

**SHRI V. KRISHNAMOORTHY :** There are officers in the Secretariat, and they could very well contact that company ; they can very well go and inspect the company and get the information. May I know whether it is a fact that loans have been given by the various State Governments to these four companies or factories located in each State ? He may collect this information later on, but at least this question must be answered by him. . . .

**MR. SPEAKER :** Let him come to the question now.

**SHRI V. KRISHNAMOORTHY :** My question is this. May I know from the hon. Minister whether the Government of India have advanced any loan either during this year or during the previous year and if so, the amount they have advanced to the Dalmia concerns ?

**SHRI F. A. AHMED :** The information is being collected.

**SHRI V. KRISHNAMOORTHY :** Another commission of inquiry has to be appointed for this.

श्री हुकम चन्द कछवाय : आपने पैसा दिया, आप मूल गए हैं।

श्री श्रीचन्द गोयल : मंत्री महोदय ने कहा है कि जानकारी इकट्ठी कर रहे हैं। जहां तक केन्द्रीय सरकार की तरफ से ऋण दिये जाने का सम्बन्ध है, उसकी जानकारी तो कहीं बाहर से इकट्ठी नहीं करनी है। मैं जानना चाहता हूँ कि केन्द्रीय सरकार की तरफ से कितनी रकम के ऋण दिये गये हैं और कितनी रकम पर बिल्कुल सूद की छूट दी गई है या कम रेट पर ऋण दिये गये हैं ?

श्री फखरुद्दीन अली अहमद : केन्द्रीय सरकार तो कोई लोन नहीं देती है। ये तो फाइनेंशियल इंस्टीट्यूशन्स से लोन लिये जाते हैं।

OPERATION AND WORKING OF RAILWAYS  
DURING CHINESE AGGRESSION

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\*548. **SHRI JAGANNATH RAO JOSHI :**

**SHRI ATAL BIHARI VAJPAYEE :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether during the Chinese attack in 1962 and Pakistani attack in 1965, certain difficulties as regards operation and working of Railways were experienced on some routes ; and

(b) if so, the details thereof and the steps taken so far for removing these difficulties ?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) :** (a) No, Sir.

(b) Does not arise.

श्री जगन्नाथ राव जोशी : युद्ध के दिनों में राजस्थान तथा पंजाब के सीमावर्ती क्षेत्र में जहां जहां रेल कर्मचारियों ने हिस्सा लिया उनकी जानें खतरे में थीं। ऐसे जिन जिन लोगों की जानें खतरे में थीं उनको इनश्योरेंस के नियमों के अन्तर्गत लाने का विचार क्या शासन ने किया है, यदि नहीं किया है तो क्यों नहीं किया है ?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) :** The main question refers of the difficulties in operation and working of railways during the emergency on certain routes. The question was not precise about what kind of protection we were to extend to the railway employees during the times of emergency. This matter was examined and it was considered that war risk insurance for serving railway employees was not considered necessary.

**SHRI JAGANNATH RAO JOSHI :** It was part of the operational difficulties. इनके नियम बहुत मजबूत हैं। उन दिनों में जो सफर करने वाले यात्री होते हैं उनकी भी जानें खतरे में रहती हैं। पिछले सत्र में कृपम में एक्सीडेंट हुआ था। तब बताया गया था कि कई अच्छे नौजवान युवक बिचारी,

भ्रष्टाचारी क्वालिफिकेशन के मारे गये थे। जब कम्पेंसेशन मांगा गया तो बताया गया कि उनके ऊपर कोई डिपेंडेंट नहीं है और जो कम्पेंसेशन दिया जाता है वह उनकी तनखाह के हिसाब से दिया जाता है जो कई दिनों तक चलता रहता है। युद्ध के क्षेत्रों में कर्मचारियों को भी सफर करना पड़ता है और यात्रियों को भी करना पड़ता है और दोनों की ही जानें खतरे में रहती हैं।

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ऐसे कई लोग रेलवे के मरे हैं, उनको जान से हाथ धोना पड़ा है। अगर उस पर वार इनश्योरेंस लागू नहीं किया जाता है तो कम से कम नियमों में संशोधन तो किया ही जा सकता है। मैं जानना चाहता हूँ कि क्या सरकार इस पर विचार कर रही है ?

SHRI C. M. POONACHA : On such occasions, when an emergency arises, the risk would be not only to the railway employees but to everyone, in fact, every citizen. Therefore, it is a very broad question that has to be tackled and it could not be confined only to one sector of the employees serving under Government; it has to extend to everybody. This question has been broadly examined. Whenever such occasions arise other measures will have to be taken instead war risk coverage.

Secondly, when accidents take place, payment of compensation to the victims who have suffered on account of such accidents is done under a separate procedure laid down under the Indian Railways Act where a claims commissioner is appointed, who goes into the details of every individual case and decides the quantum of compensation that needs to be paid. According to this procedure, due compensation is being paid.

SHRI JAGANNATH RAO JOSHI : That is exactly what I would like to know...

MR. SPEAKER : Shri Vajpayee.

