

12.40 hrs.

**BANKING LAWS (APPLICATION
TO CO-OPERATIVE SOCIETIES)
BILL***

The Minister of Finance (Shri T. T. Krishnamachari): I beg to move for leave to introduce a Bill further to amendment the Reserve Bank of India Act, 1934, and the Banking Companies Act, 1949, for the purpose of regulating the banking business of certain co-operative societies and for matters connected therewith.

Mr. Speaker: The question is:

‘That leave be granted to introduce a Bill further to amend the Reserve Bank of India Act, 1934, and the Banking Companies Act, 1949, for the purpose of regulating the banking business of certain co-operative societies and for matters connected therewith’.

The motion was adopted.

Shri T. T. Krishnamachari: I introduce the Bill.

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**DEMAND FOR SUPPLEMENTARY
GRANT (RAILWAYS)—Contd.**

Mr. Speaker: The House will now take up further discussion and voting on the Supplementary Demand for Grant in respect of the Budget (Railways) for 1964-65.

Out of two hours allotted, one hour and 35 minutes have been taken already; 25 minutes still remain.

Shri S. M. Banerjee (Kanpur): Can I have five minutes?

Mr. Speaker: All right. Nobody has stood up.

Shrimati Lakshmikanthamma (Khammam): I have asked for some time.

Mr. Speaker: She is not in her seat.

Shrimati Lakshmikanthamma: I think for discussion, we need not be in our seats. Only in the Question Hour.

Mr. Speaker: No.

Shri S. M. Banerjee: Generally, when it is a question of granting some money we give ungrudgingly, but we find that there is a lot of extravagance in the Railway Ministry.

Previously, when the Supplementary Demand came up in this House, I pointed out how a particular training centre is being shifted from Sealdah to Dhanbad. It is something surprising that this particular institution in Sealdah, which has enough accommodation, is being shifted to Dhanbad only because it was decided by the then Minister that it should be in Dhanbad for reasons best known to himself.

The Public Accounts Committee also went into the problem, and my information is that they also thought that this was nothing but extravagance on the part of the railways, and I put a question to the hon. Minister whether such extravagance should be allowed at this hour when every rupee available should be properly utilised for the welfare of the country and the welfare of the railway employees.

My information is that the building has been completed and Rs. 40 lakhs have been spent in Dhanbad, and that another Rs. 30 to Rs. 35 lakhs will be spent again on further construction.

It is very good that the Public Accounts Committee went into this question and it has been suspended temporarily. I do not expect the Minister to give a definite reply here and now without knowing. . .

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†Introduced with the recommendation of the President.

Mr. Speaker: No Member should stand in the passage and talk to others.

Shri S. M. Banerjee: Growing indiscipline!

Mr. Speaker: For which Members on every side are responsible.

Shri Hari Vishnu Kamath (Hosangabad): They are more in numbers, so they are more responsible.

Mr. Speaker: I will not apportion like that.

Shri S. M. Banerjee: So, I would request the hon. Minister to kindly consider this, go through this carefully, and see whether this spending is for extravagance or for the employees.

This institution can be expanded in Sealdah itself. Otherwise, all these students who have come from far-off places will be uprooted. The staff is going to be uprooted, and moreover, the shifting of this particular railway training institution from Sealdah to Dhanbad is useless. That is why I request the Railway Minister and the Minister of Finance also to consider this matter before it is finalised.

Shrimati Lakshmikanthamma:

support this Supplementary Demand for Grant for the railways.

If, in the process of the development of this vast country, one's constituency is also benefited, nobody will be more happy than the concerned Member. This Bhadrachalam Road is in my constituency; it is only another name for Kothagudem, where the vast Singareni coal fields are lying. Bhadrachalam is 20 miles from Bhadrachalam Road. There is no Kothagudem station, and Bhadrachalam Road is only another name for Kothagudem. It is only proper that Government has come forward with this Demand for a token grant of Rs. 10,000, with a view to providing employment for the displaced persons as well as developing the Dandakaranya region and making it an industrial complex.

As I said, Bhadrachalam is 20 miles from Bhadrachalam Road. There is a river between Kothagudem and Bhadrachalam. Just now I enquired of the Minister whether a survey was also being made for a bridge cross the river Godavari. Yesterday, my hon. friend Shrimati Reddy has already mentioned about it.

