

SHRI SHASHI BHUSHAN: What about my question?

MR. SPEAKER: It has been transferred to 12-5-1976. The hon. Members, I think, are informed. Have you not been informed? I think you have not looked into your papers.

SHRI M. C. DAGA: About 400 of my questions have been rejected.

MR. SPEAKER: The question is not disallowed, it has been transferred to 12-5-1976... (Interruptions). Order, please. Let Mr. Rajdeo Singh put his question.

Coffee Export

*618. SHRI RAJDEO SINGH: Will the Minister of COMMERCE be pleased to state:

(a) whether the value of coffee export during the last decade had registered an eight-fold increase from Rs. 71.6 million in 1960-61 to Rs. 585.3 million during 1974-75; and

(b) whether this increase in value of coffee export during the last decade and in the years following will be proportionately maintained irrespective of the adverse medical opinion recently expressed about the drinking of coffee?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI VISHWANATH PRATAP SINGH): (a) Yes, Sir.

(b) During the last few years, there have been press reports of conflicting medical opinion on the effect of coffee-drinking on human health but these may not have much impact on exports.

SHRI RAJDEO SINGH: Some medical opinion have reported about the harmful effects of coffee. I want to know the name of the country to which those medicines belong. I also would like to know whether these

opinions have been inspired by some agencies marketing other light beverages.

SHRI VISHWANATH PRATAP SINGH: There were some press reports in the *Hindustan Times* one Dr. Walter Reed saying that coffee would be harmful. But there are also favourable reports—one Dr. Charles Hennekens saying that coffee has no such harmful effect. I can assure the hon. Member that we are interested in our coffee exports and coffee is such a fascinating drink that people will sip it in spite of the fear to their life even if it be there, though it is not correct.

MR. SPEAKER: The Question-Hour is over now.

SHORT NOTICE QUESTION No. 3

Steps to check fire incidents in suburban trains in Bombay Area

S.N.Q. 3. SHRI DHAMANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Administration is taking drastic measures to check frequent fire incidents in suburban trains on both Central Railway and Western Railway in Bombay area; and

(b) if so, the measures being taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) A statement is laid on the table of the Sabha.

STATEMENT

In view of the recent fire accidents, special immediate measures have been adopted to prevent fire incidents and to minimise the damage. Some of the steps taken are as under:

- (i) Strengthening the insulation arrangements on the roof of the motor coaches.

- (ii) Replacing the inflammable materials wherever used inside the coaches by non-inflammable material to the maximum possible extent.
- (iii) All the maintenance checks have been intensified to ensure no slip-up in checks in regard to safety devices.
- (vi) Providing additional steel bars on the windows of motor coach driving cabs to prevent unauthorised entry into the motor coach and consequent tampering of the electrical equipment by miscreants.
- (v) Thermal sensing devices are being provided to prevent overheating in resistance compartments.
- (vi) Checking material and luggage carried by suburban passengers with a view to preventing inflammable material being carried by the passengers in local trains. In addition, publicity is given through notices etc., at booking windows, platforms and through posters.
- (vii) Regular public announcements are being made in English, Hindi and Regional languages on platforms.

In addition, feasibility of automatic fire extinguisher is being studied by Research Designs and Standards Office.

SHRI DHAMANKAR: I have gone through the statement. The steps proposed by the Railways to meet these Fire incidents may be adequate normally. But it has been reported in Bombay that these fires are caused due to sabotage and in that context I feel that these steps may not be adequate. Last week I toured my District of Thana. I was shocked to learn at Palghar, Bassein, Thana, Kalyan, workers of sangarsh samities had organised secret meetings and issued instruction to take to sabotage and vio-

lence to paralyse and pressurise the Government. In that context I would like to know whether the Railway Ministry in consultation with the Home Ministry enquired on these lines of sabotage and took necessary steps to curb these recurring incidents of fire in the suburban Trains of Bombay?

SHRI MOHD. SAIFI QURESHI: Whenever such incidents occur, the normal procedure to be followed is that the matter is referred to the Additional Commissioner, Railway Safety who enquires into the whole matter. The findings of the Commissioner (Safety) are that these fires were due to certain negligence on the part of the passengers and not due to mechanical defects. The hon. member has asked whether there is any suspicion that these may be acts of sabotage because of which incidents of fires are taking place. I may mention that as such there is no such evidence, but it cannot be ruled out completely, because the whole matter will have to be looked into. After the final findings are given by the Commissioner of Railways (Safety) if it is found that these matters possibly are being caused by certain extraneous forces, naturally, further investigation in the matter will take place.

SHRI DHAMANKAR: After the ghastly and disastrous fire near Matunga Station about 40 persons have been killed. Nearly every week there is an incident. Even last week there was an incident between Mahim and Matunga stations of the Western Railways. The Railways have now taken steps to make an announcement on the Railway stations which will assure the travelling passengers that there is no danger. But now what has happened is that immediately on seeing sparks from the pantograph or short circuits, passengers get panicky and confused and they jump out of the running trains and get killed under running train on the parallel tracks. I would like to know whether the Railway will put up posters in all the compartments what to do and what not

to do i.e., 'dos and donts' in case of fire in the trains.

