

LOK SABHA DEBATES

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LOK SABHA

Tuesday, April 16, 1974/
Chaitra 26, 1896 (Saka)

*The Lok Sabha met at Eleven of
the Clock*

[MR. DEPUTY SPEAKER in the Chair]
ORAL ANSWERS TO QUESTIONS

सस्ती लागत पर विद्युत् का उत्पादन

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*689. श्री जगन्नाथ राव जोशी :
श्री अटल बिहारी वाजपेयी :

क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि

(क) देश में न्यूनतम लागत पर विद्युत् उत्पादन के लिए क्या कार्यवाही की जा रही है, और

(ख) विद्युत् उत्पादन की निर्माणाधीन परियोजनाओं के कब तक पूरा होने की संभावनाएँ हैं ?

सिंचाई और विद्युत् मंत्री (श्री कृष्णचन्द्र पन्ना) (क) और (ख). विवरण सभा-मटल पर रखा जाता है।

विवरण

(क) और (ख) देश में सभ्य न्यूनतम लागत पर विद्युत् उत्पादन करने के लिए निम्नलिखित पग उठाए जा रहे हैं—

(1) जल विद्युत् शक्यता, जो कि साक्षात्-रूपतया सस्ता विद्युत् स्रोत है, का द्रुत विकास।

(2) कोयला क्षेत्रों में और उम के निक्षेप के क्षेत्रों में उपयुक्त स्थलों पर बृहत् वाप विद्युत् केन्द्रों की स्थापना ताकि विद्युत् केन्द्र के आकार के अनुसार, जितना बड़ा हो उतनी किरायात की जा सके और परिवहन की लागत को न्यूनतम किया जा सके।

(3) क्षेत्रीय/राष्ट्रीय आधार पर विद्युत् प्रणालियों का समेकित प्रचालन ताकि उपलब्ध उत्पादन क्षमता का इष्टतम तथा अत्यधिक मिनटव्ययी ममुपयोगन किया जा सके।

(4) देश में आवश्यक निर्माण सुविधाओं, प्रचालन संबंधी जानकारी की उपलब्धता तथा ऐसे बृहदाकार सयंत्रों का ममुपयोगन करने के लिए प्रणाली की क्षमता के अनुसार उत्पादन यूनिटों के बृहत्सम अनुसंधान कार्यों को अपनाना।

(5) प्रशिक्षित व्यक्तियों द्वारा भी ममुष्यत प्रचालन तथा रख-रखाव, ताकि सयंत्रों को मजबूत तथा रख-रखाव के लिए कम से कम बन्द किया जाए, जिन पर बहुत खर्च आता है।

(6) सयंत्र तथा उपस्कर और उनके प्रचालन की लागतों को कम करने के लिए अनुसंधान तथा विकास कार्य।

उपर्युक्त उपायों को उत्तरोत्तर क्रियान्वित करने के लिए प्रयास किए जा रहे हैं और ये पाचवी तथा बाद की योजनाओं के दौरान भी जारी रखे जाएंगे।

निर्माणाधीन विभिन्न परियोजनाओं को पूर्ण करने का संभावित कार्यक्रम सलम विवरण में दिया गया है।

विवरण

वे विद्युत उत्पादन संशोधनार्थ जो निर्यातशील हैं और उस के प्रचालन की संभावित तिथि:-

| | | (आंकड़े मिलियन किलोवाट में) | | | | | |
|----------------------|---------------------------------|-----------------------------|-------|-------|-------|-------|-------|
| | | 1974- | 1975- | 1976- | 1977- | 1978- | |
| | | 75 | 76 | 77 | 78 | 79 | |
| क—जल विद्युत् | | | | | | | |
| (1) | आगे ले जाई जाने वाली और चालू | 0.8 | 1.38 | 4.36 | 0.5 | 1.0 | 5.04 |
| (2) | नई | .. | .. | .. | .. | 0.01 | 0.01 |
| उप-योग (क) | | 0.8 | 1.38 | 4.36 | 0.5 | 1.01 | 5.05 |
| (ख)—ताप | | | | | | | |
| (1) | आगे ले जाई जाने वाली और चालू | 1.51 | 1.12 | 1.46 | 0.55 | 0.12 | 4.79 |
| (2) | नई | .. | 0.06 | 0.57 | 0.54 | 0.20 | 1.37 |
| उप-योग (ख) | | 1.54 | 1.18 | 2.03 | 1.09 | 0.32 | 6.16 |
| ग—परमाणु | | | | | | | |
| (1) | आगे ले जाई जाने वाली और चालू | .. | 0.2 | 0.2 | .. | 0.2 | 0.60 |
| | नई | .. | .. | .. | .. | .. | .. |
| उप-योग (ग) | | .. | 0.2 | 0.2 | .. | 0.2 | 0.60 |
| कुल योग | | 2.34 | 2.76 | 6.59 | 1.59 | 1.53 | 11.81 |

श्री जगन्नाथ राव जोशी : उपाध्यक्ष महोदय, यह विवरण अभी मुझ टेबिल आफिस से मिला है, किन्तु फिर भी मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि सस्ती लागत पर विद्युत उत्पादन की दृष्टि से जो उपाय इस में दिया गया है कि जहाँ पर कोयले का विपुल भण्डार है, उस

के नजदीक उनको स्थापना करें ताकि उस में खर्च कम हो, तो इस दृष्टि से आप ने कभी गकै आउट कर के देखा है कि ट्रांस-मिशन लाइनों में खर्च ज्यादा आता है या कोयले को दूर ले जाने में खर्च ज्यादा आता है? क्योंकि इस में वैगन्स का सवाल भी आता है?

दूसरा सवाल यह है कि इस में जो सुझाव दिया है, तो इस सुझाव के आधार पर पांचवीं योजना के अन्तर्गत कहां कहां पर आप का थर्मल स्टेशन बनाने का विचार है और कहां पर आप ने इन को स्थापित किया है ?

