

इण्डस्ट्रीज़ में, छोटे बड़े उद्योगों में काम मिल सकता है और इतने बारे में यह स्कीम है।

SHRI BHUPESH GUPTA; Sir, the hon. Minister has referred to some scheme. May I know whether that scheme includes financial and material assistance to be given to these unemployed people for starting enterprise! on their own after they have had the requisite training?

SHRI JAISUKHLAL HATHI; This scheme is primarily meant for giving training in crafts and business management and it is meant for those who want to start co-operatives or business. This does not envisage the grant of financial assistance for starting any business. This only means training and nothing else.

SHRI BHUPESH GUPTA; Since* these people are unemployed, a question might arise as to how they will be able to start business or enterprise* after training. Why is this aspect* the problem not being taken into account when the Government is making all kinds of arrangements to train up some educated unemployed persons?

SHRI JAISUKHLAL HATHI; They can start co-operatives and then they can get assistance from the various types of assistance given to cooperatives.

SHRI R. S. KHANDEKAR; May I know, Sir, the exact number of the educated unemployed up to date?

SHRI JAISUKHLAL HATHI; Sir, I have not got that figure.

SHRI B. K. GAIKWAD; May I know the period of such training in that training centre?

SHRI JAISUKHLAL HATHI; This will be on the times of the industrial training institutes; the period is 18 months, but separately six months will be devoted for business also.

MR. CHAIRMAN: Next question.

गोंया, डमन और ड्यू में शैक्षणिक संस्थाएँ

*४९६. श्री राम सहाय : क्या प्रधानमंत्री यह बताने को कृपा करेंगे कि :

(क) गोंया, डमन और ड्यू में शैक्षणिक संस्थाओं का हालत कैसा है ;

(ख) उनमें सुधार के लिये केन्द्रीय सरकार क्या उपाय कर रही है ; और

(ग) क्या सरकार इन क्षेत्रों में अनिवार्य शिक्षा आरम्भ करना चाहता है ?

t [EDUCATIONAL INSTITUTIONS IN GOA, DAMAN AND DIU

*496. SHRI RAM SAHAI: Will the PRIME MINISTER be pleased to state:

(a) what is the condition of the educational institutions in Goa, Daman and Diu;

(b) what steps are being taken by the Central Government for their improvement; and

(c) whether Government intend to introduce compulsory education in these areas?]

शैक्षणिक कार्य मंत्रालय में उपसंत्री (श्री विनेश सिंह) : (क) और (ख) गोंया में प्राइमरी, माध्यमिक और उच्च शिक्षा संस्थाएँ नियमित रूप से काम कर रही हैं। उनके पाठ्यक्रमों और पाठ्य-पुस्तकों में जा समिति का सिफारिशों के अनुसार कुछ संशोधन किया गया है। चालू सत्र (सेशन) के प्रारम्भ से गोंया में दो नए डिग्री कॉलेजों ने अध्यापन कार्य शुरू किया है।

(ग) जाँ हों। अनिवार्य प्राइमरी शिक्षा लागू करने के उपायों पर सरकार विचार कर रही है। चालू शैक्षणिक सत्र (अकैडेमिक सेशन) में प्राइमरी शिक्षा निःशुल्क कर दी गई है।

t [] English translation.

[THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): (a; and (b) The Educational Institutions —primary, secondary and advanced— in Goa are working normally, with some modifications in their curricula and text books etc., made according to the recommendations of the Jha Committee. Two new degree colleges have started functioning in Goa. since the beginning of the current Session.]

(c) Yes, Sir. Measures to introduce compulsory primary education are being considered by the Government. Primary education has been made free for the current academic session.]

श्री राम सहाय : क्या मैं यह जान सकूंगा कि इन स्थानों में लिट्रेसों का क्या स्थिति है ?

श्री बिनेश सिंह : ऐसा ख्याल है कि इस समय वहाँ के स्कूलों में ६ साल से ११ साल तक के जो लड़के हैं उनमें से ५६ परसेंट स्कूल जा पाते हैं ।

SHRI K. S. CHAVDA: May I know whether it is under the consideration of the Government to start one Engineering College in Goa?

