जाए जो मैट्रिक पास नहीं हैं ;

(ख) क्या यह भी सच है कि मैट्रिक पास फायरमैनो से उन फोरमैनो को वरिष्ठ बना दिया है जो मैट्रिक पास नहीं हैं ;

(ग) यदि हां, तो उन व्यक्तियों की संख्या कितनी है जो मैट्रिक पास नहीं हैं और जिन्हे वरिष्ठ बना दिया गया है तथा किस आधार पर वरिष्ठ बनाया गया है ; और

(घ) यदि भविष्य में इनको पदावन्नत करने की स्थिति पैदा होती है तो, क्या मैट्रिकुलेट अथवा नान-मैट्रिकुलेट फायरमैनो को पदावन्नत किया जायेगा तथा ऐसा किए जाने के क्या कारण होंगे ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) से (घ). इस सम्बन्ध में आपका ध्यान 18-2-69 के अतारांकित प्रश्न 54 के उत्तर की ओर दिलाया जाता है । उससे यह पता चलेगा कि 1967 से पहले भी, भाप इंजनों के ऐसे कर्मचारियों की जो मैट्रिक पास नहीं थे, डीजल इंजनों पर नियुक्त की अनुमति थी ।

हैवी इलेक्ट्रिकल्स लिमिटेड, भोपाल
द्वारा संयुक्त अरब गणराज्य को निर्यात

387. श्री हुकम चन्द कछवाय : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) हैवी इलेक्ट्रिकल्स लिमिटेड, भोपाल में ऐसे कौन-कौन से उपकरण बनाए गए थे जिन का वित्तीय वर्ष 1968-69 में संयुक्त अरब गणराज्य को निर्यात किया गया था ;

(ख) उक्त वित्तीय वर्ष में मशीनों की सप्लाई के लिए संयुक्त अरब गणराज्य सरकार से कुल कितने रुपये के मूल्य के आदेश प्राप्त हुए और कितने मूल्य की मशीनों का निर्यात किये गया और उससे कितनी विदेशी मुद्रा प्राप्त हुई ; और

(ग) इस फॅक्टरी में निर्मित कितने मूल्य के सामान का वर्ष 1969-70 में विदेशों को निर्यात किये जाने की संभावना है और उससे कितनी विदेशी मुद्रा प्राप्त की संभावना है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) हैवी इलेक्ट्रिकल्स (इण्डिया) लिमिटेड, भोपाल में 1968-69 के वित्तीय वर्ष में निर्मित तथा संयुक्त अरब गणराज्य को भेजी गयी मशीनें थी, 1 नग 160 के० डब्लू, 3 नग 200 के० डब्लू, 960 बार० पी० एम०, 400-1400 वोल्ट 3 फेज पूर्ण स्लिपरिंग मोटरें जिनमें 4 स्टार्टर स्विच एकक और 4 नग रोटर स्टार्टर और एक फालतू रोटर स्टार्टर लगा हुआ है।

(ख) संयुक्त अरब गणराज्य से प्राप्त आर्डरों का मूल्य 1,08,119 रुपये है जिनमें से 36,344 रुपए का माल भेजा जा चुका है जबकि 11,775 रुपए के फालतू पुर्जों का निर्माण किया जा रहा है। अर्जित की गई विदेशी मुद्रा 1,03,119 रुपए होगी।

(ग) 1969-70 में सम्भरित किए जाने वाले विदेशी आर्डरों का मूल्य 99,654 रुपए है और इतनी ही विदेशी पूंजी अर्जित होगी।

सियागंज इंदौर में उपरि-पुल

388. श्री हुकमचन्द कछवाय : क्या रेलवे मंत्री 22 अप्रैल 1969 के अतारांकित प्रश्न संख्या 7150 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे द्वारा सियागंज, इन्दौर में उपरि-पुल बनाने के सम्बन्ध में भेजे गए खर्च के अनुमानों और अन्य शर्तों को राज्य सरकार के लोक निर्माण विभाग के मुख्य इंजीनियर ने इस बीच अपनी स्वीकृति दे दी है ; और

(ख) रेलवे ने खर्च के अनुमान और अन्य शर्तों के बारे में क्या सुझाव दिये हैं ?

रेलवे मंत्री (डा० राम सुभग सिंह) :
(क) जी हां।

(ख) रेलवे की सीमाओं के भीतर किए जाने वाले काम पर होने वाले खर्च का अनुमान इस प्रकार है :—

	रेलवे को प्रभार्य लागत	राज्य सरकार को प्रभार्य लागत
असल पुल	1,82,757 रु०	1,77,250 रु०
रेलवे की सीमाओं के भीतर पट्टे मार्ग	—	12,540 रु०

राज्य सरकार द्वारा स्वीकार की गयी शर्तों से सम्बन्धित विवरण सभा-पटल पर रखा जाता है। [पुस्तकालय में रख दिया गया।
देखिये संख्या LT—294/69]

Looting of 872 Dn goods train on the Western Railway

389. SHRI R. K. AMIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether his attention has been invited to the news which appeared in the *Gujarat Samachar* of the 29th April, 1969 regarding the alleged loot in the 872 Down goods train between Mehsana and Bhandu (on Western Railway) in the presence of the Railway Protection Force; and

(b) if so, the follow up action taken in this matter ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes. There was a case of theft in running train from a wagon containing packages of cloth. Property worth Rs. 8791 was lost. Railway Protection Force could recover property Rs. 1968 on immediate search.

(b) Government Railway Police, Mehsana, have registered a case of theft. Investigation is in progress.

विभिन्न राज्यों में विधान परिषदों की समाप्ति

390. श्री देवराव पाटिल : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) किन-किन राज्य विधान सभाओं ने अपनी राज्य विधान परिषदों को समाप्त करने के प्रस्ताव पास किये हैं ;

(ख) क्या उनकी यह राय है कि राज्यों की विधान परिषदें अनुपयोगी संस्थाएँ हैं, और

(ग) यदि हाँ, तो राज्यों को अपने विचारों से सहमत कराने के लिए क्या प्रयत्न किए गए हैं ?

विधि मंत्रालय तथा समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनस सलीम) : (क) पश्चिमी बंगाल और पंजाब की विधान सभाओं ने अपनी विधान परिषदों के उत्सादन के लिए संकल्प पारित किया है ।

(ख) जी नहीं ।

(ग) प्रश्न ही नहीं उठता ।

शायिकाओं तथा बंठने के स्थानों का आरक्षण

391. श्री देवराव पाटिल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत वर्ष से शायिकाओं तथा बंठने के स्थानों का आरक्षण दर बढ़ा दिया गया है ;

(ख) क्या अधिक दूर जाने वाली रेल गाड़ियों और रात को चलने वाली कम दूरी की रेल गाड़ियों के तीसरी श्रेणी के डिब्बों में शायिकाओं के आरक्षण दरों में वृद्धि के परिणाम स्वरूप शायिकाओं का आरक्षण कराने वाले यात्रियों की संख्या कम हो गई है; और

(ग) यदि हाँ, तो सरकार की इस पर क्या प्रतिक्रिया है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क) जी नहीं । पिछला संशोधन 15-6-67 से किया गया था ।

(ख) और (ग). सवाल नहीं उठता ।

यात्री गाड़ियों में भौड़भाड़ तथा यात्रियों को सुविधाएँ

392. श्री देवराव पाटिल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे बोर्ड ने यात्री गाड़ियों में भौड़ कम करने तथा यात्रियों को सुविधाएँ देने के सम्बन्ध में कोई सर्वेक्षण कराया है; और

(ख) यदि हाँ, तो इस कार्यक्रम का व्यौरा क्या है और मीटरगेज पर चलने वाली रेल गाड़ियों में तीसरी श्रेणी के अधिक डिब्बे लगाने सम्बन्धी कार्यक्रम का क्या व्यौरा है ?

रेलवे मंत्री (डा० राम सुभग सिंह) : (क)
जी हाँ।

(ख) 1-9-1969 के बाद बड़ी लाइन पर 6 गाड़ियाँ और मीटर लाइन पर 14 गाड़ियाँ चलाई गयीं या उनका चालन-क्षेत्र बढ़ाया गया। इसके अलावा बड़ी लाइन की 40 और मीटर लाइन की 38 गाड़ियों में एक से तीन तक डिब्बे अधिकांश तीव्र दर्जों के नियमित रूप से बढ़ाये गए। इन कार्रवाइयों के परिणाम स्वरूप भीड़भाड़ में काफी कमी हुई है।

भीड़भाड़ वाले मार्गों/खण्डों को राहत देने के लिए भाप-कर्षण को डीजल-बिजली कर्षण बदलने के साथ-साथ गाड़ियों में अधिक डिब्बे लगाने के अलावा लाइन-क्षमता, चल-स्टाक, टर्मिनल सुविधाओं आदि के रूप में अपेक्षित साधनों की उपलब्धता के अनुरूप अधिक गाड़ियाँ चलाने और वर्तमान गाड़ियों का चालन-क्षेत्र बढ़ाने का विचार है।

**All India Firemen's Conference at
Madras**

393. SHRI GEORGE FERNANDES :
Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received the resolutions passed by the All India Firemen's Conference held in Madras on the 6th May, 1969.

(b) whether he has taken any decision thereon;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes, Sir.

(b) to (d). These resolutions have been examined in the light of the extant policy and procedure. The individual cases referred to in one of the resolutions have been dealt with in accordance with the disciplinary rules.

The general resolutions like revision of pay structure, protection to medically unfitted staff, payment of Dearness Allowance taking into account mileage also for the purpose of calculation, revision of pay of Engine Cleaners, Shunters etc. have been examined in the past and it has not been found possible to agree to them. However, running allowances have been substantially increased from 1-12-1968 and the demand for revision of pay scales of Running Staff is before the Railway Labour Tribunal 1969, whose recommendations are awaited.

As regards the demands for classification "intensive" under the Hours of Employment Regulations and for payment of overtime on a daily basis, these issues are also before the Railway Labour Tribunal having been raised by the National Federation of Indian Railway men.

Increase in the Prices of Steel

394. SHRI JYOTIRMOY BASU :
SHRI HIMATSINGKA :
SHRI DHIRESWAR KALITA :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether the steel industry's demand for a price-rise is under active consideration of Government;

(b) whether Government have assessed the overall impact of the rise in steel prices on the other sectors of our country's economy;

(c) if so, the details of that assessment;

(d) how many times since 1954-55 the prices of steel have been enhanced and the rates of such enhancement each time; and

(e) why the issue of price-rise has arisen at this particular moment ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : (a) to (c) and (e). In view of the increases costs of production and fall in returns, the steel industry has applied for a revision in the prices, and the matter is still under consideration of the Government.

(d) The date is being collected and will be laid on the Table of the House.

Increase in Cemet Price

395. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) how many times during the last three years Government have allowed upward revision of the prices of cement and what were the rates upward revision on each occasion;

(b) whether Government have agreed to a fresh increase in the price as demanded by the cement industry;

(c) if so, the reasons therefor; and

(d) what will be the impact of price-rise on the construction activities during the Fourth Plan period ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Once an increase of Rs. 13 per tonne in the retention price was granted to the industry with effect from 1st January, 1966.

(b) Yes, Sir, due to increase in cost of production as a result of Governmental actions since 1st January, 1966.

(c) The reasons are increase in cost of production of cement attributable to direct impact of Governmental levies during the period 1st January, 1966 to 31st December, 1968 like increase in price of coal, rail freight, royalty, power rates, wage board award etc.

(d) The impact is likely to be a little rise in the cost of construction.

Declaring Bokaro Steel City as Police District

397. SHRI JYOTIRMOY BASU :
SHRI Y. A. PRASAD :
SHRI SHIVA CHANDRA JHA :

Will the Minister of STEEL AND

HEAVY ENGINEERING be pleased to state :

(a) whether as reported in the "PATRIOT" dated the 30th May, 1969, at a meeting held with the Bihar Chief Minister on the 29th May, 1969 at Patna, he had suggested that "the Bokaro Steel Project area should be declared a prohibited Zone and the steel city a 'Police District' under a Superintendent of Police;

(b) if so, the understanding behind the concept of 'Police District' as spelled out by him; and

(c) if the reply to part (a) above be in the negative, the exact suggestions made by him at the said meeting ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) :

(a) Yes, Sir.

(b) At present the police arrangements at Bokaro consist of a police station and a police out-post both situated at places about 6 to 7 miles away. As Bokaro Steel City is a growing centre with a population of a little under 100,000, it was suggested that police post there should be placed incharge of Superintendent of Police and adequate reinforcement provided for.

(c) Does not arise as the answer to part (a) is not in the negative.

Alienation of land possessed by tribal peasants in Bihar, Orissa and West Bengal

398. SHRI JYOTIRMOY BASU : Will the Minister of LAW AND SOCIAL WELFARE be pleased to state :

(a) whether in many parts of Bihar, Orissa and West Bengal, a considerable amount of land has passed out of the hands of tribal peasants to the hands of money lenders;

(b) if so, the specific instances thereof;

(c) whether it is a fact that alienation takes place in spite of Laws against this evil; and

(d) if so, the policy of the Central Government on this issue ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MUTHYAL RAO) : (a) to (d). The information is being collected from the concerned State Government and will be laid on the Table of the House when received.

Railway Commercial Clerks

399. SHRI CHANDRIKA PRASAD :
SHRI P.N. SOLANKI :

Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Commercial Clerks employed on the Indian Railways;

(b) the total number of Commercial Clerks whose annual increments have been withheld for (i) 20 years and above; (ii) 10 years and above; (iii) 5 years and above; and (iv) 2 years and above;

(c) the gross financial loss sustained by the employees due to punishments;

(d) the reasons for such punishments; and

(e) whether Government will consider some ways and means to reduce such financial punishments ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

Recovery Amount from Commercial Clerks at Traffic debits

400. SHRI CHANDRIKA PRASAD :
SHRI P. N. SOLANKI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a handsome amount is recovered from Commercial clerks as "Traffic-Debits" every year;

(b) the total amount recovered as "Traffic-Debits" from the salary of Commercial clerks during 1966, 1967 and 1968;

(c) the broad reasons for such huge debits; and

(d) whether Government will consider some ways and means to reduce the debits ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) to (c). The total amounts recovered towards Traffic debits from the salary of those Commercial Clerks who were found responsible for the various lapses as briefly mentioned below were Rs. 5,59,167; Rs. 6,42,066 and Rs. 5,96,697 during the years 1966, 1967 and 1968 respectively :—

(i) losses sustained by Railway administration on account of railway staff accepting counterfeit or bad coins, or mutilated or forged currency notes,

(ii) failure of employees to invoice, to bill to collect or to account for appropriate charges due to the railway in respect of fares, freight, demurrage, wharfage,

(iii) rebates or refunds incorrectly granted by employees when such loss is directly attributable to neglect or default of employees etc. etc.

In most cases the staff are, in actual practice, able to recover from the public the amounts found short collected and debited against them. The administrations also help them to make recoveries. Only where the amounts due to the Railway cannot be thus recovered, the debits are enforced against the Commercial Clerks etc. after following the prescribed procedure and also keeping in view that the recoveries do not exceed the limits laid down in the Payment of Wages Act, 1936.

(d) Staff are being given training under refresher courses etc. on the correct procedure for collection and account of charges due to the Railway. The courses are held at frequent intervals for the benefit of staff.

Further, attention of Railway staff is frequently drawn to notifications in Railway Gazettes etc. wherein cases of recent failures on the part of staff are analysed and correct practices brought home for information of staff to avoid cases of failure in future.

Supervisory staff check the work of staff under them to minimise debits being raised against staff and to improve their working.

**CORRECTION OF ANSWER TO U.S.
Q. NO. 7288 RE. PLOTS FOR LOAD-
ING SAND AT BANDA JUNCTION
(CENTRAL RAILWAYS)**

**THE MINISTER OF RAILWAYS
(DR. RAM SUBHAG SINGH) :** In reply
to parts (b) and (c), following information
was given :—

- (b) Except that two plots are held, one by the mother and the other by her son there is no case of plots being allotted to different members of the same household.
- (c) There are 14 plots available at the station and a proposal to provide 14 more plots is under consideration.

The correct position is as follows :

- (b) Except that four plots are held, two by brothers one by their sister and one by their sister-in-law (widow of their brother on whose death the plot was transferred to her name) there is no case of plots being allotted to different members of the same household.
- (c) There are 14 plots available at the station and a proposal to provide 3 more plots is under consideration.

12 hrs.

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

**Reported Building of a New Road by the
Chinese inside the Indian Territory**

SHRI INDRAJIT GUPTA (Alipore) :
I call the attention of the Minister of External Affairs to the following matter of urgent public importance and request that he may make a statement thereon :

“Reported building of a new road by the Chinese inside the Indian territory of Kashmir, thus linking Tibet with Sinkiang, and the reaction of the Government thereto.”

SHRI K. LAKKAPPA (Tumkur) : I rise on a point of order. The call-attention is in respect of reported building of a new road by the Chinese inside the Indian territory of Kashmir which Pakistan has been occupying. This question should be answered by the Defence Ministry. How does the Ministry of External Affairs come in the picture ?

MR. DEPUTY-SPEAKER : The hon. Minister may make his statement.

**THE MINISTER OF EXTERNAL
AFFAIRS (SHRI DINESH SINGH) :** We have received information that the Government of Pakistan have begun constructing a road from Mor Khun in Northern Kashmir to Khunjerab Pass on the Kashmir-Sinkiang border. The entire alignment of the road runs in Indian territory which is presently under the illegal and forcible occupation of Pakistan. It is reported that 12,000 Chinese personnel of the People's Liberation Army have been inducted into this area to help build this road and are camped at Mor Khun.

This road will help to extend the Chinese road network in the Tibet-Sinkiang area into Northern Kashmir. It will give easier access to Chinese troops from areas under the illegal occupation of China in North-East Kashmir and from Tibet into the Gilgit area in Pakistan-occupied Kashmir, which lies to the north of the ceasefire line. The military significance of this road is, therefore, self-evident.

We have lodged emphatic protests with Pakistan and China over the building of this military road in Indian territory, and pointed out that it is a threat to the peace and tranquility of the region. Pakistan's willingness to build the road with Chinese help shows that Pakistan's intentions and ambitions in Kashmir equally serve Chinese designs in the area.

The House is well aware of Sino-Pak military collusion against India. The Government is fully alive to the danger posed to our security and is taking necessary steps to safeguard our interests.

SHRI INDRAJIT GUPTA : I do not follow from the statement the exact geographical consequences of that road. I do

not know how far it is from our border. Perhaps, the Minister could inform us. What I would like to know is this. Of course, they have done their duty by sending a protest note, and it is inevitable that so long as this dispute, which has been created with Pakistan occupying one part of Kashmir, continues, they may continue in that area to build any number of roads or do anything they like, and we are not in a position to do anything except sending protest notes. I do not think that any sane person in this House is yet contemplating a sort of fight to the finish war in order to liberate the Pakistan-held part of Kashmir. Therefore, I would like to know from the hon. Minister whether the Government of India are thinking at all in terms of any new move or any new initiative to settle this question by some other means, because, the question of one road is irrelevant, but they may go on building a dozen more roads and all we can do is to send protest notes. I would like to know from the hon. Minister this raises a larger question—whether an overall settlement with Pakistan, including the question of Kashmir which is very much in the air and being suggested by many sources is being taken up in any form by the Government of India with any new initiative or whether they are considering any new means by which the big power influence and big power pressures can be eliminated from the area by some form of collective security through the other countries of this region. (*Interruption*).

SHRI RABI RAY (Puri) : It is Mr. Dulles speaking.

SHRI INDRAJIT GUPTA : I said, by eliminating all big power pressures—all big powers including America, USSR and China. Is any new initiative being considered by the Government of India to bring about any kind of collective security or collective agreement between the other countries of this region or any other means to settle the Kashmir dispute rather than contenting themselves with just letting the present deadlock continue till more news comes of more roads being built and we send more protest notes? What is the perspective? Is it simply this deadlock continuing or is there anything new?

SHRI DINESH SINGH : I appreciate the point that the hon. Member is trying

to make namely whether it is possible to see any new way of trying to settle this problem that has been with us for some time. The hon. Member is equally aware that we have been willing at all times to discuss with Pakistan, any of the differences that exist between our two countries, and that there has been effort on our part on several occasions to try to resume dialogue with Pakistan which could find a solution to these problems. Unfortunately, there has been very little response from Pakistan, and it is very difficult to have a dialogue unless there is a response from the other side. It is our feeling that if we could strengthen the co-operation that we are hoping for in Asia, namely co-operation in economic terms, perhaps it will be possible to discuss these matters even with Pakistan in an improved atmosphere. This is why we have been hoping that Pakistan would normalise relations under the Tashkent Declaration and that it will be possible for us to move further in building many bridges in which it would be possible to find a solution to the difficult problems that exist. There has been so far no obvious trend in Pakistan which will give us any great hope, but we have to go on making this effort, and I am hopeful that may be, over a period of time, the rulers in Pakistan will appreciate that there is much more to gain by co-operation with India, and certainly by co-operation in the economic field than by their dependence on super-powers whatever they may be and building an attitude of hostility towards India. In co-operation we shall both gain rather than by over dependence that is coming in Pakistan because of their super-power relations.

SHRI S. M. BANERJEE (Kanpur) : I would like to know from the hon. Minister whether it is a fact that this fact of the construction of this particular road was brought to the notice of the hon. Minister of Defence only after the news appeared in the newspapers. Not only is this road being constructed with the help of the Chinese in Pakistan in the occupied Kashmir which is ours, but guerillas are being trained regularly so that they may come and infiltrate into Kashmir. This fact was also brought to the notice of the hon. Defence Minister. I would like to know when the construction of this road was brought to the notice of the Defence Minister at the initial stage and what

steps were being taken by the Government, including the Defence Minister to check that and send a protest? When was the protest sent, and have our Government received any reply or not?

SHRI DINESH SINGH : It would not be correct to say that we came to know of this information only after it had appeared in the newspapers. We came to know of it much earlier. In fact we had some indications of it at the beginning of the year. We had to verify it naturally because it involved certain considerations, and we wanted to be exact before we took this matter up, and it took time because of the difficulties there. It is only after the snow has melted that an attempt is being made to construct this road. Of course, there had been survey and other things going on for some time, and there had been an old track in this area, and they are now making this track wider into a road. We lodged the protest as soon as we had definite information that this road was being built and the Chinese were there.

SHRI S. M. BANERJEE : He has not replied to the second part of my question. I wanted to know whether the attention of Government has been drawn to the fact that guerrillas are being trained there just to infiltrate into Kashmir and if so, whether any steps had been taken in that regard?

SHRI DINESH SINGH : Naturally, these things are known to Government whenever they appear in the newspapers they are certainly known to Government, we know it any how. But it is difficult for me to say what action we are taking in this connection because that gives out what exact information we have and what exact attempts we are making. So, on a number of occasions, we may have this information quite early, but it is difficult always to divulge it because many sources are involved and we have to take certain measures and it became difficult to publicise it.

श्री कंवर लाल गुप्त (दिल्ली सदर) : मैं मंत्री महोदय से सहमत हूँ कि इन सड़कों के बनने से हमारे देश की सिक्योरिटी को बहुत बड़ा खतरा पैदा हो गया है। चीन और पाकिस्तान जो यह कहते हैं कि यह केवल व्यापार के लिए सड़क बनी है, यह बिल्कुल गलत है। पंद्रह

हजार फुट की ऊँचाई पर से व्यापार के लिए सड़क बनाई जाए यह शायद ठीक नहीं है। समुद्र के रास्ते भी व्यापार वे कर सकते थे। सही बात यह है कि इसके आसपास तीन-चार सड़कें उन्होंने पिछले छः सालों में बनाई हैं। 1963 में चीन और पाकिस्तान का बोर्डर एग््री-मेंट हुआ था। तभी वास्तव में इस सब की शुरुआत हो गई थी। सरकार को उस समय ही कोई मजबूत कदम उठाना चाहिए था।

अब जो स्थिति पैदा हुई है उसमें मैं जानना चाहता हूँ कि हमारे देश का कितना हिस्सा इस सड़क में आया है और इस सड़क की मिलिटरी सिगनिफिकेंस क्या है। क्या इस सड़क पर जीपें, ट्रकें आदि चल सकती हैं? किस तरह की यह सड़क है। टैंक और दूसरा मिलिट्री का सामान इस में आ जा सकता है या नहीं?

एक तरह से पाकिस्तान और चीन की यह एक कांस्पिरेसी है और केलकुनेटिड और कोओ-डिनेटिड एटेंप्ट है कि हिन्दुस्तान के ऊपर किसी भी समय हमला किया जा सके। मैं जानना चाहता हूँ कि इस सड़क की मिलिट्री इंपॉर्टेंस क्या है?

27 जून को एक्सटर्नल एफेयर्स मिनिस्टरी के एक स्पोक्समैन ने प्रोटेस्ट नोट की टिप्पणी बताई थी। उन्होंने अखबार वालों को जो कुछ कहा था उसमें से थोड़ा सा मैं आपको पढ़ कर बताना चाहता हूँ :

"The spokesmen of the External Affairs Ministry while releasing the text of the news to newsmen today said, the Government was considering what further action it should take in the matter. In its note to Pakistan the Government reserved its right to take all such measures as may be necessary in pursuance of the right of self-defence. China was also told of its sole responsibility for further worsening the relation between India and China".

[श्री कंबरलाल गुप्ता]

मैं जानना चाहता हूँ कि सरकार कौन से और कदम उठाने की बात सोच रही है और कब तक वह उन कदमों को उठा लेगी।

सरकार की तरफ से श्री प्रधान मंत्री ने कुछ दिन पहले यह कहा था कि हम चीन से भी बातचीत करने को तैयार हैं। मैं जानना चाहता हूँ कि क्या चीन की नीति में आप कोई बदल देखते हैं और क्या सरकार चीन से इस सम्बन्ध में कुछ बात करने जा रही है ?

कई साल पहले सरकार व्हाइट पेपर निकाला करती थी। सरकार अब व्हाइट पेपर क्यों नहीं निकालती है और क्यों नहीं बताती है कि चीन की एक्टिविटीज क्या है और किस तरह से चीन हमारे देश पर आक्रमण करने की तैयारी कर रहा है ?

श्री दिनेश सिंह : जहाँ तक इस सड़क की फौजी अहमियत का सम्बन्ध है, शायद उनको मालूम है कि काशगर से गिलगित तक एक सड़क पहले बनी हुई है और उसके जरिए काशगर से चीन का सामान गिलगित तक आ सकता है। फौजी इत्यादि सब प्रकार का सामान आ सकता है।

यह जो सड़क बनी है, यह सिक्कांग में चीन की जो सड़कें हैं उनके अलावा है। पूर्व में जो तिब्बत की तरफ सड़कें हैं उनसे भी यह रास्ता जुड़ जाता है कश्मीर में आने का। मैंने अपनी स्टेटमेंट में भी कहने की कोशिश की है कि पहले उनको तिब्बत से, अगर वे जाते तो एक जगह आती है खेला नदी वहाँ से कासगर जाना पड़ता और वहाँ से नीचे आना पड़ता था। यह पांच सौ मील से ऊपर पड़ता। यह जब नया रास्ता बन जायेगा तो करीब दो सौ मील ही यह रह जायेगा। तीन सौ मील की तिब्बत से जाने में उनको बचत होगी। यह एक खास फौजी अहमियत इस सड़क की है।

हम क्या इसमें और एक्शन लेंगे यह कहना अभी भरे वास्ते मुम्किन नहीं है। इस तरह

का जब नोट भेजा जाता है तो आम तौर से उसमें यह प्राविजन रखा जाता है कि अगर जो हम कह रहे हैं उस पर खयाल नहीं किया जाएगा तो हम अपने अधिकार को सुरक्षित रखते हैं और हम आगे इसमें जैसा कि मौका होगा, उसके हिसाब से चलेंगे।

माननीय सदस्य ने यह भी पूछा है कि चीन के साथ क्या बात हो रही है ? प्रधान मंत्री का माननीय सदस्य ने जिक्र किया है। उन्होंने कहा था कि बातचीत हो सकती है। माननीय सदस्य जानते हैं कि कोई बात अभी नहीं हो रही है। प्रधान मंत्री ने सिर्फ यह कहा है कि अगर चीन बातें करना चाहे तो हम तैयार हैं। वह कोई नई बात नहीं है। पहले भी प्रधान मंत्री ने कहा है और वह बात ठीक है अगर चीन बात करना चाहे या कोई और देश बात करना चाहे हम से तो हमें बात करने से इन्कार नहीं करना चाहिए। बात ऐसी करनी चाहिये जिससे हमारे देश की इज्जत में कोई फर्क न आए। इसका खयाल रखते हुए हम को हर देश से बात करने के लिए तैयार रहना चाहिए।

माननीय सदस्य ने व्हाइट पेपर निकालने की बात कही है। आप जानते हैं कि व्हाइट पेपर तब छापा जाता है जब किसी खास ओकेशन पर एक बात बतानी होती है। चीन के आक्रमण के सम्बन्ध में व्हाइट पेपर छापा गया था। तब से जो रोज रोज बातें हो रही हैं वे अखबारों के जरिए और इस सदन के जरिए बताई जा रही हैं। माननीय सदस्य जब पूछते हैं तो पूरी सूचना दे दी जाती है। किसी खास बात के बारे में माननीय सदस्य जानना चाहें तो मैं उसे भी खुशी से उनको बता दूंगा। लेकिन इस वक्त कोई ऐसी आवश्यकता नहीं मालूम होती कि एक व्हाइट पेपर छापा जाए।

श्री कंबरलाल गुप्त : हमारे देश का कितना हिस्सा इस सड़क में आता है ? पाकिस्तान और चीन ने हमारे प्रोटैस्ट नोट का क्या जवाब दिया है ?

श्री दिनेश सिंह : यह पूरी सड़क हमारे हिस्से में ही तो बन रही है।

श्री कंवर लाल गुप्त : कितने मील में बन रही है ?

SHRI RANGA (Srikakulam) : We want to know how much of our areas is enveloped by this road, not the length of the road as such.

SHRI DINESH SINGH : The whole of it is in occupied Kashmir. As to how much is the width of the road and what is the area of the surroundings, I cannot say, but the length of the road would be about 70 miles.

SHRI KANWAR LAL GUPTA : What is the reply of Pakistan and China to our protest note ?

SHRI DINESH SINGH : No reply has come.

SHRI NATH PAI (Rajapur) I trust the hon. Minister will agree that it will be to our benefit if we resisted the temptation to strike falsely heroic postures like the one announced by the spokesman of the External Affairs Ministry retaining to India the freedom to take such appropriate measures as she thinks fit, because that had been the case, Pakistan would not have been in occupation of our territory. Twenty years was a long-enough period if there had been a manly government, to liberate the territory occupied by Pakistan. So again and again going on reiterating in the same vein and saying that we retain the freedom to take such measures is not going to mislead anyone. Who are we going to impress by such kind of mock heroics about retaining our freedom of action ?

But he did say something different that with regard to China, we certainly have the option of talking and negotiating. I would like to know whether in the change context this new approach is a deviation from the old firm policy of Government that unless China first accepted the Colombo proposals, we shall not talk with her. Is that the new position ? We were told last year by the Government that aid of any kind given to Pakistan was to wean away Pakistan from the clutches of China and the aid which the Soviet Union was giving Pakistan was basi-

cally to wean away Pakistan from the clutches and embrace of China. But Marshal Yahyakhani does not seem to think that way ; speaking at a dinner given in his honour by Chou En-Lai he says that they are not going to be weaned away by anybody from China and the eternal friendship between China and Pakistan. We know 'eternal friendships' and how long they last. Will the Government therefore think of the desirability of weaning Pakistan away from the dangerous path of collusion with China against India by perhaps taking up the question with the Soviet Union so that if they give more arms to Pakistan, it may possibly be weaned away from the Chinese ?

SHRI DINESH SINGH : I shall have to go over the suggestion that the hon. Member has made to grasp what exactly he would like the Government to do. In regard to this call-attention notice.....

SHRI NATH PAI : That your line of defence last year in reply to the combined Opposition appeal to you to say that the pouring of arms in the hands of Pakistan will have one objective, as Ayub said—he said that Pakistan had only one enemy and that was India. So, we said : Let us tell all friends including the Soviet Union : do not give arms. But his Government told Parliament and this country ; these arms are being given to Pakistan to wean her away from the clutches of China. More arms, greater possibility of weaning her away.

SHRI DINESH SINGH : I must say that I am amazed at the statement that the hon. Member has made in putting words which I never uttered, into my mouth.

SHRI NATH PAI : Your mouth was not open at that time.

SHRI DINESH SINGH : He is a senior Member of the House and I have had the privilege of working with him for many years. For him to come and make a statement like this is something about which I am really surprised.

SHRI BAL RAJ MADHOK (South Delhi) : May not be in these words ; this may be the substance.

SHRI NATH PAI : In these words.

SHRI DINESH SINGH : I am not standing on any formality about words. I refer to the substance also.

SHRI NATH PAI : I did not say that you made that statement. At that time you were handling Commerce ; you were running the Ministry from behind.

SHRI DINESH SINGH : The hon Member says that we did not join him and some other Opposition Members in saying that arms given to Pakistan would only be used against us and they were a threat to the security of India. It surprises me because it is exactly what we have been saying privately and publicly. Government have made it abundantly clear to the Soviet Union and the United States and all the other countries that arms given to Pakistan are meant to be used only against India and they constituted a threat to India. If there was any doubt I should like to make it absolutely clear for the benefit of the hon. Member that there has been no different thinking on the part of the Government. What was said by the hon. Member, he tried to put words into my mouth or in the mouth of the Government what the Soviet Union had told us. We told them that we did not agree with that assessment. That was totally wrong from our point of view and we had conveyed it to the Soviet Union ?

SHRI PILOO MODY (Godhra) : Can you disagree with the Soviet Union ?

SHRI DINESH SINGH : Sometimes it is possible.

SHRI NATH PAI : He left out the main point. He took the tail end of the question. First, there was the question about the steps that India was free to take. What are those steps ? Regarding the talks, is there any change from the original resolve of the Government, namely, unless China first accepted the Colombo proposals no negotiations will be conducted with China. These are the two questions which he has forgotten.

SHRI DINESH SINGH : Sir, the first question was answered when I replied to the hon. Member, Shri K. L. Gupta, when he had asked a similar question. The second part of the hon. Member's question is

about China. He asked about China, and we have said on a number of occasions in this House, in the last session and even earlier, that we are willing to talk with China on any matter provided it is consistent with our self-respect and national interests.

SHRI RANGA ; That part of his question has not been answered ; whether it is not different from the earlier stand that they have been taking.

SHRI DINESH SINGH : No ; it is not different.

SHRI NATH PAI : How ?

MR. DEPUTY-SPEAKER : Mr. Nath Pai, instead of directly replying to the query, he has indirectly covered it. That is my reading of it. Now.....

SHRI PILOO MODY: Sir, before you go on, I wish to say that the courts have stayed any further action on the nationalisation of Banks. I would like to know whether the Prime Minister is now going to nationalise the courts.

MR. DEPUTY-SPEAKER : This is not the stage where I can take note of it.

12.27 hrs.

MOTION FOR ADJOURNMENT

Failure of Government to ensure Security to Public Travelling on Railways

MR. DEPUTY-SPEAKER: Yesterday, after the statement was made, I had observed that I would discuss this matter afresh and give further thought to it. After discussion with the leaders of the Opposition, I have decided to permit him to ask leave. Mr. Hem Barua to ask to leave of the House.

SHRI HEM BARUA (Mangaldai) : Sir, I beg leave of the House to move an Adjournment Motion which is as follows :

“The most dismal failure of Government to ensure security to the travelling public as is evidenced by the recent train accident on the Allahabad-Gorakhpur line on June 21, 1969,

to which I want to add another, namely, the accident of a ghastly nature which took place so far as the Asansol-Puri passenger is concerned, on 14th July, 1969".

I beg leave of the House to support me in this Adjournment Motion.

Mr. DEPUTY-SPEAKER : Yes ; I take it that leave is granted. We shall take it up at 4 O'clock.

12.28 hrs.

Re. ORDINANCE ON NATIONALISATION OF BANKS

SHRI PILOO MODY (Godhra) : I want to know whether the Prime Minister is going to take over the courts.

SHRI NATH PAI (Rajapur) : Does the Prime Minister know about the stay order ?