This Bhadrachalam has got great importance. We have been talking of national integration, Hindu-Muslim unity etc. So, I may tell you in a few words the importance of Bhadrachalam. A person by the name of Gopanna, afterwards Called Ramdas, was a tehsildar who used the funds of the Government for the construction of a temple, and he was imprisoned by the then ruling Tanesa, who was ruling Hyderabad. Later, Rama himself seems to have appeared before the Tanesa personally and paid back the dues. Hence, the rulers of Hyderabad had great regard for this temple, and even now they participate in the Sri Rama Navami festival. So, God can have no distinction between a Muslim and a Hindu. He appeared before the ruler of Hyderabad, who was a Muslim. The public of Andhra Pradaesh have also donated Rs. 20 lakhs for the renevation of this temple. It is but proper that now the long-cherished dream of the people and devotees of Bhadrachalam is coming true by this rail link in the process of development.

We have been discussing about the development of the tribal and backward areas. Nobody can overlook the importance of communications in the development of these tribal areas. So, I am very happy that in this railway line most of the areas linked up will be tribal areas. Kunavaram, for instance, is adjacent to my constituency, in another district, Bhadrachalam is in my own district. There are vast mineral resources in Kothagudem, and the link with Bailadila will provide for the development of this area into an industrial complex, and for the employment of many of these tribal people in this area. I am very glad that after discussions bet-

ween the Planning Commission, the Ministry of Rehabilitation and the Finance Ministry, they have realised the urgency of this survey, and are also saving the time of one year. I support and welcome this project and wish them all success.

Shri U. M. Trivedi (Mandsaur): I will not take long. Since it is a question of a Supplementary Demand for the railways and a question of a new plan being made, I will make one request to the Ministry that when all is said and done, when they want to undertake so many works, they must apply their mind to their own organisation, particularly the framing of the Establishment Manual which goes on changing, with the net result that the poor employees suffer various hardships on account of interpretation of vague words in a manner detrimental to the interests of the poor employees.

At certain places, the question of promotion, for instance, is decided on the basis of the date of appointment, at another place on the basis of the date of the person coming into a particular category, at a third place on the basis of the date of his securing promotion in a particular cadre, in a fourth place on the basis of his age at entry, and in yet another place on the basis of the number of years that a man has been in a particular category. All these various interpretations for the same type of service all over India is a great handicap for the employees.

Why should there not be a single Establishment Manual for the whole of India, properly laying down the principles by which the employees should be governed. I fail to see why the General Manager's Conference does not come to a final conclusion that this must be the process by virtue of which the question of employment, the question of future promotions etc., will be governed.

Dr. M. S. Aney (Nagpur): You are speaking only of the railways

Shri U. M. Trivedi: I am concerned only with railways now. This is a very vexing question. Even the dis-

cipline and appeal rules that are framed by the railways are framed at zonal levels. I do not know why? Why cannot the rules be prepared in the Centre. In various High Courts these questions come up and one zone has one rule and another zone has another rule. We are talking of standardisation but there is no standardisation available even for the employees. In one place one man gets the night allowance for a particular duty, while in another place one does not get for the same kind of duty. There are such dissimilarities in the matter of the provision of uniforms, promotions, and so on. How long will it go on like this? It is high time that a commission or committee was appointed to go into these establishment manuals and give them a final shape so that the employees may know the conditions of service and so that there may be uniformity in these things all over India. They should not be left to the mercy and sweet will of individual officers who give their own interpretation. One general manager says one thing; another general manager in another zone says another thing. It has gone too far and some uniformity should be brought in this matter without any more delay.

Shri D. C. Sharma (Gurdaspur): Sir, I support these demands. Even though Bhadrachalam is thousands of miles away from my constituency, I support these demands. I will go and visit this temple where such great favours are bestowed by our Gods...

Mr. Speaker: Is he waiting for some invitation to come from some Members who are there?

Shrimati Lakshmikanthamma: I welcome all hon. Members.

Shri D. C. Sharma: I will go and propitiate the divine being there because I have not had any grace from any God so far.....

Shri U. M. Trivedi: Because your name is Devan and Chand and not the name of any God.

Shri D. C. Sharma: I charge the Ministry of Rehabilitation and the Ministry of Finance for neglecting these areas for so long. They have

[Shri D. C. Sharma]

been guilty of something which is injurious to our national development and national welfare. Why have they not decided upon the development of this area much earlier? It is so rich in iron ore, coal, hydro-electric potential and it can also house a steel plant. What are the members of the Planning Commission doing?