SHRI MOHD. SHAFI QURESHI: Before coming to the Parliament, I was myself yesterday in Bombay, I inspected the burnt coaches and also demonstration of the pentographs being lowered and being raised. It is found that because of electric equipment certain sparks will take place at certain places. But that is not going to cause any danger. A regular campaign was started telling the passengers not to get panicky. It is true that because of the spate of incidents one after the other the confidence of the commuters has been shaken. Deaths have taken place because the passengers jumped out of the running trains. A regular campaign has been started through the radio, press, posters and public announcement at the Railway Stations to inform the public that they should not get scared and should not jump out because it is going to harm them and other persons. Besides this there is a long term programme of providing longer insulated roof of fibre glass below the pentograph and also to provide similar material in the ceiling. Hundred per cent thorough check is being carried out on the working system of EMU coaches. I am sure, with these short and long term measures, these incidents of fire will now decrease.

SHRI VASANT SATHE: The most important thing is to restore the confidence of the commuters. There are certain leaders we know of the erstwhile federation who believed in sabotage. They were connected with what happened in Samastipur. They were connected recently with what happened regarding dynamite case in Baroda. Putting two and two together, we can come to our own conclusion. Some of these are still underground. I do not know why the Home Ministry is not able to apprehend these persons. They are behind the whole campaign, not only creating sabotage but creating panic. Thereby they defeat the measures you are taking. How are you going to combat that by creating confidence among the people. As we all

know, there is great rush in these local trains. What are the methods of check you have to see that no inflammable material is carried? Are you going to have any concrete check immediately on a big scale to be taken so that the confidence of the travelling public would be restored? Are such steps being taken along with the help by the police, I want to know.

SHRI MOHD. SHAFI QURESHI: He is quite right in saying that the confidence has to be restored in the commuters. That is what is being done today. We know that there are certain people who dislocate the whole system. We are very vigilant. I can assure the House that even people in compartments are now cooperating with the Administration. Of course, as you will admit, it is not possible to have 100 per cent check. With this cooperation of the passengers we were able to locate many cases and inflammable materials were detected and taken out of the trains. Therefore we are very strict in these matters. So, we are taking care of this aspect of creating confidence in the minds of the people.

श्री नरसिंह नारायण पांडेय : माननीय मंत्री जी ने जैसा कहा बम्बई सबबंन ट्रेन में मजिद और मन्गा के बीच में जो गैंगमीडेंट हुआ जिस में काफी धांसो मरे और पैन्टोग्राफ जो था वह बिल्कुल डटवट पिया गया, जो रेलवे बोर्ड के इंस्पेक्टर स्पष्ट पर गये थे उन्होंने कहा कि पैन्टोग्राफ इन्टेक्ट है और एक मंस्वर ने कहा कि जो मन्स्वर सामान रखा गया था वह भी ऐसा इन्फ्लेमेबल नहीं था जिस में कि धांस बन मके तो मैं जानना चाहूंगा कि धांस के नेफटी कमिश्नर ने क्या कोई इन्टेन्सि रिपोर्ट धांस को दी है जिस में कि धांस धांस बन कर सबबंन रेलवेज में वैसे जस की सुरक्षा का काम कर सके ? धांस ने उस पर क्या एक्शन लिया, क्या फाईंडिंग धांस को मासम हुई ।

According to the provisional findings the fire was due to the ignition of inflammable material which was being carried below the seat level in the right-hand side rear and corner of the compartment. He has attributed this accident to negligence of persons other than railway staff.

श्री मुहम्मद शाही कुरेशी : जैना कहा गया और माननीय सदस्य स्वीकार कर रहे हैं उन में प्राण जो लगी वह कोच के अंदर से लगी। पैंटोग्राफ रेल की छटा के ऊपर होता है। उन की वजह से प्राण नहीं लगी थी। लेकिन अंदर से प्राण जो लगी उस के ऊपर कमिश्नर आफ मेफटी ने जो एन्क्वायरी की, उस की जो प्रोविजनन फाइंडिंग्स हैं उन में उन्होंने लिखा है

श्री शशि भूषण . प्रमी माठे जी ने एक प्रश्न किया था उन्ही का मैं और स्पष्ट कराना चाहता हू कि रेलवे में बर्कन फेडरेशन के चैयरमैन और हिन्दुस्तान की सांशनिस्ट पार्टी ने चैयरमैन प्रोपेनर्सी बार्मेन को प्रीच करने है ता प्राप उन फेडरेशन को या ता मन्वेट बीजिये या फेडरेशन से कहिए कि वह चैयरमैन को सन्वेड करे और सांशनिस्ट पार्टी का बैं कंजिए या सांशनिस्ट पार्टी उन का निकाले । ये दोना चीजे नहीं बन सकती । डायनेमाइट कैस में भी जाई फरनेन्डोज का नाम आता है और इन मंडीवाटेज कैनेड म भी उन का नाम आता है ता या तो इन को फेडरेशन सन्वेड करे और सांशनिस्ट पार्टी निकाले या फेडरेशन को और सन्वेड करे इन मिनिमले में प्राण को क्या राय है ।