श्री मधु लिमये (मुंनेर) . श्री पीलु मोदी ने जो सवाल उठाया है, उसका क्या हुआ ? क्या सुप्रीम कोर्ट के स्टे आर्डर के बारे में कानून मंत्री कोई वक्तव्य देंगे ?

MR. DEPUTY-SPEAKER : The House has taken notice of her statement yesterday, and I would like to ask the Government whether they would like to make any statement today.

THE PRIME MINISTER, MINISTER OF FINANCE, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : Yes ; before the House rises for the day.

MR. DEPUTY-SPEAKER : Before the House rises today, further information will be given.

SHRI PILOO MODY : At 6 O'clock or 2 O'Clock ?

MR. DEPUTY-SPEAKER : Before the House rises at 6 O'clock.

श्री कंवर लाल गुप्त (दिल्ली सदर) : सरकार को यह क्लेरिफाई करना चाहिए कि जो स्टे आर्डर हुआ है, उसके इम्प्लीकेशन्स क्या

होंगे ? डिवाजिटर्ज के मनी का क्या होगा ? लोगों के लिए यह मामला एक बड़ा पचल बन गया है ।

MR. DEPUTY-SPEAKER : That will be made clear before the House adjourns.

SHRI S.M. BANERJEE (Kanpur) : Sir, after the ordinance was issued, some people have gone to the Supreme Court and the various high courts. The same thing happened when the Essential Service (Maintenance) Ordinance was promulgated. We were overruled. Some of us went to the high courts, and some of us, Mr. Joshi and others, requested this House, and the Chair just to stay the consideration of anything contained in that particular Bill, but it was overruled by the Chair, by the Government. It is, therefore, surprising that this particular thing is being taken note of. Once an ordinance has been issued in the interests of the people, that is being challenged by the reactionary forces of this country. (Interruption)

MR. DEPUTY-SPEAKER : A pertinent point has been raised. I do not know what has happened in the Supreme Court. Mr. Mody and others have raised it, and the Government have said that before we rise this evening the Government will give information.

श्री मधु लिमये : शायद श्री बनर्जी समझते हैं कि यहाँ पर इस बारे में विचार करने पर रोक लगाई गई है । यह तो सुप्रीम कोर्ट नहीं दे सकती है ।

12.29½ hrs.

QUESTION OF PRIVILEGE RE DELHI HIGH COURT NOTICES AND SUMMONS TO MPs

MR. DEPUTY-SPEAKER : I have to inform the House that on the 22nd June, 1969, the former Speaker, Shri N. Sanjiva Reddy, received a notice from the Assistant Registrar of the High Court of Delhi in the matter of Suit No. 228 of 1969: Shri Tej Kiran Jain and others, Plaintiffs, versus Shri N. Sanjiva Reddy, Speaker, Lok Sabha, and Sarvashri Narendra Kumar Salve, B. Shankaranand and S. M. Benerjee, Members of Lok Sabha, and Shri Y. B.

[Mr. Deputy Speaker]

Chavan, Minister of Home Affairs, Defendants, and requiring Shri N. Sanjiva Reddy to appear in the High Court of Delhi in person or by a Pleader duly instructed and able to answer all material questions relating to the Suit, on the 4th day of August, 1969. With the notice, a copy of the plaint claiming a sum of Rs. 26,000/- as damages in favour of the plaintiffs and against the defendants in respect of certain observations made by the Speaker and other Members of Parliament named above in Lok Sabha on the 2nd April, 1969, during the proceedings of the House on the Calling Attention Notice regarding the statement of Shri Shankaracharya of Puri on untouchability and his reported insult to the National Anthem, was also enclosed.

Since the matter relates to the proceedings of Lok Sabha and the powers, privileges and immunities of Parliament and its Members, I place the House for such directions as it may deem fit to give in the matter.

I also lay on the Table the notice, together with its enclosures, received from the High Court of Delhi in the above-mentioned suit. [Placed in Library. See No. LT-1326/69].

On the same issue Shri N.K.P. Salve has raised a question of privilege. He may now move his motion.

SHRI N.K.P. SALVE (Betul): Sir, I am seeking leave of the House to raise this question of very grave and serious contempt of the House and of breach of privileges of the Members which privileges are categorically and unequivocally mentioned in our Constitution. The charge of the plaint is that I and four others made malicious, false and defamatory statement against Shankaracharya. The charge further is that the entire debate on 2nd April, 1969, on the Calling Attention Motion was outside the purview of the rules and the immunities granted to us under the Constitution and the privileges would not protect us from a proceeding in a court of law. The whole move is so utterly sinister and serious that the plaint *inter alia* reads :

"The Speaker is no more privileged to call a stranger to the House a dog as the stranger is no more privileged to call the Speaker a dog."

Further, they are imputing motives. In their misadventure they are mis-quoting the entire proceedings. I will just read a few lines to show how grave the entire offence is :

"The defendants severally and collectively in the manner already herein stated before in this plaint maliciously spoke and published of His Holiness Jagadguru Ananta Shri Swami Niranjan Deva Teertha of Gowardhan Peeth, Puri, words and sentences which not only mean that he is a criminal of the worst type who should be punished with public whipping, but also that he is also a degraded and wretched person unworthy of being permitted to live in this country, that he should therefore be hanged, and in any event he was a person who was so defiled, malignant and polluted that it was not proper for anyone even to touch him and in any event his status on earth was no better than that of a mongrel that he should be placed under the table."

Whatever else the Members who participated in the motion might have said, they have never uttered these words and that only shows the utterly sinister and false implications involved in this matter. In the history of this Parliament at least there has never been a case where there has been such a frontal attack and such contempt has been brought on the Speaker himself. Nor have the members been so attacked, maligned, dishonoured and disrespected in this manner. The irony of the fate is that the judge, on whose authority the notice has been issued, has the authority to dismiss the suit in limine but he did not do so: Because article 105 (2) in terms says that the immunity granted to us from all proceedings in a court of law is absolute; it is not subject either the provisions of the Rules of Procedure or the Constitution. That is a matter which has been interpreted by the Supreme Court in Sharma's case; I am sure you are aware of it.

AN HON. MEMBER: Why did the judge do it ?

SHRI N. K. P. SALVE: I do not want to cast any aspersion on the judge right now. It would be unsafe to cast any aspersion on

the judge. But it is really surprising that he should not have dismissed the suit but should have summoned all five of us to the court. I, therefore, submit that the matter be referred to the Privileges Committee, and the Privileges Committee be directed to instruct us as to what we should do on the 4th of August, 1969.

MR. DEPUTY-SPEAKER : Shri S. M. Banerjee. Then I will call the Law Minister.

SHRI S. M. BANERJEE (Kanpur) : When I received the notice I was surprised to read the contents of the notice. When this question came up.....

SHRI M.R. MASANI (Rajkot) : Sir, since the matter is going to the Privileges Committee, why should it be discussed now ?

SHRI BALRAJ MADHOK (South Delhi) : A discussion here will make things worse. Even that day so many things were said which were not proper. Let the matter go to the Privileges Committee without any discussion here.

MR. DEPUTY-SPEAKER : The matter is not so simple as all that. It is not a question of abusing some Member.

SHRI PILOO MODY (Godhra) : Already so many remarks have been made which are very unfortunate.

SHRI RANDHIR SINGH (Rohtak) : The judge is also guilty of breach of privilege.

SHRI R. D. BHANDRE (Bombay Central) : Sir, I rise on a point of order. Since it is a matter between the House and the court, I think the hon. Speaker and the members should not submit to the court until the actual decision is given by the court *suo motu*. Whether it is a question of breach of privilege or not can be determined after court has given its decision, because I presume...(interruptions).

MR. DEPUTY-SPEAKER : It is not a point of order. Let him resume his seat. This is a suggestion as to what we should do. I will decide it after listening to the Law Minister.

SHRI R. D. BHANDARE : I have every right to say whatever I want to say.

SHRI PILOO MODY : Sir, why is it that Shri Banerjee alone is called ?

MR. DEPUTY-SPEAKER : Because he has been served with a similar notice. So, I must give him an opportunity to make a speech. Then I will call the Law Minister. Hon. Members should remember the sequence of events. In a former case we as Parliament have totally ignored the court. We have done that before. But in this case the matter is still pending. If he had not entertained it, things would have been different. You follow the events properly. At this stage we cannot refer it to the Privileges Committee. Have a little patience. Let Shri Banerjee make a statement and then I will hear the Law Minister.

SHRI RANDHIR SINGH : Why are you barring Congressmen from expressing their opinion ?

MR. DEPUTY-SPEAKER : It is not a question of Congressmen or others. Only those who have got a notice from the court are called, not all. I have read out their names.

SHRI PILOO MODY : No explanation is called for from them.

MR. DEPUTY-SPEAKER : You have not realised the legal implications. I have given sufficient thought to it and I will explain it to you.

SHRI PILOO MODY : Then, have a discussion so that I will also say something.

MR. DEPUTY-SPEAKER : I have placed before the House the whole history.

SHRI PILOO MODY : You must tell me whether you are going to permit a discussion or not.

श्री मधुलिमये (मुं गेर) : उपाध्यक्ष महोदय मेरा प्वाइंट आफ आर्डर है। पीलू मोदी साहब को जरा हमको कुछ बताना पड़ेगा।

SHRI PILOO MODY : He may raise a point of order but I will not be educated by him.

SHRI MADHU LIMAYE : You refuse

[Shri Madhu Limhey]
to be educated. It is high time you got yourself educated. उपाध्यक्ष मद्बोदय, इस पर कार्यवाही नियम के अनुसार चलेगी। इसके लिए नियम 224 के आगे जितने नियम हैं, उनको देखना पड़ेगा। नियम 225 में अगर अध्यक्ष अपनी अनुमति देगा तो इस मामले को उठाया जायेगा उसके बाद जिन्होंने शिकायत की है वह अपना बयान देंगे—यह बयान आ गया है। अब वह सदन की अनुमति मांगे। अब इस बयान के बाद हमारा ख्याल है कि अनुमति मांगने के पश्चात प्रस्ताव हम दे सकते इस सम्बन्ध में आप 226 को पढ़िए।

"If leave under rule 225 is granted, the House may consider the question and come to a decision or refer it to a Committee of Privileges on a motion made either by the member who has raised the question of privilege or by any other member.

इसलिए आप उनको लीव मांगने के लिए कहिए, उसके बाद या तो यह मामला विशेषाधिकार समिति को जायगा...

श्री नरेन्द्र कुमार साल्वे : मैंने लीव मांगी है।

श्री मधु लिमये : मैं आपको दोष नहीं दे रहा हूँ, आपको स्पीकर साहब से अनुमति के बारे में कहना चाहिए। उसके बाद प्रस्ताव आयेगा, जिसे वह खुद भी रख सकते हैं, अगर वह नहीं रखते हैं तो मैं रख सकता हूँ, मैंने तैयार किया है...

श्री कंबर लाल गुप्त (दिल्ली सदर) : बगैर डिस्कशन के भी भेजा जा सकता है।

श्री मधु लिमये : इरुके लिये तीन रास्ते हैं, आप स्वयं भी भेज सकते हैं, अगर आप स्वयं भेजते तो इसको बढ़ाने की जरूरत नहीं थी, परन्तु आपने उस अधिकार का इस्तेमाल नहीं किया और यह मामला सदन के सामने आया है। अब सदन या तो प्रस्ताव के द्वारा निर्णय

कर सकता है या यह प्रस्ताव कर सकता है कि यह मामला विशेषाधिकार समिति के पास जाय। इसलिए आप सबसे पहले उनकी लीव मांगने के लिए कहिए।

SHRI PILOO MODY : I do not understand the language of Shri Madhu Limaye; so it is quite possible that I do not understand what he was reading. But it is said quite categorically that either it is decided to refer it to the Privileges Committee or a discussion is to be permitted here. I want to know ahead of time, before anything is said, whether you are going to permit any discussion or, on your own, you are referring in it to the Privileges Committee.

श्री मधु लिमये : यह लीव के बाद होगा, वह अनुमति मांग रहे हैं।

श्री रवि राय (पुरी) : आप प्रोसीजर के अनुसार क्यों नहीं चलते हैं। आप पहले लीव करने के लिए कहें।

MR. DEPUTY-SPEAKER : You have referred to the rule without following the implications of this notice. (*Shri Pilo Mody* : Teach him, teach him). There are two things. The Speaker has been served with a notice. In the past, we have never taken cognizance of such a notice. That is one thing. On that matter, we are very clear. There is a precedent also. So far as the question of privilege is concerned, today the stage is that this matter has been entertained by the court. It has not gone further than that. At this stage, it is not a question of just, without enough thought, handing it over to Privileges Committee. (*Interruptions*).

श्री मधु लिमये : आपने इजाजत दी, आर्डर पेपर पर इसको रखवाया—एक स्टेज पूरी हो गई... (ब्यवधान)—आप मेरी व्यवस्था पर निर्णय दीजिए, इस तरह से नहीं चलेगा।

SHRI R.D. BHANDARE : Don't precipitate matters. Unless the matter is decided this way or that way, don't take notice of it. This is my point.

श्री मधु लिमये : पहले आपको मेरी व्यवस्था पर निर्णय देना चाहिए ।

MR. DEPUTY-SPEAKER : You have quoted the rule; I have also seen that. As I have said, there are two parts. So far as the first part is concerned, we are very clear in our mind. The first part is about the notice issued against the Speaker or this House—the Speaker means the custodian of this House. In the past, we have ignored that. This is very clear. We have also a precedent. So far as the second part is concerned, the individual Members have received the notice and Mr. Salve has raised the issue. I wanted an opinion from the Law Minister. He has also written to me. (*Interruptions*).

श्री मधु लिमये : आप मेरी व्यवस्था पर निर्णय क्यों नहीं दे रहे हैं? मेरी विनती है कि आप निर्णय दीजिए । सवाल यह है कि आपने इजाजत दी है...

MR. DEPUTY SPEAKER : You cannot dictate to me; you have raised a point of order which is under consideration. Please resume your seat.

श्री मधु लिमये : मैं डिक्टेट नहीं कर रहा हूँ । आपको मेरे प्वाइंट आफ आर्डर पर निर्णय देना चाहिए ।

MR. DEPUTY SPEAKER : It is under consideration of the House. Every Member has a right to say something when a point of order is raised on the floor of the House. I said for the benefit of the House that there are two parts. The first part is over. So far as the second is concerned, I have said that I will give a little opportunity to those who are directly served with notice and call the Law Minister to clarify the position. Then, whether at this stage or a little later we should decide to refer it is the only question. (*Interruptions*).

SHRI H. N. MUKERJEE (Calcutta North East) : Mr. Limaye has raised a point. The fact is that you have permitted this matter to be put on the Order Paper. That means a certain preliminary decision has been taken by you.

MR. DEPUTY SPEAKER : That is about raising it on the floor of the House.

SHRI H. N. MUKERJEE : The Speaker's responsibility goes very much further than that. The Speaker permits a matter to be raised on the issue of privilege with which he is satisfied that there is something on which you can proceed. Therefore, we can go ahead. I do not know how then you have permitted this matter to be put on the Order Paper.

श्री रणधीर सिंह (रोहतक) : मेरा प्वाइंट सीधा है । मुकदमा अदालत में जा चुका है । इसमें स्पीकर की इज्जत का सवाल नहीं, होम मिनिस्टर की इज्जत का सवाल नहीं, मेम्बर की इज्जत का सवाल नहीं बल्कि सारे हाउस के प्रिविलेज की इज्जत का सवाल है, जोकि कांस्टीट्यूशन में दिए हुये हैं । जज ने आख बन्द कर ली, कांस्टीट्यूशन जानता नहीं, कोई बेकार आदमी पहुँच गया तो जज ने वगैर माइन्ड एप्लाई किए समन इश्यु कर दिये । मैं जानना चाहता हूँ कि जज का यह ऐक्शन ब्रीच आफ प्रिविलेज है या नहीं? ... (व्यवधान) ... मेरा दूसरा प्वाइंट यह है मेरे भाई ने जो अदालत के मामले को मिनिमाइज करने की कोशिश की, असल में यह बड़ा सीरियस मामला है, इसमें लेजिस्लेचर और जुडीशियरी के अस्तित्वा-रात का सवाल आ गया है । इस कन्ट्री का जो हायस्ट फोरम पार्लेमेंट है उसके स्पीकर, होम मिनिस्टर और दीगर मेम्बरों को जो एक पेटिशन पर समन किया गया है, इसमें जज के खिलाफ ब्रीच आफ प्रिविलेज बनता है या नहीं, इस पर मैं आपकी रूलिंग चाहता हूँ ।

SHRI N. K. P. SALVE : rose.

MR. DEPUTY-SPEAKER : I have given sufficient thought to it. I must give a hearing to Mr. Banerjee and the Law Minister and then dispose it of. I am not prepared to yield to any one. Mr. Banerjee.

श्री स० मो० बनर्जी (कानपुर) : मैं यह निवेदन करना चाहता हूँ कि मैं हाईकोर्ट के जज

[श्री स० मो० बनर्जी]

के खिलाफ नहीं हूँ। मैं किसी भी कोर्ट के खिलाफ नहीं कहना चाहता हूँ। मैं हाईकोर्ट के जैज की बहुत इज्जत करता हूँ और अब तो काफी इज्जत करने लगा हूँ।... (व्यवधान)... आज हमको नोटिस मिला और मालूम हुआ कि हमारे स्पीकर साहब, संजीव रेड्डी, होम मिनिस्टर चव्हाण साहब और दो सदस्यों को कोर्ट में अपीयर होना है। चार्ज क्या है? आपको मालूम होगा कि जब यह सवाल शंकराचार्य के बारे में इस पार्लमेंट में आया था, जब कि उन्होंने सारे हरिजनों की बात कहकर कलक का टीका अपने ऊपर लगा लिया था, तो उस वक्त इस सदन में प्रस्ताव आया था कि उनको गिरफ्तार किया जाये। फिर मैंने कहा था कि उनको गिरफ्तार करने के बाद सदन की भेज पर रखा जाये।... (व्यवधान)... मैंने उनकी बेइज्जती नहीं की थी, मैंने यह नहीं कहा था कि उनको इस्टाब्लिशमेंट में फेंक दिया जाये बल्कि यह कहा था कि उनको यहाँ भेज पर रखा जाये। उस समय जो हमारे स्पीकर साहब थे उन्होंने काफी अच्छा नमूना दिखाया था और कहा था कि ऐसा व्यक्ति जो डिसअफेकशन फैलाता हो उसको टेबिल पर कैसे रखा जाये।

MR. DEPUTY-SPEAKER : He may conclude.

SHRI S. M. BANERJEE : These are the charges. You will not pay Rs. 26,000; I will have to pay.

इसलिए मैं आपसे कहना चाहता हूँ कि इस समय जो परिस्थिति उत्पन्न हुई है इसको प्रिविलेज कमेटी में इसलिए भेजना चाहिए क्योंकि श्री संजीव रेड्डी तो इस्तीफा देकर चले गए, वे राष्ट्रपति बनें या न बनें वह दूसरी बात है... (व्यवधान)... वे लोकसभा के सदस्य हो सकते हैं लेकिन अब वे स्पीकर नहीं हैं, तो इस वक्त जो परिस्थिति उत्पन्न हुई है और जिस पर हमारे भाई चाहते हैं कि डिस्कशन न हो लेकिन अगर यह केस चलता रहा तो फिर वे राष्ट्रपति

का चुनाव कैसे लड़ेंगे क्योंकि अगर एक व्यक्ति के खिलाफ मुकदमा चल रहा हो तो वह राष्ट्रपति का चुनाव कैसे लड़ सकता है, यह बात मेरी समझ में नहीं आती... (व्यवधान)... उसमें रेड्डी साहब के खिलाफ भी चार्ज है कि उन्होंने शंकराचार्य को बुरा भला कहा है और अब अगर जनसंघ चाहे भी तो उनको वोट नहीं दे पायेगा।... (व्यवधान)...

SHRI N. K. P. SALVE : On a question of procedure. I should not be penalised for following the procedure. Please give me just half a minute. After permission is given to me in terms of rule 225, and after I have made the statement, there is very little option with you in terms of rule 226 which says that after the statement is made in terms of rule 225 and after leave under rule 225 is granted, which you have granted me, the House may consider the question and come to a decision or refer it to the Committee of Privileges.

MR. DEPUTY-SPEAKER : The hon. Member is making a mistake. He has not followed the procedure.

I have permitted this matter to be raised on the floor of the House. I have not given him and the House has not given him leave to refer it to the Committee of Privileges. Therefore, that question does not arise now.

THE MINISTER OF LAW AND SOCIAL WELFARE (SHRI GOVINDA MENON) : I share fully the feelings of this House that this is a very grave matter where the privileges of this House, its Members and of the Speaker are involved. The provisions of article 105(2) are absolute in their terms, and I am, therefore, in complete agreement with Shri N. K. P. Salve that this is a suit which ought to be dismissed *in limine*. I have no doubt about it. I have also no doubt that the plaintiffs in this matter, by the very fact of having made these allegations and made a complaint to the court are guilty of a breach of privilege.

So far as the court is concerned, the provisions of the Code are as follows. If a suit is filed in a court with proper court fee, then summons issues as a matter of course

and it is not necessary and it is not usual for the judge to read the plaints before summons is issued. In Order 14 of the CPC it is stated that as soon as the notice comes, it is open to a party to go and tell the court that this suit would not lie. For the enlightenment of the House, I would like to read it. It reads thus. It is stated in Order 14, rule (2) that :

“Where issues both of law and of fact arise in the same suit and the court is of opinion that the case or any part thereof may be disposed of on the issues of law only, it shall try that suit...”.

Therefore, it is the duty of the defendants in this case to point out to the court that under article 105 (2), this is a matter which should be dismissed *in limine*.

SHRI NATH PAI (Rajapur) : The judges are supposed to know that article.

SHRI GOVINDA MENON : Of course, the judges are supposed to know it. Under the rules of practice, the only thing looked into at the time of issue of notice is whether there is court fee. What Government propose to do is...

SHRI RANDHIR SINGH : Why should the Speaker go to court ?

SHRI GOVINDA MENON : What Government propose to do is to make arrangements to see that on the hearing date the court will be told and should be told on behalf of this House and the Speaker...

SHRI NATH PAI : No.

MR. DEPUTY-SPEAKER : No. That is not permissible. The House and the Speaker does not come in... (*Interruptions*)

SHRI GOVINDA MENON : I stand corrected. Government can make arrangements to point out to the court that this is a matter covered by article 105 (2), and, therefore, the suit should be dismissed *in limine*. After that, I have no doubt in my mind that the Privileges Committee of the House or the House itself should call the plaintiffs to order under the rules regarding privilege, and if the court also persists in that matter, we may have to consider it. I,

therefore, submit that this may be kept pending.

MR. DEPUTY-SPEAKER : The question is this. The Law Minister...

SHRI NATH PAI : We have followed the Law Minister, and we disagree.

MR. DEPUTY-SPEAKER : The question that arises here is this, namely whether going to the court or the fact of going to the court and the issuing of the summons constitutes a breach of privilege...

SOME HON. MEMBERS : It does constitute a breach of privilege.

13 hrs.

MR. DEPUTY-SPEAKER : These are the issues involved. The question is whether that constitutes a privilege issue or whether it is entertaining that petition or suit and not dismissing it. The Law Minister has pointed out that at this stage we may keep this question of privilege pending. If Government—not the Speaker, because we ignore it—wants to educate the Indian judiciary at the lower level regarding the basic, fundamental, features of the Constitution, it may make an appearance. We shall then refer the matter to the Privileges Committee, not at this stage. Because this is a ticklish issue, at this stage, as I said earlier, we cannot go into it.

SHRI NATH PAI : I want to know what happens to the motion moved by Shri Salve for leave.

MR. DEPUTY-SPEAKER : As the Law Minister has suggested, this matter is kept pending at this stage.

Now we adjourn for lunch till 2 P.M.

13.02 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

QUESTION OF PRIVILEGE *RE.*
DELHI HIGH COURT NOTICES AND
SUMMONS TO M.P.s—*contd.*

MR. DEPUTY-SPEAKER : Papers to be laid.

श्री मधु लिमये : पहले व्यवस्था के प्रश्न पर आप निर्णय दे दें ।

MR. DEPUTY-SPEAKER : I have already disposed of it.

श्री मधु लिमये : मेरी आप से प्रार्थना है कि व्यवस्था का प्रश्न मेरा सुन लीजिए ।

MR. DEPUTY-SPEAKER : I have said that the matter will be kept pending unless we hear something further.

श्री मधु लिमये : क्या निर्णय किया ।

MR. DEPUTY-SPEAKER : Before we adjourned I made it clear. The point was that if a citizen went to the court with a petition, did it constitute a breach of privilege? It does not.

SHRI MADHU LIMAYE : Why not ?

MR. DEPUTY-SPEAKER : If it contains things which are not true, that is a different matter.

श्री मधु लिमये : आप नियमों को नहीं तोड़ सकते, माफ़ कीजिएगा । आप मेरी बात सुन लीजिए और फिर निर्णय दीजिए । व्यवस्था के प्रश्न पर निर्णय होना चाहिए ।

एक माननीय सदस्य : निर्णय हो चुका है ।

श्री मधु लिमये : मैं दो एक मुद्दों को रखता हूँ ।

MR. DEPUTY-SPEAKER : I have given my decision.

श्री मधु लिमये : आप ने सुना ही नहीं और निर्णय दे दिया । नोटिस जारी करना कानूनी कार्रवाई प्रोसीडिंग्स है या नहीं, इस पर आप मुझे सुनिए ।

MR. DEPUTY-SPEAKER : I have gone through it all. If you want to argue it again, you are only taking time. I have kept the matter pending before the House.

श्री मधु लिमये : मैं सदन के अधिकारों की रक्षा कर रहा हूँ । अध्यक्ष महोदय, स्पीकर का इस में मामला है ।

MR. DEPUTY-SPEAKER : It is a question of the Chair.

श्री मधु लिमये : मैं वही कह रहा हूँ ।

MR. DEPUTY-SPEAKER : Last time I mentioned before the House, the matters discussed in the Privileges Committee.

श्री मधु लिमये : चैंबर का मामला है ।

MR. DEPUTY-SPEAKER : We find that it is a question of dignity of this House. If a matter of privilege is without due consideration referred to the Privileges Committee, it does not add to the dignity.

श्री मधु लिमये : यह निर्णय सदन करेगा, आप लोगों को मौका नहीं दे रहे हैं । आप मुझे पाँच मिनट दे दीजिए ।

MR. DEPUTY-SPEAKER : I am coming before the House with the report at the appropriate time. I have given serious consideration to all aspects of this matter. We must be alert and vigilant. We should see what constitutes privilege and whether there has been a breach of it or not. All these aspects must be considered.

श्री मधु लिमये : अध्यक्ष महोदय, मैं पाँच मिनट से ज्यादा नहीं लूँगा । आपने कार्य सूची में यह मामला रखा, इसके बारे में कोई दो राय नहीं हो सकती । कार्य सूची में विषय आ गया और आपने नियम 225 के अन्तर्गत उनको

व्यान देने की इजाजत दी। अब व्यान क्या है ? यह कहा है कि

“The Member concerned who shall raise in his place and while asking for leave to raise the question of privilege, make a short statement relevant thereto.”

आपने व्यान करने दिया और उसके बाद जो इजाजत मांगने की प्रक्रिया है, उससे आप ने उनको रोक दिया। यह कोई कार्य प्रक्रिया है ? अध्यक्ष महोदय, 224 नियम के अन्तर्गत अगर आपकी यह राय होती कि इसमें विशेषाधिकार का सवाल नहीं उठता है, तो आप इजाजत नहीं देते, लेकिन आपने देखा कि 224 के अन्तर्गत जो शर्तें हैं, उनको ये पूरा करते हैं, इसलिए आपने इजाजत दी और उन्होंने व्यान दिया। अब जब अनुमति मांगने का समय आया तब आपने बीच ही में रुलिंग दी है। यह किसी भी हालत में ठीक नहीं है। आपने जो सवाल किया कि केवल कस करना यही मर्यादा भंग है तो संविधान की धारा 105 (2) आप पढ़ेंगे तो उससे यह बिल्कुल साफ हो जाएगा

“No Member of Parliament shall be liable to any proceeding in any court...”

नोटिस जारी करना अदालती प्रक्रिया, प्रोसीडिंग है या नहीं, इस पर आप रुलिंग दीजिए। वह तो आप देते नहीं। पहले आप यह निर्णय दीजिए कि नोटिस जारी करना प्रोसीडिंग है या नहीं। मेरी राय में यह प्रोसीडिंग है। आप सुप्रीम कोर्ट ने स्टेट, रोक टुकुम दे दिया और कोई फंसला नहीं किया, लेकिन यह भी लीगल प्रोसीडिंग है। जब नोटिस जारी किया तब कोर्ट ने उसपर विचार किया, उस का कागनीजेन्स लिया है और उसके बाद कोई भी कार्यवाही होती है तो उसको प्रोसीडिंग कहा जाता है। इसलिए प्रोसीडिंग तो हुई। अब जब इसमें लिखा हुआ है।

“No Member of Parliament shall be liable to any proceedings in any court

in respect of anything said or any vote given by him in Parliament or any Committee thereof and no person shall be so liable in respect of the publication by or under the authority of either House of Parliament of any report, paper, vote or proceedings.”

जब यह बात है, अध्यक्ष महोदय, तो आप कैसे कह सकते हैं कि मर्यादा का हनन नहीं हुआ। इसलिए अगर आप उनको इजाजत देंगे तो बाकायदा मैंने प्रस्ताव लिख कर नोटिस दिया है उस पर विचार हो पायेगा। इसमें किसी अदालत की हम आलोचनानहीं कर रहे हैं, किसी अदालत को गाली नहीं दे रहे हैं। अगर आप इजाजत दें तो मैं प्रस्ताव करता हूँ।

MR. DEPUTY-SPEAKER : One minute. I permitted you to raise it and reiterate your plea. But I have not called you to place those points—

श्री मधु लिमये : प्रोसीडिंग्स के बारे में मैं ने उस वक्त नहीं कहा था। अगर फंसला दीजिए कि यह प्रोसीडिंग्स हैं या नहीं।

MR. DEPUTY-SPEAKER : That is all right. I am going to give my ruling.

SHRI S. KUNDU (Balasore): Before you give your ruling, I wish to submit that I have given a motion.

MR. DEPUTY-SPEAKER : I am not admitting it.

SHRI S. KUNDU : The motion is before the House. You must decide it.

MR. DEPUTY-SPEAKER : Order, order. There is a certain legal issue involved in this. Please resume your seat. When I allowed a member to raise the matter, then, because I have allowed him, is it binding that I must also allow him further to ask leave?. That is one issue.

The second issue is this. Yesterday, the question of *sub judice* was raised from this side. I ruled that by the mere fact that somebody has gone to the court the question

[Mr. Deputy-Speaker]

does not become *sub judice*. I have said "No." I have read the proceedings and the section very carefully. The question of proceeding will begin when cognizance is taken. I said just now—it ought to have been observed that they have not taken cognizance.

SOME HON. MEMBERS : They have.

MR. DEPUTY-SPEAKER : I cannot yield because there is shouting. These matters are not decided by shouting. You must apply your mind. Please resume your seat. In this House, matters of privilege are not decided by shouting. No, no. Please resume your seat. I am giving my ruling. I will not yield to your shouting. I have gone through it carefully. I am not prepared to reconsider my ruling. Because he has made a second plea I am giving this ruling. On this point whether it constitutes "proceeding" I may say the hon. Member has not heard the Law Minister carefully.

श्री मधु लिमए : कानून मंत्री ने इस पर कोई राय नहीं दी ।

MR. DEPUTY-SPEAKER : I have followed him. He has said that when certain matters come before the court automatically summons are issued (*Inerruption*). Therefore, I have kept the whole issue pending. I am not going to allow any hon. Member to raise any point now (*Interruption*). Order, order. These issues are not decided by shouting.

14.11 hrs.

PAPERS LAID ON THE TABLE

Annual Reports of Development Councils and Notification under Industries (Development and Regulations) Act, 1952 etc.

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE & COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) :

Sir, on behalf of Shri F. A. Ahmed I beg to lay on the Table—

- (1) A copy of Notification No. S. O. 1737 published in Gazette of India

dated the 3rd May, 1969 regarding management of the Messrs Jessop and Company Limited, Calcutta, under sub-section (2) of section 18A of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See. No. LT-1280/69]

- (2) A copy each of the Annual Reports of the following Development Councils under sub-section (4) of section 7 of the Industries (Development and Regulation) Act, 1951 :—

- (i) Development Council for Oils, Detergents and Paints for the year 1966-67.

- (ii) Development Council for Automobiles, Automobile Ancillary Industries, Transport Vehicle Industries, Tractors, Earthmoving Equipment, and Internal Combustion Engines, for the year 1967-68.

- (iii) Development Council for Drugs and Pharmaceuticals for the year 1967-68.

- (3) A statement showing reasons for delay in laying the report mentioned at (2) (i) above.

Notifications under Forward Contracts (Regulation) Act, 1952

SHRI BHANU PRAKASH SINGH ;
Sir, on behalf of Shri Raghunath Reddy, I beg to lay on the Table—

- (1) A copy of Notification No. S.O. 2137 (English version) and S.O. 2140 (Hindi version) published in Gazette of India dated the 26th May, 1969 issued under section 17 of the Forward Contracts (Regulation) Act, 1952. [Placed in Library. See. No. LT-1282/69]

- (2) A copy each of the following Notifications issued under section 18 of the Forward Contracts (Regulation) Act, 1952 :—

- (i) S.O. 2136 (English version) and S.O. 2139 (Hindi version) published in Gazette of India dated the 20th May, 1969.
- (ii) S.O. 2138 (English version) and So. 2141 (Hindi version) published in Gazette of India dated the 26th May, 1969. [Placed in Library. See No. LT-1283/69.]

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JAGANNATH PAHADIA) : Sir, on behalf of Shri P.C. Sethi, I beg to lay on the Table a statement of decisions of Government on certain recommendations of the Administrative Reforms Commission in their Report on "Finance, Accounts and Audit." [Placed in Library. See, No. LT-1284/69.]

14.13 hrs.

PARLIAMENTARY COMMITTEES—
SUMMARY OF WORK

SECRETARY : I lay on the Table a copy of the 'Parliamentary Committees—Summary of Work' pertaining to the period 1st June, 1968 to 31st May, 1969.

MESSAGE FROM RAJYA SABHA

SECRETARY : Sir I have to report the following message received from the Secretary of Rajya Sabha :—

"I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on Monday, the 21st July, 1969, adopted the following motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Indian Medicine and Homeopathy Central Council Bill, 1968 :—

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Bill to provide for the constitution of a Central Council

of Indian Medicine and Homeopathy and the maintenance of a Central Register of Indian Medicine and Homeopathy and for matters connected therewith be extended upto the first day of the seventieth Session of the Rajya Sabha."

ASSENT TO BILLS

SECRETARY: Sir, I also lay on the table copies, duly authenticated by the Secretary of Rajya Sabha, of the following five Bills passed by the Houses of Parliament during the last session and assented to since a report was last made to the House on the 16th May, 1969 :—

- (1) The Estate Duty (Distribution) Amendment Bill, 1969.
- (2) The President (Discharge of Functions) Bill, 1969.
- (3) The Companies (Amendment) Bill, 1969.
- (4) The Registration of Births and Deaths Bill, 1969.
- (5) The Union Territories (Separation of Judicial and Executive Functions) Bill, 1969.

ESTIMATES COMMITTEE

Ninety-first and Ninety-Second Reports

SHRI THIRUMALA RAO (Kakinada) : Sir, I beg to present the following Reports of the Estimates Committee :—

- (1) Ninety-first Report on action taken by Government on the recommendations contained in the Forty-first Report of the Estimates Committee on the Ministry of Food, Agriculture, Community Development and Cooperation (Depart-

[Shri Thirumala Rao]

ment of Agriculture)-Central Institute of Fisheries Operatives, Ernakulam.

- (2) Ninety-second Report on action taken by Government on the recommendations contained in the Forty-second Report of the Estimates Committee on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)-Indo-Norwegian Project, Ernakulam.

CORRECTION OF ANSWER TO S.Q. NO. 787 or FOREIGN EXCHANGS EARNED BY BHILAI STEEL PLANT

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT) : In reply to Supplementary questions arising out of the Starred Question No. 787 on foreign exchange earnings of Bhilai Steel Plant answered on 17.12.1968 in the Lok Sabha, it had been stated by the Minister of State, Shri P.C. Sethi, that some rails exported to an East African country about 2 years earlier had been rejected. We have been apprised by Hindustan Steel Limited that rails exported by Hindustan Limited had not been rejected by any country. I take this opportunity to rectify the statement made on 17.12.1968 to this extent.