SHRI DINESH SINGH: There are already three Polytechnics in Goa, Sir, and the question of starting an Engineering College will arise only when we have considered the Jha Committee's Report fully.

श्री राम सहाय : क्या मैं यह जान सकूंगा कि वहाँ पर किस प्रकार और किस वर्ग के लोगों को शिक्षा का अभाव है ?

श्री बिनेश सिंह : इसका सर्वे तो नहीं हुआ है । लेकिन जैसा कि मैंने अभी बतलाया कि वहाँ करीब ५६ परसेंट बच्चे स्कूल जाते हैं ।

† [] English translation

SHRI BHUPESH GUPTA: May I know, Sir, if the Government of India or the Ministry of Education, Government of India, have reviewed the text-books that were left by the Portuguese and the curricula and the syllabus and so on in order to ensure that the education imparted is broadly in line with the education that we have in the other parts of the country?

SHRI DINESH SINGH: Yes, Sir.

•SHRI M. RUTHNASWAMY: May I know, Sir, if there is any agriculture school in Goa?

SHRI DINESH SINGH: No, Sir. At present there is none.

SHRI M. RUTHNASWAMY: Is there no agriculture student in Goa?

SHRI DINESH SINGH: There is no Agriculture school in Goa.

MIGRATION FROM EAST PAKISTAN TO WEST BENGAL

*497. SHRI NIREN GHOSH: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) the number of persons belonging to the minority community in East Pakistan who have crossed into West Bengal so far after the recent communal disturbances in East Pakistan; and

(b) what steps Government have so far taken to rehabilitate them?

THE DEPUTY MINISTER IN THE MINISTRY OF WORK, HOUSING AND SUPPLY (SHRI P. S. NASKAR) : (a) About 11,000 persons upto the end of July, 1962.

(b) For the present, it has been decided to send 1,000 Santhals to Danda-karanya for rehabilitation. Only 27 families (about 120 persons) have gone to Dandakaranya so far.

SHRI NIREN GHOSH: Ma_v, I know, Sir, whether the Government is aware that attempts are being made to drive out thousands of those refugees who are staying in school buildings or railway station sheds, and that no relief is being granted to them and these people are starving?

SHRI MEHR CHAND KHANNA: It is not correct, Sir. There was a time when there was a concentration of refugees in schools and other places. We enumerated them and we sent our men there to take them to Dandakar-anya. I am grateful to the Governor of West Bengal who also went herself and talked to these people. By the time they could make up their mind, certain forces worked to disperse them. Now we have no knowledge where they are.

SHRI NIREN GHOSH: Sir, I talk from personal knowledge. A week or ten days back one of our M.Ps. went there and met those refugees who were being quartered in schools and railway stations but attempts are being made to drive them out and no relief whatsoever is being granted to them. Secondly, I want to know whether the Minister would honour the assurance given in this House that the Government will take steps to rehabilitate them and pending that, some sort of relief or something would be given to them?

SHRI MEHR CHAND KHANNA: Fifteen days ago I was in Calcutta. I had a discussion with the Chief Minister of West Bengal and the Governor of West Bengal and my information is that all these people have dispersed and we cannot locate them. The Government of West Bengal is willing and so are we to take these people to Dandakaranya.

Sir, I saw a report in the press only a week or ten days ago that some of the leaders of the Santhals who had been sent to Dandakaranya under the advice of the Prime Minister—he J] as kindly taken very great interests—in I

the matter—were ver_y happy with the conditions in Dandakaranya and they are reported to have said that they will persuade their friends in Malda to go there. Hardly any progress has been made in the matter. We had given them relief in the beginning. We are prepared to give relief even now if somebody is prepared to come forward and take that relief.

SHRI BHUPESH GUPTA: The Minister referred to his talks with the Governor of West Bengal and the Chief Minister of West Bengal. Do I understand from him that the Chief Minister of West Bengal, Mr. P. C. Sen, is satisfied with what is being done by the Government of India and that he has no grievance on that score as far as the Government of India is concerned? Clear, precise answer is needed.