श्री कृष्ण चन्द्र पंत : उपाध्यक्ष जी, यह सही है कि जहां कोयला पाया जाता है, उसके नजदीक अगर बिजली का कारखाना बनाया जाए, तो उस में आम तौर पर मस्ती बिजली बनेगी बंमुकाबले उस के कि कोयले की खानों से दूर बिजली का कारखाना हो, लेकिन जैसा कि माननीय सदस्य ने कहा कि ट्रांसमिशन लाइन्स पर कितनी कास्ट पड़ती है और उस बिजली को ले जाने पर कितना खर्च पड़ता है, उस को भी देखना होता है। जहां पर बिजली की खपत है और उस स्थान से जहां पर बिजली का उत्पादन होता है, उस के ले जाने पर जो खर्च होता है, उस को अगर न देखा जाए तो पूरी तस्वीर सामने नहीं आएगी। इसलिए दोनों चीजों को देखना पड़ेगा और उनको देखने के बाद ही यह फैसला हो सकता है कि कहां पर बिजली का कारखाना बनाया जाए।

कुछ बड़े बिजली के कारखाने बनाने की हमारी योजना है और सुपर थर्मल स्टेशनम जिन को कहते हैं उन के लिए कुछ साइट्स सलेक्ट करने के लिए साइट्स छांटने के लिए एक कमेटी बनाई है और वह कमेटी यह देख रही है कि वहां पर इस तरह के सुपर थर्मल स्टेशनस बनाए जाएं। उस कमेटी की रिपोर्ट शीघ्र आने वाली है।

श्री जगन्नाथ राव जोशी : अपने प्रश्न के 'ख' भाग में मैंने पूछा है कि निर्माण

कार्यों में काफ़ी विलम्ब हुआ है और उस का एक कारण मुझे ऐसा लगता है, यह है कि जो निर्माणाधीन कार्य हैं, यह राज्यों के बिजली बोर्डों पर छोड़ना है। इसलिए मैं सरकार से यह जानना चाहता हूँ कि इस में जो यह विलम्ब हुआ है, उस के और कोई कारण हैं या यह कि राज्य सरकारों को जितनी तेजी से, जितनी चुस्ती से इस काम को करना चाहिए था उस को उन्होंने नहीं किया है। इस में एक सवाल यह भी पैदा होता है कि बिजली पूरे देश में जो पैदा होती है, वह जल-विद्युत द्वारा निर्माण होती है, थर्मल से उस को बनाते हैं और फिर अणु से भी इस का निर्माण करते हैं और यह कृषि, उद्योग और घरेलू इन तीनों को दी जाती है लेकिन हर प्रदेश में इन तीनों उद्योगों के लिये अलग अलग दरें हैं। मुझे यह अच्छा नहीं लगता है। क्या सरकार इसके बारे में सोचेगी कि इस में समान मूल्य हर प्रदेश में और हर केटेग्री के लिए रहें ?

श्री कृष्ण चन्द्र पंत : जहां तक दूसरे प्रश्न का सम्बन्ध है हर राज्य को इस की इजाजत है इस का वह अधिकार है कि वह मूल्य निर्धारित करे और आज तो मूल्यों में अन्तर है और जैसा कि माननीय सदस्य ने कहा कि सब जगह बिजली के मूल्य एक ही हों, तो यह इतना आसान नहीं है। मसलन मैं आप को दो ही बातें बताऊं कि कैराला में और कर्नाटक में जो बिजली पैदा होती है, वह हाइडल की बिजली है और वह सस्ती है। मध्य प्रदेश में कुल बिजली या विदर्भ में जो जो कुल बिजली पैदा होती है, वह कोयले से पैदा होती है और उस में काफ़ी अन्तर है। तो बिजली के मूल्यों में उनकी दरों में भी इन सारी बातों को देखना होगा और जब नेशनल ग्रिड बनेगा और उस के साथ साथ टैरिफ की बात

श्री डी० एन० तिवारी : पूर्वी उत्तर प्रदेश और नार्थ बिहार के लिये यही एक लिंक है जिस से वहा के यात्री सफर करते है। यदि लखनऊ से उनको ट्रेन नहीं मिलनी है तो नार्थ बिहार और पूर्व उत्तर प्रदेश मे नहीं जा सकते हैं। क्या मैं जान सकता हू कि—इतनी भीड़ के होते हुए भी सरकार कोई ट्रेन नहीं चलाना चाहती है मुसाफिरो को तकलीफ देना चाहती है इसका क्या वजह है ?

श्री मुहम्मद शकी कुरैशी : मुसाफिरो को तकलीफ नहीं दी जा रही है बल्कि कोशिश की जा रही है कि उन को सफर की ज्यादा सुविधायें मिले । लेकिन सब से बड़ी मुश्किल यह है कि जब तक दिल्ली में नीमगा टर्मिनल नहीं बनेगा तब तक कोई भी फास्ट ट्रेन दिल्ली और लखनऊ के दरमियां चलाना मुश्किल है ।

MR. DEPUTY-SPEAKER: Next question—Question No. 693. Along with that we will take up Question No. 706 also as they are identical.

**Reduction in Production of Wagons
in Railway Workshops**

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*693. SHRI INDRAJIT GUPTA:
SHRI M. KALYANA
SUNDARAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have reduced the production of wagons in Railway Workshops;

(b) whether Government have increased the orders for wagons with the private wagon builders;

(c) if so, the reasons therefor and the names of private wagon builders with whom orders have been increased; and

(d) what is the capacity of these private wagon builders?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

(a) No, Sir.

(b) to (d). There has been no increase in the overall orders placed on private wagon builders during 1973-74 as compared to previous years. However, in view of their better performance leading to less outstanding, the following five private wagon builders have received increased orders:—

1. M/s. Texmaco.
2. M/s. Cimmco.
3. M/s. Braithwaite
4. M/s Modern Industries.
5. M/s. Jessop & Co.

The capacity of these wagon builders is as under:

(Figures in terms of 4-wheelers)

| | Licensed capacity | Installed capacity |
|---------------------|-------------------|--------------------|
| M's. Texmaco . | 3600 | 3600 |
| M's. Cimmco . | 2000 | 2000 |
| M/s. Braithwaite . | 3000 | 3000 |
| M/s. Modern Ind. . | 2000 | 2000 |
| M/s. Jessop & Co. . | 3279 | 3279 |

**Agreement in regard to Formula for
Wagon Prices**

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*706. SHRI P. M. MEHTA:

SHRI TARUN GOGOI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any agreement has been reached in regard to the formula for wagon prices;

MR. DEPUTY-SPEAKER: The point is, if I allow a question on a particular project, then I will be opening the door for questions in regard to all the projects in India. There will be no end to it.

SHRI SAMAR GUHA: I would like to know, whether it is in the knowledge of the Government that a special plan to produce power from city waste and garbage was purchased from Skoda & Company by West Bengal Government before the War. This has not been made use of. If it is not within the knowledge of the Government, will they enquire into the matter and see that this is utilised for making power from city waste and garbage of Calcutta?

SHRI K. C. PANT: I shall have to enquire into it.

DR. MAHIPATRAY MEHTA: In the context of shortage of power, may I know whether it is a fact that many State Governments placed orders for power generation equipments with BHEL Hardwar, but they are still lying with the manufacturers as they have not been lifted. If so, may I know what action is being taken to see that this machinery is lifted and utilized for power generation to relieve the shortage of power?