14.15 hrs.

TRIBUTE TO SHRI N. SANJIVA REDDY, EX-SPEAKER, LOK SABHA

THE PRIME MINISTER, MINISTER OF FINANCE, MINISTER OF ATOMIC ENERGY AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : Mr. Deputy-Speaker, Sir, I beg to move :

"That this House places on record its high appreciation for the dignity and great success with which Shri N. Sanjiva Reddy presided over the deliberations of the House in his capacity as its Speaker."

MR. DEPUTY-SPEAKER : When the Leader of the House places on record the appreciation of the entire House I think there should not be any debate. Therefore, let us carry it unanimously.

SHRIMATI INDIRA GANDHI : I am sure that all hon. Members will agree that although Shri Reddy presided over this august House for only two years he left his impression the office and lent it distinction and dignity by his fairness and vigilance in upholding the rights of the elected representatives of the people. By his sense of humour and tactful handling of the most difficult situations in the House Shri Reddy earned respect for himself and for the high office of Speaker. May I invite all sections of the House to join me in placing on record our deep appreciation of his services in conducting the deliberations of the House ?

MR. DEPUTY-SPEAKER : I take it that the entire House associates itself fully with the motion moved by the Leader of the House.

HON. MEMBERS : Yes.

MR. DEPUTY-SPEAKER : So, I take it that the motion is adopted unanimously.

The Motion was adopted unanimously

MR. DEPUTY-SPEAKER : Now we will go to the next item.

SHRI SAMAR GUHA (Contai) : Sir, on a point of information. Under article 93 of the Constitution, if the office of Speaker is vacated it should be filled as soon as possible. I want to know from the Government when the election of the Speaker is going to be held.

MR. DEPUTY-SPEAKER : Since he has raised it on the floor of the House, Government will think about it. Now, Shri Kachwai will continue his speech.

SHRI RANGA (Srikakulam) : Could we have an assurance to this House that proceedings will be initiated in order to

help the House to elect the next Speaker without any delay ?

MR. DEPUTY-SPEAKER : Government has taken note of it, Now, Shri Kachwai.

SHRI SAMAR GUHA : Will the Government give the assurance or the Deputy Speaker ?

MR. DEPUTY-SPEAKER : You have got up on a point of information and you have raised the point. Professor Ranga has supported you. Now the Minister of Parliamentary Affairs has taken note of it.

SHRI SAMAR GUHA : Sir, is it your responsibility or his ?

MR. DEPUTY-SPEAKER : It is the Leader of the House who has to take action.

SHRI SAMAR GUHA : But it is your responsibility to draw the attention of the Government.

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND SHIPPING AND
TRANSPORT (SHRI RAGHU RA-
MAIAH) : Government are seized of it and
will take a decision soon.

— — —

14 20 hrs.

STATUTORY RESOLUTION RE. INDIAN
RAILWAYS (AMENDMENT) ORDINANCE,
AND INDIAN RAILWAYS
(SECOND AMENDMENT) BILL
— contd.

श्री हुकम चन्द कछवाय (उज्जेन) : उपाध्यक्ष महोदय, कल इस सदन में इस बात पर चर्चा हुई कि सरकार द्वारा एक आदेश जारी किया गया कि ट्रेन में बिना टिकट चलने वाले व्यक्तियों से आठ आने के बजाय दस रुपये पीनल्टी ली जाये। क्या सरकार ने उन व्यक्तियों के बारे में कुछ विचार किया है ?

उपाध्यक्ष महोदय, जो ये बिना टिकट वाल यात्री हैं उनसे जो पैसा वसूल करते हैं टी० टी०

लोग उनको. नाना प्रकार की कठिनाइयों का सामना करना पड़ता है, सरकार ने इसका विचार नहीं किया। मैं यह कहना चाहता हूँ कि आज जो बिना टिकट चलता है उससे किराया वसूल करने में या दूसरों की जेब से पैसा निकालने में टी० टी० को बहुत बड़ा संकट आता है। कई बार टीटियों को अपनी जान से हाथ धोना पड़ता है। परन्तु मुझे विश्वास है कि सरकार ने और रेलवे बोर्ड ने कभी भी गम्भीरतापूर्वक इस बारे में विचार नहीं किया। मैं यह कहना चाहता हूँ कि यदि कोई व्यक्ति बिना टिकट पकड़ा गया और उसके पास पैसा नहीं है और टी० टी० उस व्यक्ति को पुलिस के हवाले करता है तो पुलिस यह कहती है टी० टी० से कि पहले आप दो टाइम का खाना दीजिए मुलजिम के लिए तब हम इसको अपने यहां रखेंगे। मैं कहता हूँ कि आज कौन सा टी० टी० ऐसा है जो दो टाइम की खुराक अपनी जेब से दे और पुलिस के पास जमा करे और बिना टिकट चलने वाले व्यक्तियों को पकड़े।

उपाध्यक्ष महोदय, दूसरी बात मैं यह कहना चाहता हूँ कि जिस प्रकार लड़ाई होती है उससे ऐसे मौकों पर कई बार लोग मारे जाते हैं। माननीय मंत्री जी ने यह बात जरूर कही है कि हम उन लोगों की मदद करते हैं। वह मदद करते हैं पिटने के बाद, मरने के बाद। मेरा कहना है कि टी० टी० जब पैसा इकट्ठा करता है तो किसी प्रकार का प्रोत्साहन सरकार को देना चाहिए। यदि वह मर जाये तो 20 हजार रुपया उसके परिवार को मदद मिलनी चाहिए। उनकी सुरक्षा के लिए ठीक प्रकार के उपाय होने चाहिए। आज उनके सामने एक सबसे बड़ी कठिनाई है। एक ही रेलवे है, गवर्नमेंट की रेलवे है परन्तु सभी रेलवेज के अन्दर अलग-अलग कानून हैं, अलग-अलग नियम हैं। मैं सरकार से निवेदन करना चाहता हूँ कि जब डा० राममुभग सिंह जी पार्लियामेंट के मंत्री थे तो इन्होंने भी जोर दिया था इनको रनिंग स्टाफ में

[श्री हुकमचन्द कछवाय]

लिया जाय। जब एक सदस्य ने प्रश्न पूछा तो उसके उत्तर में बताया गया कि उनको रनिंग स्टाफ में लेना समर्थ नहीं। मैं मानता हूँ इस बात को, लेकिन गाड़ी के अन्दर जो पार्सल बाबू होना है, माल चढ़ाता है, उतारता है, आपने खुद उसे रनिंग स्टाफ में लिया है और इनको नहीं लिया।

उपाध्यक्ष महोदय, इसका कारण क्या है? इसका एक ही मूल कारण है कि जिस समय इस देश में अंग्रेजों का शासन था उस समय खुदी राम बोस एक बहुत बड़े क्रांतिकारी, बहुत बड़े देशभक्त यहाँ थे जो अंग्रेजों के खिलाफ बगावत में लगे हुए थे। उस समय उस क्रांतिकारी खुदी राम बोस की टीटियों ने एक स्थान से दूसरे स्थान पर जाने के लिए सहायता दी। अंग्रेजों ने उसी चिढ़ के कारण कि यह टी० टी० कीम बदमाश कीम है, गद्दार कीम है ऐसा कहकर उन्होंने एक कानून बनाया कि इन्हें रनिंग स्टाफ में न लिया जाए और वह अंग्रेजों का बनाया हुआ कानून आज भी चला आ रहा है।

14.24 hrs.

[SHRI R.D. BHANDARE in the Chair]

मैं दूसरी बात यह कहना चाहता हूँ कि आज यह कहा जा रहा है कि देश में रेलवे के अन्दर टीटियों को हटाकर, उनकी प्रमोशन रोक कर उनके स्थान पर अटेंडेंट से काम लिया जा रहा है। उस अटेंडेंट को यह पावर नहीं है कि वह टिकट बना सके। पिछली बार जब जनरल मैनेजर उज्जेन आये थे तो मैंने उनसे सवाल किया कि आपने यह पद्धति क्यों लागू की है तो उन्होंने उत्तर दिया कि रेलवे घाटे में है और उस घाटे को पूरा करने के लिए हमने यह किया है। आम टी० टी० को हटाकर अटेंडेंटों से काम लेना चाहते हैं? मेरा सुझाव यह है कि टी० टी० काफी अच्छे और पढ़े-लिखे और योग्य हैं। आप जो बड़े-बड़े अफसरों को तीन तीन, चार-चार और पांच-पांच हजार रुपये तनखाह देते हैं, उन

पर पैसा खराब करते हैं, आप जी० एम० को हटाइये और उनके स्थान पर इन लोगों से काम लीजिए। इसी वेतन पर तो मैं दावे से गारंटी से कह सकता हूँ कि वे कुशलता से काम करेंगे। मगर माननीय मंत्री महोदय मानेंगे नहीं।

मैं दूसरी बात यह कहना चाहता हूँ कि टी० टी० को कहा जाता है कि आप महीने में 4 हजार रुपया अधिक वसूल करके लाइये। इस प्रकार का दबाव टी० टी० पर डाला जाता है। यदि जब उस टी० टी० को बिना टिकट कोई नहीं मिलता है तो वह चार हजार रुपया कहां से वसूल करेगा। परन्तु उसे वसूल करना है। वह परेशान होता है। जो नहीं करता है, उसका प्रमोशन रुक जाता है। उसके खिलाफ ऐक्शन लिया जाता है कि तुमने महीने भर के अन्दर 4 हजार रु० इकट्ठा करके क्यों नहीं दिया। यह रेलवे कमाऊ पूत हैं और यह लोग रेलवे का गुमा हुआ पैसा निकाल कर देते हैं लेकिन इतना मैं जरूर कहना चाहता हूँ कि आज ऐसी परिस्थिति आ गई है कि आज टी० टी० ई० लोगों के अन्दर बड़ी बेचैनी है और उन लोगों के केस पर मंत्री महोदय को सहानुभूति पूर्वक विचार करना चाहिये।

आप ने टी० टी० ई० लोगों पर विजिलेंस लगा रक्खा है। जब वह लोग चैकिंग करते हैं। तब उनके ऊपर विजिलेंस के द्वारा चैक करवाते हैं। विजिलेंस के ऊपर आप इतना पैसा खर्च करते हैं और उनका एक-एक वाक्य उपवाक्य होता है, वह टल नहीं सकता है। आप को ऐसे कई केस मिलेंगे जिन में टी० टी० पर भूठे मामले चलाये गये। हालांकि आप उन पर काफी पैसा खर्च कर रहे हैं लेकिन तब भी इस तरह के मामले सामने आते हैं, यह बहुत खराब बात है।

आज टी० टी० ई० लोगों को जो बर्दियों दी जाती हैं वह ब्याकी होती हैं। उसके सम्बन्ध में मुझे यह कहना है कि इससे टी० टी० ई०

जचना नहीं है। जो सफेद वर्दी दी जानी थी उससे लगता था कि वह टी० टी० ई० है। आप अपने पार्सल बाबू को भी खाकी वर्दी देने हैं, गाड़ी की सफाई करने वाले को भी आप खाकी वर्दी देते हैं। यह ठीक नहीं है। आपको वर्दी के बारे में सहानुभूतिपूर्वक विचार करना चाहिए।

अन्त में मेरा इतना ही कहना है, श्रीर में समझता हूँ कि मंत्री महोदय इस पर सहानुभूतिपूर्वक विचार करेंगे, कि रेलवे के लोगों पर जो मुकदमे चलते हैं उनकी सरकार मुनासिब ढंग से मदद नहीं करती। अगर प्रारम्भ में ही मदद दी जाये तो अच्छा है जिसमें कई मामलों में उनकी सफलता हो सके।

MR. CHAIRMAN : The time allotted for the Bill is 3 hours. The time is already over. But I would like to extend it by 10 to 15 minutes. I will call one Member from the Congress and two Members from the Opposition and then the Minister.

SHRI S. S. KOTHARI (Mandsaur) ;
 After the Minister, I have a right of reply.

MR. CHAIRMAN : I am aware of that.

Shri Naval Kishore Sharma.

श्री नवल किशोर शर्मा (दौसा) : सभापति महोदय, जो विधेयक इस सदन के सामने विचारार्थ प्रस्तुत है उसके ऊपर चर्चा में बहुत सी बातें कही गई हैं। विधेयक बहुत साधारण है। उसके अनुसार किसी भी टिकटलेस ट्रेवलर पर कम से कम 10 रु० जुर्माना ही किये जाने का प्रस्ताव है। असल में जिस बारे में बहुत ज्यादा कहा गया है वह यह कि जुर्माना 10 रु० किया जाना चाहिये या 8 आना किया जाना चाहिये या और कम किया जाना चाहिए। मैं इस विधेयक का पूर्णतया समर्थन करना चाहता हूँ। मेरी दलील यह है कि यदि कोई

सजा देनी है तो सजा इस तरह की होनी चाहिए कि उसका प्रभाव हो ताकि जिस आदमी को सजा दी जाय वह कम से कम आइन्दा ऐसी गलती न करे। 8 आना का जुर्माना कोई सजा नहीं है। स्वभावतया उसका परिणाम यह होता है कि जो व्यक्ति यात्रा करता है वह साधारणतया इस खतरे को मोल लेने में सक्षम रहता है। वह सोचता है कि अगर वह पकड़ा भी जायेगा तो इसको 8 आने देने पड़ेंगे। इसके माने दूसरे शब्दों में यह है कि आप टिकटलेस ट्रेवल को प्रोत्साहित करना चाहते हैं। अगर आप को सजा देनी है तो ऐसी सजा दीजिए कि उसका परिणाम यह हो कि जिन लोगों का बराबर बिना टिकट के चलने का घन्धा है, वह दुबारा इसकी जुरत न कर सकें।

यहां इस बारे में बहुत कुछ कहा गया है कि कई दफँ यात्रियों को अनायास ही दिक्कत होती है क्योंकि जब वह बिल्कुल टाइम पर आते हैं तब उनको टिकट नहीं मिलता और वे गाड़ी पर सवार हो जाते हैं। इसलिए ऐसे लोगों पर रहम खाई जाय। मेरा निवेदन यह है कि इस देश के नागरिकों को अच्छे नागरिक होना सीखना पड़ेगा। अच्छे नागरिक की यह जिम्मेदारी है कि वह टाइम के बारे में सीखे कि डिसिप्लिन क्या है और जो लोग इसको नहीं जानते हैं उनको सिखाने की कोशिश करे। मैं खास तौर से कहना चाहता हूँ क्योंकि कुछ लोग अनुशासन की बहुत दुहाई देते हैं कि जिन्दगी के हर पहलू में अनुशासन आना चाहिये। अनुशासन के माने यह है कि समय के मुताबिक काम करने की आदत डाली जाय। इसलिए यह वाजिब है कि लोगों में यह आदत आये। यह कोई अच्छी बात नहीं है कि हम टाइम पर नहीं आवें और चलती हुई गाड़ी में न चढ़ें।

यह प्रश्न इतना अहम नहीं है जिस पर इतना वादविवाद हो। लेकिन प्रश्न दूसरा है।

[श्री नवल किशोर]

हमने इसको राजनीति के कीचड़ का अखाड़ा बना लिया है।

एक माननीय सदस्य : मिनिस्टर ने बनाया है।

श्री नवल किशोर शर्मा : मिनिस्टर ने बनाया है। मैं निवेदन करता हूँ कि विल में प्रश्न यह नहीं है कि सीटलैस ट्रेवेलर्स को क्या दिक्कतें हैं। मैं बस बात से सहमत हूँ कि उनके लिए सुविधाएँ दी जानी चाहियें, मैं इस बात से भी सहमत हूँ कि अधिक गाड़ियाँ चलाई जानी चाहियें और मैं इस बात से भी सहमत हूँ कि टिकट कलैक्टर जो हैं उनको सुविधाएँ दी जायें। बाकई उनकी जिन्दगी का खतरा रहता है। उनके साथ अनुसार मारपीट होती है। लेकिन इर सब बातों के इलाज के लिए मैं एक एक निवेदन करना चाहता हूँ। आप इसको देखिये कि टिकेटलैस ट्रेवेल किन-किन समयों पर ज्यादा होती है। मेलों के टाइम पर इस तरह की ट्रेवेल ज्यादा होती है, किसी कांफरेंस के टाइम पर ज्यादा होती है। किसी सम्मेलन के टाइम पर या किसी फंगशन के टाइम पर ज्यादा होती है ऐसे मौकों पर जो टिकट कलैक्टर होते हैं, टिकट चंकर होते हैं, वे घबराते हैं। वे भीड़ में जाकर टिकट चैक करने से घबराते हैं। मैं रेल मंत्री को सुझाव देना चाहता हूँ कि रेलवे आथोरिटीज जानती हैं कि किस समय पर किस एरिया में मेले लगते हैं और जब मेले लगें तब उनको इसकी व्यवस्था करनी चाहिये कि पुलिस टिकट कलैक्टर के साथ हो ताकि भीड़ किसी तरह का उनके साथ भगड़ा न कर सके।

कुछ सैकण्ड रेलवे के ऐसे हैं खास तौर पर वे लाइनें जहां कि शटल ट्रेज चलती हैं, वे लाइनें जहां कि सीधी गाड़ियां नहीं चलती हैं, छोटे-छोटे स्टेशनों के बीच चलने वाली गाड़ियां हैं, वे गाड़ियां अबसर पूरी की पूरी बगैर टिकट वालों के चलती हैं। यह बात अबसर देखने आई है। उस अवस्था में टिकट कलैक्टर की

दशा, चैकिंग स्टाफ की दशा वाकई में दयनीय होती है। वे बेचारे बुरी हालत में होते हैं, परेशान हालत में होते हैं और चैकिंग करने से कतराते हैं और इधर-उधर भागते रहते हैं। ऐसी लाइनों पर जहां लोगों की बिना टिकट चलने की आदत बन गई है, यह व्यवस्था की जानी चाहिये कि लोग बिना टिकट सफर न कर सकें। वहां चैकिंग होना चाहिए रेग्युलर तरीके से और तब तक होना चाहिये जब तक कि उन की आदत ठीक न हो जाए।

इन शब्दों के साथ में इस विधेयक का पूर्णतः समर्थन करता हूँ। यह विधेयक बहुत जरूरी था। इसके बिना हमारे देश में यह जो एक बुराई है इसको दूर करने में हमें कभी भी सफलता नहीं मिल सकती। इस विधेयक को लाने के लिए मैं मंत्री-महोदय को बधाई देता हूँ।

श्री अब्दुल गनी डार (गुडगांव) : इतनी सी बात थी जिसे अफमाना कर दिया। कई मुझ से सीनियर, मुझ से कहीं ज्यादा मुहिब-वेवतन, कहीं ज्यादा तजुर्वेकार माननीय सदस्य यहां बैठे हुए हैं। वे हमेशा सरकार पर इलजाम लगाते रहे हैं कि इस सरकार के आने के बाद कुरपशन बढ़ी है, मारेल गिरा है। लेकिन जब डा० राम सुभग सिंह जी ने जुर्रत करके यह कदम उठाया है और जिसकी वजह से हो सकता है कि वह देश में जनता में शायद बदनाम भी हों, तो भी उनकी मुखालिफत की जा रही है। उन्होंने किया क्या है? उन्होंने आठ आने से दस रुपये किये हैं। अब यह कहा जा रहा है कि जो गरीब किसान पांच रुपये चावल खरीदने के लिए लेकर आता है वह पांच रुपये जुमनि में दे जायेगा। यह सब बात जो मुझ से कहीं ज्यादा सीनियर मंम्बर हैं उनकी तरफ से कही जा रही है और उनकी तरफ से कही जा रही है जो दिल से चाहते हैं कि मुल्क का मारेल उठे। मैं कहूंगा कि उनको चाहिये था कि मुल्क का मारेल ऊंचा करने में डा० राम सुभग सिंह

जी का होमला बढ़ाते। मैं तो चाहता हूँ कि ऐसा होसजा सब मिनिस्टर करें। मैं बिल्कुल इतिफाक करता हूँ उस बात से जो आखिरी भाई ने कही है कि ख्वामख्वाह हर बात में पोलिटिक्स देखा जाता है, उसको पोलिटिकल अखाड़ा बनाया जाता है।

सभापति महोदय, दो आर्डिनंस जारी हुए हैं। एक डा० साहब ने किया है और एक मेरी बहन इन्दिरा गान्धी जी ने निकाला है। यह बात समझ में आ सकती है कि प्राइम मिनिस्टर ने जो किया है, वह उस हालत में किया है जब कि मुल्क में कोई एमरजेंसी नहीं थी और इस वास्ते वह किया है क्योंकि वह सिडीकेट को और श्री मोरारजी देसाई को खत्म करना चाहती थी। आर्डिनंस की जरूरत नहीं थी। इस काम में हम सब उसके साथ हैं, पार्टी उनके साथ है...

सभापति महोदय : जो विल है उस पर ही आप बोलें।

श्री अशुल गनी डार : डा० साहब के बारे में यह कहा गया है कि उन्होंने गरीबों का ध्यान नहीं किया है, उनके दिल से गरीब निकल गये हैं और साथ ही उन्होंने आर्डिनंस क्यों निकाला। मैं समझता हूँ कि देखने वाली बात यह है कि आर्डिनंस से देश का हित होता है या नहीं। मैं समझता हूँ कि होता है और इस वास्ते हम सब को इस मामले में डा० साहब की पूरी-पूरी हिमायत करनी चाहिये ताकि यह जो बिना टिकट यात्रा की बीमारी है यह दूर हो।

मैं दो-तीन सुझाव देना चाहता हूँ। इनके जो ग्रुसर ऐयर कण्डिशन में सफर करते हैं, उन पर पाबन्दी लगाई जानी चाहिए। बहुत जरूरी हो तभी उनको ऐसा करने की इजाजत होनी चाहिए। हम लोग फर्स्ट क्लास में जाते हैं। वे भी फर्स्ट क्लास में जायें।

जहां ज्यादा भीड़ होती है, वहां गाड़ियों की तादाद तो बढ़ाया जाना चाहिए। हमें

आजाद हुए 22 साल हो गए हैं। अब तो हमें कोशिश करनी चाहिए कि लोगों को सहायित इयकी मिले।

टिकटलैस ट्रेवल तो बन्द होना चाहिए। लेकिन उसके साथ-साथ टिकट कलेक्टर जो टिकटें इकट्ठी करते हैं और उनको दूसरी जगह भेज देते हैं और इस तरह से जाली टिकटें पकड़ी जाती हैं, इसको रोकने का भी उनको प्रबन्ध करना चाहिए। इस तरह की बेईमानी न हो सके, यह उनको देखना चाहिए।

टिकट कलेक्टर कुछ एक गाड़ियों को ही चैक कर सकते हैं। हिन्दुस्तान की हिस्ट्री बहुत शानदार है, इसकी जो रीति है वह बहुत शानदार है, इसकी असमत बड़ी है लोग खुद समझ जायेंगे कि डा० साहब का मतलब क्या है। लोग समझ जायेंगे कि वे चैकिंग करना चाहते हैं, किसी पर जुल्म नहीं करना चाहते। इसलिए मेरा सुझाव है कि अभी कुछ देर के लिए आप पुलिस का इंतजाम करा दें जोकि घूम सके और जहां जरूरत हो वहां जा सके। पुलिस के पास कुछ ऐसा सामान भी होना चाहिए ताकि कोई दूसरा आदमी ख्वाम ख्वाह हमला न कर सके।

[شری عبدالغنی ڈار (گورنر کاروہ) اتنی سی

بات تھی جسے اضافہ کر دیا۔ کسی مجھ سے سنیں، مجھ

سے کہیں زیادہ محبت وطن، کہیں زیادہ تجربہ کار

مانیں۔ سید یہاں بیٹھے ہوئے ہیں وہ ہمیشہ سرکار

پر الزام لگاتے رہے ہیں کہ اس سرکار کے آنے کے

بعد کرپشن بڑھی ہے، مارل گرا ہے۔ لیکن اب

ڈاکٹر رام سبھگ سنگھ جی نے جرأت کر کے یہ

قدم اٹھایا ہے اور جس کی وجہ سے ہر سکتا ہے

کہ وہ دلش میں چینا میں شاید بدنام بھی ہوں

सभापति महोदय, जो बिल है उस पर ही आप बोले।

تو بھی ان کی مخالفت کی جا رہی ہے۔ انھوں نے کیا کیا ہے۔ انھوں نے آٹھ آنے سے دس پچھلے کئے ہیں۔ اب یہ کہا جا رہا ہے جو غریب کسان پانچ روپے چاول خریدنے کے لئے لے کر آتا ہے وہ پانچ روپے جرمانے میں دے جائیگا۔ یہ سب بات جو مجھ سے کہیں زیادہ سینئر ممبر ہیں ان کی طرف سے کہی جا رہی ہے اور ان کی طرف سے کہی جا رہی ہے جو دل سے چپا ہے ہیں کہ ملک کا مارل اٹھے۔ میں کہوں گا کہ ان کو چاہئے تھا کہ ملک کا مارل اؤنچا کرنے میں ڈاکٹر رام سبھگ سنگھ جی کا حوصلہ بڑھانے میں تو چاہتا ہوں کہ ایسا حوصلہ سب منسٹر کریں میں بالکل اتفاق کرتا ہوں اس بات سے جو آخری بھائی نے کہی ہے کہ خواہ مخواہ ہر بات میں پولیٹکس دیکھا جاتا ہے اس کو پولیٹیکل اگھڑا بنایا جاتا ہے۔

سجھا پتی جھوڈیہ، دو آرڈیننس جاری ہوتے ہیں۔ ایک ڈاکٹر صاحب نے کیا ہے اور ایک میری بہن اندرا گاندھی جی نے نکالا ہے یہ بات سمجھ میں آسکتی ہے کہ پیراٹم منسٹر نے جو کیا ہے وہ اُس حالت میں کیا ہے جبکہ ملک میں کوئی ایمر جنسی نہیں تھی اور اس واسطے وہ کیا ہے کیونکہ وہ سنڈی کیٹ کو اور شری مرارجی دیسائی کو ختم کرنا چاہتی تھیں۔ آرڈیننس کی ضرورت نہیں تھی اس کام میں ہم سب ان کے ساتھ ہیں، پارٹی ان کے ساتھ ہے۔

شری عبدالغنی ڈار۔ ڈاکٹر صاحب کے بارے میں یہ کہا گیا ہے کہ انھوں نے غریبوں کا دھیان نہیں کیا ہے، ان کے دل سے غریب نکل گئے ہیں ساتھ ہی انھوں نے غریبوں کا دھیان نہیں کیا ہے یہ ان کے دل سے غریب نکل گئے ہیں۔ ساتھ ہی انھوں نے آرڈیننس کیوں نکالا۔ میں سمجھتا ہوں دیکھنے والی بات یہ ہے کہ آرڈیننس سے دیش کاہت ہونا ہے یا نہیں۔ میں سمجھتا ہوں کہ ہوتا ہے۔ اور اس واسطے ہم سب کو اس معاملے میں ڈاکٹر صاحب کی پوری پوری حمایت کرنی چاہئے تاکہ جو بناٹکٹ یا تزا کی بیماری ہے دوسرے میں دوتین سمجھاؤ دینا چاہتا ہوں۔ ان کے جو انفر ایرکنڈیشن میں سفر کرنے ہیں ان پر پابندی لگائی جانی چاہئے بہت فزوری ہو تبھی ان کو ایسا کرنے کی اجازت ہوئی چاہئے۔ ہم لوگ فرسٹ کلاس میں جاتے ہیں۔ وہ بھی فرسٹ کلاس میں جائیں۔

جہاں زیادہ بھیڑ ہوتی ہے وہاں گاڑیوں کی تعداد کو بڑھایا جانا چاہئے۔ ہمیں آزاد ہونے بائیں سال ہونگے ہیں اب تو ہمیں شش کرنی چاہئے کہ لوگوں کو سہولیت اس کی ملے۔ ٹکٹ بس ٹریول تو بند ہونا چاہئے۔ مین اس کے ساتھ ساتھ ٹکٹ ہاکٹر جو ٹکٹس اٹھی کرتے

ہیں اور ان کو دوسری جگہ بھیج دیتے ہیں اور اس طرح سے جالی ٹکیٹس پکڑی جاتی ہیں۔ اس کو روکنے کا بھی ان کو پر بندھ کرنا چاہیے اس طرح کی بے ایمانی نہ ہو سکے۔ یہ ان کو دکھنا چاہیے۔

ٹکٹ کلکٹر کچھ ایک گاڑیوں کو ہی چیک کر سکتے ہیں۔ ہندوستان کی مہٹری بہت شاندار ہے اس کی جو ریتی ہے وہ بہت شاندار ہے اس کی عصمت بڑی ہے۔ لوگ خود کچھ جائیں گے کڑا کٹر صاحب کا مطلب کیا ہے۔ لوگ سمجھ جائیں سگھوہ چیکنگ کرنا چاہتے ہیں۔ کسی پر ظلم نہیں کرنا چاہیے۔ اس لئے میرا سبھاؤ ہے کہ ابھی کچھ دیر کے لئے آپ پولیس کا انتظام کرا دیں جو کہ گھوم سکے۔ جہاں فردرت ہو وہاں جا سکے۔ پولیس کے پاس کچھ ایسا سامان بھی ہونا چاہیے تاکہ کوئی دوسرا آدمی خواہ مخواہ حملہ نہ کر سکے۔

श्री लखन लाल कपूर (किसनगंज) : सभा-पति महोदय, इस विल का उद्देश्य यह बताया गया कि बिना टिकट यात्रा को रोका जाए और रेलों की आमदनी बढ़ाई जाए। जुमनि की राशि दस रुपये तक बढ़ाये जाने का जिन सदस्यों ने विरोध किया है मैं उनके साथ सह-मत हूँ। बिना टिकट यात्रा को रोकने और आमदनी बढ़ाने का जो आपका उद्देश्य है उसकी पूर्ति तभी हो सकती है जबकि आप अधिक से अधिक गाड़ियां देने का प्रबन्ध करें। इसके

साथ साथ जो टिकट काउंटर हैं बड़े शहरों में, टाउंज में वे भी अधिक खुलने चाहियें, बुकिंग आफिस अधिक खुलने चाहियें। स्टेशनों पर भी बुकिंग आफिस ज्यादा खुलने चाहियें और लोगों को सुविधा होनी चाहिये कि वे पांच दस मिनट पहले भी आयें तो उनको आसानी से टिकट मिल सके।

देहाती यात्रियों के सामने बहुत दिक्कतें आती हैं। उनको दो चार स्टेशन के बाद वाले स्टेशन पर ही जाना होता है। उनके वास्ते गाड़ियां अधिक नहीं होती हैं। दिन भर में एक दो गाड़ियां ही उनके लिए होती हैं। वे इन गाड़ियों को छोड़ नहीं सकते हैं। अगर छोड़ देते हैं तो उनका काम बिगड़ जाता है। किसी को कचहरी जाना होता है और किसी को बाजार जाना होता है। वे मुसीबत में होते हैं, उनको किसी न किसी तरह से गाड़ी पकड़नी ही होती है। इस वास्ते उनको गाड़ियों की सुविधा प्रदान करने के लिए आपको कुछ करना चाहिये। खास कर ब्रांच लाइनों में गाड़ियां बढ़ाई जानी चाहिये और बुकिंग आफिस अधिक खोले जाने चाहिये।

टिकट कलैक्टर्ज के साथ भी बहुत ज्यादाती होती है। उनकी सेफ्टी का कोई इंतजाम नहीं होता है। यह भी ठीक है कि अधिकतर गाड़ियां बिना टिकट कलैक्टर्ज के ही चलती हैं। अगर कोई टिकट का पैसा देना भी चाहता है तो वह दे नहीं पाता है। मैं चाहता हूँ कि स्टाफ की संख्या बढ़ाई जाए।

टिकट एग्जिमिनर्ज को इसेंटिव देने की बात भी आपको सोचनी चाहिये। आज उनको कोई इसेंटिव नहीं है। ड्राइवर को आप हर सौ किलोमिटर पर 5 रुपये 40 पैसे देते हैं, फायरमैन को 3 रुपये 20 पैसे देते हैं, गार्ड को 3 रुपये 80 पैसे देते हैं, ब्रेक्समैन को 2 रुप

30 पैसे देते हैं। उसी तरह से एक छोर से दूसरे छोर तक चलने वाले, शीत ताप, बरसात में ट्रेन में चलने वाला यह जो स्टाफ है, जो टिकट एग्जामिनर्ज हैं उनको भी इस तरह का इंसिस्टिव मिलना चाहिये। वे अपनी जान को जोखिम में डाल कर अपने कर्त्तव्य को निभाते हैं। उनके साथ इस तरह का बरताव नहीं होना चाहिये। वर्तमान रेल मंत्री ने इसके बारे में उनको आश्वासन भी एक प्रकार से दे रखा है जिसकी उनको पूर्ति करनी चाहिये। कछुवाय जी ने बताया है कि जब हमारे जगजीवन राम जी रेल मंत्री थे तब वर्तमान रेल मंत्री ने चैकिंग स्टाफ की तरफ से डेपुटेशन ले कर उनके साथ मुलाकात की थी और बहस की थी कि इनको रनिंग स्टाफ में शामिल किया जाए। अब वह स्वयं रेल मंत्री हैं। उनको अपनी इस बात को पूरा करना चाहिये। यह उनका नैतिक कर्त्तव्य है। जो सहुलियतें फायरमैन, ड्राइवर, गार्ड, ब्रेक्समैन को दी जाती हैं, उनसे इनको वंचित रखना, इनके साथ अन्याय करना है।

जहां तक चैकिंग का सवाल है, इस में कुछ त्रुटियां हैं, जिन को दूर किया जाना चाहिये। मान लो मुगलसराय से कलकत्ता गाड़ी आनी है, तो रास्ते में तीन चार दफा चैकिंग स्टाफ बदल जाता है। दानापुर, भ्राम्हा, बरदान आदि में जा कर वह बदल जाता है। पहले स्टाफ ने दो तीन डिब्बे चैक कर लिये होते हैं और जो नया स्टाफ आता है उसको यह पता नहीं होता कि उसने कौन से डिब्बे चैक किये हैं और कौन से बाकी हैं। पूरे डिब्बे भी चैक नहीं हो पाते हैं अगर वह किसी डिब्बे में चैकिंग के लिए जाता है और उसको दो चार आदमी बिना टिकट यात्रा करते हुए मिल जाते हैं और वे उसकी इंसल्ट करते हैं तो उसकी सेफ्टी का कोई प्रबन्ध नहीं है। जिस गाड़ी में कारीडोर नहीं होते हैं उसमें तो एक छोर से दूसरे छोर तक आया जाया जा सकता है।

लेकिन दूसरी गाड़ियों में नहीं। राजधानी एक्सप्रेस जैसी गाड़ियों में तो आ जा सकते हैं और वहां उनको मदद मिल सकती है, लेकिन बिना इस तरह के कारीडोर की गाड़ियों में उनको नहीं मिल सकती है। इससे चैकिंग में भी सहुलियत हो सकती है। इसके साथ ही साथ चैकिंग स्टाफ को भी बढ़ाना पड़ेगा। बिना टिकट यात्रा रोकने के लिए इस बात की भी आवश्यकता है कि अधिक गाड़ियां चलाई जायें, ज्यादा बुकिंग आफिस खोले जायें और स्टाफ को इनसेन्टिव देने के लिए उन को रनिंग स्टाफ में शामिल किया जाये और उन्हें रनिंग स्टाफ की सब सहुलियतें दी जायें। उन लोगों की तरफ से 1957 से यह मांग की जा रही है। वे लोग इस बारे में अपना मेमोरेंडम देते हैं और उन्हें एशोरेंस दिया जाता है कि रेलवे बोर्ड उनकी मांगों को एग्जामिन कर रहा है। इसके बावजूद उनकी डिमांड को पूरा नहीं किया जा रहा है। मैं समझता हूं कि मंत्री महोदय की यह नैतिक जिम्मेदारी है कि उन की इस लांग-स्टैंडिंग डिमांड को पूरा किया जाये। अगर उसको पूरा नहीं किया जाता है, तो यह उन लोगों के साथ अन्याय होगा।

THE MINISTER OF RAILWAYS
 (DR. RAM SUBHAG SINGH) : The
 Indian Railways (Second Amendment)
 Bill...