SHRI MEHR CHAND KHANNA: The arrangement between me and the Government of West Bengal is entirely a sort of private affair. But I can tell the hon. Member and this House that we are having full support from the Chief Minister of West Bengal. Unfortunately, Dr. B. C. Roy is no longer with us. He gave us full support and we gave them full support.

SHRI BHUPESH GUPTA: My question you will have understood, Sir. I am not talking of this giving of support. What I wanted to know from him is whether the Government of West Bengal is satisfied that adequate steps are being taken by the Government of India and that nothing more is expected of them.

SHRI MEHR CHAND KHANNA: The Government of West Bengal is fully satisfied with the action that they themselves have taken and the support that we are giving them. I would only hope that my friend opposite would co-operate with me in locating the Santhals.

SHRI BHUPESH GUPTA: Sir, we got him elected. Why should I not co-operate with him? That is not the point. All I wanted to know from him was whether the Government of West Bengal was satisfied.

SHRI MEHR CHAND KHANNA: Yes, they are satisfied.

SHRI BHUPESH GUPTA: Why should we be dragged in it? I am not the Chief Minister of West Bengal.

SHRI MEHR CHAND KHANNA: Sir, according to our information the Santhals wanted to go to Dandakaranya but certain forces unfortunately worked against their wishes. They told them that Dandakaranya was full of demons, tigers, reptiles and so on and if they went there, they would be all eaten up.

SHRI BHUPESH GUPTA: Sir, no responsible man in West Bengal said these things. Since he has made this statement, may I know, Sir, what is the source of his information and whether he would be in a position to give some evidence to justify what he has attributed to some unnamed people in West Bengal?

SHRI MEHR CHAND KHANNA: These are newspapers reports and they came out in very bold prints.

SHRI BHUPESH GUPTA: I have brought these reports. May I know, Sir, the individuals because some individuals have been named in this matter?

SHRI MEHR CHAND KHANNA: No individuals, but some of the Calcutta dailies published this news.

SHRI LOKANATH MISRA: May we know, Sir, the agencies which worked to dissuade the Santhals from going to Dandakaranya?

SHRI MEHR CHAND KHANNA: I have no personal knowledge of the agencies but that is what I have seen

in the press and the Government of West Bengal also had the same feeling in the matter.

SHRI NIREN GHOSH: In the press report no person or party were identified. There have been a large number of reports by certain irresponsible individuals, might be from the officers or from the Government side or something like that. In view of that, is it proper for the Minister to make such a statement here which places the matter in confusion, and may I further know whether the Government of India is aware that still migrations are taking place from East Pakistan to Malda?

SHRI MEHR CHAND KHANNA: I have just stated that about 11,000 persons have come till the end of July on "No-migration Certificates". The policy of the Government is very clear in this direction and the Prime Minister also made a statement in this very House and in the other House. We have spent a total of about Rs. 12 crores on the Dandakaranya Project. We have taken more than five thousand families there and we are prepared to take more families to Dandakaranya if they want to come forward. We have given the highest priority in Dandakaranya for the rehabilitation of displaced persons from East Pakistan including the Santhals.

अम्बर चल

४६८. श्री नवाबसिंह चौहान : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय कितने अम्बर चले चल रहे हैं और उनके द्वारा प्रतिमास कितना सूत तैयार किया जा रहा है ; और

(ख) इस समय इस सूत का किस प्रकार उपयोग किया जा रहा है ?

U AMBAR CHARKHAS

498. SHRI NAWAB SINGH CHAUHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the number of Ambar Charkhas at present in use in the country and the quantity of yarn which is being produced by them per month; and

(b) the manner in which this yarn is being utilised at present?

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): (a) It is estimated that out of 3.98 lakhs Ambar Charkhas distributed upto the end of 1961-62, 60 per cent or 2.39 lakhs are in operation. The average monthly production of Ambar yarn was 2.7 lakhs lbs. during 1961-62.

(b) The yarn is distributed to the registered weavers of Khadi institutions for being converted into Khadi cloth.