MR. DEPUTY-SPEAKER: That is a separate question.

DR. MAHIPATRAY MEHTA: If the machinery is lifted, more power can be generated.

MR. DEPUTY-SPEAKER: Regarding the lifting of machinery you have to ask a separate question.

PROF. MADHU DANDAVATE: May I know whether it is true that in the wake of increasing coal and kerosene shortage and the power crisis, scientists have now come out with techniques to exploit sun light as an alternative source of energy

and, if so, whether this solar energy will be used to energise solar water heaters, solar dryers for agricultural produce, solar stills and also for domestic lighting?

MR. DEPUTY-SPEAKER: It is a suggestion for action.

PROF. MADHU DANDAVATE: Will they take solar energy as an alternative source of energy?

SHRI K. C. PANT: There is a Power Group which is going into the question of non-traditional sources of energy. Solar energy being one of them, this subject is certainly under study in India. A small beginning was made years ago. But, then, interest flagged. Now we are trying to revive it.

SHRI R. S. PANDEY: It has been suggested on the floor of the House many a time that the crisis can be overcome by having pit-head power generating plants, especially in areas like Madhya Pradesh which have abundant supply of coal.

MR. DEPUTY-SPEAKER: It is mentioned in the statement. It is a suggestion for action.

SHRI NAWAL KISHORE SINHA: May I know whether the recommendation of the Energy Commission appointed in 1965, with which foreign experts were associated, is being kept in view, particularly in the case of setting up power stations in areas where the actual supply has to be made so that there would not be long transmission lines?

MR. DEPUTY-SPEAKER: In the statement the Minister has mentioned that he will do it.

SHRI K. C. PANT: In reply to a supplementary I have already stated that in the matter of location of thermal units both these factors,

namely, the proximity to the coal-bearing area and the distance to the consuming centre have to be kept in view.

Demand for Increase in Price of crude oil by Burmah Shell and Caltex

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*690. SHRI V. MAYAVAN:
SHRI DEVINDER SINGH
GARCHA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government fears a further increase in the prices of the crude as a result of revision of the participation agreement between Western oil companies and the Gulf Countries;

(b) whether in the wake of this agreement the Burmah Shell and the Caltex companies have demanded a raise in the oil prices with retrospective effect; and

(c) if so, the reaction of Government to their demand?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). The revision of the Participation Agreement is still under negotiation between Western Oil Companies and some of the Gulf Countries. Any final agreement that may be reached in this regard is expected to be made applicable retrospectively from 1st January, 1974. The precise impact of the final agreement on the per barrel cost to the oil companies will become known only when the agreement has been finalised. However, Burmah Shell and Caltex have intimated increase in their prices provisionally in anticipation of the revision of this Agreement. Exxon have also asked for price increases on this basis, but only with effect from 1st March, 1974. This matter is presently under the examination of the Government.

SHRI V. MAYAVAN: May I know from the hon. Minister the reaction of the Government. The Burmah Shell and the Caltex have intimated increase in their prices provisionally in anticipation of the revision of the Participation Agreement. Did the Government persuade these two Companies not to raise the prices unless and until the negotiations between the Western Oil Companies and some of the Gulf countries are finalised?

SHRI D. K. BOROOAH: I would like to know the exact position about the Participation Agreement between the oil companies and the oil producing countries....

SHRI V. MAYAVAN: What is the reaction of the Government?

SHRI D. K. BOROOAH: We are asking them to reconsider it.

SHRI V. MAYAVAN: Whether these two Companies will be taken over by the Government of India as in the case of Esso Company.

MR DEPUTY-SPEAKER: That is a separate question. I think, a policy statement was made and it came out in the papers.

SHRI D. K. BOROOAH: The Government will take over these Companies as early as possible.

श्री जगन्नाथ राव मिश्र . श्रीमन् तेल-बाहुल्य देशों से हमारा जो आर्थिक सहयोग हुआ है क्या उस का अनुकूल असर तेल के मूल्य पर नहीं पड़ता है अगर हाँ, तो फिर बर्मा शैल और कालटेक्स कम्पनियों के द्वारा यह मूल्य वृद्धि का प्रश्न क्यों उठता है ?

SHRI D. K. BOROOAH: The oil producing countries are selling oil on the basis of their formula accepted by them on 1st January, 1974 and they have increased what is known

as the posted price to amount 11.57 dollars. Out of that, the price that we have to pay is 93 per cent of it. That is the price they have fixed to far as the sale by the national companies is concerned.

So far as the Oil Companies are concerned, they still continue to stick to the Agreement which they have arrived at between them and the oil companies. That is why the oil companies are in a position to charge a lower price than the national companies.

SHRI INDRAJIT GUPTA: I understand the Minister aright, he said that the Burmah Shell and Caltex have already asked the Government for an increase in prices in anticipation of an increase which may be sanctioned by the Agreement between the Gulf countries and the Oil Companies. So, I would like to know from him, firstly, what is the extent of the rise in price per barrel that the Burmah Shell and Caltex have asked for in anticipation and, secondly, why it is that in his original reply to Mr. Mayavan's Question, he did not mention the fact which he said later in reply to his supplementary that the Government have asked these Companies to recognise their demand. I would like to know specifically, when the Government have known them not to ask for anticipatory rise in price but to wait, whether the reaction of the Companies has been available or what they have said to the Government about it. I have never heard of an anticipatory rise in price. They are not prepared to wait even.

SHRI D. K. BOROOAH: I have already said that it is under consideration. We are unwilling to pay. We have told them that we are not to pay. They have proposed it. We have not accepted it.

SHRI INDRAJIT GUPTA: What is the extent of rise in price per barrel that they have asked for?

SHRI D. K. BOROOAH: From 1st January, 1974, they have intimated the revised price. The Caltex have asked for 8.97 dollars per barrel and the Burmah Shell have asked for 9.12 dollars per barrel.

SHRI INDRAJIT GUPTA: What is the extent of rise in this?

SHRI D. K. BOROOAH: It is the price that they have asked for.

MR. DEPUTY-SPEAKER: You are given the absolute figure. He wants to know what is the extent of rise from the old price.

SHRI D. K. BOROOAH: I cannot give in terms of percentage. I can give the exact figures.

MR. DEPUTY-SPEAKER: Let him work it out.

SHRI D. K. BOROOAH: So far as Exxon is concerned, we have been paying 8.29 dollars per barrel; they have now asked for 9.27 dollars per barrel. Caltex has asked for 3.97 dollars and Burmah-Shell has asked for 9.12 dollars. The price that we have been paying them should be of the same order—8.29 or 8.30 dollars.