श्री ठुक्रम चन्द कछुवाय : काफ़ी माननीय सदस्य हिन्दी में बोले हैं। इस लिए मंत्री महोदय भी हिन्दी में बोलें।

SHRI RAJARAM (Salem) : Does my hon. friend want the speech in Hindi ? Accidents are taking place due to the languages.

डा० राम सुभग सिंह : यह विधेयक इस

[डा० राम सुभग सिंह]

लिए प्रस्तुत किया गया है कि जो लोग बिना टिकट यात्रा करते हैं, उनकी रोक-थाम की जाये। आंकड़ों के अनुसार मार्च, 1968 से फ़रवरी, 1969 तक चैकिंग में 1,10 लाख मुसाफ़िर पाये गये। कल माननीय सदस्य, श्री जाधव, ने बताया कि बिहार में किसी एक ट्रेन के एक डिब्बे में साठ प्रतिशत ऐसे मुसाफ़िर थे, जिन के पास टिकट नहीं था। श्री तिवारी कहते हैं कि श्री जाधव की बात ग़लत है। अगर वह बात ग़लत हो, तो मुझे बड़ा संतोष होगा।

अन्य रेलों का भी यही हाल है। सेंट्रल रेलवे में केवल जनवरी, 1969 में 1,67 हजार लोग बिना टिकट पकड़े गये। इसी तरह से वेस्ट्रन रेलवे में 1,14 हजार लोग बिना टिकट के पकड़े गये। मैं यह आंकड़े इसलिए दे रहा हूँ कि इस सदन को यह मालूम हो कि केवल बिहार में ही नहीं, अन्य जगहों में भी यही बिमारी है। अभी श्री शर्मा और श्री अब्दुल ग़नी डार ने जो बातें कहीं, मैं उन को अक्षरशः मानता हूँ। यह समस्या तब तक हल नहीं होगी, जब तक कि ज्यादा से ज्यादा गाड़ियों का प्रबन्ध न किया जाये। इस समय पैसेंजर गाड़ियों की तादाद 5300 है, जिन पर प्रति-दिन 61,00,000 यात्री चलते हैं। बिना टिकट यात्रा की ज्यादा रोक-थाम करने के उद्देश्य से 29 नई गाड़ियाँ चलाई गईं और 24 गाड़ियों में और डिब्बे लगाये गये। इसी तरह 5614 गाड़ी किलोमीटर प्रति-दिन बढ़ा दी गई। 1968-69 में 57 सबबैन ट्रेन्ज चालू की गई। इस साल 1 अप्रैल से अब तक 67 नई गाड़ियाँ चलाई गई हैं, ताकि भीड़ के कारण जो दिक्कतें होती हैं, उनका समाधान किया जाये।

SHRI JYOTIRMOY BASU (Diamond Harbour) : A drop in the ocean.

DR. RAM SUBHAG SINGH : There is ocean and there is drop also. Both will

have co-exist. He should at least understand this simple philosophy.

माननीय सदस्य, श्रीमती इला पालचौधरी, ने कहा है कि मेलों और सभा सोसायटियों के सम्मेलनों के अवसर पर स्पेशल ट्रेन्ज चलाई जानी चाहिए। पिछले साल ऐसे अवसरों पर 1722 गाड़ियाँ चलाई गई थीं और गाड़ियों में ज्यादा डिब्बे लगाये गये थे। इस साल भी अप्रैल से अब तक 500 स्पेशल ट्रेन्ज विभिन्न अवसरों पर चलाई गईं।

श्री रामावतार शास्त्री (पटना) : खास तौर पर कांग्रेस के अधिवेशन के अवसर पर।

डा० राम सुभग सिंह : कम्युनिस्ट पार्टी के अधिवेशन के अवसर पर भी।

श्री रामावतार शास्त्री : कभी नहीं।

डा० राम सुभग सिंह : तब माननीय सदस्य को कुछ पता ही नहीं है।

श्री शर्मा और श्री डार ने सुभाव दिया है कि चैकिंग की ज्यादा अच्छी तरह से व्यवस्था होनी चाहिये। मैं उनके सुभाव को मानता हूँ और इस बारे में कार्यवाही की भी गई है।

माननीय सदस्य, श्री बिस्वास, ने कहा कि जब से यह आर्डिनंस लागू हुआ है, उस के बाद टी०टी०ई० पर एटैक होने शुरू हो गये हैं। उन की यह धारणा ग़लत है। उस से पहले भी अनेक अवसरों पर रेलवे कर्मचारियों पर घातक प्रहार किये गये हैं और उन लोगों की जानें भी गई हैं। अभी हाल में ही हापुड़ में टी० टी० ई०, ए० एस० एम० और गार्ड पर जो आक्रमण किया गया था और वहाँ पर रेलवे

मंत्रालय की ओर से जो जागरूकता दिखाई गई थी, उस से किसी को भी सहज ही यह अनुमान लगाने का मौका मिल सकता है कि रेलवे मंत्रालय किस ढंग से कार्य कर रहा है। मैं मानता हूँ कि आसाम, बिहार, बंगाल आदि बहुत सी जगहों में अव्यवस्था है और गाड़ियां लेट चलती हैं।

SHRI B. M. BISWAS (Bankaura) : I believe the Minister could not follow what I said. I said that ticket checking staff are being hammered. He said that after the promulgation of this Ordinance there has been no such case. I gave an instance...

DR. RAM SUBHAG SINGH : You do not have the capacity to understand. You cannot speak in this fashion. I do not have to go through his speech.

SHRI J. M. BISWAS : No, I said...

DR. RAM SUBHAG SINGH : Sit down. I am not yielding. I am in possession of the House now.

SHRI JYOTIRMOY BASU : You must sit down.

MR. CHAIRMAN : Shri Biswas will please sit down.

SHRI JYOTIRMOY BASU : He must sit down.

DR. RAM SUBHAG SINGH : Yesterday he said that after the promulgation of the Ordinance, attacks had started.

DR. JYOTIRMOY BASU : You must give an assurance that he will withdraw his remark. He is talking through his hat.

SHRI RAM SUBHAG SINGH : I will hammer anybody... (Interruptions)

MR. CHAIRMAN : All of you must sit down.

SHRI J. M. BISWAS : Who is this man of this Syndicate to order me to sit down ? I am prepared to obey your order. But he cannot tell me to sit down.

MR. CHAIRMAN : Unless the Minister yields, he cannot get up and speak. When he yields, the hon. member has every right to get up and ask a question.

SHRI JYOTIRMOY BASU : How can he say that he should sit down?... (Interruptions).

MR. CHAIRMAN : Instead of saying 'I am not yielding' he used that word. Do not take any offence at it... (Interruptions).

SHRI RANDHIR SINGH (Rohtak) : I suggest that he should be named and turned out. He is obstructing the proceedings of the House.

SHRI JYOTIRMOY BASU : Mr. Chairman, I am not personally involved in this case. But as a Member of this House, we must know what the rules are. Can a Minister ask an hon. Member to shut up and sit down ? Was he right or not saying so?

MR. CHAIRMAN : I said that he was not right. The proper form would have been : I am not conceding... (Interruptions).

DR. RAM SUBHAG SINGH : We ran five hundred special trains to clear the traffic during the preceding three months. Mr. Imam referred to the sleeper coaches. For the convenience of the travelling public more than 1300 third class sleeper coaches are being run at present. It is proposed to introduce about 700 more such coaches during the Fourth Plan. With these coaches, accommodation will be available in all the trains involving full night journey. During the current year we propose to add 158 broad-gauge and 50 metre gauge sleeper coaches on our long distance trains. During the year 1970-71 we propose to provide 100 broad-gauge and 100 metre-sleeper coaches on the trains.

Shri Randhir Singhji pointed out the difficulties of reservation. I am sorry that

his son was inconvenienced. We shall issue special instructions—I am familiar with all the places where difficulties are experienced—that proper precautions should be exercised in all the centres wherefrom reservations are made.

Mr. Kamalnath Tiwari mentioned about some difficulties.

श्री अर्जुन सिंह मदीरिया (इटावा) : आप हिन्दी में बोलते बोलते फिर अंग्रेजी में बोलने लगे।

डा० राम सुभग सिंह : श्री द्वारकानाथ तिवारी और कमलनाथ तिवारी जी ने बताया कि वहां पर बहुत ज्यादा डिफिकल्टी हो रही है। यह बात ठीक है वहां पर दिक्कत हो रही है और इसी से गाड़ियों की तादाद जो मैंने पहले बताया उससे कुछ और ज्यादा गाड़ियां हम लोग अब बढ़ाने जा रहे हैं। एक गाड़ी जो अमृतसर से बम्बई जाती है उसको देहली और इटारसी के बीच फर्स्ट अक्टूबर से डीलेब इंजिन द्वारा परिचालित किया जायेगा और देहली से भोपाल तक तीन डिब्बे उसमें और लगेंगे। इसी तरह से डीजल से और गाड़ियां भी चालू कर रहे हैं। अभी डीजल से आसाम मेल, चालू की गई लखनऊ मेल चालू की गई। उन पर भी दो दो डिब्बे बढ़ाए गए।

नार्थ ईस्टर्न रेलवे में लखनऊ से कटिहार तक—लखन लाल जी कपूर को संतोष होगा—एक नई गाड़ी फास्ट एक्सप्रेस पहली अक्टूबर से देने का इरादा है ... (व्यवधान) ... अब टाइम तय किया जायेगा मगर पहली अक्टूबर से चालू किया जायेगा... (व्यवधान) ... नई दिल्ली से जो वातानुकूल एक्सप्रेस गाड़ी वाया मिर्जापुर चलती है उसको इलाहाबाद से बनारस होकर भोगलसराय तक ले जाने का विचार है पहली तारीख से ... (व्यवधान) ...

श्री शिवचन्द्र झा (मधुबनी) : दरभंगा या समस्तीपुर से जयनगर की नई गाड़ी अक्टूबर से चलेगी या नहीं ?

डा० राम सुभग सिंह : उसका बाद में सोचेंगे।

कमल नाथ तिवारी जी ने और दूसरे मित्रों ने भी बताया कि किसानों को चलने में या मजदूरों को चलने में दिक्कत होगी। इसके लिए यह व्यवस्था की जाएगी कि गार्ड का सर्टिफिकेट चालू रहे। कहीं अगर जेनुइन मुसाफिर को दिक्कत हुई टिकट खरीदने में तो उसको सर्टिफिकेट मिलने में कोई दिक्कत नहीं होगी ... (व्यवधान) ...

SHRI B. K. DASCHOWDHURY (Cooch-Bihar) : How many certificates can be issued in the course of two minutes of stoppage ?

डा० राम सुभग सिंह : जहां बाजार है वहां बाजार से जाने वाले जो लोग खरीद फरोस्त के लिए जाते हैं उनको टिकट खरीदने में अगर कहीं कोई दिक्कत होती है तो उस दिक्कत को ध्यान में रखते हुए ऐसी व्यवस्था कर दी जाएगी कि बाजार जाने वाले लोगों को रिटर्न टिकट खरीदने की सुविधा मिले। जो जहां चाहेगा खरीद लेगा।

श्री क० ना० तिवारी (बेतिया) : एक रिक्वेस्ट हम करना चाहते हैं कि छात्रों को सीजन टिकट दिया जाय। जिनने स्कूल हैं छोटे बड़े उनमें जो छात्र जहां से आते जाते हैं उनको सीजन टिकट दिया जाय।

डा० राम सुभग सिंह : ठीक है। ऐसी व्यवस्था थोड़ी है भी कि जहां-जहां स्कूल और कोलेज हैं वहां पर सीजनल टिकट इश्यू किये जाते हैं और साधारण सीजन टिकट का भाग है 12-21 सिगिल जर्नी फेयर्स इन नान-सबर्वन फेयर्स और 10-12 सिगिल जर्नी फेयर्स इन सबर्वन फेयर्स—इस प्रकार छात्रों के लिए जो व.जिब सुविधाएं हैं वह सुविधाएं अवश्य प्रदान की जाएंगी।

श्री रणधीर सिंह : सर, मेरा एक प्वाइंट है।... (व्यवधान)

श्री हुकम चन्द कछवाय : मेरा भी एक प्वाइंट है... (व्यवधान)...

15.00 hrs.

डा० राम सुभग सिंह : स्कूल और कालिजों में जब परीक्षाएँ होती हैं, उस समय के लिए कुछ स्पेशल सुविधाओं का इन्तजाम किया जायेगा ताकि उनको कोई दिक्कत न हो।

श्री रामावतार शर्मा (मवालिपर) : बम्बई सेन्ट्रल रेलवे पर आपने कोई ध्यान नहीं दिया। बम्बई की सेन्ट्रल रेलवे के बारे में कुछ बताइये।

डा० रामसुभग सिंह : सबबन रेलवे का वहीं इन्तजाम है, उसको वहाँ बढ़ायेंगे।

श्री मोठा लाल मीना (सवाई माधोपुर) : दिल्ली—बम्बई वेस्टर्न रेलवे पर एक नई गाड़ी अक्तूबर से चला रहे हैं।

डा० राम सुभग सिंह : हर रेल के बारे में ध्यान रहेगा, निश्चित रहें।

श्री कमलनाथ तिवारी ने बुकिंग विन्डो के लिए कहा। प्रत्येक बुकिंग विन्डो को एक घण्टा पहले खोलने का आदेश है। अगर कहीं नहीं खुलती होगी तो उस पर रोक-थाम लगाई जायेगी। इसके अतिरिक्त यह भी देखेंगे कि जहाँ जरूरत होगी, वहाँ ज्यादा बुकिंग विन्डोज रहें और यदि एक घण्टा का समय पर्याप्त न रहे तो उसे बढ़ाने की बात भी की जायेगी।

श्री सूरजभान जी ने कहा कि डी० टी० यू० बस में ज्यादा सुरक्षा है जबकि रेल में सुरक्षा कम है। यदि आप आँकड़े देखें तो आपकी यह धारणा गलत सिद्ध हो जायेगी। मैं इस समय इसकी डिटेल्स में नहीं जानना चाहता, 4 बजे व.ली डिबेट में जाऊंगा।

जहाँ तक रेल कर्मचारियों की सुरक्षा का प्रश्न है—प्रत्येक रेल कर्मचारी के साथ पुलिस या

आर० पी० एफ० परसोनल चलें—यह सम्भव नहीं है। लेकिन अगर कोई मेला हो या कोई स्पेशल सम्मेलन वगैरह हो तो उसमें व्यवस्था कर दी जायेगी।

श्री द्वारिका नाथ तिवारी जी ने पहलेजा घाट और महेन्द्रू के बारे में कहा था। इसमें रेलवे को कोई एतराज नहीं है, लेकिन एतराज राज्य सरकार की तरफ से है क्योंकि वहाँ उनका ठेका है और वह उस बात के लिये कान्ट्रैक्ट कर चुके हैं कि पहलेजा घाट से महेन्द्रू के लिये रेलवे के स्टीमर पर कोई टिकट ईशू नहीं होगा, सिर्फ थ्रू पैसेन्जर को ही उस पर चलने की इजाजत होगी। इसलिए अगर आप राज्य सरकार से बात करके कोई हल निकालेंगे तो उसमें हमारी मदद होगी।

श्री बी० पी० मंडल जी ने सुरक्षा और पानी की दिक्कत के बारे में चर्चा की—वेटिंग रूम में, इसकी रोकथाम की जायेगी।

श्री तुलशीदास जाधव जी ने पण्डरपुर के बारे में कहा। पहले की डिबेट में मैं बता चुका हूँ कि कुछ इन्तजाम वहाँ किया जायेगा। लेकिन वहाँ का मेला सीजनल मेला है, साल में चार बार लगता है, इसलिए चार बार के मेले के लिए जितनी भी बाजिब सुविधा होगी, वह कराई जायेगी, लेकिन चूँकि वह मेला साल भर नहीं रहता है, इसलिए कुछ कठिनाई हम लोगों के सामने है।

काटवा के बारे में मौहम्मद इस्माइल साहब ने कहा था कि वहाँ तीन वैनग आम में से एक वैनग आम की बरबादी हुई। मैं इसका पता लगाऊंगा और जो दोषी होंगे उनके बारे में उचित कार्यवाई की जायेगी।

श्री सोनवाने जी यहाँ इस समय नहीं हैं, लेकिन उनसे बात के बारे में मैं पहले बता चुका हूँ और उसकी मान लूंगा।

श्री जार्ज फरनेन्डीज ने सीटलेस ट्रेवल की बात कही—यह मुनासिब बात है। लेकिन यदि इसको एक दूसरी दृष्टि से देखा जाय तो यह नामुनासिब भी है। जो टिकट लेता है, उसे सीट मिलने का अधिकार जरूर है, मगर ।...

श्री रामावतार शास्त्री : मगर ऐसा नहीं होता है।

डा० रामसुभग सिंह : नहीं होता है, इसी लिए तो कह रहा हूँ। आप कितनी चीजें चाहते हैं, हर बार दखल मत दीजिए।

श्री रामावतार शास्त्री : आप कुछ नहीं देते हैं।

डा० राम सुभग सिंह : मद्रास से बृन्दावन-बंगलोर के लिए ऐसी व्यवस्था की गई है कि जो थर्ड क्लास के स्लीपर में टिकट लेता है, उसे एक सीट मिलती है। परन्तु यदि आप तृतीय श्रेणी के यात्रियों की दिक्कतों में सही मायनों में जांये तो यह कोई भी नहीं जानता कि किस दिन हमें चलना चाहिए, जिस दिन की टिकट हमें मिल ही जाए। इस समय हमारे यहां जो हालत है उसके अनुसार यदि कोई 6 मील, 10 मील या 20 मील से रेलवे स्टेशन पर आये और यदि उसको जगह न होने के कारण इन्कार कर दें तो उसको एक बहुत बड़ी मुसीबत का सामना करना पड़ता है। फिर भी व्यवहारिक रूप से इस समस्या को हल करने की ओर हम आगे बढ़ेंगे।

श्री जार्ज फरनेन्डीज (बम्बई दक्षिण) : एक ही दर्जा कर दीजिए।

डा० राम सुभग सिंह : मुझको एक दर्जे में पूरा विश्वास है, लेकिन एक दर्जा यहां पार्लियामेंट में भी करते, मैदान में पार्लियामेंट हो, तो मैं उसका स्वागत करूंगा, लेकिन यह हमारे हाथ की बात नहीं है। आप प्रस्ताव लाइये, हमारा बोट आपके हाथ रहेगा।

श्री जार्ज फरनेन्डीज : मैंने तो एक बिल पेश किया है, शुक्रवार को आयेगा, आप उसको स्वीकार कर लीजिये।

डा० राम सुभग सिंह : अगर रेलके बारे में रहता तो मैं स्वीकार करने की कोशिश करता। जहां तक एअर कन्डीशन और सैलून में चलने की बात कही गई है—वह भी ऐसी बात है जो काफी कम हो गई है। लेकिन अब एअर-कन्डीशन एक आम बात हो गई है, जिनके पास पैसा है, वह चलते हैं और एअर कन्डीशन में यात्रा करने का जिनका अधिकार है, वह भी जाते हैं।

श्री अब्दुलगनी डार : रेलवे अफसरों को एअर कन्डीशन में जाने की इजाजत है, हम से इस अधिकार को छीन लिया गया है और उन को दिया गया है।

شری عبدالغنی ڈار۔ ریلوے کے افسروں کو ایئر کنڈیشن میں جانے کی اجازت ہے ہم سے اس ادھیکار کو چھین لیا گیا ہے اور ان کو دیا گیا ہے۔

डा० राम सुभग सिंह : आपकी सारी बात मैंने मान ली है—गाड़ियां अधिक चलाने की बात मान ली, मेला-सम्मेलन की बात मान ली, टी० टी०ई० साथ पुलिस की चलने के बारे में—जहां दिक्कत होगी, मेला वगैरह होगा, उसको भी मान लिया है। लेकिन जैसे अभी आन्ध्र प्रदेश में साइक्लोन आया, रेल लाइनें बह गईं—हमारे इन्जीनियर ने वहां पहुंच कर जिस तत्परता से काम कराया। अगर कहीं बदअमली फैले, लाइनें उखाड़ दी गईं तो वहां रह कर तत्परता से उसको काम कराना पड़ता है—इस को देखते हुए उसकी सुविधा भी ओर कुछ न कुछ ध्यान देना पड़ेगा। पोखरन-जंसलमेर लाइन बनानी थी, वहां उसको स्वयं जाना ही पड़ेगा—इन सारी चीजों को देखते हुए, एक व्यवहारिक दृष्टिकोण इसके बारे में अपनाया गया है।

अहिरवार जो के इलाके में जो दिक्कतें हैं,

[डा० राम सुभग सिंह]

उसकी मैं जांच कराऊंगा।

जहां तक टी. टी. ई. को बढ़ाने की बात कही गई है, इसको मैं देखूंगा। चाहे छोटी लाइन की गाड़ी हो या बड़ी लाइन की हो, अगर कोई कठिनाई है और तादाद बढ़ाने की जरूरत है तो वहां बढ़ाया जायगा। जहां तक उनकी सहूलियतों का सम्बन्ध है, अगर उनको कोई अशुविधा है, सहूलियत मिलने में कठिनाई है, उनकी कठिनाइयों पर मैं विचार करूंगा।

श्री हुकम चन्द कछवाय : उनकी मांगों को मानने में क्या कठिनाई है, आप स्वयं उनके लिए लड़ें हैं।

डा० राम सुभग सिंह : जो बात वाजिब है, उसके लिए मैंने बता दिया है।

श्री हुकम चन्द कछवाय : लेकिन मन्त्री बनने के बाद अब आप मना कर रहे हैं।

डा० राम सुभग सिंह : उनकी जो भी वाजिब सुविधाएं हैं उनको उपलब्ध कराने की व्यवस्था करूंगा।

श्री हुकम चन्द कछवाय : लेकिन उस समय आप लड़ें थे ता वाजिब समझ कर ही लड़ें थे।

डा० राम सुभग सिंह : इन शब्दों के साथ मैं इस बिल को स्वीकार करने के लिए हाउस से निवेदन करता हूँ और हाउस से यह भी अनुरोध करता हूँ कि श्री कोठारी का जो प्रस्ताव है, उसको रद्द किया जाय।

श्री हुकम चन्द कछवाय : सभापति जी, मैं आपके संरक्षण चाहता हूँ।

सभापति महोदय : मैं संरक्षण देना चाहता हूँ, लेकिन आप बैठिए। इस बिल का स्कोप बहुत कम था, लेकिन फिर भी आप लोगो ने दुनिया भर की बातें इस पर कह दी हैं। इसलिए अब इस पर सवाल वगैरह नहीं होना चाहिए।

श्री हुकम चन्द कछवाय : मैं सवाल नहीं कर रहा हूँ, आप मेरी प्रार्थना सुन लीजिए। मैंने अपने भाषण में दो-तीन बातें कही थीं, वर्दी के बारे में... (व्यवधान)... रनिंग स्टाफ के बारे में डाक्टर साहब ने कुछ नहीं कहा है।

सभापति महोदय : आप बैठिए। प्रश्न नहीं पूछ सकते हैं। अगर बजट का टाइम होता तो जरूर इजाजत दी जाती लेकिन बिल के ऊपर आप प्रश्न नहीं पूछ सकते हैं।..... (व्यवधान).....

श्री मोलू प्रसाद (बांसगांव) : जो बिल पेश हुआ है, उसके सम्बन्ध में जानना चाहता हूँ...

सभापति महोदय : जानने की कोशिश मत कीजिए, कृपा करके बैठिए।

श्री मोलू प्रसाद : एक घण्टा पहले टिकट-घर खुलना चाहिए। लेकिन ऐसा नहीं होता है।... (व्यवधान)...

सभापति महोदय : आप पहले बैठिए। I want everyone of you to hear this. When there is a measure or Bill before the House and general discussion is over, clause by clause consideration is taken up, then every member has a right to raise any point which is relevant to that clause. But they cannot go on asking questions after the general discussion is over. There is a method, a way, a procedure for raising questions. They cannot ask questions of the Minister after he has replied to the general debate.

SHRI DHIRESWAR KALITA (Gauhati) : The difficulty is that our hon. Minister always agrees to whatever we suggest in the House. But when he goes out he forgets it.

श्री स्वतन्त्र सिंह कोठारी (मंदसौर) : सभापति महोदय, माननीय मंत्री महोदय के उत्तर को मैंने ध्यानपूर्वक सुना। उन्होंने जो उत्तर दिया उसमें उन्होंने कई बातें मानीं। सभी बातें तो नहीं मानीं लेकिन माननीय सदस्यों

की और से जो मुझाव दिए गए थे उनमें से कई उन्होंने माने । लेकिन एक बात का संतोषजनक उत्तर बिल्कुल नहीं मिला और वह यह है कि अध्यादेश क्यों जारी किया गया । उन्होंने पहले इसके बारे में जो स्टेटमेंट प्रसारित किया था उससे भी पूरा संतोष नहीं होता । मैंने यह प्वाइन्ट पहले भी सदन के नामने रखा था और दोबारा फिर रखना चाहता हूँ कि सरकार को तभी अध्यादेश जारी करना चाहिए जबकि वह अत्यन्त आवश्यक हो । कांस्टीट्यूशन के आर्टिकल 123 और 122 में जो लिखा हुआ है उस की जो भावना है उसको भी मानना चाहिए, उसका आदर करना चाहिए ।

दूसरी बात जिस पर मैं जोर देना चाहता हूँ वह यह है कि इतनी बातें मानने के बाद भी जो बुनियादी बात है उसको उन्होंने नहीं माना है । जुरमाना जोकि 50 पैसे से 20 रुपए बढ़ाया जा रहा है, यदि इसको आंबड़ों में कहें तो इसको करीब दो हजार प्रतिशत बढ़ाया जा रहा है, मैं उनसे अनुरोध करूंगा कि इसको वे केवल दो रुपए तक ही बढ़ायें और मैक्सिमम पेनाल्टी को 500 रुपए के बदले 100 रुपए ही करें । यह मेरा सुझाव है जिस पर मंत्री महोदय विचार कर सकते हैं । अभी समय है, संशोधन आयेंगे और उनको इसे मान लेना चाहिए ।

मन्त्री महोदय ने कहा कि बुकिंग खिड़की की क्षमता बढ़ाई जायेगी । मैं इस बात का स्वागत करता हूँ । बुकिंग खिड़कियों को बढ़ाया जाये और ट्रेन आने से पर्याप्त समय पूर्व ही यदि टिकट बाटे जायें तो जो वास्तविक यात्री हैं जोकि टिकट लेकर चलना चाहते हैं वे सुविधा पूर्वक आना टिकट खरीद सकेंगे और जो बिना टिकट यात्रा है वह भी सीमित मात्रा में ही रह जायेगी । इसलिए इस बात पर अवश्य मंत्री महोदय को ध्यान देना चाहिए । यह बात केवल मात्र आश्वासन ही न रह जाये बल्कि वास्तव में

टिकट खिड़कियां बढ़ाई जानी चाहिए और हर स्टेशन को यह आदेश दिये जाने चाहिए कि ट्रेन आने से काफी समय पूर्व टिकट बांटने शुरू किए जायें ।

रेलवे प्रोटेक्शन फोर्स के बारे में, जैसा कि मैंने पहले भी कहा, उनके जो कार्य हैं, जो कार्य उनको दिए गए हैं, उनको बढ़ाया जाना चाहिए, उनको यह भी आदेश देना चाहिए कि जो टी. टीज हैं, जहां तक हो सके, उनको प्रोटेक्शन दें । जहां से ट्रेन्स आरम्भ होती हैं वहीं से, जो बिना टिकट यात्री होते हैं, उनको पकड़ने में रेलवे फोर्स मदद करे । यदि इस प्रकार से उनकी ड्यूटीज बढ़ाई जाएं तो उससे लाभ होगा । इस समय रेलवे पुलिस फोर्स को जो कार्य दिये गए हैं, मैं समझता हूँ वे उनको अच्छी तरह से नहीं कर रहे हैं । इस बात पर आपको ध्यान देना चाहिए और उनको आदेश देने चाहिए कि ठीक प्रकार से वे अपने कार्य को करें । यह अत्यन्त आवश्यक है ।

एक बात मैं और कहना चाहता हूँ । जैसे कि और माननीय सदस्यों ने भी इस सदन के सामने कहा है, यदि कोई व्यक्ति स्टेशन पर प्लेटफार्म टिकट लेकर नहीं आया तो गार्ड उस को सर्टिफिकेट नहीं देगा, यह एक विचित्र बात है । अगर वह प्लेटफार्म टिकट ही खरीद सकता तो टिकट ही क्यों न ले लेता ? इसलिए अगर कोई बोनाफाइड पसेंजर गार्ड के पास जाता है और उससे निवेदन करता है तो उसको सर्टिफिकेट दे दिया जाना चाहिए । इस प्रकार का संशोधन इस बिल में अवश्य किया जाना चाहिए, इसके अतिरिक्त जैसा मैंने पहले कहा कोई भी व्यक्ति, रेलवे यूनियन में किसी कर्मचारी के पास जाता है और उससे अनुरोध करता है कि सर्टिफिकेट दे दीजिए तो उसे सर्टिफिकेट देना चाहिए, मेरी समझ में नहीं आता इसमें क्या हानि हो सकती है और मंत्री महोदय को क्या आपत्ति है ।

[श्री स्वतंत्र सिंह कोठारी]

इसके अतिरिक्त जैसा मैंने पहले कहा रेलों की संख्या को और उनकी क्षमता को बढ़ाया जाना चाहिए, डिब्बों की संख्या बढ़ाई जानी चाहिए। मंत्री महोदय ने जो आश्वासन दिये हैं मैं उनका स्वागत करता करता हूँ।... (अध्यक्षान)... अगर मन्त्री महोदय अपने आश्वासन पूरे नहीं करेंगे तो उनको सदन में जवाब देना पड़ेगा। आज रेलों में बहुत भीड़ रहती है, लोगों को बहुत कठिनाई होती है। रेलों की कैपेसिटी बढ़ाने से वह भीड़ कम हो जायेगी और बिना टिकट यात्रा नियंत्रित करनेमें सुविधा रहेगी। और कोई विशेष बात न कहकर अन्त में फिर यही कहना चाहता हूँ कि जो दंड प्रावधान बढ़ाई जा रही हैं वास्तव में वे गरीब आदमियों पर ही पड़ेंगे। यह यथार्थ है जिससे कोई भी इन्कार नहीं कर सकता है। मैं फिर प्रार्थना करूँगा कि दंड को 50 पैसे से केवल दो रुपए तक ही बढ़ायें। धन्यवाद।

MR. CHAIRMAN : The question is :

"This House disapproves of the Indian Railways (Amendment) Ordinance, 1969 (Ordinance No. 3 of 1969) promulgated by the Vice-President acting as President on the 4th June, 1969."

The Resolution was negatived.

MR. CHAIRMAN : The question is :

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : He will now take up clause-by-clause consideration of the house Bill.

Clause 3.—(Amendment of section 112).

SHRI YASHPAL SINGH : Sir, I beg to move :

Page 2, line 1,—

after "five hundred rupees" insert —
"and if the crime is repeated within next three months by the same person, he shall also be sentenced to a mini-

mum imprisonment of fifteen days, in addition to the penalty of fine". (5)

SHRI LOBO PRABHU (Udaipur) : Sir, I beg to move :

Page 2, line 1,—

for "ten rupees" substitute "two rupees" (6)

SHRI SHIVA CHANDRA JHA (Madhubani) : Sir, I beg to move :

Page 2, line 1—

for "five hundred rupees" substitute—"one hundred rupees" (7)

SHRI LOBO PRABHU : Sir, I beg to move :

Page 2, line 1,—

for "five hundred rupees" substitute —"two hundred rupees" (8)

श्री यशपाल सिंह (देहरादून) : अधिष्ठाता का महोदय, टिकटलैस जर्नी सारे देश के नैतिक पतन का परिचायक होती है और हमारे राष्ट्रपिता गांधी जी ने तो यह कहा था कि इस के लिए सख्त सजा होनी चाहिए। लेकिन इसके लिए अकेले पैसेन्जर्स जिम्मेवार नहीं हैं। इसके लिए गवर्नमेंट भी जिम्मेवार है, रेलवे बोर्ड भी जिम्मेवार है। आज अगर यह रूल बना दिया जाये कि जरूरत से ज्यादा टिकट इश्यू नहीं किए जायेंगे, कोई 60 लाख के करीब आदमी सफ़र करते हैं हिन्दुस्तान में और अगर 8 फ़ीसदी लोग भी बगैर टिकट के सफ़र करें तो इससे देश का बड़ा भारी नुकसान होता है। और जो लोग बिना टिकट सफ़र करते हैं उनका कितना नैतिक पतन होता है। अगर वाकई 40 लाख की जगह है तो उससे ज्यादा टिकट इश्यू न किये जायें। और यह बड़ी आसानी से चैक किया जा सकता है कि कितने टिकट इश्यू हुए हैं, कितने पैसेन्जर्स आये हैं। इतना बड़ा डिपार्टमेंट है, करोड़ों रुपये की आमदनी है लेकिन जहाँ यह पता ही नहीं है कि कितने टिकट इश्यू हुए, कितने सवार

हुए, कितने रह गये, कितने चले गये, कितने पकड़े गये, इससे ज्यादा अन्वेर क्या हो सकता है। एक बहुत मामूली सी बात है, इस बात को बड़ी आसानी से चँक किया जा सकता है। लेकिन ज्यादा स्टाफ रखना, ज्यादा एक्सपेंड करना यह भी हमारी इकानामी इजाजत नहीं देती है। इसका आसान उपाय यह है कि वह लोग घर से ही न निकल सकें जिन्हें पता हो कि आज हमारा नम्बर नहीं है। वरना नैतिक पतन होता रहेगा, सरकार के ऊपर भार बढ़ता रहेगा, देश का घाटा होता रहेगा। तो मेरा सुझाव यह है कि सजा को बढ़ाया जाये, सख्त की जाय, जिससे कि जो मोरल है वह ऊँचा हो, ऊँची नैतिकता पैदा हो और सरकार भी इसके लिए जिम्मेवार हो।

सोशलिज्म का नारा तो जरूर हम लगाते हैं लेकिन इस ढाँचे में कहीं सोशलिज्म नज़र नहीं आता। हम देखते हैं कि हाई कोर्ट और सुप्रीम कोर्ट में दिमाग होते हैं, रेकार्ड सुन्दर होता है गवर्नमेंट का, ला का इंटरप्रिटेशन सुन्दर होता जा रहा है। लेकिन इसका भार पड़ता है मुद्दई और मुद्दालय पर। यह गलत है। जब ला का सुन्दर इंटरप्रिटेशन हो रहा है और हमारा विकास हो रहा है तो वह खर्चा मुद्दई और मुद्दालय के ऊपर नहीं पड़ना चाहिये। वह खर्च सरकार के ऊपर पड़ना चाहिए।

तो यह जो आज टिकटलेस जर्नी है इसको जिम्मेवार सबसे ज्यादा रेलवे की अपनी डिफेक्टिव प्रणाली है। अगर रेलवे डिपार्टमेंट चाहे तो यह काम आठ, दस दिन के अन्दर सुधर सकता है और इसके ऊपर रोक लगाई जा सकती है। कितनी आपने कोशिश की इसके लिए, कब यह कोशिश की गई कि यह रेकार्ड रहे कि जो लोग बगैर टिकट के सफ़र करते हुए पकड़े गए हैं, जिन को 10 रुपया भी जुर्माना हुआ है, दस दिन की सजा हुई है, उनको खड़े

होने का हक न हो किसी चुनाव में भी ? किसी भी सुन्दर काम के लिए उनको योग्य न समझा जाये। कोई रेकार्ड इस चीज़ का नहीं है।

आज हम देखते हैं कि टिकट खरीदने वाले एक हजार खड़े हैं और बुकिंग क्लर्क दो हैं और गाड़ी छूटने में 5 मिनट हैं। नतीजा यह होता है कि बुकिंग क्लर्क बेचारा दे नहीं सकता है और जो लोग रह गये हैं वे अपना काम मिस नहीं करेंगे। वह बगैर नीयत खराब किये भी रेलों में सवार हो जायेंगे। सबसे ज्यादा कमी स्टाफ़ की है। मैं हर जगह देखता हूँ कि वह वक्त पर तो आते नहीं हैं, वक्त निकल जाने के बाद आते हैं, पांच, दस मिनट बाद, और फिर कहते हैं कि अब हम क्या करें। पांच मिनट सहले खिड़की बन्द हो जाती है। इसका इलाज बड़ी आसानी से हो सकता है। और सबसे ज्यादा जिस बात का ऐहसास होता है हिन्दुस्तान में वह यह कि आज भी ओवर टाइम टी० ए० मिलता है इस जम्हने में भी। चाहिये तो यह कि जो गाड़ी लेट लेकर आया है उस पर जुर्माना हो इस बात के लिये कि वह टाइम पर नहीं आ सका। गाड़ी लेट लाया है इसलिये उसको ओवर टाइम टी० ए० मिलता है आज के जमाने में। मैं मांग करता हूँ कि यह कानूनन खत्म होना चाहिये। इसके लिए रेलवे बोर्ड के चैयरमैन से लेकर एक मामूली बुकिंग क्लर्क तक, हर एक जिम्मेवार है, और यह बुराई तभी दूर हो सकती है जब हम सभी लोग इसकी कोशिश करें। अकेले रेलवे बोर्ड या मंत्रालय के पास इतना फ़ोर्स नहीं है कि इस बुराई को दूर करा सके।

मैं मंत्री जी को उनके प्रयत्नों के लिए बधाई देता हूँ, नेकनीयती के लिये मुबारकबाद देता हूँ। लेकिन बुद्धि बल से भी कुछ काम दुनिया में होते हैं। सारे काम डंडे के जोर से ही नहीं होते। हम ने यह भी पढ़ा है कि :
The way to Hell is often paved with good intentions. अच्छी नीयत से भी खराब काम हो

[श्री यशपाल सिंह]

जाते हैं। तो सिर्फ नीयत का अच्छा होना ही काफी नहीं है, साथ-साथ बुद्धि की भी जरूरत है। जिस काम के लिए इतना बड़ा अध्यादेश आया है उसको बैठ कर एक हफ्ते में हल किया जा सकता है। मैं प्रार्थना करता हूँ कि इसको रोका जाये। और जो सहयोग हम दे सकते हैं उसके लिए हम तैयार हैं।

SHRI LOBO PRABHU (Udipi) : I think, this House has achieved a record of having spent four hours on this Bill and yet having not understood what it stands for. We have not read the provisions which are that subject of amendment ; we have talked on everything except the Bill. For that reason I would like you to be indulgent to me while I explain to the House as to what the provisions of this Bill are.