My third point is this. It is very-unfortunate that the Public Accounts Committee has made one remark Supplementary grants are not very-welcome; so far as our fiscal policies are concerned, we should have as few supplementary grants as possible. But here is a wise decision taken by the Public Accounts Committee; you should restrict the grant to a token amount. So that we need not have one supplementary grant but a serious of them. Is it good? Is it in the interest of the fiscal health of any democracy in any part of the world?

My fourth point is this. You are developing so many areas for industrial development. I welcome them. But I want to ask the Railway Minister one question. What has he done with regard to the strategic railway-line which we want from Pathankot to Jammu or Udhampur? Do you not think that we are in grave danger all the time, at the hands of Pakistan? But here the wisemen of the Railway Ministry, the great lords of the Defence Ministry and the great men of the Finance Ministry—all these persons are sleeping over it. Are they Rip Van Winkles? When will they wake up? He woke up after 20 years? We have had 17 years of independence in this country. Will they wake up after 20 years? I want to have one categorical answer from them. I submit very respectfully that the Railways should be built immediately on a top priority basis from Pathankot to Jammu, if not from Pathankot to Udhampur. Finance should be no consideration. Other things should be ruled out. Because the integrity of our country, the security of our country demand it; the sovereignty of

our country is put in danger every time by Pakistan's cease fire violations, by having spy rings and infiltrators and smugglers in this country; we should guard against them. Something should be done about it.

श्री रघुनाथ सिंह (वाराणसी) : अध्यक्ष महोदय, मैं केवल अपनी कांस्ट्रिक्टियुग्रेसी के दो विषयों की ओर आपका ध्यान आकर्षित करना चाहता हूँ। आज से करीब वारह बरस से एक मामला रेलवे बोर्ड के सामने पेंडिंग है। बापतपुर और मालिसपुर के बीच में एक हाल्ट स्टेशन होना चाहिये। कम से कम पांच सात बार इसके बारे में इनक्वायरी हो चुकी है लेकिन जो इनक्वायरी रिपोर्ट है वह हर बार दब जाती है। यह मामला वारह बरस से चलता आ रहा है। यह हमारे शहर का एक सुवर्ण है, वहाँ पर हाल्ट स्टेशन क्यों नहीं खोला जाता है, यह मेरी समझ में नहीं आया है। मैं चाहता हूँ कि इस ओर ध्यान दिया जाए।

दूसरी बात यह है कि चौखंडी और लोटा के बीच में एक हाल्ट स्टेशन बहुत दिन हुए खोल दिया गया है। लेकिन वहाँ पर सिर्फ एक ही पैमेंजर ट्रेन रुकती है। उस लाइन पर से तीन चार पैमेंजर ट्रेज गुजरती हैं। इसके बारे में बहुत लिखा पढ़ी की जा चुकी है कि ये जो तीन चार ट्रेज हैं इनको एक एक मिनट के लिए वहाँ रुकवाया जाए लेकिन उसका कोई इंतजाम नहीं किया गया है। मैं चाहता हूँ कि इस ओर भी आपका ध्यान जाए।

अब मैं लेट रनिंग आफ ट्रेज के बारे में थोड़ा सा निवेदन करना चाहता हूँ। बावजूद इसके कि इतने दिन . . .

अध्यक्ष महोदय : सब चीजें तो इसमें नहीं आती हैं।

श्री रघुनाथ सिंह : मैं खत्म कर रहा हूँ। जिस किसी ट्रेन में हम बैठते हैं, यह गारंटी

वहीं होती है कि वह ठीक समय पर पहुंच जाएगी .

अध्यक्ष महोदय : जहाज की गारंटी होती है ?

श्री रघुनाथ सिंह : जहाज की बिल्कुल गारंटी है और वहां कम्पलीट सेफ्टी है। उससे ज्यादा और कहीं सेफ्टी है ही नहीं। लेट रनिंग आफ ट्रेज के मामले में अधिक सुधार नहीं हुआ है। इस में भी अगर सुधार हो जाए तो अच्छा है।

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): Sir, I am very grateful to the hon. Members who have given some concrete suggestions in the course of the consideration of this item for better and more efficient working of the Railways. They have also spoken about the need for rail connections in their areas and pleaded for undertaking surveys for new line. It would not be possible for me to reply to all those suggestions individually or to say something in respect of each of them. But I would like to assure them that all their suggestions in regard to surveys and new projects will be fully considered and whatever is possible will be done in respect to them. I would, however, like to invite the attention of the hon. Members who have made these suggestions and tried to impress in regard to the need for surveys for new lines and new links to the fact that the resources of the Ministry of Railways are limited. Up to now, it has not been possible for us to know how much money will be available to the railways in the Fourth Plan. The Fourth Plan is still in a formative stage and final decisions in regard to different suggestions could only be taken after it was known how much money will be available to the railways in the Fourth Plan for taking up new projects.