लखनऊ और दिल्ली के बीच एक प्रतिरिक्त तेज गाड़ी चालू करने की योजना

* 692. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लखनऊ और दिल्ली के बीच बढ़ने हुए यात्री यातायात को ध्यान में रखते हुए, इस लाइन पर एक प्रतिरिक्त तेज गाड़ी चालू करने की कोई योजना सरकार के भी विचाराधीन है; और

(ख) यदि हाँ, तो यह योजना कब तक क्रियान्वित की जाएगी ?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI): (a) No,
Sir.

(b) Does not arise.

श्री हुकूम चन्द कछवाय . उपाध्यक्ष महोदय,
मैं माननीय मंत्री जी से जानना चाहता हूँ
कि नई दिल्ली और पुरानी दिल्ली से
लखनऊ तक तथा लखनऊ हो
कर आये जाने वाली कितनी गाड़िया है,
इन गाड़ियों की कैपेसिटी कितनी है

MR. DEPUTY-SPEAKER: That is
a different question. The main
question is about an additional Fast Train
Now you are asking about the num-
ber of trains running between Luck-
now and Delhi.

श्री हुकूम चन्द कछवाय उपाध्यक्ष
महोदय, मैं यह प्रश्न इस लिए पूछ रहा हूँ
कि इस समय यातायात काफी बढ़ा है
और माननीय मंत्री जी ने अपना उत्तर 'न'
में दिया है, इस लिये मैं जानना चाहता हूँ
कि इस समय कितनी गाड़िया चल रही है,
कितनी फास्ट ट्रेन्स चल रही है, सप्ताह
में उन की संख्या कितनी है तथा प्रति-
दिन कितने यात्री बिना सफर के रह
जाते हैं ?

श्री मुहम्मद शफी कुरेशी . दिल्ली से
लखनऊ तक जो गाड़िया चलती हैं वे
हैं—29-30 लखनऊ मेल, 83-84
लखनऊ एक्सप्रेस—ये दोनों गाड़िया रान
को चलती हैं। इन के अलावा 55-56
दिल्ली पटना एक्सप्रेस चलती है जो
दिन में चलती है, इस तरह से कुल तीन
गाड़िया हैं, रात की दोनों गाड़ियों में
ज्यादा भीड़ होती है जब कि दिल्ली
पटना एक्सप्रेस से कम यात्री सफर-
करते हैं। इस समय सबसे बड़ी मुश्किल यह
है कि हमारे पास टर्मिनल कैपेसिटी नहीं
है, जिस की वजह से मजीद गाड़िया नहीं
चलाई जा सकती।

श्री हुकूम चन्द कछवाय : मंत्री जी ने
स्वीकार किया है कि रात की गाड़ियों में
ज्यादा रक़ होता है। 79-80 कैपे-
सिटी के डिब्बों में 300 आदमी भर कर
जाते हैं। क्या आप इस बात की जांच करवा-
येंगे कि कैपेसिटी के मुकाबले बहुत ज्यादा
लोग भर कर जाते हैं जिन्हें से काफी
लोगों की जेबे कटती है, काफी मार पीट
होती है और बिना लिये-दिये जगह
नहीं मिलती है।

श्री मुहम्मद शफी कुरेशी जब कटने
के मुताबिक तो मुझे ज्यादा इनला
नहीं है, कछवाय जी को ज्यादा
मालूम है। बाकी यह बाध्य महसूस है कि
इन ट्रेनों में ओवर-क्राउडिंग है जिसे
को कम करने की कोशिश की जा रही है,
मजीद डिब्बे लगाने की कोशिश हो रही है।

श्री हुकूम चन्द कछवाय उपाध्यक्ष
महोदय, मेरे प्रश्न का उत्तर नहीं आया.

MR. DEPUTY-SPEAKER: You
asked about pick-pockets. How can
the Minister give a reply about it?
He is not in charge of pick-pockets.

श्री हुकूम चन्द कछवाय मैंने पूछा था
कि वहाँ भीड़ को कम करने के लिये क्या
बोपियों की संख्या बढ़ाने वाले हैं या
गाड़ियों की संख्या बढ़ाने वाले हैं—इस के
बारे में उन की क्या योजना है—इस का
उत्तर आना चाहिये।

SHRI MOHD. SHAFI QURESHI: I
have already stated that in these two
trains, viz., 29-30 Lucknow Mail, 83-
84 Lucknow Express, the capacity uti-
lisation is: 109-110 per cent in Third
Class, 93 per cent in AC and 88 per
cent in the First Class. There is a
little over-crowding.

भी माएगी तो उस वक्त हम यह देखेंगे कि कहा तक इस अन्तर को कम कर सकते हैं।

जो आप का पहला प्रश्न है, उस में मैं इतना ही कहूंगा कि राज्य सरकारों ने कोई इरादतन इस में देर नहीं की है और यह राज्य सरकारों के हित में भी है कि वे जल्दी से जल्दी इन योजनाओं को पूरा करें और बिजली पैदा करें, लेकिन कभी कभी कुछ ऐसे हानात पैदा हो जाते हैं जैसे कि उन को सामान नहीं मिलता या मशीन नहीं मिलना, जिस के कारण वह काम जल्दी नहीं पूरा कर सकती है। इसलिए इन चीजों को भी देखना पड़ेगा, लेकिन मैं समझता हूँ कि पाचवी पंचवर्षीय योजना में राज्य सरकारों को और केन्द्र को इस पर विशेष ध्यान देना होगा और पाचवी पंचवर्षीय योजना के जो लक्ष्य हैं, उन को पूरा करने के लिये वे विशेष कदम उठाएँ।

SHRI D. D. DESAI: Sir, the hon. Minister has mentioned low rates of hydel power and the present question also refers to cheap power. He also referred to cost impact of transmission and distribution lines. In these respects, Narmada hydel project with 1.5 million KW capacity would be the cheapest. Submergence in every hydel project is there, and is unavoidable. Therefore, will the Minister take up the work of Narmada hydel project at the earliest date so that the whole ready market of Western India, with 1.5 million KW of power from Narmada...

MR. DEPUTY-SPEAKER: This is a specific case.

SHRI D. D. DESAI: We are talking about cheap hydel power.

MR. DEPUTY-SPEAKER: This is a general question. You are going into the details of a specific case.

SHRI D. D. DESAI: Let me put a general question. Will the hydel power projects be completed, wherever it is possible, including Narmada or not?

MR. DEPUTY-SPEAKER: Will you emphasise on hydel power generation including a particular project?

SHRI K. C. PANT: I do not think he is interested in a general answer. So far as the particular question is concerned, it is a subject of inter-State dispute, as my friend knows.