Under section 12 which provides for punishment for ticketless travel, there are four punishment : first, a very ordinary one of recovering the cost of the ticket from the Station from where the train started or from where it was last checked; the second is imprisonment for three months; the third is fine upto Rs. 100; and the fourth is excess payment which is calculated according to the cost of the ticket or 50 Naya Paise which ever is higher. The amendment is that first, the fine be raised from Rs. 100 to Rs. 500; the next is that, the excess charge should be subjected to a minimum not of 50 Naya Paise but Rs. 10. My friends will notice that this is an increase—from 50 nP. to Rs. 10—of several thousand per cent.

The first question for this House to consider is what were the actual fines compared with the maximum. I mentioned to the Minister this morning that the average of fine collected so far was Rs. 3 in the last year and Rs. 5 in some previous years. Instead of that, you are now proposing that Rs. 500 should be the penalty. For whose benefit are you imposing this when the fines are only in the miserably low ranges of Rs. 2 or 3 or 5 ? The Minister took some comfort from the fact that ticketless travel had been arrested. I would like to point out to him that it was not because of the fines; the fines had not been increased; he can deny with the proper average if it is available; it is because of the arrangements

made consequent on or coincidental with the increased rates which are now prescribed. I would like to point out that you are achieving nothing by raising these rates. You have got to seek for the remedy somewhere else. You have got to seek for the remedy first by seeing how these fines which you impose are collected. There is no punishment by way of imprisonment when the fine or excess charge is not paid. It is only written off. Some attempt may be made to attach the property of the person who is found to have committed these offences. The first thing the Minister should have done was that where the fine and the excess charge could not be collected, the punishment of imprisonment should have been provided. I hope, he will delay bringing another Bill—not an Ordinance but a regular Bill—to provide for this.

Secondly, the Minister has not provided for punishing those who are habitual offenders. It is not enough that these people are treated like others. They should, in my view, be punished with imprisonment and nothing less; they are not corrected by monetary fines. This is also an amendment which the Minister should bring forward. Otherwise, he should, as everyone suggested remain content with the maximum or at the most, as I have suggested, double the existing maximum because that will provide the corrupt staff with same instrument for extortion. If a ticket collector can tell a passenger that he may have to pay Rs. 500/- as penalty, then surely he will part with Rs. 15/- or Rs. 50/- and give it to the ticket collector. The Railways are not getting money. On the other hand, you are allowing the money to go to a place where it should not. Therefore, I press this amendment on the ground that you are providing not for the collection of excess fares, but you are providing for collection of illegal gratification by the staff...

AN HON. MEMBER : Nonsense.

SHRI LOBO PRABHU : I agree that all of them are not dishonest and some who are friends of Shri Fernandes...

SHRI GEORGE FERNANDES : Or Shanti Prasad Jain.

SHRI LOBO PRABHU : He may be your friend, but not mine.

Now the Railways have to think of this problem in an organic way. They must study this whole problem and find out where the incidence of ticketless travel is heavy. I would like the Minister to tell us whether such a study has ever been made. Are there sufficient coaches in the train in order to avoid over-crowding? When there is over-crowding and there are no seats, people think they need not buy tickets. Have they considered whether there are proper safeguards against passengers escaping through unmanned exits without buying tickets? These are matters which cannot be left to legislation. The Minister must see that the Railway Board itself pays some attention to these problems and he must also see that somehow the Railway is committed to a sense of protecting public property and collecting all the fares.

I was travelling from my home-town to Delhi to attend the Parliament session and I found that when I had my ticket, in the same vestibule or in my compartment, the whole carridor was occupied by all kinds of passengers who obviously had not paid for their tickets. There were two Hippies also enjoying the hospitality of the Indian Railways. The Conductor was just sitting watching the situation without doing anything about it. I would suggest that every Railway Officer in uniform should be charged with the duty of checking whether a passenger has a ticket or not.

श्री जार्ज फ्ररनेन्डीज : तन्ख्वाह के बारे में क्या है, तन्ख्वाह भी मिलनी चाहिए ।

SHRI LOBO PRABHU : If every Railway officer is charged with this responsibility—whether he be a conductor or attendant—then the ticket collector will feel that there is certain degree of competition against him...(*Interruption*). I would suggest that the number of checking staff should be increased, if the conductor system is tried in sample areas, in the same way as in buses.

I would like the Minister to consider the whole problem not merely in terms of punishment or increasing fines because it is a maxim in law that the higher the punishment, the fewer are the people punished. The Courts will become reluctant to impose

these fines—particularly the minimum of Rs. 10/- on the poor people and the Courts will resort to the familiar practice of saying that there is not enough evidence and therefore the party be exonerated. So, I would press again that at least Government may be prepared to accept the lower ranges of fines and excess charges suggested by me.

श्री शिवचन्द्र भा (मधुबनी) : सभापति जी, मेरा संशोधन दूसरी क्लाज में है, जिस में कहा गया है कि कम से कम जुर्माना 10 रुपये का और ज्यादा से ज्यादा जुर्माना 500 रुपये का होगा । 10 रुपये का जहाँ सवाल है, उसके मुतालिक मुझे कुछ नहीं कहना है लेकिन ज्यादा से ज्यादा 500 रुपये का जुर्माना होगा, इसको मैं चाहता हूँ कि 100 रुपये मँक्सीमम रखा जाए।

सभापति जी, यह बात सही है कि बेटिकट की यात्रा होती है और जो यात्री बेटिकट चलता है, उसका भी दोष होता है लेकिन यदि इस की पृष्ठभूमि पर आप गौर करेंगे, हमारे समाज की जो बनावट है इसकी पृष्ठभूमि पर आप गौर करेंगे तो आप पाएँगे कि यात्री जितना दोषी है उतना समाज दोषी है, या व्यवस्था दोषी है या सरकार दोषी है । बेटिकट यात्रा करने का दोष थोड़ा उस यात्री पर जरूर है लेकिन ज्यादा दोष इस सरकार का है जिसने ऐसी व्यवस्था बना दी है गरीबी की जिससे आम जनता के पास पैसा नहीं हो पाता है जिससे वह टिकट ले सके और दूसरी जरूरयात को पूरा कर सकें । जल्दबाजी की वजह से और कुछ लापरवाही की वजह से यात्री से गड़बड़ हो सकती है यह मैं महसूस करता हूँ लेकिन आम तौर पर उनकी आर्थिक हालत खराब होती है और मजबूरन उन्हें बेटिकट यात्रा करनी पड़ती है । इसलिए इस में यात्री ही दोषी नहीं हैं बल्कि सरकार भी दोषी है लेकिन चूँकि कुछ अंश में वह यात्री भी दोषी हैं इंसाफ कहता है कि उसे सजा मिलनी चाहिए । हिन्दुस्तान जैसे गरीब देश में जहाँ आपने मँक्सीमम 600 रुपये रखा है और मैं समझता हूँ वह बहुत भारी भार

[श्री शिवचन्द्र झा]

है, बहुत बड़ा बोझा है गरीब यात्रियों पर और 500 रुपये तक जो मैक्सिमम रखा है जैसा श्री लोबो प्रभु ने बताया कि जो टिकट कलकटर और दूसरे लोग बीच में चैक करने वाले हैं, कुछ रुपया देकर बेटिकट वाले लोग निकल जाएंगे और क्रपशन का सिलसिला चलता रहेगा। इसलिए 500 रुपये की जो मैक्सिमम सीमा आप बनाने जा रहे हैं वह ज्यादा है उस गरीब यात्री के लिए। इसलिए 500 रुपये का बड़ा जुर्माना न रखकर मैं चाहूंगा कि 100 रुपये आप रखें। तो कम से कम 10 रुपये और ज्यादा से ज्यादा 100 रुपये आप रखें तो वह सजा भी हो जाएगी उस यात्री पर जो लापरवाही से या जो टिकट कटा सकता है लेकिन बिना टिकट यात्रा करता है और साथ ही साथ जो मेरा प्रस्ताव है, जिस हालत में समाज गुजर रहा है, उसके मुताबिक वह बड़ा बोझ नहीं होगा। इस संशोधन को अगर सरकार मान लेती है तो एक तो सरकार पहरेदार की हैसियत से चेतावनी भी दे देती है और साथ ही साथ इस एमाउन्ट को कम करने से शिक्षक के रूप में कुछ शिक्षा भी देती है। इसलिए मैं चाहूंगा कि मेरा जो संशोधन है दूसरे बलाज में कि 500 रुपये की आखिरी सीमा जो रखी गई है, उसको एक सौ रुपये की सीमा रखी जाए और एक सौ रुपये से ज्यादा जुर्माना न हो उसको मान लिया जाए। मैं आशा करूंगा कि मंत्री महोदय इस पर गौर करेंगे।

SHRI LOBO PRABHU : Here again it is a question of the quantum of punishment. Section 112 refers to those who go beyond the authorised distance. The minimum punishment proposed in this Bill is very excessive; instead of the previous fifty paise, it has now been sought to be made into Rs. 10. Is it fair that a person who by some accident goes beyond the distance for which he is authorised should have to pay a minimum of Rs. 10? It might be a mistake; it might even be, even if it is deliberate, a small distance. Secondly, what is worse is that even when a person

has intimated that he has travelled beyond the authorised distance, whereas the previous penalty was only five paise, now it is going to be made into a minimum of five rupees.

Now that again is not fair because in this case the party has himself come forward and declared that he had travelled beyond the authorised distance. I would therefore request the Minister to consider whether it is fair to impose these very high rates of fine in circumstances like these which may not have much of design or *mala fide* in them.

MR. CHAIRMAN : Shri Tulsidas Jadhav. Let him confine his remarks to clause 2.

श्री तुलसीदास जाधव (बारामती : सभापति महोदय, कल मैंने इसके ऊपर बहस की है। दो-ती सजेक्शन मुझे करना है।

यह जो दस रुपया दण्ड जो किया है उसके ऊपर कल मैंने अमेंडमेंट दिया था लेकिन इसको ज्यादा टाइम हो जाने से नहीं लिया जा सका। मेरा कहना यह है कि 10 रुपये के बजाय दो रुपये करें। एक तो इसका बहुत जुल्म होता है कि जो प्रवासी होते हैं वह अपने बच्चों को लेकर जाते हैं और वे कभी तीन वर्ष के इधर-उधर हो तो ठीक जानकारी उसको दें, समझा दें। लेकिन उसको दस रुपया दण्ड कर दिया जाय तो बड़ी हैरसमेंट होती है। तीन वर्ष के अन्दर बच्चा हो तो वह सर्टिफिकेट बनाओ, नये सर्टिफिकेट बनाओ, इस रूल से लोगों को तकलीफ होती है वह सोचता है और 12 वर्ष के अन्दर वह भी बच्चों के लिए दस रुपये जुर्माना होता है तो दोनों तरीके से तकलीफ होती है।

सभापति महोदय : यह सब सूचना हुई है।

श्री तुलसीदास जाधव : दूसरी बात यह है कि टिकटलैस ट्रेवलर को चैक करने के सम्बन्ध में मेरा सजेक्शन है कि नान-आफिशियल लोगों का बल 10-20 का वहां जाएगा तो उसका अखर होता है। हमारे शोलापुर में हमने किया है और एक ही वक्त में हजार-हजार रुपये वहां

वसूल किये गये सिर्फ एक स्टेशन पर, एक गाड़ी पर। इसलिए रेल अधिकारियों को इसकी तरफ ज्यादा ह्याल रखना चाहिये। इसीलिए मेरी दी सजेखंश पर अमल किया जाये।

SHRI UMANATH (Pudukkottai) : I would request the hon. Minister to seriously consider this question of imposing a fine of Rs. 10 and take a decision here itself because otherwise the purpose of the Bill itself will be defeated. Many TTEs have come forward and told me after the Ordinance that in practice what is going to happen is that almost all the offenders will be let off. I would request him to consider the practical aspect of it. Previously what used to happen was this. Suppose they caught 15 people in a wayside station, they get this 8 annas and let them off. If it is not paid by some of them, they could take them to the court, because the number will be small. Now, if they catch 15 persons in some wayside station, most of them may not have Rs. 10 with them. So the entire lot may have to be taken to court. In wayside stations, there will be no court nearby. There the question of entrusting these 15 persons to the Station Master will arise. If it is night time, where will the Station Master keep these 15 persons? There is no place to do so, no protection, no police. Ultimately, what will happen is that the TTE must ask the Station Master to let them off or to take them next morning to the nearest court.

This difficulty in the practical implementation of it has been pointed out to me by many TTEs on various lines. So what will happen now is that whereas previously two persons were let off, now the entire lot will have to be let off. Therefore, I would request him to consider this question of raising the fine from 8 annas to Rs. 10 again seriously and give it up.

MR. CHAIRMAN : Generally, what happens is that those who have already taken part in the debate wish to speak again. They should not speak now.

SHRI RANDHIR SINGH : Mine is a new point. I will take hardly one minute.

DR. SURYA PRAKASH PURI (Nawada) : He wants to speak on all occasions; he is given time. But we are not given time.

SHRI RANDHIR SINGH : Who is he? I am taking my party's time.

MR. CHAIRMAN : On the third reading, you can take a few minutes.

SHRI RANDHIR SINGH : Who is he to interfere? I am taking the time of my party.

DR. SURYA PRAKASH PURI : We are never given time. Every time he wants to speak and he is given time. What is this?

SHRI RANDHIR SINGH : I am not yielding. I am taking my party's time.

MR. CHAIRMAN : Take your seats please. The hon. Member must know that instead of telling something to the Member speaking, he should draw my attention, or rather, the Chair's attention.

DR. SURYA PRAKASH PURI : I only drew your attention.

MR. CHAIRMAN : Otherwise, you will only be quarrelling among yourselves. Do not follow that practice.

SHRI RANDHIR SINGH : I have only one point to speak about. As was pertinently said by Shri Lobo Prabhu ..

SHRI J. M. BISWAS : Give me one minute's time after he finishes.

MR. CHAIRMAN : Yes. I shall give some time for other hon. Members also.

SHRI SRINIBAS MISRA (Cuttack) : What stage of the Bill are we now in?

MR. CHAIRMAN : Clause-by-clause stage.

SHRI RANDHIR SINGH : Sir, a very pertinent point was raised by Shri Lobo Prabhu. He said something about the penalty awarded.

श्री रामसेवक यादव (बाराबंकी) : हिन्दी में क्यों नहीं बोलते।

श्री रणधीर सिंह अच्छी बात है।

[श्री रणधीर सिंह]

सभापति महोदय, अभी मेरे फाजिल दोस्त ने एक बात कही जिसने मुझे बहुत अपील किया और वह यह है कि चूँकि इतनी सख्त सजा है, कहीं ऐसा न हो कि विल का जो असल मुद्दा है वही डिफॉट हो जाये। इस बारे में डा० राम सुभग सिंह से बहुत अदव के साथ कहना चाहूँगा कि जैसा श्री उमानाथ ने कहा, मेरा भी वही प्वाइन्ट था कि कभी ऐमा न हो कि जब मजिस्ट्रेट रेल में न हो या जब पुलिस का बन्दोबस्त न हो, स्टाफ के लिए प्रोटेक्शन न हो तब करप्शन और बढ़ जाये। जैसा फूड के सैनिटरी इन्स्पेक्टर के केस में और दूसरे मामलों में होता है कि जब पनिशमेंट बहुत ज्यादा होता है, यानी छः महीने की सजा और 1,000 रु० जुर्माने की जद्दाँ बात होती है वहाँ अक्सर यह होता है कि करप्शन बढ़ जाता है। इस बिल के जरिये बजाय इसके कि पब्लिक का फायदा हो और टिकटलैस ट्रैवेल कम हो, जो स्टाफ वाले हैं उन की प्रोजेक्शन कहीं ऐसी न हो जाय कि जिस आदमी को तीन महीने की सजा हो सकती है, 500 रु० जुर्माना हो सकता है, उन को वह

20-30-40 रु० लेकर छोड़ दें ?

अगर आप समरी ट्रायल का प्रोसीजर रक्खें और वहाँ का वहाँ डब्बे के अन्दर सजा दी जाय, तब तो तह बिल इम्प्लिमेंट हो सकता है, नहीं तो यही होगा कि कि मर्ज बढ़ता जायेगा और दवा का असर ही नहीं होगा।

DR. RAM SUBHAG SINGH : Sir, I have listened to the suggestions very attentively, but the point that has been made by Shri Yashpal Singh is such that it is not acceptable to me. Shri Lobo Prabhu as well as Shri Randhir Singh have pointed out that it should not be made more harsh. Of course, later on Shri Lobo Prabhu wanted that this provision should be made in this Bill. The amendments, if you pursue them—I am sure you have already perused them—are of that type and, therefore, they are not acceptable to me.

MR. CHAIRMAN : I shall put the amendments together.

Amendments Nos. 5 to 8 were put and negatived.

MR. CHAIRMAN : The question is : "That clause 2 stand part of the Bill".

The Lok Sabha divided :

Division No. 2]

[15.54 hrs.

AYES

Achal Singh, Shri
Agadi, Shri S. A.
Ahirwar, Shri Nathu Ram
Asghar Husain, Shri
Awadesh Chandra Singh, Shri
Azad, Shri Bhawat Jha
Bajpai, Shri Vidya Dhar
Barua, Shri Bedabrata
Basumatari, Shri
Baswant, Shri
Besra, Shri S. C.
Bhagat, Shri B. R.
Bhanu Prakash Singh, Shri
Bhargava, Shri B. N.
Bohra, Shri Orkarlal
Chanda, Shri Anil K.
Chandrika Prasad, Shri
Chatterji, Shri Krishna Kumar

Chaturvedi, Shri R. L.
Choudhary, Shri Valmiki
Damani, Shri S. R.
Das, Shri N. T.
Dasappa, Shri Tulsidas
Deshmukh, Shri B. D.
Deshmukh, Shri K. G.
Deshmukh, Shri Shivajirao S.
Dhuleshwar Meena, Shri
Dixit, Shri G. C.
Gandhi, Shrimati Indira
Ghosh, Shri P. K.
Ghosh, Shri Parimal
Gudadinni, Shri B. K.
Heerji Bhai Shri
Jadhav, Shri Tulshidas
Jadhav, Shri V. N.
Jagjiwan Ram, Shri
Jamir, Shri S. C.
Jamna Lal, Shri
Kahandole, Shri Z. M.
Kamble, Shri
Karan Singh Dr.
Kasture, Shri A. S.

Katham, Shri B. N.
 Kavade, Shri B. R.
 Kedaria, Shri C. M.
 Kesri, Shri Sitaram
 Kinder Lal, Shri
 Krishna, Shri M. R.
 Krishnan, Shri G. Y.
 Kureel, Shri B. N.
 Kushok Bakula, Shri
 Lakshmikanthamma, Shrimati
 Laxmi Bai, Shrimati
 Mahadeva Prasad, Dr.
 Maharaj Singh, Shri
 Mahida, Shri Narendra Singh
 Malhotra, Shri Inder J.
 Mandal, Dr. P.
 Marandi, Shri
 Master, Shri Bhola Nath
 Masuriya Din, Shri
 Menon, Shri Govinda
 Minimata, Agam Dass Guru Shrimati
 Mirza, Shri Bakar Ali
 Mishra, Shri Bibhuti
 Mohammad Yusuf, Shri
 Mrityunjay Prasad, Shri
 Murti, Shri M. S.
 Naidu, Shri Chengalraya
 Nayar, Dr. Sushila
 Pahadia, Shri Jagannath
 Palchoudhuri, Shrimati Ila
 Paokai Haokip, Shri
 Parmar, Shri Bhaljibhai
 Partap Singh, Shri
 Parthasarathy, Shri
 Patel, Shri N. N.
 Patil, Shri C. A.
 Patil, Shri Deorao
 Patil, Shri S. B.
 Patil, Shri S. D.
 Poonacha, Shri C. M.
 Pramanik, Shri J. N.
 Qureshi, Shri Mohd. Shaffi
 Radhabai, Shrimati B.
 Raghu Ramaiah, Shri
 Raju, Shri D. B.
 Ram Dhan, Shri
 Ram Dhani Dass, Shri
 Ram Sewak, Shri Choudhary
 Ram Subhag Singh, Dr.
 Ram Swarup, Shri
 Rana, Shri M. B.
 Randhir Singh, Shri
 Rane, Shri
 Rao, Shri J. Ramapathi
 Rao, Dr. V. K. R. V.
 Reddy, Shri Surendar
 Roy, Shri Bishwanath

Roy, Shrimati Uma
 Sadhu Ram, Shri
 Saigal, Shri A. S.
 Salve, Shri N. K. P.
 Sanghi, Shri N. K.
 Sanji Rupji, Shri
 Sankata Prasad, Dr.
 Sapre, Shrimati Tara
 Sarma, Shri A. T.
 Sen, Shri Dwaipayana
 Sen, Shri P. G.
 Sethi, Shri P. C.
 Shah, Shrimati Jayaben
 Shah, Shri Shanilal
 Shankaranand, Shri B.
 Sharma, Shri Madhoram
 Sheo Narain, Shri
 Sher Singh, Shri
 Sheth, Shri T. M.
 Shinkre, Shri
 Shiv Chandika Prasad, Shri
 Shukla, Shri S. N.
 Shukla, Shri Vidya Charan
 Siddheshwar Prasad, Shri
 Sinha, Shri Mudrika
 Snatak, Shri Nar Deo
 Solanki, Shri S. M.
 Sonar, Dr. A. G.
 Sonavane, Shri
 Supakar, Shri Sradhakar
 Sursingh, Shri
 Suryanarayana, Shri K.
 Tarodekar, Shri V. B.
 Tiwary, Shri D. N.
 Tiwary, Shri K. N.
 Tula Ram, Shri
 Uikey, Shri M. G.
 Verma, Shri Balgovind
 Virbhadra Singh, Shri
 Vyas, Shri Ramesh Chandra
 Yadab, Shri N. P.

NOES

Abraham, Shri K. M.
 Amat, Shri D.
 Amin, Shri R. K.
 Badrudduja, Shri
 Banerjee, Shri S. M.
 Bansh Narain Singh, Shri
 Barua, Shri Hem
 Behera, Shri Baidhar
 Berwa, Shri Onkar Lal
 Bhagaban Das, Shri
 Biswas, Shri J. M.
 Bramhanandji, Shri
 Brij Bhushan Lal, Shri

Chakrapani, Shri C. K.
 Chandra Shekhar Singh, Shri
 Cnauhan, Shri Bharat Singh
 Daschowdhury, Shri B. K.
 Deo, Shri K. P. Singh
 Deo, Shri R. R. Singh
 Dhandapani, Shri
 Dipa, Shri A.
 Esthose, Shri P. P.
 Fernandes, Shri George
 Ghosh, Shri Ganesh
 Gopalan, Shri A. K.
 Gopalan, Shri P.
 Gowder, Shri Nanja
 Goyal, Shri Shri Chand
 Gupta, Shri Kanwar Lal
 Jai Singh, Shri
 Jha, Shri Shiva Chandra
 Joshi, Shri S. M.
 Kachwai, Shri Hukam Chand
 Kalita, Shri Dhrireswar
 Kamalanathan, Shri
 Kapoor, Shri Lakhan Lal
 Khan, Shri Ghayoor Ali
 Kothari, Shri S. S.
 Krishnamoorthi, Shri V.
 Kuchelar, Shri G.
 Kushwah, Shri Y. S.
 Lakkappa, Shri K.
 Limaye, Shri Madhu
 Lobo Prabhu, Shri
 Madhukar, Shri K. M.
 Majhi, Shri Mahendra
 Mandal, Shri B. P.
 Mangalathumadam, Shri
 Meena, Shri Mee. ha Lal
 Meghachandra, Shri M.
 Misra, Shri Janeshwar
 Misra, Shri Srinibas
 Modak, Shri B. K.
 Mukerjee, Shri H. N.
 Naik, Shri G. C.
 Nair, Shri Vasud:van
 Nambiar, Shri
 Ninal Singh, Shri
 Pandey, Shri Sarjoo
 Parmar, Shri D. R.
 Paswan, Shri Kedar
 Patil, Shri N. R.
 Puri, Dr. Surya Prakash
 Ramamoorthy, Shri S. P.

Ramamurti, Shri P.
 Ranjit Singh, Shri
 Reddy, Shri Eswara
 Saboo, Shri Shri Gopal
 Satya Narain Singh, Shri
 Sen, Shri Deven
 Sen, Dr. Ranen
 Sharda Nand, Shri
 Sharma, Shri Beni Shanker
 Sharma, Shri Narain Swarup
 Sharma, Shri Yajna Datt
 Sharma, Shri Yogendra
 Shastri, Shri Ramavatar
 Shastri, Sheopujan
 Shivappa, Shri N.
 Singh, Shri J. B.
 Sivasankaran, Shri
 Sreedharan, Shri A.
 Suraj Bhan, Shri
 Thakur, Shri Gunanand
 Umanath, Shri
 Viswambharan, Shri P.
 Yadav, Shri Ram Sewak

MR. CHAIRMAN : The result* of the Division is :

Ayes : 140; Noes : 88.

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3.—(Amendment of section 113)

DR. RAM SUBHAG SINGH : I beg to move :

Page 2,—

for lines 5 to 7, substitute—

3. In section 113 of the principal Act, in sub-section (3),—

Amendment of section 113

(a) in the opening paragraph, for the words "fifty naye paise", the words "ten rupees" shall be substituted ;

*The following Members also recorded their Votes :

AYES : Shri Naval Kishore Sharma.

NOES : Sarvashri Mohammed Ismail, Murasoli Maran and Jharkhande Rai.

(b) in the first proviso, for the words "nearest multiple of five naye paise, or fifteen naye paise", the words "nearest multiple of five paise, or five rupees" shall be substituted.' (3)

SHRI SHIVA CHANDRA JHA : I beg to move :

Page 2, lines 6 and 7,—

for "ten rupees" substitute "two rupees" (9)

Page 2, line 7,—

for "five rupees" substitute "one rupee" (11)

सभापति महोदय, जहां पर अतिरिक्त यात्रा के लिए जुमाने की बात आती है सरकार कहती है कि उसमें 50 पैसे की जगह पर 10 रु० और 15 पैसे की जगह पर 5 रु० कर दिया जाये, यानी कम से कम इतना जुमाना रखा जाये। जैसे मैंने पहले कहा यह देश गरीब है और आप जानते हैं कि इस देश की जनता का अधिकांश भाग 3 आने रोज पर गुजर करता है। आज सरकार की ऐसी नीति है कि 22 साल की आजादी के बाद भी जब उसने बैंकों का राष्ट्रीयकरण किया है तो सिर्फ 14 बैंकों का किया है, हालांकि आज सारे बैंकिंग सिस्टम के राष्ट्रीयकरण की जरूरत है, जो विदेशी बैंक हैं उन के राष्ट्रीयकरण की जरूरत है और कम्पेन्सेशन का कोई सबाल नहीं आता है। इस के अलावा 75 मोनोपोली हाउसेज हैं। मोनोपोली कमिशन ने बतलाया है कि वह आज की सारी अर्थ-व्यवस्था को कंट्रोल करते हैं। आज जो सारी अर्थ व्यवस्था है उसकी वजह से देश की जनता गरीब बनाई गई है। इसी तरह से एक आम सुविधा जो देश के एक कोने से दूसरे कोने तक जाने के लिए रेल गाड़ी की है उस के सम्बन्ध में मैं कहना चाहता हूँ कि जब कभी लोग बिना टिकट लिए हुए चले जाते हैं तो उन पर इतना जुमाना न रखा जाय, उनको

इतनी सख्त सजा न दी जाये जिससे उन लोगों की हालत और भी खराब हो जाये।

हकीकत में यह सजा दे कर आप लोगों में कोई परिवर्तन नहीं लाते हैं। बल्कि आज जैसी व्यवस्था है उस में भ्रष्टाचार बढ़ ही सकता है। टिकट कलेक्टर वगैरह जो होते हैं वह बड़ी रकम का जुमाना होने पर थोड़ी रकम ले कर यात्रियों को छोड़ देते हैं जो कि बिना टिकट होते हैं। इस में भ्रष्टाचार की गुंजाइश ज्यादा हो जाती है। मैं यह नहीं कहना कि आप सजा न दें।

16 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

जो यात्री बिना टिकट होते हैं उन की गलती थोड़ी जरूर होती है, लेकिन सरकार को इस बात का खयाल हमेशा रखना होगा कि उस की वजह से, हुकूमत की बजह से जो यात्री बिना टिकट सफर करते हैं उन की संख्या बढ़ रही है। कोई बुनियादी परिवर्तन हिन्दुस्तान की बनावट में नहीं हो रहा है। मेरा संशोधन यह है कि जहां आपने जुमाने की राशि को बढ़ा कर दस रुपये और पांच रुपये रखा है वहां आप इसको दो रुपये और एक रुपया रखें। इसमें उनको सजा भी मिल जाएगी और साथ साथ उन पर बड़ा भारी बोझा भी नहीं आ पड़ेगा। दोनों काम आपके हो जायेंगे। आप टिकटलेंस ट्रेवल को समाप्त करना चाहते हैं। इसके लिए यह जरूरी है कि लोगों की आर्थिक हालत आप सुधारें, लोगों को शिक्षित करें, उन नैतिक स्तर ऊंचा करें, उनके दिमाग में यह विधायें कि वे बिना टिकट यात्रा न करें। जब तक यह नहीं होगा और लोग इसको नहीं समझेंगे कि बिना टिकट सफर नहीं करना चाहिये तब तक इस बीमारी का सही हल आप नहीं निकाल सकेंगे। जो रकम जुमाने की आप रख रहे हैं, यह बहुत ज्यादा है। मेरा संशोधन अगर आप मान लें और उसके मुताबिक जुमाने की

[श्री शिव चन्द्र झा]

राशि को कम कर दें तो आपके दोनों हाथों में लड्डू रहेंगे ।

16.02 hrs.

MOTION FOR ADJOURNMENT—Contd.

Failure of Government to ensure Security to Public Travelling on Railway—Contd.

MR. DEPUTY-SPEAKER : Now we shall take up the adjournment motion.

SHRI UMANATH : (Pudukkottai) We would like to know when the Prime Minister is going to make a statement on the stay granted by the Supreme Court.

MR. DEPUTY-SPEAKER : Before we adjourn for the day. I will get the information and communicate it to the House.

SHRI UMANATH : Let us know from the Government. The Minister of Parliamentary Affairs, and Shipping and Transport (Shri Raghuramaiah) : I will find out and let you know.

SHRI HEM BARUA : (Mangaldai) Mr. Deputy-Speaker, Sir, I move :

“That the House do now adjourn”.

During the Budget Session we were provided with certain papers and the papers told us that the number of accidents in this country had gone down. This might be so statistically but there is a difference between minor accidents and major accidents. Some major accidents have taken place in the country during these days involving large loss of human life and property. There is a tendency in this House on the side of Government to tell us whenever a major accident takes place involving life and property that there are accidents taking place in foreign countries also. That is the pet plea of Government to justify accidents in this country. Shri Parimal Ghosh did that long back in the Rajya Sabha, I remember.

Whatever that might be, why do you compare this country with other countries in eddities? There is a comparison in odd ties only. Because you are a thief therefore I should be a thief, is no argu-

ment at all. Because railway a accident take place in other countries therefore railway accidents in this country must be condoned, cannot be an argument likewise. That might be an eye-wash but that is no argument at all.

We talk of socialism but socialism does not mean encouragement to inefficiency. That is what is happening in the country. We talk of socialism has become an encouragement to inefficiency in the country. Therefore the Minister should know that there should be an improvement in efficiency so far as the working of the railways is concerned. When Dr. Ram Subbag Singh became the Minister of Railways, I thought, possibly a little bit foolishly, that he will be able to impart some dynamism into the the working of the railways and the matters will improve. But the matters have not improved at all. It is becoming worse everyday.

I can tell you the North-East, Frontier Railway are the worst managed railways in the country. You find railway bogies without lights. I remember, on 6th January, 1958, a bogie came down from Gauhati to Barauni without any light whatsoever. There were women and children in that bogie. Then, I saw another train standing near the station, next to Barauni—I was going to some destination possibly in Bihar—and I found a Third-class bogie without any light. Why this negligence I do not understand. There is negligence somehow or other rather mounting up. I want to tell you India expects every man to do this duty. To forget this basic fact is a crime. We are committing this crime by neglecting duty, whoever he or she might be. This is what is happening.

Then, on 16th July, I found the fans in a first class compartment not moving, right from Siliguri, and I went on reporting the matter and there was nobody to attend to that. There is always a pet argument saying there is a mechanical defect. Why don't you remove the mechanical defect if there is any? Why don't you attend to the efficient working of the railways? Why don't you improve the technical efficiency of the railways. You do not do that.

There was the accident on Allahabad-Gorakhpur line. That was a tragic accident. People died in hundreds. What about the inquiry? An inquiry is held into the accident. By whom? It is held by the Department concerned. Why should that be? The enquiry was held by the Railway Safety Officer from Calcutta. My demand is that whenever an accident of this nature takes place, it is always better to entrust the inquiry into that accident to a judicial commission. But this is not done.

Then, there is a difference of opinion about the cause of the accident. The railway people said that the accident was due to sabotage whereas the U.P. police said that the accident was due to some other reason. There is a difference of the opinion whenever an accident takes place. It is also a pet argument to say that the accident is due to sabotage. Whenever an accident takes place in Assam, it is the easiest way to say that it must be due to sabotage because of the activities of the Naga hostiles. You must not try to cover up your inefficiency or lack of vigilance so far as track is concerned with that pet argument.

Dr. Kunzru Report has said that the traffic has gone up in this country during these years after Independence. This is a fact. But with the traffic going up, the responsibility lies with the authorities to see that the track is managed properly. The track is not managed properly. A heavy train is put on a track that was constructed during the British raj. I have seen a train moving and the track going down a little and the rails coming up. What is this? Whenever an accident takes place, you say, it must be due to sabotage. This is a pet argument, sabotage, sabotage. I am sick of hearing this.

It is said by the railway authorities that the accident on the Allahabad-Gorakhpur line near the bridge is due to sabotage. But then there was doubts about it. Therefore, I demand that there should be a thorough probe into the matter in order to find out the real truth. The real truth must be found out. In the train, there were men, women and children travelling. I have come to know of a child whose head was smashed into pulp because of the accident. So many

people died in that accident. The railway engine also fell down off the track and some bogies fell into the river. It was a gruesome sight to witness.