श्री मुहम्मद शाही कुरेशी : रेलवे में दो यूनिवर्स है—आल इंडिया रेलवेमेन्स फेडरेशन और नेशनल फेडरेशन आफ इंडिया रेलवेमेन्स जिन को रिकग्निशन दिया है। जार्ज फरगोडिड एक यूनिवर्स के प्रेसीडेंट हैं। उन्होंने एक सर्कुलर जारी करवाया था जिन में साफ कहा था कि जो हमारी प्राइम मिनिस्टर का बीच सूची कार्यक्रम है उसका विरोध

किया जाये, उसको चलने न दिया जाये लेकिन मैं मुबारिबाद देना हू बर्कन को कि उन्होंने न सिर्फ उनको रद्द किया बल्कि यह भी कह। कि प्राइम मिनिस्टर के बीच सूची कार्यक्रम को कामियाब बनाने में हम हर मुमकिन कोशिश करेंगे। अब जहा तक चैयरमैन को सन्वेड करने का मामला है वह उसकी फेडरेशन तक है लेकिन हम जानते हैं उन की बातचीत किस तरीक की है, उन का रबैया क्या है—हम इन में बेखबर नहीं है और मुझे यकीन है कि यूनिवर्स न बजाहिरा एक नो काफिडेंस उन के खिलाफ कर दिया है क्योंकि उन्होंने उनकी बात नहीं मानी और अब वे डीठ बनकर प्रेसीडेंट बने रहे ता वह अलग बात है।

SHRI ANNASAHAB GOTKHANDÉ: Sir, the statement refers to a fact that all the maintenance checks have been intensified to ensure no slip-up in checks in regard to safety devices. The Minister also referred to the inspection of the coaches.

I want to know from the Minister what is the frequency of the inspection of coaches.

SHRI MOHD SHAFI QURESHI: The coach goes every four days to the workshop for a normal check-up. There is also a regular checkup of brakes and other things after fifteen days. The periodic overhaul takes about eighteen months. So normally after every four days the whole coach is examined in the workshop.

SHRI B V NAIK Sir, may I know from the hon. Minister why this has been localised in respect of Bombay, particularly in the constituency of my friend Shri Dhamankar and why in the rest of the suburban electric tram system—whether in Calcutta or other places—such accidents are not occurring. Does it lend credence to the theory put forth by the hon. Members. Shri Saibé and Shri Shashi Bhushan that

these sabotages are localised under the inspiration of and guidance from these areas?

SHRI MOHD. SHAFI QURESHI: I have already stated that the sabotage cannot be ruled out because, sometimes, we find that it can be confirmed only after a thorough enquiry into the accident.

As I have already stated, a preliminary enquiry has been made by the Additional Commissioner for Railway Safety and his findings have come. I have already stated what the findings are. It is only after the final report is given by the Additional Commissioner for Railway Safety that this aspect will be looked into. We are aware of these things.

WRITTEN ANSWERS TO QUESTIONS

Non-Plan Expenditure of Central Government

***607. SHRI SHANKERRAO SAVANT:** Will the Minister of FINANCE be pleased to state:

(a) which expenditure comes under the category of 'non-plan' expenditure;

(b) what was the 'non-plan' expenditure of the Central Government during the last three years; and

(c) the ratio of such expenditure to plan expenditure?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE SHRIMATI SUSHILA ROHTAGI: (a) A statement is laid on the Table of the House.

(b) The non-Plan expenditure of the Central Government during the last three years was as follows:

(Rs. Crores)

1973-74	5927
1974-75 (RE)	6964
1975-76 (RE)	8562

(c) The ratio of Plan expenditure to the non-Plan expenditure is as follows:

	Plan Expenditure	No-Plan expenditure
1973-74	29	71
1974-75	31	69
1975-76	32	68

STATEMENT

Expenditure not covered by the following four categories of development schemes would be considered as non-Plan expenditure during the Fifth Plan in accordance with guidelines given by the Planning Commission.

(a) New Development Schemes on capital account;

(b) New Development schemes on revenue account (some of these may in fact be of a capital nature).

(c) Development schemes which are part of the Fourth Plan but, not being completed by 1973-74, a portion of the expenditure will be carried into the Fifth Plan, that is, only that portion of the expenditure which is expected to be incurred from 1974-75 is counted for the Fifth Plan;

(d) Development schemes which represent additions to or extensions of development institutions or establishments which already exist and are part of the normal maintenance responsibilities of the Government or which being completed during the period of the Fourth Plan, should be deemed to be-