SHRI J. MATHA GOWDER: May I know from the hon. Minister, how many generating projects are under consideration and which are the States?

SHRI K. C. PANT: The question is, how many projects are under consideration. The number is not given. But, the general picture is given in the statement there.

MR. DEPUTY-SPEAKER: I think you require notice for this.

SHRI K. C. PANT: I require notice in regard to the names of the States. Part of the information is given.

MR. DEPUTY-SPEAKER: He has given the volume of generation.

SHRI VAYALAR RAVI: May I know from the hon. Minister, as Kerala is one of the cheapest electricity producing States, whether it is a fact that the Idikki project, which is under completion has suffered recently due to lack of funds which have not been allotted from the Central Government. If so, what steps have been taken to expedite the completion of the project?

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

(c) when it is likely to be introduced?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (c). In consultation with the Ministry of Heavy Industry, an agreement has been reached in regard to the prices for wagons. Some of the important factors which are borne in mind while computing these prices are as follows:—

- (i) cost of steel.
- (ii) cost of bought out components.
- (iii) conversion cost.
- (iv) profit at 15 per cent of conversion cost.

Orders for wagons against 1973-74 Rolling Stock Programme have already been placed on the basis of the above agreement.

SHRI INDRAJIT GUPTA: According to the statement, there are five private wagon builders who received increased orders during 1973-74. I would like to know from the hon. Minister as to what is the extent of these increased orders placed on these five firms during 1973-74 and how many extra wagons they were asked to supply.

SHRI L. N. MISHRA: In 1972-73, M/s. Textmaco supplied 3280 wagons and this year orders for 5655 wagons were placed on them. M/s Cimmco supplied 1770.5 wagons in 1972-73 and this year the order is for 3817 wagons. In the case of M/s. Braithwaite, it was 1950.5 and this year it is 3478.5 and then Modern Industries... I have got a long list—supplied 395 and orders placed this year are for 850.3. Jessops it was 18.95 and now it is 900.

SHRI INDRAJIT GUPTA: Although I just would like to point out that

it is not strictly correct for him to call Braithwaite and Jessops as private wagon builders....

SHRI L. N. MISHRA: They are not.

SHRI INDRAJIT GUPTA: But you have put them in your answer as private wagon-builders. I find from this list that two major wagon builders, namely, Burn and Company and Indian Standard Wagon Company have been excluded. I would like to know whether it is a fact that the prices of wagons which were fixed with these two companies in the previous year, that is, 1972-73 according to them were too low to make up the backlog or the outstanding and they asked for higher prices. If so, may I know whether the refusal to agree to the higher prices is the reason why these two companies have not been given any increased orders?

SHRI L. N. MISHRA: Shri Indrajit Gupta knows in the first place that wagon building, manufacture and production of wagons come under the purview of the Ministry of Heavy Industries. Previously it was with us but after the Heavy Industry Ministry was created it was transferred to them. Therefore the direct responsibility is that of the Heavy Industry Ministry. And, at the moment I have no information, but I may say that they got bigger orders mainly because of their performance. That was due to better performance and quality also. That is the main reason for this thing and there was no other consideration.

SHRI INDRAJIT GUPTA: Were orders not placed by the Railways but by the Heavy Industry Ministry?

SHRI L. N. MISHRA: We indent; we give out our demands and they on our behalf place the order on both private and public sector units.

SHRI P. N. MEHTA: I would like to know whether there was any dif-

terence of opinion regarding the formula for wagon price between the Heavy Industry Ministry and Railway Ministry? Who had demanded more price for wagons and when? When was this agreement reached between Heavy Industry and Railways? What is the shortfall of the wagon production during the year 1971-72?

SHRI L. N. MISHRA: Sir, so far as the first question is concerned, namely, demanding higher prices, I would say that almost all the private units as well as public sector units demanded higher price because of the rise in the cost of steel and also other components and labour costs etc. This demand for increase in price therefore came from both the sectors, private as well as public sectors. We have given them quite a big rise in the price of wagons. About the production figure of 1971-72, I would require notice. The other question he asked was whether there was any difference. There is no difference at all, we work unitedly. We have had discussions. I myself had three meetings with Mr. Pai. So there is no difference between us.

SHRI P. M. MEHTA: When the proposal was mooted? When did they arrive at the agreement? That is the major point.

SHRI L. N. MISHRA: Sometime in August or September.

SHRI DINESH CHANDRA GO-SWAMI: What is the normal cost of production of wagon in the railway workshop and also in private wagon company? If there is difference what is the extent of the difference?

SHRI L. N. MISHRA: Shri Goswami is a clever man....

MR. DEPUTY SPEAKER: You should have a clever man in your
[41]

SHRI L. N. MISHRA: It is not advisable for any manufacture to give

out the cost of production. And so far as the Railway units are concerned, it will not be in the public interest to give out our cost of production.

SHRI S. M. BANERJEE: Sir, according to the figures supplied by the hon. Minister, it seems that production has gone up. I would like to know from him whether it is a fact that we were exporting wagons to various socialist countries. If so, what has happened to that? If so, I would like to know the figures of exports in 1971-72.

MR. DEPUTY-SPEAKER: How do the exports come in? The question here is about the cost of manufacture. Export is a different question. Please do not bring in the exports here. You put that question to the Minister of Commerce. You may put some other question. Shri Bhatia.

SHRI RAGHUNANDAN LAL BHATIA: Amritsar Railway Workshop was producing 3,000 to 3,500 wagons a year. Now, they are producing only 1500 wagons or so. May I know from the Minister why the Amritsar Workshop is not being utilised to its full capacity? Why was the order placed with a private company?

SHRI L. N. MISHRA: It is not a question of placing order with the private sector or public sector. We have got three units at present. In the Fifth Five Year Plan, our programme is for doubling the capacity of these railway units in Amritsar, Samastipur and Golden Rock Workshops. We have got the capacity in the plants to double the wagon manufacture.

SHRI DINEN BHATTACHARYYA: I have seen the statement given by the Minister. May I know, at the present moment, what is the actual requirements of railway wagons and whether there is any gap between the supply and the demand position in the Railways?

SHRI L. N. MISHRA: In the Fifth Five Year Plan period there can be a

gap. At present we are not in difficulty so far as wagons are concerned. Of course there is no physical problem at all as far as manufacture of wagons is concerned. Our problem is with regard to movement of wagons. So far as number of wagons to be manufactured is concerned, we have no problem at all.

SHRI DINEN BHATTACHARYYA:

Sir, we have got our experience. That is why I want to know what is the actual requirement of wagons in the Railways.