Another accident that occurred was that a goods train collided with the Asansol-Puri Passenger. What was the cause of that accident? You cannot tell us that the accident took place due to some people removing the fish-plates from the track. How can it take place? Here was a passenger train that was about to go out of the railway platform; a goods train came and dashed against it. How could the goods train come before the passenger train was out of the platform? Nobody has enquired about it. This shows negligence of duties. They gave clearance to the goods train to come to the Station on that particular line. The goods train came and dashes against the passenger train and smashed so many wagons and killed so many people. The statement says that the Minister of State visited that spot. He was late in visiting the spot. The pet argument for that is that there was no plane available due to bad weather. On that particular day, the flight was never cancelled. Still he was late. He visited the injured people in the hospital, but he forgot the injured people who belonged to the Railways, his own Department. This is what is happening. That was a gruesome sight, a tragic sight. It pains me to say that people are dying like cats and dogs in this country because of negligence, because of inefficiency. What does an Indian citizen expect? He expects from any Government, to whichever party it might belong, at least some security, some safety and some law and order. There is absolutely no security. When you get into a train, you have to say 'Good Bye' to your friends and relatives because you do not know whether you would reach your destination—you might reach or might not reach. I there might be an accident and might die. I say this because of these experiences. If you compare the number of accidents taking place in the railways with the number of accidents taking place in airlines, you find a vast difference. Why? I think, you know that India is the only country where more people die traveling by rail than in any other country. It is said that in other countries also people die due to railway accidents. To that I would say that it is

[Shri Hem Barua]

merely an eye-wash, just to cover up one's own inefficiency. Whatever that might be; this was a tragic incident and it was demanded that the Railway Minister must resign. I would say that that would be an emotional slogan and I do not want to indulge in this emotional slogan. But I want him to improve the efficiency, the technical efficiency and the administrative efficiency, of the Railways. There is a Railway Board constituted of certain big officials, top officials. Railways are the only Department where you find duplicate efforts—there is the Ministry and there is also the Railway Board. There is duplication of effort so far as the Railways are concerned. Whatever that might be, there are men in the Railway Board. I would like to know why is it that these people have not tried to increase the efficiency of the Railways. Are they there only to swallow big salaries every month? Are they there for nothing? A demand was made on the floor of the House that Government should gear up its machinery. But somehow these men in the Railway Board are so powerful that the Railway Minister has also yielded to them. That is the misfortune of this country, I should say. There is lack of efficiency in the administrative apparatus. When accidents took place, whether on Asansol-Purilane or on Allahabad-Gorakhpur line, there was colossal administrative failure. There is no doubt that. When there is colossal administrative failure and inefficiency in the working of Railways, why should you have a Board? It is supposed to see and supervise that the railways work efficiently but it is not doing anything. We have a Board, we have top officials there. What for are they there? I would say that, instead of the Minister resigning, the Railway Board people must resign; or else, they should run the railways efficiently.

SHRI NAMBIAR (Tiruchirappalli) : Let them at least tender their resignation.

SHRI HEM BARUA : There may not be any voluntary resignation because these people are such that they would not voluntarily resign. If they do not voluntarily resign, why don't you kick them out of office? Why don't you sack them? You cannot allow Indians to die like cats and dogs. There were allowing Indians to die

like this. Why can't you sack them? Unless they improve the efficiency of the railways and can give an assurance to the Minister and the Parliament that they would improve the efficiency of the railways, drastic measures should be taken against them.

What happens when an accident takes place? It is the man at the lowest level who is punished. When he finds that the top man goes scot free, naturally he gets demoralised. Anybody who is responsible for any failure in the railways should be properly dealt with. The railway property is stolen like anything. I was travelling in a compartment where there was a looking-glass, a mirror, in the bath room; two days later when I travelled by the same compartment, I found the mirror missing; somebody had stolen it. I must tell you that we, Indians, have lost character. Do we have any character? Do we love our country? Do we want to do anything for this country? We, Indians, do not have any character. We are aggressive people. We want our individual prosperity only; if not by sweat of labour, it must be through pilferages. That is what is happening in this country. I have seen this with my own eyes.

SHRI R. D. BHANDARE (Bombay Central) : please do not make sweeping statements.

SHRI HEM BARUA : There are some honourable exceptions, I would say. But at the same time, there are people who are responsible for all these things. I will say we have encouraged the workers to demand their rights as a matter of right. But have we encouraged them or inspired them in the matter of their responsibilities towards the society? We have not done that. Responsibilities and rights go together. When there is demand for the rights, there should be demand coming from us for responsibilities towards the society also. The society cannot live in a vacuum. The society cannot live on emptiness. That is what is happening in this country. I would say that the Railway Minister is now here. He may be here or may not be here. Ministers come and Ministers go. The present moment is so critical that you do not know who exists and who does not exist, who may

exist and who may not exist. It is like a pretty girl going to an opera being teased by eve-teasers flinging her shoes. Just like that Shri Morarji Desai was thrown out of the Indian Cabinet. That can happen to any Minister now. Therefore, I would say that the Railway Board, which is the permanent feature of the Railways, must be held responsible for all the accidents. May I, therefore, submit that the responsibility for running the Railways in proper condition lies more on the Railway Board than on the Railway Minister, whoever that Minister may be? I only expected that Dr. Ram Subhag Singh would be able to impart some of his dynamism in the working of the Railways which he has not. There are about one million workers and I am told that you go on appointing Commissions and Committees. These Commissions and Committees make certain recommendations. But these recommendations are put in the cold storage. The Kunzru Committee, for instance, made some recommendations about the safety of the Railways. But the thing is this: you have not implemented most of the recommendations concerning safety.

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): We have implemented them.

SHRI HEM BARUA: If you have, how could accidents of Jajpur type happen?

SHRI NAMBIAR: There is another Committee to go into the question whether these recommendations have been implemented or not.

MR. DEPUTY SPEAKER: You will get your opportunity to speak. There are committees and commissions.

SHRI NAMBIAR: And accidents are on the increase.

SHRI HEM BARUA: Their recommendations are not implemented. That is the trouble in this country. Disraeli once said that whenever you do not want to do a thing, appoint a committee. This is the policy followed by the Disreli of our Government, to appoint one committee after another. Now they have appointed the Wanchoo Committee to go into the recommendations of the Kunzru Committee, the

extent to which those recommendations have been implemented. These commissions spend money and accidents go on increasing. The Parliament is told that there is a decrease in the number of accidents.

Let us not forget that there is a difference between minor accidents and major accidents. The two accidents that took place, on which the Minister was going to make a statement—he has made a statement already because the papers have been circulated to us—were major accidents. These accidents happened in spite of the recommendations which Government say they have implemented, but which we say they have not. Also the accidents are increasing in number.

Therefore, something must be done by Government to see that these accidents are brought down to the minimum, if not completely eliminated.

I concede that Dr. Ram Subhag Singh is not responsible for these accidents. At the same time, I would remind him that the late Shri Lal Bahadur Shastri suffered from moral qualms and resigned.

SHRI NATH PAI (Rajapur): After one accident.

SHRI HEM BARUA: Dr. Ram Subhag Singh can also suffer from moral qualms as Shri Shastri did and resign voluntarily. His resignation would not improve matters. But I would say that the sacking of the Railway Board should be taken up by the Minister concerned. He is a bold man. Let us see how bold he is.

MR. DEPUTY SPEAKER: Motion moved:

“That the House do now adjourn”.

SHRI KRISHNA KUMAR CHATTERJI (Howrah): I have no hesitation to oppose the adjournment motion moved by Shri Hem Barua.

SHRI S. XAVIER (Tirunelveli): He wants accidents?

SHRI KRISHNA KUMAR CHATTERJI : If it means that, I am prepared to accept the position.

This adjournment motion is a politically motivated one and not moved by human considerations or humanitarian thinking. It will not even serve the purpose of improving the efficiency of the railway system as such. Therefore I am opposed to it. But if the intention of the Mover is to bring to the notice of the Railway Minister the immediate necessity of having a rethinking about the functioning of the Railway Board and the constitution of the Board, I am prepared to accept that position.

We have to remember that in the matter of railways there are two aspects, the operational system and the policy making aspect. The latter is the Minister's job. I am told the Railway Board was constituted by a resolution adopted in 1956. It is an out-dated resolution and the time has perhaps come to have the Railway Board function in a different climate altogether. Today, there is no doubt that the operational side of the Railway Board is at fault. May I remind the House that I am the severest critics of the functioning of the railways in this country? But have also to remember another aspect. Do hon. members opposite really care for human lives? I have seen *morchas* organised by the opposition friends for the purpose of creating conditions where bullets have to be fired and hundreds have had to face them. I come from West Bengal where processions have been taken out at the initiative of the present Government in power, to face bullets. People are killed or injured in hundreds. Therefore, I am not prepared to accept this adjournment motion on that ground alone that accidents are killing human beings. Accidents are accidents. Anybody who knows the dictionary meaning of that word knows that nobody can guard against accidents. There may be human failure; there may be mechanical failure also. An adjournment motion on the flimsy ground of accidents is not proper and does not fit in with the position of this august House and the national purpose for which this House has to function.

I always welcome constructive suggestions from hon. Members on how to prevent

sabotage on the railways for political reasons. Who does not know that sabotage is the order of the day in the political atmosphere created for political reasons. It is easy to say that accidents are to be guarded against by the Railway Minister. I am not only a strong supporter of the present Railway Minister for the dynamic push he has given to the railway functioning: I yield to none in criticising him too. But I say again that he has given a new drive to the railway functioning. Therefore, if the adjournment motion is directed against the Minister I am tooth and nail opposed to it. But if its purpose is to bring to the notice of the Railway Minister some defects and initiate re-thinking about the functioning of the railway board, I am with them, not with the adjournment motion as such. It is essential to do some re-thinking about the functioning of the railways under present conditions. We all know the railways are functioning in this country for almost 200 years; their machinery is out-dated. All their needs cannot be financed by their resources alone. Even today in the Railway budget there is a deficit. Therefore, it will be wrong to accuse the Railway Minister of failure because some accidents took place. I am sorry that some lives were lost and nobody feels as much as I do for the tragic nature of these accidents. Then after all accidents happen any time under any Minister. I throw a challenge in this House: let anyone occupy the position of the Railway Minister and safeguard against all future accidents. There is nobody who can accept that challenge.

SHRI V. KRISHNAMOORTHY (Cuddalore) : I am accepting the challenge; let him quit office.

SHRI K. P. SINGH DEO (Dhenkanal) : Mr. Deputy Speaker, it has become a ritual now that almost in every session we have to raise a discussion of this nature, an adjournment motion regarding railway accidents. During the last couple of years, the loss of property whether private or national, whether in the form of goods, merchandise or railway wagons is colossal. Some of them are insured and the owners get something in return and in the bargain the Government has to pay a tidy sum in the form of compensation and other things unnecessarily.

Answering a question last year, the hon. Minister said that the amount of compensation paid by the railways during 1967-68 was Rs. 2.45 crores and property damage due to accidents was Rs. 1.30 crores.

16.30 hrs.

[SHRI VASUDEVAN NAIR *in the Chair*]

According to answers given here, in 1964-65 there were 1293 accidents resulting in 240 deaths and loss of property worth Rs. 71 lakhs. In 1965-66 there were 1200 accidents resulting in 123 deaths and loss of property worth Rs. 84 lakhs. In 1966-67 there were 1097 accidents resulting in 306 deaths and loss of property worth Rs. 97 lakhs. There were 1111 accidents in 1967-68 leading to 233 deaths and loss of property worth Rs. 1.49 crores. The loss of human lives running into hundreds is really shocking and distressing. Neither insurance nor anything can bring back those lives which are lost due to no fault of their own, nor can the bereaved families be compensated for the loss of their dear ones.

As on previous occasions, the Government appointed in 1961 the Kunzru Committee, under the chairmanship of Pandit Kunzru after three serious railway accidents, and that too only when Parliament and the press were agitated. The terms of reference of that committee were to consider the question of train accidents on the Indian railways and to suggest measures by which they can be further improved.

The Kunzru Committee's analysis was that human failure was the single largest factor that is, the failure of the station staff, was responsible for 32 per cent in the broad gauge and 42 per cent in the metre gauge. 18 per cent of the accidents was due to drivers. 50 per cent of the accidents are caused by the railway staff by violating safety rules and regulation.

Then the analysis of derailment given by the Kunzru Committee either by the failure of operating staff or by some defect in the track, shows that 27 per cent was by failure of staff, 25 per cent by the failure of station staff, nine per cent by drivers, 10 per cent by engine defects and three per cent for tampering with tracks.

Then, breaches of basic rules of safety were responsible for 30 per cent of the accidents; 23 per cent by despatching trains without permission, and 37 per cent by drivers either entering the sections without authority or improper authority.

The extent of safety of travel is generally judged by the number of passenger casualties and the damage caused to public and railway property. The responsibility for improving the safety record on the Indian railways rests squarely on the railway administration. In doing so, no consideration of cost should come in the way, as accidents are cumulative, very costly and are a source of waste of money, material and energy. This what the Committee suggested.

The Wanchoo Committee has given its Part I report, in which it is said that very little has been done to implement the Kunzru Committee's recommendations. Then we come to the Wanchoo Committee which will be submitting its final report soon. I may point out that it was set up as a result of another two serious accidents last year. It took five years for not implementing the Kunzru Committee's report fully, and it was also necessary for appointing another Committee to review the Kunzru Committee's report after two serious accidents, one on 19-3-1968 on the Southern Railway and the other one on 30-3-1968 on the Northern Railway, in which there was a lot of loss of property as well as life and limb, and it again agitated the public mind.

The Government is very fond of appointing Committees after the thing has happened, and when the public has become less agitated, the whole thing is put into cold storage. Whether the accidents are due to negligence or sabotage indulged in by anti-national or anti-social elements is of little consequence to the travelling public. What is important is, these accidents shatter the confidence of the travelling public, those who travel by train.

The crime on the railways has also been on the increase. It is also responsible for a lot of these derailments and accidents. I hope the Railway Minister will take strong steps to bring the offenders to book and do justice speedily.

[Shri K.P. Singh Deo]

Take the recent accidents which have happened near Varanasi and Jaipur where more than 200 people were killed and more than 400 people were injured in both these accidents. One of the reasons is that the trains were overcrowded, may be due to religious functions or *melas* or festivals, for which I blame the railway administration squarely for allowing such overcrowding, and for not making suitable arrangements for them.

Coming to the question of human failure : there are a multiplicity of causes for human failure. First there is the lack of morale ; there is discontentment among the supervising staff ; there is indiscipline which has been tolerated so far and on which the Railway Board has been quietly and smugly sitting without doing anything. There is interference in the day-to-day administration whether in the form of politicians or in the form of trade union leaders who interfere for the promotions and transfers ; thereby resulting in loss of efficiency. This has become the order of the day for any nationalised sector.

Secondly, there is technological backwardness. In other countries they have the automatic train control or ATC. It has yet to be introduced in our railways. It is a device by which even if the driver falls asleep or due to some other reason he does not stop the train when the traffic signal is down the train automatically stops. Then there is the track circuiting which should be taken up immediately, which will also minimise the mischief created by indiscipline and negligence on the part of the railway staff.

The Railway Minister has in a very snug and satisfied manner referred to the speed of the train as 75 km per hour which is the allowed speed but when compared to the speed of trains in foreign countries it is only bullock-cart's speed. He is lucky that our trains are not moving at more than 75 km an hour because otherwise there would have been more number of accidents and greater loss to life and property.

I would once again take this opportunity to congratulate the school students and college students of Jaipur who immediately after the accidents and before the railway

authorities could do anything arrived at the spot and associated themselves with the evacuation of wounded passengers and rendering medical and other aids to the passengers who were very seriously wounded. I congratulate the civil authorities also in Jaipur who came to render relief immediately without any hesitation.

Before concluding I should like to make it clear that I on behalf of my party will not associate with the adjournment motion. We shall abstain because this is a political issue and it is not due to any fault of the Minister that these accidents have happened. These have happened due to human failure and I hope the Minister will take it up strongly with the Railway Board and also take very strong action even against the General Managers of the sectors concerned. He must take strong action against the personnel who have been responsible for the loss of so much life and property during these two accidents.

श्री रणधीर सिंह : (रोहतक) : चेयरमैन महोदय, जो अदम-एतमाद हाउस के सामने आया है, उसकी में पुरजोर मुखालफत करता हूं। अगर एक डाक्टर भी किसी मर्ज की दवा न कर सके तो फिर यह कहना कि दवा में हमें यकीन नहीं है और डाक्टर में भी यकीन नहीं है, यह कहां तक ठीक है। डाक्टर राम सुभग सिंह जैसे गरीबों के साथ हमदर्दी रखने वाला इंसान और वह आदमी जो महसूस करता है दिल से, जिस में सिसियेरेटी आफ परपज है और जिस में लगन है महकमें में काम करने के लिए और आपने देखा कि वह पहले मिनिस्टर हैं जिन्होंने महसूस किया कि देहात का किस में फायदा है और किसानों का किस में फायदा है और टिकटलैस ट्रेविल को रोकने के लिए क्या करना चाहिए, उस के लिए जजबात में बह कर यह निर्णय लेना कि चूंकि यह हादशा हो गया और फलां हादशा हो गया, इस वास्ते वजोर साहब जिम्मेदार हैं, ठीक नहीं है। मैं यह कहता हूं कि सारे हाउस में ट्रेजरी बेचेंज में कोई भी ऐसा आदमी नहीं है जो यकीन से यह कह दे 100

फोसदी कि एक साल, दो साल या तीन साल में कोई एकसीडेन्ट नहीं होगा। मैं यह तो कहूंगा कि पूरे आपोजीशन में कोई इस जिम्मेदारी को लेने को तैयार हो तो... (व्यवधान)...

कई माननीय सदस्य : हम संभालेंगे।

श्री रणधीर सिंह : जज्ञबात में मैं कोई बात नहीं कहता। असल बात यह है कि मैं रियेलिस्ट हूँ। यह सारे तो यहां इकट्ठा हो गये हैं जो सिर्फ बात ही बात करना जानते हैं। मैं यह कहता हूँ कि जज्ञबात की बात नहीं है। जो एकसीडेन्ट होते हैं उन से किसी को कोई हमदर्दी नहीं है। एकसीडेन्ट जो होते हैं इस का हमें बड़ा दर्द है। लेकिन हम जब सारी बात का कंपीरिजन करते हैं, यहां तक कि अपने देश का बाहर के देशों से करते हैं और इस देश का रेलवे सिस्टम बहुत बड़ा सिस्टम है दुनिया में और हजारों-लाखों मील का सिलसिला है जिस में करोड़ों लोग यात्रा करते हैं, आपने देखा होगा कि छोटे-छोटे देशों में भी जहां कि थोड़ी रेलवे है, वहां भी खतरनाक डिजास्टर्स होते हैं और कौन सा ऐसा देश है जहां नहीं होते हैं। यह तो कुदरती चीज है। हम अपनी कार चलाते हैं, एरोप्लेन चलाते हैं उनका भी एकसीडेन्ट हो जाता है, समुद्री जहाज का एकसीडेन्ट हो जाता है। जो देश बहुत बड़े देश हैं, अमरीका जैसे देशों की बात में कहता हूँ जहां ज्यादा से ज्यादा ऐफीशियेंसी बतायी जाती है, वहां सुना गया है कि लाजस्ट नम्बर आफ एकसीडेन्ट्स हैं। जापान में जो बहुत आगे बढ़ा हुआ है, जहां कि बेहतरीन रेलवे है, वहां भी हिन्दुस्तान से कई गुना ज्यादा एकसीडेन्ट्स होते हैं। तो मैं वहां तक उसमें भाईयों की व बहनों की जानें गई हैं उनको दुःख हुआ है, जहां इनको हमदर्दी है, हमको इनसे ज्यादा हमदर्दी है। मैं यह कहना चाहता हूँ कि हर एक बात को सियासी नजर से नहीं देखना चाहिये। ये हमारे भाई जो

बंटे हैं, इनको चौबीसों घंटे कुर्सी की फिक्र रहती है। मैं आपकी माफत उन से कहना चाहता हूँ कि डा० राम सुभग सिंह से ज्यादा हमदर्द, दिल से काम करने वाला मुझे उधर भी कोई आदमी नजर नहीं आता। जहां पर मामूली मामूली बात में अजानमेंट मोशन लाना यह हाउस की तौहीन करना है, अपनी मजाक उड़ाना है। कल एक बस गिर जाये तो अजानमेंट मोशन आ जाएगा, परसों एक पुल टूट जाये तो अजानमेंट मोशन आ जायेगा, एक तार खराब हो जायेगा, हवाई जहाज गिर जाएगा तो अजानमेंट मोशन आ जायेगा। यह पार्लियामेंट की तौहीन है। मैं यह समझता हूँ कि इन भाईयों के पास और कोई मामला नहीं है और यहां कहने को। इनको छोटी छोटी बातों पर बोलने के लिए मसाला चाहिए। लेकिन डाक्टर साहब से मैं एक बात जरूर कहना चाहूंगा।

चेयरमैन महोदय, जहां हमारा एकसीडेन्ट का लोवैस्ट परसेन्टेज है वहां मैं यह चाहता हूँ कि लोवैस्ट भी नहीं होना चाहिए। उसको हम कैसे दूर करें। उसका इलाज क्या है, वह मैं समझाऊँ। वह यह है कि आप एक लोमैन प्लेस्टे मिमिस्टर हैं। आप हर एक स्टेशन पर शहर के लोगों की हैल्प लीजिए, स्टूडेंट्स की हैल्प लीजिए। जहां जहां ये हादसे होते हैं वह इस वजह से होते हैं कि बारिश से पटरियां कमजोर पड़नी हैं या क्रासिंग पर फाटक नहीं हैं वहां होते हैं। या जो चीनी ऐलीमेंट है उसका तो कहीं हाथ नहीं है, यह भी आपको देखना चाहिए। आखिर वजह क्या है कि ये एकसीडेन्ट्स होते हैं। अगर उसमें यह भी है कि कहीं ओवर-क्रासिंग से कहीं ज्यादा काम हो तो शायद नींद आ जाए, वह भी हो सकता है। तो मैं यह चाहता हूँ कि इस किस्म के जो ऐलीमेंट हैं उनको तो देखना है। ह्यूमन ऐलीमेंट से ही एकसीडेन्ट होते हैं तो उसका क्या परसेन्टेज है, उसकी छानबीन करनी है। इस बारे में

[श्री रणधीर सिंह]

जो कमेटी की रिक्मंडेशंस हैं उनको आपने इंप्लीमेंट क्यों नहीं किया। उसको इंप्लीमेंट किया जाए और इसके अलावा एक प्रोविंग बांड आप बनाइये। जो बात उन कमेटीज में इन्क्वायर नहीं हुई उसको देखें। वह देखे कि यह जो वेट्रेड यूनियन वाले हैं, इनका तो कहीं हाथ नहीं है। ताकि हर रोज यहां अड्जानमेंट मोशन आये और पार्टी को और सरकार को बदनाम किया जाए और अगर इनका हाथ है तो इनको भी पकड़कर जेल में दें। मैं आप से कहना चाहूंगा कि आप देखें कि इस में सयासी एलिमेंट का हाथ तो नहीं है, ट्रेड-यूनियन का हाथ तो नहीं है, चीनी और पाकिस्तानी एजेंट्स का हाथ तो नहीं है। कई किस्म के एलिमेंट्स काम करते हैं। ह्यूमन एलिमेंट भी होता है, नैचुरल एलिमेंट भी होता है और पोलिटिकल एलिमेंट भी होता है। आप उनके बारे में रिसर्च कराइये। जो किसान का बेटा है, देहाती का बेटा है, वह बहुत कुछ जानता है। आप अपने तौर पर, अपने लेवल पर जांच करवाये। उस में पालियामेंट के आदमी भी लीजिए, पोलिटिकल पार्टीज के आदमी ले लीजिये, कांग्रेस के आदमीयों को ले लीजिये और देखिये कि क्या वजह है कि इतने ऐक्सडेंट्स होते हैं और तरीके सुभाइये कि 2 या 3 परसेंट जो ऐक्सडेंट्स वर्ल्ड में होते हैं उन से कम होते हुए भी और कम हो। मेरी भगवान से प्रार्थना है कि मंत्री महोदय के दौराने वजारत 2 परसेंट ऐक्सडेंट्स भी न हो। जो तहकीकात हो उसका नतीजा यह निकले कि लोगों की हिम्मत न हो वह गवर्नमेंट के खिलाफ कोई बात कह सकें।

मैं समझता हूँ कि कोई वजह नहीं कि ऐडज-नमेंट मोशन इस बात पर पेश किया जाये। यह मजाक समझ में नहीं आता कि छोटी छोटी बातों पर ऐडजर्नमेंट मोशन पालियामेंट में आये। यह हिन्दुस्तान की पालियामेंट है। मैं

डाक्टर साहब से कहूँगा कि चूँकि उन की नोटिस में यह एक बात आई है कि वह इसकी सरियस नोटिस लें ताकि आइन्दा इस किस्म की कोई शिकायत न हो।

मैं पुरजोर तरीके पर कहना चाहता हूँ कि यह ऐडजर्नमेंट मोशन गलत है और इस की मुखालिफत करता हूँ। रेलवे मिनिस्टर ने बहुत अच्छा काम किया है, हमारी पार्टी ने और और हुकूमत ने बहुत अच्छा काम किया है और मैं उसकी सराहना करता हूँ। मैं इस ऐडजर्नमेंट मोशन की पुरजोर निन्दा करता हूँ।

SHRI S. K. TAPURIAH (Pali) : He claims that the figure of accidents in our country is the lowest in the world. Will he substantiate it ?

MR. CHAIRMAN : That is his opinion.

SHRI S. K. TAPURIAH : He cannot say wrong things in the House.

MR. CHAIRMAN : That cannot be helped.

SHRI JYTIRMOY BASU (Diamond Harbour) : He had been questioning the Chair's verdict of admitting the adjournment motion.

MR. CHAIRMAN : He is free to express his views.

SHRI S.M. BANERJEE (Kanpur) : This was the speech of the lowest man.

श्री रणधीर सिंह : मैं चीनी एजेंटों के खिलाफ कहता हूँ।

SHRI NAMBIAR : I must be excused for saying that this was the worst speech he has ever made.

श्री ओंकार लाल बेरबा : सभापति महोदय, अभी जो स्पीच हुई वह सारी की सारी डा० राम सुभग सिंह के सम्बन्ध में हुई। माननीय सदस्य ने, जो हरियाणा से आते हैं, इतना मक्खन लगाया, इतनी खुशामद बरामद

की, जिस का ठिकाना नहीं है। अगर यह इसी तरह से चलता रहा तो ऐक्सिडेंटों की संख्या बढ़ जायेगी। उन को तो पूछना चाहिए था कि यह ऐक्सिडेंट्स किस कि गलती से हुए और बतलाना चाहिए था कि उन को रोकने के लिए क्या करना चाहिये। आज जो सत्ताधारी पार्टी बँठी हुई है सामने उस को थोड़ा नीचे देखने की जरूरत है लेकिन वह इतने ऊँचे हो कर बोल रहे हैं। उनको इस के लिए शर्म आनी चाहिए। एक ऐक्सिडेंट होते ही श्री शास्त्री ने रेलवे मिनिस्ट्री छोड़ दी थी, पाटिल को पब्लिक ने छोड़ दिया था और डा० राम मुभग सिंह को पार्लियामेंट ने छोड़ दिया। मंत्री महोदय को फौरन ही मंत्रिपद छोड़ देना चाहिये था, लेकिन वह जम कर बैठे हैं।

मैं समझता हूँ कि जितने भी रेलवे ऐक्सिडेंट्स होते हैं वह दो तीन कारणों से होते हैं। एक तो यह है कि रेलवे विभाग ने अपने कर्मचारियों के काम का समय बहुत अधिक निर्धारित कर दिया है। एक एक गार्ड और एक एक ड्राइवर को आठ आठ घंटे से लेकर चौदह चौदह घंटे तक बल्कि कभी कभी चौबिस चौबिस घंटे तक काम करना पड़ता है। एक ओर तो रेलवे मंत्रालय स्टाफ में कमी करने की बात कहता है कि स्टाफ कम किया जाय तो इतने करोड़ रुपये बचेंगे, लेकिन जितनी भी कमी वह दिखलाता है उतना रुपया उसको ओवरटाइम में देना पड़ता है। आप किसी भी आदमी की लागवुक उठाकर देख लें। चौदह चौदह से बीस बीस घंटे तक गार्ड्स और ड्राइवरों का काम करना पड़ता है।

मैं पूछता हूँ कि क्या कभी आप ने सोचा कि सारे ऐक्सिडेंट्स दक्षिण साइड में ही क्यों होते हैं, इधर क्यों नहीं होते हैं? हम को इस के बारे में भी सोचना है। आज तो यह होता है कि अगर तेलंगाना का मामला हो तो रक्खों स्लीपर, अगर किसी जगह पर भाषा विवाद हो तो रक्खों लाइन पर स्लीपर, उड़ाओ इस देश के

लोगों को, अगर मोपलिस्तान का कामला हो तो रक्खों लाइन पर स्लीपर श्रीद उड़ाओ स्टे-शन की विलिडिंग को। जब तक हम इस को नहीं रोकेंगे, जब तक यह कम्यूनिस्ट हमारी तरफ भुक्केंगे जब तक यह कम्यूनिस्ट इसी तरह से इस देश को बरबाद करेंगे और रेलवे को बदनाम करेंगे, तब तक इस सरकार को मजबूत सरकार नहीं समझा जाना चाहिये। तेलंगाना के मामले को लेकर, भाषा के मामले को लेकर जितना भी विवाद उठ खड़ा हुआ है उस सबमें रेलवे का ही नुकसान हुआ है। सारे का सारा रेलवे सम्पत्ति का नुकसान दक्षिण में ही किया गया है। हमारे यहां कहीं एक्सिडेंट नहीं होते हैं। आखिर इसका कारण क्या है—(इंटरप्रांज) मैंने रेल कर्मचारियों की बात कही है, दूसरे इन भगड़ों की बात कही है। आपको क्यों बुरा लगा है, हमारी तरफ तो कोई एक्सिडेंट नहीं होते हैं। उधर ही क्यों ये होते हैं।

फिर एक और कारण हैं इन एक्सिडेंट्स के होने का। रेलों जब से बनी हैं तब से यह भी नहीं देखा गया है कि कौन सा पुर्जा किस जगह फिट होना चाहिए। पुराने डिब्बों को रंग रंग कर लाइन पर लगा दिया जाता है। अठारह तारीख को क्या हुआ। घाटा का वराना और लबान के बीच इजन के पीछे वाले डिब्बे का हुक टूट गया और उसके टूटने से अठारह डिब्बे टूट गए। ट्रेन एग्जमिनर जो हैं वे टोप लगा कर लाइन पर घूमते रहते हैं और हैल्पर जो हैं वे काम करते रहते हैं। वे स्वयं कोई काम ही नहीं करते हैं। इतनी स्वतन्त्रता उनको मिली हुई है।

हम यह भी देखते हैं कि केविन का इन्चार्ज जहाँ स्टेशन मास्टर को होना चाहिए वहाँ पोटर को बना दिया गया है। पोटर लाइन बलीयर दे या न दे उसकी मर्जी है। गाड़ी को सिगनल पर रोक दे, हरी बत्ती कर दे, गाड़ी को पार कर दे यह उसका काम है। हम यह नहीं सोचते हैं कि छोटे से फायदे के लिए हमारा कितना बड़ा नुकसान हो सकता है। यह कहा जाता है कि जितना भी नुकसान होता है वह रेलवे कर्मचारियों की गलती की वजह से होता है। कर्मचारियों की गलती बिल्कुल नहीं है। उनको तो

[श्री आंकार लाल बोहरा]

आप काम करने नहीं देते हैं। जो करना चाहते हैं उनको करने नहीं देते हैं और जो काम करना जानते नहीं हैं, वे अड़चन लगाते रहते हैं। आप रेलवे बोर्ड के चेयरमैन से यह पूछ कर देख लें कि सिगनल में कितने वोल्ट होते हैं। वे इसको आपको नहीं बता सकेंगे। सिगनल जहां पहले नीचे होता था, अब वह ऊपर होने लग गया है। रंग ऐसा लगा दिया और इस तरह से वह चमकता है कि पूरा सीधा दिखाई भी नहीं देता है और पता भी नहीं चलता है कि कौन सा डाउन है और कौन सा अप है। ये हमारे रेलवे बोर्ड के नुस्खे हैं। जो काम करना जानते हैं उनको तो काम करने नहीं दिया जाता है और जो काम करते नहीं हैं वे बैठे बैठे अड़चनें लगाया करते हैं। वेलदार को बदल देने, टी टी की जगह पर कंडक्टर कर देने का काम ही यह करता है।

जहां तक घाटे का सम्बन्ध है वह चोरियों की वजह से होता है। डिब्बे के डिब्बे चोरी चले जाते हैं। हमारे रणधीर सिंह जी कहते हैं कि दो तीन भैसे चोरी चली गई आगरा में। इन चोरियों की वजह से रेलवे को घाटा होता है। आप देखें कि रेल कर्मचारियों में कितनी अशांति है। लेकिन उसके बावजूद भी वे अपना काम कर रहे हैं। जहां दूसरों की तनख्वाहें चार बार बढ़ गई हैं वहां इनकी दो बार भी नहीं बढ़ी है। इसकी वजह से भी इनमें अशान्ति है।

अभी हमने रिपोर्ट में पढ़ा था कि हमको चार करोड़ का फायदा होगा। लेकिन रेल कर्मचारियों की तनख्वाह नहीं बढ़ाई जाती है। स्टेशन मास्टर की जगह पोर्टर को रखकर और टी टी की जगह कंडक्टर को रख कर काम नहीं चलेगा।

यह भी कहा गया है कि जो रेलवे को क्षति पहुंचाते हैं उसकी भरपाई पब्लिक से करवाई

जाए। मैं कहूंगा कि जिस प्रान्त के किसी भी एरिया में कोई रेल दुर्घटना हो और उसके कारण जो भी नुकसान हो वह वहां की सरकार को जो अनुदान दिया जाता है उसमें से काट लिया जाना चाहिए। उस सरकार को अनुदान देना बन्द कर दिया जाना चाहिए। इसका बोझ उस प्रान्त के ऊपर डाला जाना चाहिए। राजस्थान में अगर कोई एक्सीडेंट होता है तो अगर राजस्थान को पांच करोड़ का अनुदान मिलता है तों उसमें से उस एक्सीडेंट की वजह से जो नुकसान हुआ है, उसको वसूल कर लिया जाना चाहिए। कल सवेरे मैं डा० राम सुभग सिंह जी से बात कर रहा था। उन्होंने कहा कि प्रान्त हमारी मदद नहीं करते। क्यों नहीं करते हैं? अगर आप किसी प्रान्त को दस करोड़ का अनुदान देते हैं तो उस अनुदान में से जो एक्सीडेंट की वजह से आपको नुकसान उठाना पड़ा है, अगर काट लें तो आप देखेंगे कि एक्सीडेंट होना बन्द हो गए हैं। श्री करुणानिधि कहते हैं कि हम जिम्मेदार नहीं हैं, श्री ज्याति बसु कहते हैं कि हम जिम्मेदार नहीं हैं। अगर वे जिम्मेदार नहीं हैं तो कौन है। आखिर रेलवे किस की प्रापर्टी है। क्या इनको नुकसान पहुंचा कर तेलंगाना बनेगा, मोपलिस्तान बनेगा? ये तो राष्ट्र की सम्पत्ति हैं, इसको हमें समझना चाहिए। यह हमारी सम्पत्ति है, यह भावना हममें पैदा होनी चाहिए। हमको समझना चाहिए कि चीन आ कर स्लीपर नहीं लगा जाएगा। नुकसान होगा तो हमारा होगा। दो पैसे का टैक्स लगेगा तो हमारे ऊपर लगेगा। सबसे बड़ी बात यह है कि रेलवे कर्मचारियों में जो अशान्ति और असंतोष है, उसको मिटाने का प्रयत्न करना चाहिए। उनसे आठ घंटे के स्थान पर जो चौदह घंटे काम लिया जाता है, उसको समाप्त करना चाहिए और इसी प्रकार गलत ढंग से कई गई तरिककों को रोकना चाहिए। जैसा कि मैंने सुझाव दिया है, एक्सीडेंट्स से जो हानि हो, उसका भार राज्य सरकारों पर डाल देना चाहिए।

SHRI NARENDRA SINGH MAHIDA (Anand) : Let me first express my Sympathy for those who died in these two accidents. It is the duty of the Opposition to highlight the accidents and see that Government pays more attention and the accidents are minimised. I understand that is the purpose of Mr. Hem Barua, the Mover of this Adjournment Motion,

Ever since Independence, I have noticed that there has been a general laxity all round, whether in the general administration or in the railway administration. The former G. I. P. and B. B. & C. I. Railways had wire-fencing right from Bombay to Delhi. But now that has disappeared; the wires have been stolen away. Now trains are running at double the speed with which they were running before. Bridges are old. The track is also old. The Railway Ministry requires money, but I do not think that the Parliament is in a mood to sanction all that money. It is not possible. We want to modernise our Railways and therefore heavier engines and heavier carriages are being used. As a result, sometimes tracks are not competent enough to bear the weight. This requires complete technical examination and we have to find out whether on all tracks very fast trains can run. Some of our tracks, for instance, between Bombay and Poona and between Bombay and Delhi are quite good. The Deccan Queen and the A. C. Express are run with lot of examination and care. I must congratulate the Western Railway for having less number of accidents.