13 hrs.

There was some reference to the Godavari river and it was asked whether the survey would include the provision of a bridge across the Godavari near Bhadrachalam. I would like to say that this survey does include a provision for investigation in regard to such a bridge across the Godavari near Bhadrachalam.

Sir, I would like to submit that this demand which has been presented is not for the sanctioning of any additional funds as such. It is only because the survey involves an expenditure of more than Rs. 1,00,000, it has been regarded as a new instrument of service, and therefore, it is necessary for the Railway Ministry to obtain the specific approval of Parliament. This survey to which approval is now sought is an engineering-cum-traffic survey for a rail connection between Dantewara, which is a station on the new line now under construction from Bailadilla to Kottavalasa, and Bhadrachalam Road. In regard to the potentialities of this area and the reason why it has been decided to undertake a survey, I think it is not necessary for me to say anything, because, as hon. Members are very well aware, this region has great industrial potentialities, and it is expected that after a rail line is provided in this region, it will be possible to develop this area, and its regional complex of industries will be of considerable importance.

So, without taking more time in regard to this, I would like to say few words about a suggestion that was made by my hon. friend Shri Sivamurthi Swamy for providing a railway line in his area. In respect to that I wish to inform him that concurrently with the detailed investigation of the rich iron ore deposits of the Hospet-Bellary area, an engineering-cum-traffic survey has already been included in the current year's budget for investigating the feasibility of conversion to broad gauge of the metre gauge line from Hospet to Marmgoa and the northward link from Londa to Miraj.

*Establishment of new
Ordnance Factories*

[Shri Sham Nath]

With these few words, I would request the House to grant these supplementary demand.

Shri Nambiar (Tiruchirapalli): I had put a specific question that with the coming into operation of the new zone that is to emerge out of the Southern Railway and the Central Railway, because of the operational necessity and the purposes for which this new rail is constructed, it will be better served by the new zone. That point has not been replied to.

Mr. Speaker: He has given an omnibus reply that all the suggestions will be considered.

The question is:

"That a supplementary sum not exceeding Rs. 10,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of Demand No. 2—'Miscellaneous Railway Expenditure'."

The motion was adopted.

13.07 hrs.

MOTION RE: STATEMENT ON ESTABLISHMENT OF NEW ORDNANCE FACTORIES—*contd.*

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shri Ranga yesterday, namely:

"That this House takes note of the statement made on the 20th November, 1964 by the Minister of Defence Production on the establishment of new Ordnance Factories."

Shri Sham Lal Saraf. After his speech, the Minister has to reply, as announced yesterday.

Shri Sham Lal Saraf (Jammu and Kashmir): Mr. Speaker, Sir, I have listened to some of the speeches made yesterday and I feel that out of them two things, in the main, emerge. Firstly, it is the location of the ordnance factories; secondly, the dispersal of those factories. I may add that, thirdly, the point raised was, why in spite of the six factories promised, only four have been under consideration, and fourthly, the Minister's statement—I do not know whether the Minister said it or not—that owing to the fact that foreign exchange was not available, two more factories could not be set up.

Personally, I feel that while setting up the ordnance factories, one or two things have to be kept in mind, particularly, when it is the question of dispersal of industries as such. The dispersal of such industries is decided upon after the consideration of such aspects as availability of raw material more than those considerations such as the facilities available in regard to power and so forth. In the setting up the ordnance factories, I feel the main purpose is one of protection, how they can be protected from becoming a target of an enemy attack tomorrow, in case the country is at war with any other country. Secondly, apart from considerations such as the availability of power, technical manpower, transport facilities and so on and so forth, I feel that as far as the dispersal of these factories is concerned, it has been done very well. For instance, in the past, when the Britishers were here, they were setting up over a dozen factories during their time which were mainly located in the northern region of this country such as in Punjab and on the northern frontiers so that the ammunition and other things that were produced in the ordnance factories could be available for their utilisation in the north and the Frontier Provinces.

An hon. Member: They have gone.

Shri Sham Lal Saraf: They have gone. These factories have to be