SHRI SAMAR GUHA: May I know from the hon. Minister that before placing an increased order with the private sector company like Jessons Company, whether the Government has made an enquiry to find out whether the Government factories are utilising their installed capacity in the matter of production of wagons or not. Also have they gone into the costing?

SHRI L. N. MISHRA: We have gone into the question of rising prices. Costing question was gone into before placing an order with the private company. So far as the capacity of the plants is concerned in the matter of wagon manufacture, we are trying to utilise them to their full capacity.

SHRI SAMAR GUHA: My question has not been answered. Before placing an order with the private company, whether any examination has been made to find out that the full utilisation of the installed capacity of the Government companies has been made use of.

MR. DEPUTY-SPEAKER: He said 'Yes'.

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, मंत्री जी ने अपने मूल प्रश्न के उत्तर में बताया है कि एक बोयी बनाने में कुछ लोहा, कुछ पुर्जे लगते हैं, मैं जानना चाहता हूँ कि कितना लोहा लगता है, कितने पुर्जे लगते हैं और उम्र में

बजबूरी क्या पड़ती है ? एक बोयी बनकर कितने में तैयार होती है और क्या उतना ही खर्चा प्राइवेट कम्पनियों में भ पड़ता है ? यदि नहीं, तो दोनों में कितना अन्तर है ?

MR. DEPUTY-SPEAKER: I think he will require notice for all the details.

श्री हुकम चन्द कछवाय : मंत्री जी के पास फॉर्म है लेकिन वे खताना नहीं चाहते ।

MR. DEPUTY-SPEAKER: He has not got the figures ready with him. He has to get them. Figures are made in the Rail Bhawan and he has not got them.

श्री हुकम चन्द कछवाय : माननीय मंत्री जी के पास सब प्रकार की जानकारी है लेकिन वह जानबूझ कर बताना नहीं चाहते । अगर उन के पास इस समय जानकारी नहीं है तो वह यह नहीं कहे कि जानकारी हासिल करने के बाद में दे देंगे । . . . (अवधान) . . . में जानकी चाहता हूँ । सरकार के कारखानों में ज्यादा पैसा लगता है, प्राइवेट में कम लगता है . . . (अवधान)

MR. DEPUTY-SPEAKER: If you go on like this I shall be very shy of asking you from now. You put a separate question and the Minister will give the reply. Kindly sit down. (Interruptions)....

Please, sit down. Order, please. Order, please. I am hearing anything except Mr. Sathe and the Minister.

SHRI VASANT SATHE: In view of the Minister's reply that there is no shortage of wagons but actual difficulty is created on account of movement, what steps are being taken to see that the wagons are not detained at a particular station for a longer time and they are kept rolling?

SHRI L. N. MISHRA: We have a programme to keep the wagons always moving but there has been a shortfall in movement of wagons mainly on account of the fact that large number of wagons have been declared sick and because of pilferage going on, wagons have broken and that percentage has gone up. We are short of wagons in that sense. But we are making a special effort to see that the sick wagons also come and as Mr. Sathe is aware last year the demurrage charges had been doubled so that wagons are not kept waiting by the private people.

श्री रामाबतार शास्त्री : क्या यह सच है कि रेल डिब्बों के उत्पादन में वृद्धि करने के उद्देश्य से आर्थर बटलर कम्पनी मुजफ्फरपुर और ब्रितानिया इंजीनियरिंग कम्पनी मोकामा को सरकार ने अपने अधीन कर लेने का फैसला किया है? यदि हाँ; तो इन दोनों कारखानों में रेल के डिब्बों को बनाने का काम कब से प्रारम्भ होगा और वार्षिक कितने डिब्बों का उत्पादन होगा?

श्री एल० एन० मिश्र : जहा तक आर्थर बटलर का प्रश्न है सरकार ने निर्णय ले लिया है और हम उस को ले भी चुके हैं लेकिन उस के पुराने मालिक हाई कोर्ट में चले गए हैं और रिट लाकर के उस को रोक रहे हैं।

जहा तक ब्रितानिया इंजीनियरिंग कम्पनी का सवाल है उस को भी पब्लिक

सेक्टर में ले लेने के लिए हम सिद्धान्त तय कर चुके हैं। कुछ कानूनी विषयकने हो रही हैं हम लिए देर हो रही है और हम लागू मून्द है कि जल्दी ने हाई कोर्ट में रिट बैकेट हो तो हम उस को ले ले।

श्री रामाबतार शास्त्री मोकामा कम्पनी में तो आप ने काम भी शुरू कर दिया है (व्यवधान) .

Per Capita Diesel Engines cost produced in Diesel Locomotive Works, Varanasi

*694. **SHRI SAKTI KUMAR SARKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of diesel engines produced in the Diesel Locomotive Works, Varanasi during the last three years; and

(b) per capita engine cost in this unit and its comparison with the production cost of other units and imported diesel engines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A statement is laid on the Table of the Lok Sabha.

Statement

(a) The total number of diesel-electric locomotives produced in the Diesel Locomotive Works, Varanasi during the last three years is as under—

| Years | B.G. | M.G. | Total |
|-------------------|------|------|-------|
| 1971-72 | 70 | 35 | 105 |
| 1972-73 | 60 | 35 | 95 |
| 1973-74 | 54 | 33 | 87 |

(b) (i) The average cost of main line diesel-electric locomotives produced at the Diesel Locomotive Works,

Varanasi during 1970-71 to 1972-73 is as under:—

Cost per diesel-electric locomotives.

(Figures in lakhs of Rupees)

| Years | Total Cost | | | |
|-------------------|----------------------------|-------|----------------------------|-------|
| | Excluding Proforma Charges | | Including Proforma Charges | |
| | B.G. | M.G. | B.G. | M.G. |
| 1970-71 | 23.44 | 18.12 | 26.86 | 21.24 |
| 1971-72 | 22.59 | 17.90 | 25.08 | 20.01 |
| 1972-73 | 27.13 | 17.93 | 30.46 | 20.12 |

(ii) The type of diesel-electric locomotives produced by the Diesel Locomotive Works, Varanasi is not being produced elsewhere in the Railway Production Units, or in the Public/Private Sector Production Units, and hence no comparison of production cost is possible.

SHRI SAKTI KUMAR SARKAR: Whether it is a fact that the Auditor and Comptroller General severely criticised about the functioning of the Diesel Locomotive Works. How did the question arise? Is it because of the fact that the cost had not been calculated properly?

(iii) Main line Diesel-electric locomotives of the type manufactured at Varanasi have not been imported during the last three years and as such the comparative cost of similar imported locomotive is not available.

SHRI MOHD. SHAFI QURESHI: I do not have any information with regard to the criticism made by the Auditor and Comptroller General. I will look into it and give the information to the hon. Member.

