

THE
PARLIAMENTARY DEBATES

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(Part II—Proceedings other than Questions and Answers)
OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Friday, 26th February, 1954

The House met at Two of the Clock

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

MOTION FOR ADJOURNMENT

AIR CRASH IN DELHI

Mr. Speaker: I have received notice of an adjournment motion which is obviously untenable, and I cannot give my consent. Yet, I would invite the attention of the House to the contents or it—"to discuss a matter of urgent public importance, to wit, the recent air crash that occurred at 11 A.M. on the 25th February 1954 near Jamuna bridge."

We will now proceed with the further business.

STATEMENT RE PLANNING COMMITTEE FOR ADMINISTRATIVE STAFF COLLEGE

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): Sir, while replying to a supplementary question put by Dr. Amin regarding the Planning Committee for the Administrative Staff College, it was stated that the Committee submitted its report in 1950. The Committee which submitted the Report was the Joint Committee of the Board of Technical Studies of the All India Council for Technical Edu-

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cation and that Joint Committee recommended the establishment of an Administrative Staff College. Pursuant to that recommendation, a Planning Committee for the Administrative Staff College was set up in June, 1953. This Committee has not yet submitted its report.

BARSI LIGHT RAILWAY COMPANY (TRANSFERRED LIABILITIES) BILL

The Deputy Minister of Railways and Transport (Shri Alagesan): I beg to move:

"That the Bill to impose upon the Barsi Light Railway Company, Limited, an obligation to make certain payments to the Central Government, be taken into consideration."

Sir, as the House is aware, the Barsi Light Railway Company was the last of the Sterling Companies operating in India and Government decided in December 1952 to exercise the option under the contract to purchase the Railway by giving a year's notice. Accordingly, after the expiration of the notice period the Railway was taken over on the 1st January, 1954 and is now a part of the Central Railway System.

Government were anxious that in effecting this transfer the service rights of the staff should be protected in respect of reasonable payments due from the Company. Ordinarily, the staff of the Company would have been treated as new recruits to Government service from the date the Barsi Light Railway was taken over by Government. This would have adversely affected them. To remove the