17.00 hrs.

SHRI NAMBIAR : Please do not say that.

SHRI NARENDRA SINGH MAHIDA : Accidents are many times due to human failures and sometimes there is sabotage also. We cannot simply say that these were accidents purposely connived at by the Government. I do not think that the Opposition parties even in their wildest dreams will charge the Government like that.

Now, we are going to the Moon. We have radar systems and various other systems. I will request the Railway Minister and the Railway Board to go in for more and technical knowledge and see what means in foreign countries their railways have adopted and

whether we can have a radar system whereby the trains should automatically stop the moment rails are broken. More and more of automatic systems should be introduced. Human element should also be examined. Wherever there are flaws or deficiencies or negligence, we have to deal with them. In the case of negligence, we have to be very stiff and harsh with the workers.....

SHRI NAMBIAR : If the negligence is on the part of the Railway Board ?

SHRI NARENDRA SINGH MAHIDA : It is no use charging Government officers because they sit in the box and watch you here. Railway Board does the general guidance and supervision, it does not run engines. But you are encouraging the drivers, guards and others to go on strike...*(interruption)*. Whoever is guilty and if the guilt is proved, he should be dismissed. If Dr. Ram Subhag Singh is guilty, that should apply to him as well.

SHRI NAMBIAR : We want a judicial inquiry.

SHRI NARENDRA SINGH MAHIDA : Shri Hem Barua said that Government go on appointing Committees and Commissions. These things will go on in democracy. There will be no end to it. But certainly you have every right in asking for a judicial inquiry. These accidents happen because we have thousands and thousands of miles of railways. As Onkarlalji has said, in smaller railways—for instance, narrow-gauge railways with speed of only 20 to 25 miles an hour—there are no accidents.

SHRI UMANATH : Please do not say that. Something might happen tonight.

SHRI NARENDRA SINGH MAHIDA : The Ministry should examine why accidents take place. It is purely a matter of technical data. The Kunzru Committee report is there. Many safety measures have been implemented on its recommendations. This is a continuous process and we have to continue such efforts. We should warn the Railway Board and tell them that if there is any fault with anybody, he should be severely dealt with. If the fault is with the human element, that human element should be replaced or dismissed or fined or even sent

[Shri Narendra Singh Malinda]

to jail for causing the loss of so many lives. I would put more emphasis on technical data which should throw some light as to how to avoid accidents. On the one side we are asking for more facilities and faster trains. From Delhi to Agra there is a fast train. What are the chances of accidents there? You cannot say that every day accidents take place. Sometimes they may take place. The causes of these accidents must be inquired into. If there is negligence on anybody's part, he should be reverely dealt with. If it is on the part of Dr. Ram Subhag Singh, I do not think he will wait for a moment to resign. Shri Lal Bahadur Shastri resigned and for that reason, every time if you want the Minister to resign, then probably there will be no Railway Minister at all. Every day you have to change the Minister. You have every right to demand an explanation and it is the duty of the ruling party to see that accidents are minimised and trains are run in a safer way. Certainly suggestions can be examined. Compared to the accidents in the air, railway accidents are much less because in the case of aeroplanes the loss is total. We cannot compare ourselves with Japanese Railways or European Railways. We must offer constructive suggestions as to how accidents can be avoided. For that purpose, I think a technical committee would be very helpful. I do not think there is any necessity for this motion. But Shri Hem Barua is certainly entitled to bring it. But we should throw it away.

SHRI V. KRISHNAMOORTHY (Cuddalore) : Sir, we are very much worried about the Railway accidents, notably after Dr. Ram Subhag Singh assumed office as the Railway Minister. I know that Shri Poonacha was replaced by this hon. Dr. Ram Subhag Singh only because everybody thought that he would avert Railway accidents. That was at least the intention of this Parliament and the people of this country. During the Budget Session, Mr. Chairman, he assured us that the railway accidents are being reduced.

But immediately after the announcements, we are surprised to note that the accidents are taking place more and more. In two accidents alone, that in Varanasi and in Jaipur, more than 200 people were

killed. We have to investigate and fix the responsibility for these accidents. We should find out if the Railway Board is responsible or the Minister is responsible. If it is the Minister responsibility, he should own it. If there is failure of machinery, then we can exonerate the Minister. But if there is failure in the human element, then the responsibility should be fixed on the concerned persons.

You know that when a death is caused by a rash or negligent act, it amounts to culpable homicide and the persons responsible will be sentenced to imprisonment for life or for four or five years. But if some people are responsible for railway accidents, Parliament should find out who are the personalities behind it. If we do not find out the reasons for accidents and the persons responsible for them, and avert them in future, people will not have any confidence in railways and will not travel on railways.

Today we see in another part of the world that the Nixon administration is able to send a spacecraft Apollo-11 to over 250,000 mile away into space. The technical advance and sophistication is such that they are able to control the craft which is 250,000 mile away. Here our Congress Ministers and administrators are not able to run the trains even on their track. Instead they run them over bridges, on human beings, on buses, lorries and what not. Are they really being responsible in running the administration of this country in this manner?

SOME HON. MEMBERS : No.

SHRI V. KRISHNAMOORTHY : I will point two instances. In Varanasi, an accident has taken place. Immediately the duty of the Railway Minister should have been to trace the persons responsible. If the Railway Board is responsible, it should be sacked. If the Divisional Superintendent or General Manager or any particular railway official is responsible, he should have been sacked. But what do our politicians do? They attribute the accident to sabotage. They immediately come out with an open statement that it is a case of sabotage. They say that it is because some politically-motivated agents removed the fish-plates or that some

extremists have played mischief with the track, that this has happened.

But the Deputy Inspector General of Police says that this particular accident was not due to sabotage, but due to the failure of the human element in the railway administration. He has ridiculed the sabotage theory. The train was running late. To make up the loss of time, it was speeded up. The line was not capable of withstanding the pressure exerted. So it met with an accident. The CID has confirmed this. But the administrators investigating it give a political colour to it and call it a case of sabotage. In such a circumstance, is it not the duty of parliament to call for the appointment of a judicial commission to investigate the matter? In the case of each and every accident, the Minister must immediately come out with a statement.

I come to my next point. What happened in the case of the July 14 accident. In Puri, several lakhs of people had collected, I am told more than 10 lakhs. What was the responsibility of the Railway Ministry. In order to avoid overcrowding in trains and accidents, they should have put more trains. Did they do so? No. Instead, they allowed the trains to be packed with five or six times the capacity. The train was unable to move and it stopped. They allowed a goods train to ram into the passenger which was stationary in that particular station.

Are we not entitled to fix the responsibility for this on Dr. Ram Subhag Singh and his administrators? Are we not entitled to say that the Board Should be dismissed on this ground alone.

I will substantiate my theory that they are negligent, they do not have any responsibility and they have been indifferent. When my leader, Shri Annadurai was dead, large number of people from all over Tamil Nadu were pouring into Madras. Several thousands boarded a train at Madurai, an express train. The train came to Trichy, 100 miles from Madura and then came to the Coleroon bridge, sixty miles from Trichy and more than fifty persons were killed there, as they were travelling over the train. Is it not the responsibility of the Divisional Superintendent and the General Manager of the Southern Railway? They have wireless

communication. When they see several thousands of persons of boarding the train, they should put some more coaches in Madura or at least in Trichy. They did not do so. They did not even divert passengers *via* the chord line. The allowed passengers to be killed by being rammed in the Coleroon bridge. The records of the passengers show that all the them were from Madura, not from Mayavaram or from Tanjore or Trichy. All the dead persons were travelling 60 miles from the starting station. This shows the inefficiency of the Railway administration. Are we to tolerate such accidents? We have to convict the guilty persons. Then only the public will have confidence in the railway administration. We have to fix responsibility. In other countries if anybody is killed by rash or negligent act, persons responsible will be hauled up before the court and will be punished. In this poor country nobody has brought these persons who are responsible before the bar. That is why the Administration is inefficient; they do not have any responsibility. We should take note of it. Instead of trying to improve matters Dr. Ram Subhag Singh says that it was because of sabotage by some politicians, or some Naxalites or communists. This will not do. It is these people here who are responsible for the accidents and should answer the country and Parliament for the failure of their department. With these words, I support this motion.

SHRI CHENGALRAYA NAIDU (Chitoor) : It is unfortunate that two major accidents should have happened in our country. Nobody is happy over these accidents. We must all join together to find out ways and means to stop these accidents. There would not be any accidents if all our friends in the Opposition also join the Government and help the Government. I shall cite instance where the opposition parties are not helping the Government or strengthening the hands of the Ministers but stand in the way of punishing the culprits. Many Members are chairmen of trade unions. There are Members of Parliament like Mr. Nambiar who hold the position of Chairman. There are labour leaders. I can understand if railway men are chairmen of railway unions, not politicians like Mr. Nambiar who mislead the workers and who is responsible for these accidents. Government must pass a law that only a man from organization should be the chairman of the union, not any outsider or any politician. If

[Shri Chengalraya Naidu]

that legislation is passed, a lot of trouble and many strikes will not be there. These chairmen of labour unions are living on these labour unions as parasites. They extract money from the labour unions and they misguide them and mislead them. If they are properly guided, if the workers are properly advised, the labourers will do their duty and nothing untoward will happen.

Now, there are two things in our country. We have seen the Ashoka Hotel and the International Hotel in Delhi, except Birlas, Tatas and such other industrialists and except these chairmen of these labour unions, who go and stay there. Will the Government enquire and find out who are the labour union leaders who stay in the Ashoka Hotel and the Intercontinental Hotel? Then we can know the truth about those chairmen. I want the Railway Minister to find out who are these labour leaders who stay in the big hotels. Let us know about it.

MR. CHAIRMAN : We are discussing railway accidents now.

SHRI CHENGALRAYA NAIDU : But the root cause for these railway accidents lies in the activities of the chairmen of these labour unions. These Members of Parliament who hold such offices, I will advise them to resign these chairmanships, do not meddle with the labour unions, leave the labour unions to the labourers, let them manage their own affairs, it is not your affair. You are politicians and you spoil them and ruin them.

I will tell you the causes of these railway accidents. Mainly, it is caused by the defects in the railway line. If it is not due to any defect, it is because of human error. Only on account of these two things, railway accidents occur. We do not know, in the first instance, whether the fishplates have been removed or the lines have been tampered with. We do not know the truth. The Railway Minister says one thing, the Opposition says another. Unless a proper judge is appointed to find out the truth, we do not know what is the truth.

SHRI NAMBIAR : Very sensible.

SHRI CHENGALRAYA NAIDU : It is said that the line has been tampered

with. Government must take stringent measures against the people who temper with the lines. If tampering is not the cause, and if it is due to human error, the Government must take action against the employees concerned, whether it is the driver or some body else who is responsible for this. These chairmen or presidents of labour unions must not interfere. The Government must take stringent measures against these people who commit these mistakes. If the Government is not going to take proper action against these employees who commit errors, there will be accidents going on like this.

I wanted to know from the Minister whether they are taking action against those employees, or are they really afraid of those labour unions and the chairman of these labour unions who are Parliament Members here. I wanted to know this. Always, the Minister has got a soft corner, or he does not want to take any action against the employees because these Members of Parliament who are the chairmen of these organisations are always interfering, we know how many strikes have been organised, how much damage is being done, and how the economy of this country has been affected. It is all due to the politicians who are chairmen of these railway unions. I would advise the Minister and request the Railway Minister to take immediate steps to bring in legislation to the effect that no outsider or anybody else should be the chairmen of these labour unions except the labourers of that organisation.

Thank You.

श्री सरजू पांडेय (गाजीपुर) : सभापति महोदय, हम दो बड़ी रेल दुर्घटनाओं पर बहस कर रहे हैं। हमें आशा थी कि कांग्रेस बँचेज से कुछ अच्छी बातें कही जायेंगी। मगर ये बाजारू तकरीरें सुन कर मुझे हैरत हुई। ये बाजारू भाषण जो हमारे कांग्रेस के सदस्यों ने दिए हैं ये बिल्कुल आशा के विपरीत हैं। यह राजनीति का विषय नहीं बनना चाहिए। अगर सही माने में आदमियों की जानें गयी हैं तो उस पर सीरियस तौर पर ठंडे दिल से विचार करना चाहिए।

पहली दुर्घटना जो इलाहाबाद-गोरखपुर लाइन की हुई है उसी से 22 मील की दूरी पर

में रहने वाला हूँ। वह मेरे ही जिले में दुर्घटना हुई। मैं उन दिनों में मौजूद था। 21 तारीख को दुर्घटना हुई और 23 तारीख को मैं वहाँ पहुँचा, रेलवे मंत्री जी का बयान पढ़ा जो अखबारों में छपा था, उसको पढ़कर मुझे आश्चर्य हुआ। पहली दुर्घटना जो जखनिया और अब्दुल्लापुर के बीच में हुई, रात के एक बजे ट्रेन गिर गई और मुबह के सात बजे तक कोई रेल का अधिकारी वहाँ नहीं पहुँचा और न किसी तरह की कोई मदद पहुँची और सारे के सारे लोग जो उस इलाके के रहने वाले थे या जो राजनैतिक दलों के लोग थे, वे सारे के सारे लोग मौके पर पहुँचे और वहाँ उन्होंने लोगों की सहायता की और उनको निकाला। मगर जिस आदमी ने उस रेलवे दुर्घटना को देखा है, महीनों तक भोजन नहीं किया है। जिस दुर्दशा से आदमी वहाँ मरे हैं उसकी कल्पना नहीं की जा सकती है। उसको बयान नहीं किया जा सकता है, माननीय मंत्री जी ने ध्यान दिया कि यह दुर्घटना इस लिए की गई कि कुछ सामाजिक अपराधी रेलवे मुसाफिरों को लूटना चाहते थे, इसी लिए नट और बोल्ड खोल दिए गए और पूरी पटरी खुली हुई मिली मगर माननीय मंत्री जी के पास इसका कोई जवाब नहीं है कि 40-40 हजार रुपये लोगों के पास से बरामद हुए मगर एक सिगिल पेनी भी किसी आदमी ने नहीं निकाला बल्कि देहात के लोगों ने गरम-गरम दूध और दूसरी चीजें ला ला कर उन आदमियों की सेवा की और जर्न जर्न उसका गवाह है और भूटा ध्यान वहाँ पर कर दिया जिससे गाजीपुर की जनता बड़ी क्रुद्ध है और मैं इसको चेलेंज करता हूँ कि अगर हिम्मत थी तो मंत्री जी वहाँ मौके पर भेस बदल कर जाते। यह क्या कि दो मिनट में एलान कर दिया कि नट और बोल्ड खोल दिये गये और दुर्घटना हो गई। अध्यक्ष महोदय, आप को ताज़ुब होगा कि नट और बोल्ड झाड़ी में खोल कर रखे गए थे जिन में एक दाग भी नहीं था। अगर कोई उनको खोलता तो कुछ निशान लगे होते जिससे मालूम

होता कि खोला गया है। कोई झाड़ी में क्यों रखता? यह दुर्घटना हुई और दुर्घटना के बाद यह केस बनाया गया। अगर मंत्री जी में हिम्मत होती तो यह भेस बदल कर और शकल और सूरत उतार कर उस इलाके में जाते और पता लगाते। आप वहाँ गए तो मोटर गाड़ी के साथ और रेलवे अफसरों के साथ। (व्यवधान) और जो आपका रेलवे बोर्ड है, सारे हिन्दुस्तान की रेलों का, यह जनता का पैसा राक्षस की तरह खा रहा है। इसकी आप कोई दवा नहीं कर सकते। यह राक्षस बना हुआ है। सारे सदस्यों ने इसकी आलोचना की है। इसकी ड्यूटी क्या है? मंत्री जी इसका कुछ नहीं कर सकते। यह राक्षस बनकर पूरे के पूरे देश को चबा रहा है और यह सफेद हाथी बना हुआ है। अगर मंत्री जी में हया या लाज होती तो इस्तीफा दे देते। सदन की यह मर्यादा है। लाल बहादुर शास्त्री ने जब रेलवे एक्सीडेंट हुआ था तो इस्तीफा दिया था। (व्यवधान) डर से नहीं, ईमानदारी से करना चाहिये। जिस काम को आप नहीं कर सकते, आप को नहीं करना चाहिए और अगर आप में जरा भी साहस और हिम्मत होती तो साफ तौर पर अपनी भूल स्वीकार करते। रेलवे में जितनी भी मौतें हुई हैं उन लोगों के खून की जिम्मेदारी आपके सर पर है और आपको इस्तीफा दे देना चाहिए। आप इस्तीफा नहीं देते और उलटे आप झगड़ा कर रहे हैं। पुरी के एक्सीडेंट के बारे में कहा कि अभी जांच हो रही है। एक माल गाड़ी आकर पीछे से लड़ गई और वहाँ बहुत से आदमी मर गए। पहले एक्सीडेंट में 72 और दूसरे में 85 आदमी मरे। इतने आदमी घायल हुए, करोड़ों रुपये की सम्पत्ति बर्बाद हुई। उस के बाद भी आपको हया नहीं और उलटे आप कहते हैं यह अपोजीशन बालों का पालीटिक्स का काम है। इसको आप पालीटिक्स का मामला बनाना चाहते हैं।

अभी माननीय रणधीर सिंह कह रहे थे कि

[श्री सरजू पाण्डेय]

कोई अपोजीशन वाला आकर रेलगाड़ी संभाले। सारी दुनिया को बर्बाद आप करो और रेलगाड़ी हम को दो, एक अजीब तमाशा है और सारी मुसीबत आप लाएं और रेलगाड़ी का काम हम लें। चौधरी साहब ने कहा कि एक्सीडेंट होते हैं और आप ने कहा कि हवाई जहाज में भी एक्सीडेंट होते हैं। वहाँ का मुआविजा लाख लाख रुपये होता है और आपने कितना दिया? लाखों आदमियों की जान गई, आपने कितना दिया। 400 रुपये और वह भी मिला या नहीं? अभी भी लोग दरखास्तें लिए घूमते हैं और हमारे पास आते हैं। कहते हैं कि एक्सीडेंट जापान में हो रहे हैं, अमरिका में हो रहे हैं। यह तो वही कहानी हुई कि सिकन्दर के दरबार में एक डाकू गया, तो उसने कहा कि तुमने डाका डाला। उसने कहा कि सारी दुनिया चोर है। हम लोग भी चोर हैं। आप जिम्मेवार हैं हिन्दुस्तान की रेलों के बारे में। अमरिका और जापान में क्या होता है, हमारी जिम्मेवारी नहीं। मगर भारत में रेलों की जो दुर्दशा हो रही है यह आपकी, जिम्मेदारी है और मंत्री महोदय में हिम्मत हो तो इस मामले की जांच करवाएं। यह बिल्कुल सैबोटज नहीं है। यह ह्यूमन वीकनेस है। रेल मंत्री ने स्वीकार किया है कि रेल की रफ्तार 75 किलोमीटर पर अवर थी जो ड्राइवर था वह नया था, वह समस्तीपुर से आया था। उसको पता नहीं था कि सामने पुल है। आपने नई थ्योरी गढ़ दी कि यहां नट बोल्ट खोले गए। लेकिन यहां नहीं कहा, अखबारों में कहा है। मैं तो कहता हूँ कि मॅम्बर पार्लियामेंट चले, कोई दूर नहीं। हर बात की आप इन्क्वायरी कर लें। महज जान बचाने के लिए कह दिया कि सैबोटज कर दिया यह बात काफी नहीं है और मैं चाहता हूँ कि इस मामले की इन्क्वायरी हो और रेलवे मंत्री महोदय बड़े काबिल हैं, वे किसान के घर में पैदा हुए हैं, इससे आप खुश हों, इस बहस में हम नहीं

पड़ते। मगर केवल इस बात से कि रेलवे मंत्री जो हमारे पड़ोसी भी हैं, उनसे हमारी कोई जातीय दुश्मनी नहीं है, बल्कि ये निकम्मे हैं। कांग्रेस के लोग खुशी मत मनाओ। इससे कोई लाभ अपोजीशन का नहीं होगा, मगर सारे देश के लिए आपकी प्रतिष्ठा गिरेगी, हमारा कुछ नहीं बिगड़ सकता है। इसलिए मैं कहता हूँ कि इस मामले की जांच करवाइये और अपने बयान को पावस लीजिए।

श्री राम सेवक यादव (बाराबंकी) : सभापति महोदय, अभी मंत्री महोदय ने जो दो दुर्घटनाओं पर अपना बयान रखा, उसको पढ़कर के किसी को उस चीज की ज्यादा जानकारी नहीं मिल सकती जितनी कि अखबार से मिलती है। इसलिए उस बयान का कोई मतलब नहीं है। अभी कई बार कई सदस्यों ने कहा कि दुर्घटनायें और देशों में कम होती हैं और गत वर्ष से अब की कम दुर्घटनायें हुईं। दुर्घटनाओं का क्या अर्थ होता है, यह मैं मंत्री महोदय से समझना चाहूंगा। किस घटना को ये दुर्घटना मानते हैं? कितने आदमी मर जाते हैं तब उसको दुर्घटना कहा जाए? यह उसी तरह से है पचास करोड़ से ऊपर के बैंकों का राष्ट्रीयकरण होगा और इसी तरह से पचास से ऊपर आदमी मरेंगे तो दुर्घटना कहा जाएगा, एक दो आदमी मरेंगे तो इसको वे दुर्घटना नहीं मानते हैं। मैं चाहूंगा इसके मुंह से सुनना कि दुर्घटना किसको कहते हैं। मैं आरोप लगा रहा हूँ माननीय मंत्री के खिलाफ कि इन्होंने जान-बूझकर इस प्रकार की दुर्घटना का जिक्र नहीं किया जिसमें रेल का ड्राइवर मारा गया और कई और लोग मरे हैं। मैं कहना चाहता हूँ कि हाथरस और कासगंज के बीच की जो दुर्घटना है, बहुत बड़ी जबरदस्त दुर्घटना है, उसका माननीय मंत्री महोदय ने जिक्र तक अपने बयान में नहीं किया। 21-22 दिन अन्दर तीन जबरदस्त रेलवे के अंदर दुर्घटनायें हुई हैं। हाथरस और कासगंज के बीच की दुर्घटना में ड्राइवर मर गया और कई

लोग मर गये, गाड़ी पटरी से उतर गई। यह दुर्घटना नाक के नीचे हुई, लेकिन माननीय मंत्री महोदय ने इतना भी अपना कर्तव्य नहीं समझता कि वह बयान देते समय उस दुर्घटना का जिक्र करते। इसी तरह शायद आप दुर्घटनाओं की तादाद कम करते हैं।

डा० राम नुभग सिंह : यह बात आ गई थी। राज्य सभा में बजट सेशन में आई थी।

श्री राम सेवक यादव : इसी तरह से ये दुर्घटनायें बढ़ती जा रही हैं। सभापति महोदय, दुर्घटनाओं के बारे में दो चीजें मैं कहना चाहूंगा दुर्घटनायें होती हैं, कहीं रेलें लड़ती हैं, कहीं पटरी से उतरती हैं और कहीं पर रेलवाइ क्रासिंग है वहां पर टकराव होकर दुर्घटनायें होती हैं और उसके लिए आम कमेटी बनाते हैं। कमेटी के बाद दूसरी कमेटी बनती है। लेकिन उनकी सिफारिशों पर फिर भी ध्यान नहीं दिया जाता है। मैं माननीय मंत्री महोदय से जानना चाहूंगा कि इन कमेटियों को बँठाने का क्या मतलब है और क्यों इस तरह से चीजें होती हैं।

दूसरी चीज अभी हमारे माननीय मित्र श्री सरङ्ग पांडेय ने कही कि दुर्घटनायें होती हैं पर अधिकारी लोग तथ्यों की जांच नहीं करते। वह कोशिश करते हैं कि हम कैसे जिम्मेदारी से बचें। जैसे गाजीपुर के अन्दर जखनिया की जो दुर्घटना हुई उसको कह दिया कि तोड़ फोड़ के कारण हुई, पुरी की जो दुर्घटना हुई उसके लिए एक कहानी गढ़ी गई कि किसी ने सवारी गाड़ी की जंजीर खींची थी इसलिए दुर्घटना हुई। अस-लियत है कि रेलवे के अधिकारी ने बयान दिया था कि चूँकि मेला था इसलिए काफी लोग आते थे और बैठ नहीं पाते थे। वह इसलिए जंजीर खींचते थे कि वह बैठ जायें। इसलिए जंजीर हटा दी गई कि वहाँ पर जंजीर है नहीं लेकिन कहानी गढ़ी गई कि गाड़ी को रोकने के लिए

जंजीर खींचते हैं। मैं जानना चाहता हूँ कि इसके बारे में उनका क्या कहना है।

गाजीपुर गोरखपुर में जो कुछ हुआ उसके बारे में मैं क्या बतलाऊँ, वहाँ के श्री पाण्डेय और श्री भारखण्डेराय बैठे हुए हैं। वह जानते हैं कि जो दुर्घटना हुई है उसके साथ किससा गढ़ा जा रहा है कि कोई आदमी आया, मिस्ट्री मैन, उसने यह सबाटेज किया। लेकिन वह मिस्ट्री मैन कौन है। डाक्टर साहब को यह मालूम होगा, नहीं तो मैं बतलाऊँगा कि वह हरिकेश सिंह थे। वह बनारस जाना चाहते थे। स्टेशन पर मालूम हुआ कि बहुत बड़ी दुर्घटना हो गई। वह बेचारे टाच लेकर पहुँचे। वहाँ लोगों की हालत खराब थी। वहाँ जो ओवरसीअर थे उनकी जीप लेकर आदमियों और सामान को लाये और जो जर्मी लोग पड़े हुए थे उन्हें उबारने का काम किया। उनके साथ यह बात जोड़ दी गई कि कोई मिस्ट्री मैन आया। उसने यह सारा काम कर डाला और दुर्घटना हो गई। मैं पूछना चाहता हूँ कि इतनी जल्दबाजी की क्या जरूरत थी? मंत्री महोदय ने फौरन कह दिया कि तोड़-फोड़ से दुर्घटना हुई। जब जांच हो रही थी और आप के उच्चाधिकारी जांच कर रहे थे, सी.आई.डी. वाले जांच कर रहे थे तब कम से कम जांच की रिपोर्ट का तो इन्तज़ार करते। जब हम यहाँ पर कोई प्रश्न उठाते हैं और मामला अदालत के विचाराधीन होता है तब यहाँ कह दिया जाता है कि हम इस पर बयान नहीं देंगे क्योंकि मामला विचाराधीन है और उस पर उससे असर पड़ जायेगा। लेकिन जब यहाँ जांच हो रही है तब उसके दौरान मंत्री महोदय क्यों बयान देते हैं उन्होंने क्यों कहा कि रेलवे का कहना है कि तोड़ फोड़ हुई है। उत्तर प्रदेश के डी.आई.जी. का कहना है कि यह रेलवे के लोगों की जिम्मेदारी है जिन्होंने बहुत असावधानी वरती, जिसके कारण यह इतनी बड़ी दुर्घटना हो गई। यह तोड़ फोड़ है या रेलवे के लोगों की असावधानी है इसकी जांच होनी चाहिये। जब तक

[श्री राम सेवक यादव]

जांच नहीं हो जानी है तब तक केवल तोड़-फोड़ कहकर अपनी जिम्मेदारी से बचना, मैं समझता हूँ, ठीक नहीं है।

मैं कहना चाहता हूँ कि एक बार दक्षिण में बहुत बड़ी दुर्घटना हुई। उस समय हमारे रेलवे मंत्री स्वर्गीय लाल बहादुर शास्त्री थे। उन्होंने उस दुर्घटना को आधार बनाकर इस्तीफा दे दिया था, और ठीक किया था। जनतन्त्र में यही पकड़ होती है। आखिर हम लोग यहां मंत्री को ही तो पकड़ सकते हैं न? कोई वहां के पोर्टर या स्टेशन मास्टर को तो नहीं पकड़ते। मंत्री महोदय की जवाबदेही है इस सदन में और उनका काम है कि बोर्ड के जो लोग बंटे हुए हैं उनको पकड़ें। लेकिन वह तो बोर्ड के लोगों की तारीफ करेंगे। पिछले बजट में क्या कहा गया था? हमारे अफसर बहुत अच्छे हैं, बहुत सुन्दर काम करते हैं। ऐसी स्थिति में अच्छा तो यह होता कि गाड़ियों की भीड़ घटती, अच्छी तो यह होता कि गाड़ियों में सफाई होती, अच्छा यह होता कि मुख्य लाइनों के अलावा भी सभी लाइनों पर गाड़िया समय से चलतीं, अच्छा यह होता कि समय की पाबंदी होती, अच्छा यह होता कि रेलवे के अन्दर ब्लैक-मार्केटिंग न चलती, आप के कारखानों के अफसरों की कोठियां न बनतीं, अच्छा तो यह होता कि जो लोग बिना टिकट चलते हैं वह पकड़े जाते हैं और इसके लिए दूसरा कानून बनाने की जरूरत न पड़ती। मेरी मांग है कि जो काम श्री शास्त्री ने किया था उसका अनुसरण हमारे डाक्टर साहब करें। वह बहुत अच्छे आदमी हैं, इसको बहस नहीं, वह लोगों के कितने अच्छे दोस्त हैं, इसकी बहस नहीं, कितनी अच्छी तरह मिलते हैं, कितनी बढ़िया बात करते हैं, इससे कोई बहस नहीं। बहस है कि मंत्रालय में क्या कोई ऐसा डाक्टर है जिसकी दवा से लाभ हो। अगर डाक्टर की दवा से मृत्यु हो जाए तो वह उस डाक्टर के अच्छेपन का सूचक

नहीं है। इससे शायद हमारे चौधरी साहब का काम तो हो सकता है, हम लोगों का काम नहीं हो सकता है। इस वास्ते मैं कहूंगा कि इस्तीफा देकर जो एक अच्छा उदाहरण उपस्थित किया जा चुका है, उसका पालन वर्तमान मंत्री जी भी करें।

जब भी कोई दुर्घटना हो तो उसकी जिम्मेदारी बोर्ड लें, मंत्री लें, अधिकारी लें और जब इन लोगों को पकड़ा जाएगा तब जाकर रेलवे प्रशासन दुरुस्त होगा।

तीसरी बात यह है कि इस तरह की सब दुर्घटनाओं की जांच एक उच्चस्तरीय जज के द्वारा हो ताकि जो तथ्य हैं वे प्रकाश में आ सकें।

जो रेलवे कर्मचारी इन दुर्घटनाओं में मारे गए हैं उनके परिवार वालों को जो मामूलीसा मुआवजा दिया है, कहीं पांच सौ दिया गया है और कहीं कुछ और, वह बहुत नाकाफी है। जो अस्पताल में भरती हैं और काम पर नहीं आ पा रहे हैं उनको बिना तनख्वाह वालों की तरह से ट्रीट न किया जाए। उनको काम पर माना जाए। यह सुविधा उनको तत्काल दी जानी चाहिए।

जनतंत्र की जिम्मेदारी को पूरा करने के लिए अच्छा हो कि आपके बोर्ड के लोग और आप दोनों साथ साथ त्यागपत्र दें। आप कह चुके हैं कि आप किसी के कहने पर ऐसा नहीं करेंगे। अगर आपको पसन्द हो तो स्वयं आप ऐसा कर दें, स्वयं आप हट जायें। ऐसा किया गया तो शायद रेलवे का जो मामला है वह दुरुस्त हो जाए।

SHRI KANWAR LAL GUPTA (Delhi Sadar): When is the Prime Minister going to make the statement? The Presiding Officer promised that the Parliamentary Affairs Minister will inform the House. We are waiting for that.

MR. CHAIRMAN ; I am told that it will be after the adjournment motion is over, at 6.30 P.M.

श्री शिव नारायण (वस्ती) : सभापति महोदय, मैं भगवान से प्रार्थना करता हूँ कि रेल विभाग के लोगों को वह बुद्धि दे ताकि वे ठीक समय पर गाड़ियाँ चलायें और सेंस आफ रिस्पांसिविलिटी को समझें, आप जिम्मेदारी का पालन करें।

रेल मंत्री ने कहा है कि एक एक्सीडेंट तो सैंबोटाज की वजह से हुआ है। इसकी पुष्टि हमारे मित्र सरजू पाण्डेय जी ने कर दी है। उन्होंने कहा है कि बोल्ट खोल कर रख दिये गये थे ; यह उन्होंने खुद कहा है। इससे बड़ा सवूत आप को और क्या चाहिए। यह स्वयं कम्युनिस्ट मेम्बर ने कहा है। उन्होंने यह कह कर डिगिट-मेंट की मदद की है। हमारे यादव जी यहाँ बैठे हुए हैं। एक्सीडेंट में वह मरते मरते वचे हैं। मैं जानना चाहता हूँ कि उसके लिए कौन सा मंत्री जिम्मेदार था ? उनको जान बच गई, उनका एक सीरियस एक्सीडेंट हो गया क्या इसके लिये उन्होंने किसी मंत्री को जिम्मेदार ठहराया ? किसी की गर्दन पकड़ी देहिक, दैविक भौतिकता राम राज्य काहु नहीं व्यापार। एक्सीडेंट एक्सीडेंट है। आप इनकी फिगरज को देखें। जो इनवा इंसीडेंस है उसको आप देखें। एक्सीडेंट्स पर मिलियन ट्रेन किलोमीटरज जहाँ 1951-52 में 6.5 थे वहाँ ये 1967-69 में 20 ही रह गये। मैं कहूँगा कि एक आदमी भी अगर इनकी वजह से मरता है तो उसकी जिम्मेदारी गवर्नमेंट की है। कोई भी ट्रेन का एक्सीडेंट होना अच्छी बात नहीं है।

श्री स० मो० बनर्जी : श्री मोरारजी देसाई का एक्सीडेंट कैसे हुआ ?