SHRI SAKTI KUMAR SARKAR: The Minister has scrupulously avoided the answer. It is a vital question of a vital industry in India. I would like to know whether he is importing any diesel engines or imported any diesel engines within the last three years. Then you can easily give the comparison for the cost.

SHRI KRISHNA CHANDRA HALDER: From the answer given it appears that the total production of diesel engines in Varanasi Workshop in the year 1971-72 was 105; 1972-73 it was 95 and in the year 1973-74 it came down to 87. I want to know from the Minister the reasons for this gradual fall in production. Also, why the cost of production of the engine gone up?

SHRI MOHD. SHAFI QURESHI: Import of diesel locomotives of the type manufactured by diesel workshops has not been resorted to for the last three years. Therefore, as I have already said no comparison of production cost is possible.

SHRI MOHD. SHAFI QURESHI: The installed capacity of DLW is 150 locomotives per year. But as the figures read out by the hon. Member would show, we have been able to produce in

1971-72, 105 locomotives and in 1973-74 the production has come down to 87; possibly it may go up to 100, because the figures are not up-to-date.... the main reasons are labour indiscipline..

SHRI KRISHNA CHANDRA HALDER: Question.

SHRI MOHD. SHAFI QURESHI: The main reasons are labour indiscipline, power cut and the non-availability of some spares and components which we have had to import from outside.

SHRI JYOTIRMOY BOSU: And terrific corruption.

श्री मुहम्मद जमीलुर्रहमान: मैं जानना चाहता हूँ कि डी० एल० डब्लू० वाराणसी की इंजन बनाने की कितनी कैपेसटी है और कितना माल इन तीन सालों में सप्लाई हुआ ? यह सवाल मैं इस लिए पूछ रहा हूँ कि साल ब साल प्रोडक्शन में कमी हो रही है। क्या यह बात सही है कि 1972-73 में वहां दंगे हुए और कुछ वर्कस मारे गये जिस की वजह से प्रोडक्शन हैम्पर हुआ और दूसरा कारण यह कि स्ट्राफ में प्रोमोशन के बारे में जो ब्रेजैनी है उन के प्रोमोशन का केस बहुत दिनों से पेंडिंग है इस वजह से भी प्रोडक्शन गिरा है ?

श्री मुहम्मद शफी कुरेशी: मंने जवाब दे दिया कि इंस्टाल्ड कैपेसिटी 150 डीजल इंजन की है और जो प्रोडक्शन है यह मीटर गेज और ब्रोड गुज दोनोंका है। 1971-72 में 105 इंजन बने, 1972-73 में 95 इंजन बने और 1973-4 में 100 इंजन तक प्रोडक्शन पहुंच जायगा। यह बात सही है कि लेबर अनरेस्ट की वजह से प्रोडक्शन पर काफी असर पड़ा है। इस के अलावा पावर की कटौती हुई और कुछ इन्फ्रामिनिटम स्वेयर्य जो बाहर से मंगाने थे वह वक्त पर न आने की वजह से यह कमी पैदा हुई।

Non-Payment on one day's pay to Employees of Cochin Refinery

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*695. **SHRI VAYALAR RAVI:**

SHRI RAMACHANDRAN KADANNAPPALLI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the pay of the Employees of the Cochin Refinery was deducted for one day for their participation in the Kerala Bandh;

(b) whether the Cochin Refineries Employees' Union expressed its willingness to work and asked for adequate production and transport facilities from the management; and

(c) if so, what are the reasons for deducting their wages for one day?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) to (c). During the Kerala Bandh on 21st December 1973, out of 339 workmen in the Cochin Refinery, 69 were absent from duty without leave. Subsequent to the Bandh, the management of the Refinery permitted those employees who were absent on the day to adjust the absence against their casual leave. Out of the 69 absentees, 26 adjusted leave and did not suffer a wage cut. The remaining 43 employees did not wish to avail of leave adjustment and, therefore suffered a wage cut for the day.

For fear of untoward incidents, Company's transport was not operated on the day of the Bandh. The Employees' Union was advised of this prior to the Bandh. The Union had not insisted on provision of transport facilities by the management as precondition for attending to work. In spite of the Company's transport not being made available, majority of the

workers attended to their work and those who did not attend were given the facility of adjustment of leave.

SHRI VAYALAR RAVI: It is "usual for us to hear evasive answers from the Ministry of Petroleum and Chemicals. The only difference now is that it has shifted from Shri Shah-nawaz Khan to Shri D. K. Borooah.

MR. DEPUTY-SPEAKER: His question has been upgraded.

SHRI VAYALAR RAVI: My question was very specific. The union had requested the management in writing. I want to know whether it is a fact or not, that the union had told the management in writing that they were prepared to work and they would come and the management should run the buses. The hon. Minister has said that the management had advised the workers. I would like to know whether the management had informed workers in writing that it was not possible to run the buses. When the workers were willing to work, what was the justification for the pay cut?

SHRI D. K. BOROOAH: The hon. Members knows about the conditions in Kerala better than I do. But certainly on the eve of the bandh they thought perhaps that it would be unsafe to allow the buses to operate on the street, because any untoward incident during the bandh might result in loss of property.

SHRI VAYALAR RAVI: Why did they not inform the union in writing that they were not able to run the buses? When the union had taken the stand that the workers were willing to come and work if the buses were run, how was this pay cut imposed? It was not the mistake of the union.

SHRI D. K. BOROOAH: I have just now replied that for fear of untoward incidents, the company's trans-

port was not operated on the day of the bandh and the employees' union was advised of this prior to the bandh. 'Advised' means informed.

SHRI VAYALAR RAVI: Advice can be interpreted in many ways. Did you give it in writing?

SHRI D. K. BOROOAH: 'Advised' means informed.

SHRI VAYALAR RAVI: No. Did you put it on the Notice Board? That is the way of doing it.

SHRI D. K. BOROOAH: I have no real acquaintance with the procedure by which the Labour Union is informed by the management. Certainly they must have followed the usual procedure. I will find out and let the hon. Member know.

SHRI VAYALAR RAVI: On the basis will the hon. Minister ask the management or the Ministry to reconsider the whole matter?

MR. DEPUTY-SPEAKER: It is a suggestion for action.

SHRI VAYALAR RAVI: It is a specific question; will be ask the management to reopen the whole issue?

SHRI D. K. BOROOAH: I think it is a good suggestion. Labour problems should be sorted out by discussions between labour and management.

SHRI RAMACHANDRAN KADANNAPPALLI: Will Government restore the pay cut considering the fact that the employees are not at fault?