श्री अटल बिहारी वाजपेयी : क्या यह सच नहीं है कि चीन और पाकिस्तान के आक्रमण के समय असम में और पाकिस्तान से लगी 94LSS/67-2

हुई राजस्थान की सीमा में जहाँ ब्राड गेज नहीं है, मीटर गेज है या छोटी गेज है, वहाँ माल ढोने या जवानों को पहुंचाने में रेलवे को कठिनाई हुई ? क्या सीमा प्रदेशों का ख्याल रख कर और सुरक्षा का विचार करके इन क्षेत्रों में ब्राड गेज ले जाने का रेल मंत्रालय विचार कर रहा है ?

SHRI C. M. POONACHA : Yes, this is being done in consultation with the Ministry of Defence. Whatever that Ministry would like the railways to provide for, such arrangements are made by the Railways.

श्री प्रकाशवीर शास्त्री : अध्यक्ष गारू, आपके द्वारा मैं रेल मंत्री से जाना चाहता हूँ कि पाकिस्तान और चीन के आक्रमण के समय क्या कुछ रेल कर्मचारियों की गतिविधियां सन्देशास्पद पाई गई थीं और उनके खिलाफ रेल मंत्रालय ने किसी प्रकार की कार्रवाई की ? यदि की, तो कितने व्यक्तियों के विरुद्ध और क्या कार्रवाई की ?

SHRI C. M. POONACHA : A few instances of desertions have come to our notice and those employees were removed from service. Subsequently also, certain reports have reached the railways through the intelligence department, and due action has been taken to remove them from service.

SHRI HEM BARUA : *Adhyaksha Garu*, after the Pakistani aggression of 1965...

SHRI NATH PAI : If you are allowing it, let them at least pronounce it correctly, because I heard it as *Daru* which is totally different.

SHRI HEM BARUA : Nobody would mind *Daru*. Probably even Shri Morarji Desai would not mind it.

MR. SPEAKER : Let him proceed with the question.

SHRI HEM BARUA : After the Pakistani aggression of 1965, our rail-road communication with Pakistan was disrupted and it stands closed uptil now. In this connection, have Government negotiated with Pakistan for reopening of these lines ?

**SHRI C. M. POONACHA :** This forms part of our overall negotiation with Pakistan to restore normalcy, both in respect of transport and communications.

**SHRI BAL RAJ MADHOK :** During the Chinese and Pak invasions, how many cases of sabotage on the railways were reported on the eastern and western frontiers? Has any inquiry been made into them and if so, what is the result thereof?

**SHRI C. M. POONACHA :** As per information available with me, there was no case of sabotage during that particular time.

**SHRI RUPNATH BRAHMA :** In view of the transport bottleneck in the State of Assam from which our passage to the rest of India is so narrow between Pakistan and China (Tibet) will the Minister take into account the question of restoring the railway line which we had before partition through East Pakistan.

**SHRI C. M. POONACHA :** As I observed earlier, in consultation with the Defence Ministry, whatever is needed, from that aspect of the question, for security reasons, such works are undertaken by the railways.

**SHRI M. L. SONDHI :** May I know whether a certain person who was dismissed is a result of being considered security risk was, in fact, a follower of Khan Abdul Ghaffar Khan, and it is rather ridiculous that he should have been removed when he was in fact a pro-Indian element?

**SHRI C. M. POONACHA :** I have no information about this particular case.

#### SHORT NOTICE QUESTION

##### ANTIBIOTICS PLANT, RISHIKESH

S. N. Q. 11. **SHRI H. N. MUKERJEE :** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether it is a fact that about Rs. 50 lakhs of perishable raw materials are brought by the Antibiotics Plant at Rishikesh ;

(b) whether technologists trained in USSR are being victimised because they complained against the mismanagement of this plant ;

(c) whether any inquiry has been made into this ; and

(d) if not, the reasons for the same ?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND OF SOCIAL WELFARE (SHRI RAGHU RAMAIAH) :**  
(a) No, Sir. The value of the present stock of raw materials liable for deterioration on long storage is Rs. 33.16 lakhs. This is well within the stock level indicated as necessary for the project in the project report.

(b) No, Sir.

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

**SHRI H. N. MUKERJEE :** In view of the report that a number of ill-qualified, inexperienced officers are brought largely from Bhilai without following the well-established procedures regarding advertisement, interviews and such things, and also in view of statement sent out by the union, signed by one thousand workers, against the management's malpractices, and especially the unjust transfer of the Deputy Chief Engineer, may I know if the Minister will take some serious steps about these allegations, particularly when it is reported that the malpractices alleged against the Deputy General Manager (Technical) are being investigated by the CBI, but all kinds of hinderances are being placed for motivated reasons in the way of that enquiry?

**SHRI RAGHU RAMAIAH :** I do not know whether he is referring to Mr. Chari, one of our officers.

**SHRI H. N. MUKERJEE :** I do not know the name.

**SHRI RAGHU RAMAIAH :** Some complaints have been received, they have been investigated, we have looked into that, and we are advised that there is absolutely no foundation in those complaints.

As regards recruitment, we are looking into it, and I do not think there is anything which is very extraneous or very secretive in this matter. One of the unrecognised unions made very irresponsible charges against the officers, and we find that there is no truth in any of them.

**SHRI H. N. MUKERJEE :** I had said also something about the CBI report. In view of the CBI appearing to be carrying on some kind of investigation, and also reports do come to us from different sources about the frequent stoppages of the plant