श्री शिवनारायण : आपकी मेहरबानी से।

रेलवे में बहुत कमियाँ हैं और उनको दूर किया जाना चाहिए। बनारस में जो रेलवे का

एक्सीडेंट हुआ, उसके लिए मुझे इन लोगों से ज्यादा दुख है, क्योंकि उसमें मेरे गांव का एक पड़ोसी नौजवान, जो एम० ए०, ए० एल०बी० था, मारा गया। इसलिए मैं बहुत दुखी हूँ। जिस पर बीतती है, वही जानता है। (ध्ववधान).....सभापति महोदय, इन लोगों का यह क्या नमूना है ! ये लोग मखौल कर रहे हैं। ये लोग इन एक्सीडेंट्स से अनुचित राजनीतिक लाभ उठा रहे हैं। क्या आपोजीशन की यही ड्यूटी है ?... (ध्ववधान).... सभापति महोदय, अगर मैंने कोई बड़ा शब्द कह दिया, तो ये लोग नाराज हो जायेंगे।

मैं रेलवे मिनिस्टर से दरखास्त करूँगा कि वह ईमानदारी से कोशिश करें कि एक्सीडेंट कम हों। वैसे एक्सीडेंट कम हुए हैं और कम हो रहे हैं। लेकिन उन्हें और सावधान रहना चाहिए। मुझे भी रेलवे बोर्ड से शिकायत है। मैं कोई उसकी तारीफ नहीं करना चाहता हूँ। हिन्दुस्तान में कोई भी ट्रेन ठीक टाइम पर नहीं चलती है। लेकिन दिल्ली में हर एक ट्रेन को ठीक टाइम पर दिखाया जाता है। मांगने पर भी कम्प्लेंट बुक नहीं दी जाती है। सब फर्स्ट क्लास वेटिंग रूम अफसरों के लिए निश्चित कर दिये गए हैं। हर स्टेशन पर इतनी भीड़-भाड़ रहती है कि जनता को बहुत असुविधा होती है। जहाँ तक खाने का सम्बन्ध है, मैं एक दिन यहाँ पर स्टेशन के होटल पर दी जाने वाली बासी रोटी लाया था।

आन्ध्र के माननीय सदस्य, श्री नायडू ने कहा है कि ये नेता लोग ही इस स्थिति के लिए जिम्मेदार हैं और वही ज्यादा फसाद पैदा करते हैं। मैं उनका समर्थन करता हूँ। अगर सरकार रेलवे कर्मचारियों की यूनियनों को एबालिश कर दे, तो यह एक अच्छा काम होगा। जो लोग इन एक्सीडेंट्स में मरे हैं, या जिन्हें चोटें आई हैं, उनके परिवारों को उचित सहायता दी जानी चाहिए। अगर मंत्री महोदय इन लाइन्ज पर चलेंगे तो एक्सीडेंट्स कम होंगे और रेलवे

[श्री शिग नारायण]

की एफिसेंसी बढ़ेगी। रेलवे कर्मचारियों से आठ दस घंटे से ज्यादा काम न लिया जाना चाहिए। इस मुद्दे में पंकजुएलिटो नहीं है। नैपोलियन ने कहा है :

“Those who obey can give order, but those who do not obey cannot give order.”

SHRI NAMBIAR (Tiruchirappalli) : I am very sorry that the members on the other side took our motion in a very bad sense thinking that we wanted to exploit the situation on political grounds. It is not so. After all, what we wanted was a judicial inquiry into those two accidents. It came in the form of an Adjournment Motion. That is all. If the hon. Minister assures the House that there will be a judicial probe into these accidents so that such accidents do not recur, then we will be more than satisfied. He says that accident is, after all, an accident. One can understand that. But why is the hesitation in going into the real cause of these accidents so that they do not recur? Why do they hesitate? This is the point that they must answer.

Another point is this. As soon as a railway accident takes place, the hon. Minister goes to the Press and says that it is suspected to be a case of sabotage. With the little knowledge that I have on the working of railways, I can say that the accident in respect of Varanasi Express was nothing but a failure of the track or the failure of the engine. What actually happened was that it is going at a very great speed. Whether that speed was necessary, whether that was allowed, is a point that we would like to know. We also want to know whether the engine was in good order, because, we know what happened on previous occasions. There are the remarks made by the Kunzru Committee that the work in the workshops—repairs and maintenance—is not in order. He has stated that. Therefore, what I mean is this.

Here I will quote from the Kunzru Committee's report, They say :

“In the evidence tendered before us, the drivers complained that the booked

repairs were not given due attention, The particularly spoke of passenger trains running with inadequate brake power”.

Again :

“A loco foreman of an important shed accepted the correctness of the complaint and stated that there was shortage of essential materials”.

This proves that repairs to engines are not properly attended to. If an engine is not in order and if it goes at 70 or 80 kms. an hour, what happens is that if the engine fails, the train derails or if the track fails, then also the train derails. These are things about which we want to know. Why does he bring in the question of sabotage? If there is sabotage, let it be proved.

SHRI KANWAR LAL GUPTA : Why does he not condemn sabotage?

SHRI NAMBIAR : I wholeheartedly condemn it. Who will approve of sabotage involving the lives of men, women and children? I have seen the results of accidents myself. In the Ariyalur accident, I was on the spot within three hours. I saw the victims with my own eyes. With my own hands I picked up dead bodies, 118. I know what a ghastly scene it was. So why does he unnecessarily divert attention from the main point?

I want to know the truth. If it is a case of sabotage, punish the guilty. But here in Varanasi, the DIG of UP himself stated that there was no reason to suspect sabotage. If it is sabotage, it is for the State police to find out. But he rejects that theory. Therefore, how can we swallow the story of sabotage?

We demand a judicial inquiry. We want to know what is the case. If it is failure of track, repair see that it does not recur. If it is failure of engines, repair the engines. I quoted from the Kunzru Committee report to show that engines are not properly repaired. Government have done nothing to improve the situation. But now they have appointed the Wanchoo Committee to find out how far the Kunzru Committee's recommendations have been implemented. That report is yet to come. In the mean-

while, they do not improve the state of affairs. I know from personal knowledge that in workshops and in repair sheds engines are not properly attended to.

Coming to the Jajpur accident, there the facts are clear. Is that also a case of sabotage? There too we want a judicial inquiry. There a passenger train was standing still at the station. But a goods train rammed into it. What could the poor passengers do? It was not sabotage, it could happen this way. When a diesel comes at a terrific speed, the split-point—the difference is very narrow, because of the velocity of the engine—gets cracked up. It did not work in the way it should have. Therefore, it ran into the passenger and capsized. We should go into the question why the point failed. Here comes the question of maintenance of track, repairs to the interlocking system. Were all these things properly done? If these are investigated, the reasons will be found out.

What objection have Government to a judicial inquiry, as it will bring out the facts? It will also avoid the killing of innocent poor lives. Why should people unnecessarily purchase tickets which take them to hell? Therefore, for heaven's sake, grant us a judicial inquiry. We want the truth to be known. We do not want the Railway Board to prevent the truth from coming out. They know if their failure is found out, they would be hanged. They are protecting themselves. That is why I say that this Railway Board is a Board which slaughters people. We do not have trust in it. We have trust in the Minister. So I make this appeal to him. Please remove them and give us a new Board, a new situation. We do not want our passengers to die in the railways for having purchased tickets. It is with pain and anguish that I demand that something must be done.

श्री क० ना० तिवारी (वैतिया) : सभापति महोदय, सबाल बड़ा सीधा-सादा है। एक्सीडेंट्स हुए हैं, उस पर सेन्सर-मोशन आया है, और कोई बहाना नहीं मिला तो रेलवे पर सेन्सर मोशन ले आये। फिर भी यह अच्छी बात है, इस पर रेलवे का ध्यान आकर्षित हुआ है।

हेम बरुआ साहब ने कहा कि इसमें मिनिस्टर साहब का कोई दोष नहीं हो सकता है और कोई यह नहीं कह सकता है कि अगर कहीं कोई एक्सीडेंट हो जाता है, तो उसकी यही दवा है कि मिनिस्टर रिजाइन करता चला जाए। अगर रिजाइन करने से एक्सीडेंट बच जायेंगे, अगर यही दवा है तो जरूर रिजाइन कर देना चाहिए। लेकिन कोई भी अपोजीशन का आदमी यह नहीं कह सकता, अपने दिल पर हाथ रख कर कि उनके रेजिनेशन से आगे एक्सीडेंट नहीं होंगे। अगर हमारे दोस्त यह कहें कि उनके रेजिनेशन से आगे एक्सीडेंट नहीं होंगे तो मैं भी उनके साथ हो जाऊंगा, लेकिन मेरे अपने ख्याल में वह भी इस बात को अपने दिल में समझते हैं और ऐसा नहीं कहेंगे।

अब दो बातें रह जाती हैं—एक्सीडेंट जो हुआ है, उसके लिये सबको तकलीफ है। एक एक्सीडेंट जो यूपी० में हुआ है, उसके बारे में एन्क्वायरी हो रही है, तहर तरह के मत अपोजीशन की तरफ से और इधर से व्यक्त किए गए हैं। लेकिन दूसरा एक्सीडेंट जो मेले के वक़्त में हुआ है—एक गाड़ी खड़ी है और दूसरी गाड़ी उससे आकर लड़ जाती है, यह बात समझ में नहीं आती है। यह एक्सीडेंट तो सिवाय ह्यूमन फेल्योर या प्रोसिनेगलीजन्स के दूसरी बात नहीं हो सकती है। या तो वह शराब पीए हुए था, या वह अन्धा था, या स्टेशन मास्टर ने रांग सिग्नल दिया या प्वाइन्टमैन ने गलत प्वाइन्ट बदला है...

श्री सूरज मान (अम्बाला) : या उनसे 20 घंटे काम लिया गया।

श्री क० ना० तिवारी : जो भी हो। मेरा अपना यह ख्याल है कि जहां ह्यूमन फेल्योर होता है उसमें कड़ी से कड़ी सजा उस आदमी को दी जानी चाहिए जिसकी वजह से कि इतनी बड़ी दुर्घटना हुई। इसकी तत्काल एन्क्वायरी

[श्री क० ना० तिवारी]

की जानी चाहिए, उसको सस्पेंड किया जाना चाहिए, उस पर जो लीगल एक्शन हो सकता है, वह होना चाहिये, लेकिन ऐसा रेलवे में होता नहीं है।

इसके पहले भी इलाहाबाद में एक्सीडेंट हुआ था, सिगनल नहीं मिला, एक गाड़ी खड़ी हुई है, फिर भी वह क्रॉस कर गया। मालूम नहीं उस ड्राइवर का क्या हुआ, उसको सजा हुई या नहीं हुई। इस तरह की जो घटनाएँ होती हैं, इसमें रेलवे के अधिकारियों को कड़ी से कड़ी सजा देनी चाहिए ताकि ह्यूमन फेल्टोर की वजह से जो घटनाएँ होती हैं, बँ न हों।

दूसरी चीज है—मकैनिकल फेल्टोर। नम्बियार साहब की एक बात से मैं एग्री करता हूँ और मैं समझता हूँ कि वह भी हमारे साथ एग्री करेंगे कि रेलवे का जो इंजीनियरिंग डिपार्टमेंट है, उसकी हालत सबसे बदतर है। वह अपनी ड्यूटी पूरी नहीं करते हैं—चाहे लाइट का मामला हो, चाहे इंजिन को ठीक करने का मामला हो, चाहे पंखों का मामला हो, किसी भी तरह के मामले में यह डिपार्टमेंट अपनी जिम्मेदारी को पूरा नहीं करता है। वे किसी तरह के डिस्चिप्लिन को नहीं मानते हैं और रेलवे वे काम को नेगलेक्ट करते हैं। मैं मंत्री महोदय से निवेदन करूँगा कि वह अपने इंजीनियरिंग डिपार्टमेंट की तरह विशेष तवज्जह दें, ह्यूमन फेल्टोर जिसकी वजह से होता है, चाहे वह बुड्ढा हो गया है, आंखों से दिखलाई नहीं देता है या आपने ऐसा तबादला किया है जिस की वजह से रिफ्रेशर कोर्स नहीं दिया है, जिस की वजह से ऐसा हो सकता है या जैसे कि अपोजीशन के लोग कहते हैं कि वे ओवर-वर्क हैं। तो इन सभी बातों पर विचार किया जाना चाहिए। लेकिन हम इस बात में अपोजीशन के साथ सहमत नहीं हैं जो दवा उनकी तरफ से बतलाई गई है कि मिनिस्टर को रिजाइन कर देना चाहिए खासकर वक्त्रा साहब जैसे बुद्धिमान

और सीजन्ड पोलिटिशियन की तरफ से यदि ऐसी दवा बतलाई जाये तो सिवाय पोलिटिकल मूव के और कोई बात समझ में नहीं आती है।

सरजू पाण्डेय जी ने जो कुछ कहा उसके लिए जैसे कि एक कहावत है कि जिसकी जीभ नाक झूनी है उसका कोई मुकाबला नहीं कर सकता है तो उन्होंने जो कुछ भी डाक्टर साहब के बारे में कहा वह किसी भी प्रकार शोभनीय नहीं था।

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : Sir, it is a matter of great distress and profound sorrow for me that these two or three serious accidents have occurred, and I share the concern of the Members of the House that every effort should be made to prevent the recurrence of such accidents.

As Shri K. N. Tiwary just now pointed out, it should be our bounden duty and it is our duty, and we are also saying that all possible care is taken to prevent these accidents. But, at the same time, I do not agree with several Memers who have said that negligence has been shown. There is negligence at some points : at Jajpur, I do agree that this accident was due to some negligence, but I do not want to say anything because it will be properly enquired into by a competent authority and we will have to await the report of that authority. But, in the meantime, the persons responsible have been arrested by the police there, to which Shri K. N. Tiwary has made a reference.

Some doubts have been created about the statement that I made after the Magai bridge accident. When I returned from there, people did not enquire and the press people asked what caused that accident. I did not say and I did not use the word 'sabotage' as my friend Shri Nambiar has pointed out, but I said that I did see a rail line which was about one foot or a foot and a half away from its proper place; the fi h-plates were missing. I did not make any inference of my own.

SHRI PILOO MODY (Godhra) : Did it walk away ?

DR. RAM SUBHAG SINGH : Whatever it may be, I shall read out the Report, Part I, of the Additional Commissioner of Railway Safety. The Commissioner has said :

"Having considered the material, circumstantial and oral evidence, I find that (i) the derailment of the 6 Down Allahabad-Gorakhpur express train on the night of 21st June, 1969 between Jakhania and Dulahpur stations on the North Eastern Railway was the result of a deliberate act of sabotage of the track."

We have not gone to enquire into the matter. This Commissioner works under the Ministry of Civil Aviation. He further says :

"The dastradly act was committed by persons unknown, who opened the joints and fastenings of a rail 39 feet in length at kilometre 94/12-11 and displaced it from its former intact position.

- (ii) The offenders who have been apparently planning to inflict the maximum damage upon the train chose to break the continuity of the tract on the approach of a girder bridge where the embankment is 22 feet in height."

"This continuity of track, in day light or in the engine headlight at night, is impossible of detection at high speed to avert an accident. The speed of the Express Train was well below the maximum of 75 km per hour authorised on this section. No responsibility can possibly lie on the driver who was killed in the gruesome disaster."

18 hrs.

Shri Sarjoo Pandey said that driver was new. But he is not the competent authority. The competent authority says that the responsibility can possibly lie on the driver.

SHRI NAMBIAR : Who could have been given a judicial inquiry.

DR. RAM SUBHAG SINGH : I would request hon. Members to hear me first. They have made capital out of these accidents.

AN HON MEMBER : Who had made out capital ?

DR. RAM SUBHAG SINGH : Hon. Members who said about this. They tried to highlight that every day accidents are occurring. Shri Hem Barua, particularly, said that he was afraid of accidents while coming this time. But that is not the position and he has safely come here.

श्री रवि राय (पुरी) : यह तो कहने की शैली है ।

डा० राम सुभग सिंह : यह तो ठीक है । लेकिन इतना एग्जजरेशन नहीं होना चाहिये कि जो कह रहा है उस पर भरोसा ही न हो ।

The total number of accidents which occurred on the Indian Railways during 1951-52 was 16,142 as against 293.2 million train kilometres and 5031 during 1968-69 as against 460.6 million train kilometres. I am giving these figures so that he may understand or those who are in doubt may clear their doubt. In other words, while the train kilometers increased by 54.5 per cent, the total number of accidents declined by 68.8 per cent.

श्री रवि राय : ये दोनों ऐक्सीडेंट्स तो जस्टीफाई नहीं होते हैं ।

DR. RAM SUBHAG SINGH : I am not justifying it. I have to say that 10,000 trains run every day. Shri Sheo Narain rightly said that if Shri Ram Sewak Yadav met with an accident there in Lucknow who is responsible for that.

SHRI RABI RAY : You are responsible.

DR. RAM SUBHAG SINGH : What action did you take against me.

श्री राम सेवक यादव : वह तो आप का काम है । आप लीजिए ।

डा० राम सुभग सिंह : आप अपने से गिरे थे। आप अपनी मीटिंग में गिरे थे। उसके लिए कुछ नहीं है।

Shri Krishnamoorthi said about railway accidents and he also tried to highlight that fact. He said that the Congress-administered Government.....

श्री रवि राय : इनके एक्सीडेंट और ट्रेन एक्सीडेंट की कोई तुलना नहीं है।

डा० राम सुभग सिंह : आप जरा शान्ति से बात तो सुनिये।

MR. CHAIRMAN : The hon. Minister will kindly address the Chair.

SHRI KUNDU : Through you, Sir I would request the hon. Minister to treat this matter above party level.

DR. RAM SUBHAG SINGH : Why are you worried about that. If you attack me be prepared to bear my attack. I was saying that Shri Krishnamoorthy said that the Congress-administered railways are not doing well. I accept that if he feels like that.

SHRI V. KRISHNAMOORTHY : You are using the railways to kill people.

DR. RAM SUBHAG SINGH : What about the government run by your Party? On the 12th of last month how many people were killed in bus accidents? How many people were killed by taking liquor? More than 200 people have died like that. Let him take the statistics and find out how many people died due to the inefficiency of the government run by his party (*Interruption*).

MR. CHAIRMAN : I would suggest that the hon. Minister should address the Chair.

DR. RAM SUBHAG SINGH : While he is attacking the Congress, Shri Krishnamoorthi is not prepared to attack his own regime in his State or admit their mistakes. What about the number of people killed in bus accident in his State? Is that not the

responsibility of the State Government? What has he done there?... (*Interruption*).

MR. CHAIRMAN : I would request the hon. Members to listen to the hon. Minister. They had their say and now the Minister is replying. I would request the hon. Minister also not to provoke the hon. Members. Let him address the chair.

DR. RAM SUBHAG SINGH : I would not provoke anybody. But why are they afraid of facts? When I read facts they say "do not read facts". And when I go beyond facts they start shouting.

SHRI S. KUNDU : What about the accidents at level crossings? They have not decreased.

MR. CHAIRMAN : The hon. Member may not agree with the hon. Minister. Yet, he should allow him to continue his speech.

DR. RAM SUBHAG SINGH : Shri Hem Barua and several other hon. Members referred to the difficulties faced on the N.E. Railway regarding light on trains due to irregularities in electrical fittings. Even though they do not contribute to the accidents, I will see to it that the electrical fittings are properly maintained.

He has also referred to the heavy loads. It is a fact that diesel driven trains carry more load, about 2,000 tonnes of coal iron ore. But the tracks have been proportionately improved and whenever there is any difficulty or weakness we attend to it. He referred to sabotage. In that connection I read out the report of the competent authority.

He mentioned that the Minister of State reached Jadhavpur a day late. That is not correct. He did reach there the next day. But he left Delhi on that very day. He tried to leave Delhi as soon as possible but it was not physically possible for him to reach there on that day because no plane was available at that time due to heavy rains.

I do appreciate the suggestion which Shri K.K. Chatterjee has given that some machinery should be evolved to see that

insurance is introduced for railway passengers. I will see how best we can give effect to that system. While I do not make any promise, I will try to have it studied.

Shri K. P. Singh Deo said that these accidents may also be due to frustration on the part of railway employees. I will go into the question and find out whether the railway employees were over-worked. Shri Nambiar and a few other hon. Members have also referred to this. In case this is true in the case of these two accidents, I will see to it that it is not repeated.

Shri Randhir Singh made some very good suggestions. They will be carefully studied and we will see how we can implement them.

18.09 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Shri Berwa suggested that the loss incurred on account of accidents should be deducted from the allotments to the State Governments. I do not want to blame anybody but I want to point out something. Hon. Members would have seen from the press that on the 6th of July at about 9.25 hours a special military train from Phulganj to Katihar was stopped by some miscreants by placing obstructions on the track near Raniganj and three wagons were broken and some military equipments looted. The matter is being gone into by the police and some arrests have also been made. I am simply reading out and am not giving my own inference.

On the 11th July a goods train, No. 408 Down, was stopped by some miscreants between Baghmari Bridge and Maniktala Bridge on the Sealdah-Naihati Section of the Eastern Railway. There also some military equipment was looted.

Two days earlier, on the 20th July at about 3.15 hours, an engineering gangman, while patrolling the track between Maskinwa and Lajpat Nagar railway stations on the Gonda-Gorkhpur section, noticed one pair of fishplates and four bolts on the left hand side of the track removed and lying by the side of the track. These things are very ominous signs.

SHRI BAL RAJ MADHOK (South Delhi) : He is simply mentioning the facts. What are the reasons? Who are the people behind it?

DR. RAM SUBHAG SINGH : If I utter a word, they will start objecting.

SHRI BAL RAJ MADHOK : We want your opinion about it.

DR. RAM SUBHAG SINGH : These matters are being gone into by competent people. Those who are supposed to inquire are inquiring into the matter. The moment I get their reports I will place copies of those reports on the Table of the House.

SHRI BAL RAJ MADHOK : Say that and not that some people will get annoyed; therefore, you will not speak.

DR. RAM SUBHAG SINGH : Just now you heard Shri Surjoo Pandey saying that Railway Board members are rotten and it was right of Shri Tiwary to retort that those who are themselves of that pattern only can speak in that fashion.

SHRI SAMAR GUHA : Two serious events have happened in West Bengal with military trains. You must go into the reasons. Some military stores were looted.

DR. RAM SUBHAG SINGH : I will get the report and disclose it here when I get it, I have already said that.

Mention has also been made of the Kunzru Committee Report, 327 recommendations of that committee's reports have already been implemented. Virtually we are acting according to that report. While the improvement has been steady and continuous over the years, it is more marked after 1963-64 when the impact of the recommendations made by the Railway Accidents Committee, 1962, under the chairmanship of Pandit Kunzru began to be felt.

The Railway Accidents Inquiry Committee, which was appointed in 1968 by my predecessor, Shri Poonacha, under the chairmanship of Shri K.K. Wanchoo, retired Chief Justice of India, has in Part I of

[Dr. Ram Subhag Singh]

its report commented upon this significant improvement in the trend of accidents on the railways. It is stated that there was a significant decrease during the five-year period ending 1967-68 as compared to the six-year period ending 1962-63 and that it is clear that the recommendations of the Kunzru Committee did make an impact in promoting safety in train operations on the Indian Railways during the last few years and in reinforcing the normal efforts made by the administration over the years to bring down the incidence of accidents.

SHRI K.P. SINGH DEO: But in spite of this you are having more than a thousand accidents a year.

DR. RAM SUBHAG SINGH: But it has come down from 16,000 to 5,000. What more do you expect?

श्री रवि राय : आपको कहना चाहिये, कभी नहीं होगा।

डा० राम सुभग सिंह: मैं इस सदन में कोई झूठ बात कहना नहीं चाहता।

श्री रवि राय : आपको कहना चाहिए कि कोशिश आप इसके बारे में करेंगे।

डा० राम सुभग सिंह: कोशिश पूरी होगी कि एक भी एक्सीडेंट न हो। लेकिन यह मैं कभी नहीं कहूंगा कि कोई एक्सीडेंट नहीं होगा।

SHRI NAMBIAR: Even running over cattle is considered to be an accident. We are not worried about that accident.

DR. RAM SUBHAG SINGH: But you never meet with an accident. Some hon. Members did mention about other railways. I do not want to burden the House by quoting figures. But the incidence of collisions and derailments per million train kilometres on the Indian Government Railways is only 2.33 while the Japanese National Railways is 3.53, the Canadian National Railways—3.68 the Canadian Pacific Railways—3.68.

SHRI S. KUNDU: The Canadian Railways kill more persons and your Railways kill less persons.

DR. RAM SUBHAG SINGH: Therefore, I say, I do not want to quote figures.

We are making all possible efforts, say, for instance, four things are needed and the Kunzru Committee has made recommendations regarding that, that is, accidents can be prevented by education, effective supervision, engineering aids and enforcement. We are trying to introduce latest technical devices on railways. But as the House knows, it is not possible to get that done in one day. Even with those devices, I might be permitted to say, there cannot be an accident-free railways. Still they can be minimised. Our efforts will be directed in that direction.

I think, I have virtually covered all the points that were made here.

SHRI NAMBIAR: What about judicial inquiry?

DR. RAM SUBHAG SINGH: Actually, you might have noticed that most of the Members wanted that there should not be any multiplication of large number of committees. Therefore, I want to depend on the machinery of the Civil Aviation Ministry. Wherever there is going to be an accident, it will be inquired into by a very competent authority. But sometime there is bound to be a difference of opinion. I reject what Mr. Nambiar has suggested. I also oppose the adjournment motion of Mr. Hem Barua and I have every hope that the House will clearly rejected his adjournment motion.

SHRI HEM BARUA: Mr. Deputy-Speaker, Sir, I would say that the adjournment motion has brought a very fruitful discussion and the hon. Minister has also said that he propose to take steps to prevent accidents in the country. That is an assuring thing. But it must not be only on paper. It must be implemented so that accidents are prevented. We hope and trust he will see that accidents are prevented.

It is a fact that there is a decline in the number of accidents. But, as I said

in my initial remarks, there is a difference between minor accidents and major accidents. Major accidents have taken place in the country and you know hundreds of lives have been lost. We do not want these things to be repeated.

The hon. Member, Mr. Chatterji said that this was inspired by political motivation. I can assure him that there is nothing political about this adjournment motion. This was brought about absolutely on humanitarian grounds. After this assurance, I would welcome Mr. Chatterji supporting the adjournment motion because it was brought about entirely on humanitarian grounds.

Then Choudhary Randhir Singh gave a big catalogue of accidents in different avenues of life, truck accidents, motor accidents automobile accident, air accidents, cycle accidents, rickshaw accidents, this accidents and that accident. But he forgot to say one thing. Children are also born out of accident. Whatever that might be, that cannot be a justification for the accidents that have taken place.

As I said in my initial remarks, there should be a judicial inquiry into the accidents on the Allahabad-Gorakhpur line. An inquiry that was held was by the Additional Commissioner of Railway Safety, Calcutta. This is a departmental inquiry. This has given rise to doubts and in order to remove doubts and pinpoint the actual causes of the accident, I think, there should be some sort of a judicial inquiry. If you go on seeing bug-bears because an adjournment motion is brought about, I would say, that is not a very inspiring thing. There should be honest people outside the Congress Party also and, therefore, to accuse other people of motives is not good. I do not believe in those tactics. Whatever that might be, we must not forget that this was a humanitarian question, human lives were lost, the lives of men, women and children were lost; the whole site where the accidents took place was full of groaning sounds of suffering people. I hope and trust that the House, in a humanitarian spirit at least, would support my adjournment motion and see that accidents are prevented, such accidents do not recur.

SHRI NAMBIAR : I suggest a compromise formula. Let them order judicial inquiry ; then, we will withdraw the motion.

MR. DEPUTY-SPEAKER ; The question is :

“That the House do now adjourn”

The motion was negatived

— — —

18.21 hs.

INDIAN RAILWAYS (SECOND AMENDMENT) BILL—Contd.

MR. DEPUTY-SPEAKER : Mr. Nambiar may continue his speech. The Prime Minister is just coming in a minute.

SOME HON. MEMBERS : No, no. The House should be adjourned.

MR. DEPUTY-SPEAKER : The Prime Minister is coming in a minute. Mr. Nambiar may continue his speech. Otherwise, you will not get the opportunity.

SOME HON. MEMBERS : No, no, Adjourn the House.

SHRI PILOO MODY : There is no business before the House. The House should be adjourned.

MR. DEPUTY-SPEAKER : Mr. Sheo Narain.

श्री शिवनारायण : रेलवे मंत्री जी ने जो प्रस्ताव किया है मैं उसका समर्थन करता हूँ और रेलवे बोर्ड से हमारी अपील है कि देश की सुरक्षा के लिए, देश को बनाने के लिए वह कुशलतापूर्वक कार्य करें। वह अपने काम को इस देश में ठीक तरह से चलाएं।... (व्यवधान) कुल जमें हस्ती से तू उबरा है मानिन्दे हुवाब। इस जयांखाने में तेरी इन्तहा है... (व्यवधान)...

अध्यक्ष महोदय, यह कोई जिम्मेदार आदमी नहीं है। इस देश की रक्षा करना हमारा और आपका फर्ज है। मैं रेलवे मिनिस्टर को

[श्री शिव नारायण]

बघाई देता हूँ कि उन्होंने यह जिम्मेदारी ली और रेलवे बोर्ड से भी मैं कहना चाहता हूँ ..

MR. DEPUTY-SPEAKER : The hon. Member may continue his speech on the next occasion.

The hon. Prime Minister.

SHRI KANWAR LAL GUTPA : On a point of order.

SHRI SAMAR GUHA : On a point of order.

श्री कंवर लाल गुप्त : मेरा प्वाइंट आफ़ ऑर्डर यह है कि जब इस सदन के सामने कोई एजेण्डा न हो तो आटोमेटिकली हाउस को एड-जार्न करना चाहिये और अब तो समय भी हो गया है—दोनों बातें हो गई हैं। ऐसी स्थिति में प्राइम मिनिस्टर की कन्वीनियन्स के लिए हाउस बैठा रहे और आप उसको बैठने दें ... (व्यवधान) ...

MR. DEPUTY-SPEAKER : He has not followed. I will explain. Let him listen (*Interruptions*).

श्री कंवर लाल गुप्त : उपाध्यक्ष महोदय, यह सदन सब से सुप्रीम है और सदन की मर्यादा को बनाये रखना आपके लिए भी उतना जरूरी है, जितना हमारे लिए है... व्यवधान...

AN HON. MEMBER : We walk out in protest.

At this stage, some hon. Members left the House.

MR. DEPUTY-SPEAKER : This is not the way.

SHRI BAL RAJ MADHOK : We protest. With due deference to you, there was no agenda before the House.

MR. DEPUTY-SPEAKER : In will explain.

SHRI BAL RAJ MADHOK : I protest against the behaviour of the Prime Minister, the way she has behaved with the House, we walk out.

MR. DEPUTY-SPEAKER : I do not mind their walking out.

At this stage, some hon Members left the House

SHRI SAMAR GUHA : On a point of order.

MR. DEPUTY-SPEAKER : Afterwards. Let me first finish my statement (*Interruptions*). I would tell Shri Gupta that this is not a fair.

At this stage, some hon. Members left the House.

SHRI PILOO MODY : Under no circumstances can the speech of Shri Sheo Narain be considered as a stopgap measure for the business of the House.

MR. DEPUTY-SPEAKER : Those who want to withdraw, let them withdraw at least peacefully on this occasion.

SHRI VASUDEVAN NAIR (Peer-mude) : Can I be heard ?

श्री जार्ज फरनेन्डोज : इनको माफ़ी मांगनी चाहिए, इनकी सुविधा के लिए हाउस को यहां बैठाया गया है।...

MR. DEPUTY-SPEAKER : I am on my legs. Shri Fernandes should resume his seat. He must follow some discipline here. This will not do.

The House was scheduled to conclude at 6.30 P.M. The Prime Minister was prepared to make statement even earlier. But instead of interrupting the debate, I permitted her, through the Minister of Parliamentary Affairs, to make the statement at 6.30 P.M. as it would be better if she did so. Now the debate has ended five minutes earlier, because the adjournment motion was lost. Then I called upon Shri Nambiar to speak on the other item that was before the House. But he declined.

SHRI NAMBIAR : I did not decline. I was not able to speak. Give me time. I am prepared to speak now.

MR. DEPUTY-SPEAKER : Then I called upon Shri Sheo Narain. He was continuing his speech. I was watching. Even now, there is half a minute left to 6.30 P.M. So the Prime Minister is within her right to make the statement now. Those who have walked out do not want to follow any discipline or rules of procedure. I would now request the Prime Minister to make her statement.

SHRI VASUDEVAN NAIR *rose*—

MR. DEPUTY-SPEAKER : No, after the Prime Minister's statement.

SHRI SAMAR GUHA (Contai) : The business of the Speaker is to conduct the business of the House. If there is no business before the House, the Speaker has no business to create business for the House (*Interruptions*.) Mr. Nambiar was called to speak; he did not want to speak. It was not in consonance with the honour and dignity of the House and also the responsibilities that you are holding and the rights and privileges of this House that you should make signs like this and ask Members to rise in their seats to speak and thus create some business. It was not proper. It leaves the impression that the Speaker himself is taking a partisan attitude and is coming to the rescue of the Congress Party and is giving indications to the Members of the Congress Party. It was not right on the part of the Chair to do so and it was not in consonance with the office of the Speaker (*Interruptions*.)

MR. DEPUTY-SPEAKER : I shall explain it again. After the adjournment motion was defeated the business continues. As I said, the debate on the adjournment motion ended a little earlier and Mr. Nambiar was speaking on an amendment of his own. He was prevented from speaking. There was business before the House. The House was also not supposed to be adjourned before 6.30. If I had adjourned the House, he could as well say that I was encroaching upon his time. When he was prevented, I called on Mr. Sheo Narain and he was making a speech. In between the Prime

Minister also arrived. Your contention is not correct.

SHRI VASUDEVAN NAIR : You were blaming the Opposition. I also join you and say that the parties which staged a walk out perhaps wanted to walk out. But there is this criticism against the ruling party, especially the whips, because it was announced in the House that the Prime Minister would make a statement at 6.30. I cannot blame the Prime Minister for not being here before 6.30. But it was evident that the adjournment motion was going to be concluded earlier than anticipated and Mr. Hem Barua was replying to the debate at 6.15 or 6.20. Possibly, information could have been conveyed to the Prime Minister by proper persons. The House was not expected to wait for anybody. Why should Mr. Nambiar continue his speech? The House was not expected to take up any other business other than the adjournment motion (*Interruptions*.)

MR. DEPUTY SPEAKER : After the adjournment motion is lost, the House always continues for sometime. Shri Hem Barua concluded his remarks earlier than I had expected. I thought he would take about ten minutes but he concluded in 5-6 minutes.

SHRI HEM BARUA : I could have taken ten minutes if I had known this predicament. You were absolutely right; the Prime Minister was to make a statement only at 6.30 and she came here at 6.25. In between, instead of adjourning the House, you asked Mr. Nambiar and when Mr. Nambiar was prevented you called on Mr. Sheo Narain. There is nothing wrong in this.

18.34 hrs.

STATEMENT RE. SUPREME COURT'S
ORDER ON BANKING COMPANIES
ORDINANCE

THE PRIME MINISTER, MINISTER OF FINANCE, MINISTER OF ATOMIC ENERGY, AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : In response to some writ petitions the Supreme

[श्री शिव नारायण]

बघाई देता हूँ कि उन्होंने यह जिम्मेदारी ली और रेलवे बोर्ड से भी मैं कहना चाहता हूँ ..

MR. DEPUTY-SPEAKER : The hon. Member may continue his speech on the next occasion.

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18.34 hrs.

STATEMENT RE. SUPREME COURT'S
ORDER ON BANKING COMPANIES
ORDINANCE

THE PRIME MINISTER, MINISTER OF FINANCE, MINISTER OF ATOMIC ENERGY, AND MINISTER OF PLANNING (SHRIMATI INDIRA GANDHI) : In response to some writ petitions the Supreme

[Shrimati Indira Gandhi]

Court has today passed an Order in regard to the Banking Companies (Acquisition and Transfer of Undertakings) Ordinance, 1969. The operative part of the order is as follows:

“Interim stay in respect of three matters, namely, (1) that the Union of India will not appoint pending the hearing and disposal of these petitions any boards of advisors; (2) that the Union of India will not remove the chairman of the various banks; and (3) that the Union of India will not give any directions contrary to the provisions of the Banking Laws Act.”

Government are advised that the essential provisions of the Ordinance nationalising the banks are not affected by this Order. Thus, the Order does not affect the vesting and the transfer of the undertakings in the corresponding new banks and the allotment of the capital of each bank to the Central Government. The ownership of the banks continues to vest in the Central Government. The former Boards of Directors also stand dissolved.

The Order will also not affect the normal functioning of the banks. The first direction of the court relates to the appointment of Advisory Boards. In view of this, during the interim period, the Reserve Bank would advise the banks as may be appropri-

ate in exercise of the powers available under the Banking Regulation Act.

As regards the second direction of the court, there is no reason why the Order should affect the willingness or ability of the Chairman/Custodians to perform their duties properly.

Under the third direction of the court, the Union Government are required to refrain from issuing any direction contrary to the provisions of “Banking Laws Act” which presumably, is a reference to the Banking Regulation Act, as amended from time to time. The Reserve Bank will take special care to ensure that nothing is done which is contrary to the public interest or to the interests of the depositors.

The House will appreciate that in an important matter like this, it would not be appropriate for me, at this stage, to say anything more except to assure the House that Government will keep the situation under close watch and take whatever steps may be considered necessary.

SHRI UMANATH (Pudukkottai): A Bill may be brought.

18.40 hrs.

(The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, July 23, 1969/Sravana 1, 1891 (Saka),