SHRI D. K. BOROOAH: As I said, certainly the suggestion made by Shri Ravi is a good suggestion. This should be negotiated between the Union and the management.

गाड़ियों के विलम्ब से चलने के कारण
 बल्लभर और दिल्ली के बीच बिना टिकट
 यात्रा

* 696. श्री लालजी भाई : क्या रेल मंत्री
 यह बताने की कृपा करेंगे कि :

(क) क्या बल्लभर और दिल्ली के बीच
 अधिकतर गाड़ियों के विलम्ब से चलने के कारण
 कुछ व्यक्ति प्रति दिन बिना टिकट यात्रा
 करते हैं ;

(ख) क्या इस प्रकार के व्यक्ति गाड़ियों
 में बँडे पुरुषों तथा महिला यात्रियों को तरह
 तरह से तंग करते हैं और चोरी करते हैं तथा
 मुलिस पीड़ित व्यक्तियों को किसी प्रकार का
 सरक्षण नहीं देती है ; और

(ग) यदि हाँ, तो इस बारे में सरकार
 द्वारा क्या कार्यवाही की जा रही है ?

THE DEPUTY MINISTER IN THE
 MINISTRY OF RAILWAYS (SHRI
 MOHD. SHAFI QURESHI): (a) to
 (c). A statement is laid on the Table
 of the Sabha.

Statement

(a) No. However, cases of ticketless
 travelling in that section have been
 reported but they have no relevance
 to late running of trains.

(b) No such incident has come to
 notice.

(c) (i) *Measures taken to ensure
 punctuality of trains.*—All cases of
 avoidable detentions, where the Rail-
 way staff is at fault, are taken up
 with the staff concerned and necessary
 punitive action is taken to improve
 the running of trains.

(ii) *Measures taken to prevent
 Ticketless Travel.*—Apart from effec-
 tive propaganda against such social
 evils, the following steps are taken to
 eliminate ticketless travel:—

(1) Penalties for ticketless travel
 were enhanced with effect
 from 30th June, 1969. The

minimum penalty for travell-
 ing without ticket was raised
 from 0.50 paise to Rs. 10/-

- (2) In addition to regular and
 surprise checks, massive
 checks by mobilising a large
 force of ticket checking staff,
 Railway Protection Force and
 Government Railway Police
 Magistrates are conducted on
 vulnerable sections.
- (3) Joint drives with the co-
 operation of State Govern-
 ments are carried out; and
- (4) A system of punishment for
 erring employees and rewards
 for those rendering exemplary
 service is followed to ensure
 effective staff participation.

(iii) *Measures taken to prevent crime
 against person and property of
 passengers.*

- (1) Important night passenger
 trains are being escorted by
 armed police.
- (2) Regular beat duties by Gov-
 ernment Police Staff are ar-
 ranged to keep surveillance
 over criminals and known bad
 characters.
- (3) Plain clothed Policemen are
 deployed to collect informa-
 tion and to watch the activi-
 ties of criminals.
- (4) A working group consisting of
 senior officers of State/Cen-
 tral Government (including
 Railways) has been formed to
 thoroughly examine the posi-
 tion and to suggest measures
 for effectively tackling the
 problem of crimes on Rail-
 ways.
- (5) Strict instructions have been
 issued to RPF staff on duty
 in Yards and Station Plat-
 forms for guarding railway
 property, to rush to the scene
 of such crimes when sum-
 moned and render all possible
 help to victims.

की लाशकी भाई : उपाध्यक्ष जी मैं आपके माध्यम से मंत्री जी से जानना चाहता हूँ कि रेलगाड़ीयों का बिलम्ब से चलना वैसे जनों के साथ दुर्व्यवहार बड़ती हुई मुंडागिरी और औरिया काली बड़ गई है और चूनि मुंडागिरी में पुलिस का और रेलवे मिनिस्ट्री का हाथ है इस लिए कोई सख्त कार्यवाही ऐसे लोगों के खिलाफ नहीं की जाती है मैं ने यह सवाल वास्तविक घटनाओं पर दिया था कि आज से तीन, चार महीने पहले की यह घटना है, लेकिन मेरे प्रश्न को तोड़ मरोड़ कर उत्तर दिया गया है। मैं जानना चाहता हूँ कि आज से चार महीने पहले झलवर और दिल्ली के बीच में इस तरह की मुंडागिरी लोगों ने चार औरती के साथ की, उन के साथ बलात्कार किया था तो इस तरह की घटनाओं को रोकने के लिये आप क्या कदम उठाने जा रहे हैं ? मेरे सवाल को तोड़ मरोड़ कर जबाब दिया है।

SHRI SAMAR GUHA: He says that the question he put has been changed. How could it be changed without informing him?

MR. DEPUTY-SPEAKER: I am not aware how it is changed. I will look into that.

श्री मुहम्मद साद्री कुरैशी : जो सवाल पूछा गया था उस का पूरा पूरा जबाब दिया गया है। जिन घटनाओं का जिक्र कर रहे हैं जब तक वह भावमी खुद पुलिस को या हमारे पास शिकायत न करें तब तक हमारे पास खुद इत्तना तो नहीं पहुंच सकती है। लेकिन जो गाड़ियां रान को चलती है वहा पर यात्रियों की हिफाजत के लिये पूरा पूरा ख्याल किया जाता है।

MR. DEPUTY-SPEAKER: The question hour is over. Short Notice Question.

डा० कश्मीनारायण पांडेव : उपाध्यक्ष जी, सारे ग्राम महिलाओं के साथ बलात्कार हुआ है और माननीय लालजी भाई ने निश्चित

सूचना के माध्यम पर प्रश्न किया था इस तरह के सवाल को तोड़ मरोड़ कर जबाब नहीं दिया जाना चाहिये।

MR. DEPUTY-SPEAKER: You please write to the Minister about this particular matter and the Minister will look into it. You have said it on the floor of the House and the Minister will examine it and see what he can do in the matter. Why cannot members understand certain things? All these things are said on the floor of the House. They have a weight and value of their own. But you cannot add to it or force your view by using your lung power.

SHORT NOTICE QUESTION

Text of the Letter Written by the Minister to motion pictures associations for showing longer version of documentary film on Netaji

S. N. Q. 8. SHRI SAMAR GUHA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether he has written to different Motion Pictures Associations for showing the longer version of the documentary film on Netaji Subhash Chandra Bose produced by Ashish Mukerjee;

(b) if so, the text of the letter; and

(c) the response received so far?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA: (a) and (b). Yes, Sir. A copy of the letter is laid on the Table of the House,

(c) The South Indian Film Chamber of Commerce, Madras, have stated that they have requested their constituents to screen the four-reeler film on Netaji. Other responses are awaited.