†[वाणिज्य तथा उद्योग मंत्रालय में अन्तर-राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह): (क) अनुमान है कि १९६१-६२ के अन्त तक बांटे गये ३.९८ लाख अम्बर चर्खों में से ६० प्रतिशत अथवा २.३९ लाख चर्खे चल रहे हैं। १९६१-६२ में अम्बर सूत का औसत मासिक उत्पादन २.७ लाख पौंड था।

(ख) यह सूत खादी संस्थाओं के पंजी-बद्ध बुनकरों में कपड़ा बुनने के लिये बांट दिया जाता है।]

श्री नवाबसिंह चौहान : ऐक्टिव प्रोडक्शन के बारे में जिक्र किया गया है तो जो ऐक्टिव प्रोडक्शन नहीं कर रहे हैं, उनको ऐसा न करने का कारण क्या है ?

† [] English translation.

‡ [] Hindi translation.

श्री मनुभाई शाह : इसका कारण यह है कि उन माताओं को और बहनों को घर में चर्खा दिया जाता है जो ऐक्टिव हैं। हमारे जो सेंटर हैं उन में भी औरतें काम करती हैं और उनको चर्खा दिया जाता है। उसको हम इन्ऐक्टिव गिनते हैं। इसका मतलब यह नहीं है कि सभी बेकार पड़े हुए हैं। यह मदद करने का एक सामाजिक बोमा है, लेकिन सब चर्खों पर पूरी तादाद में काम नहीं होता है।

श्री नवाबसिंह चौहान : इस अम्बर चर्खे की योजना का लक्ष्य क्या था कि कितने चर्खे बनाये जायें और कितना धागा उनसे उत्पन्न किया जाय और उस लक्ष्य तक पहुँचने के लिए क्या प्रयत्न हो रहे हैं और कब तक पहुँचा जा सकेगा ?

श्री मनुभाई शाह : इनका लक्ष्य यह था कि एक लाख चर्खे हर साल दिये जायें। इन चार सालों में तकरोबन चार लाख चर्खे बांटे गये हैं। यह बात ठीक है उसे हम बढ़ाना चाहते थे, लेकिन चूँकि इससे ज्यादा तादाद में सद्दाज उसको अभी अपना नहीं पाया है, इस लिए हम ने तीसरी योजना में तीन लाख का लक्ष्य रखा है।

SHRI C. D. PANDE: May I know, Sir, whether the Government is satisfied with the progress that Ambar Charkha has made, whether it has fulfilled the promise that was held out on its behalf?

SHRI MANUBHAI SHAH: It has not fulfilled totally its promise but, to a great extent, there have been very considerable improvements. And, as I mentioned before also, more than 24 million yards of cloth are being produced and so many people, more than 4 lakhs, are being employed. Many trainees have been trained throughout the country and they have particularly penetrated into very backward areas.

SHRI C. D. PANDE: What is the daily income per head out of this charkha?

SHRI MANUBHAI SHAH: On an average, some people in Maharashtra earn as much as Rs. 2 per day. But that is more of an exception than the rule. The daily income, broadly speaking, is 75 nP., to Re. 1 per day for regular workers.

SHRI GOPIKRISHNA VIJAI VARGIYA: May I now know whether the entire scheme of Ambar Charkha is successful when compared with other improved charkhas? If it is successful, it should be carried out; otherwise it should be dropped entirely from the Government programme.

MR. CHAIRMAN: This is not a question.

SHRI MANUBHAI SHAH: As the House knows, we had appointed a Committee in order to make improvements on the Ambar Charkha. Unfortunately so far none of the new models which have come up is practicable from that angle unless you completely mechanise the Ambar Charkha with electric motor in which case the whole structure changes. The amount of investment also goes up and the basic scheme in the villages which are not having electricity does not get fulfilled. To the extent that Ambar Charkha is a great improvement on the traditional charkha, it has received great success.

SHRI K. SANTHANAM: May I know if it is not a fact that in most of the States the old charkha is still much more popular than the Ambar Charkha in spite of its so-called higher earning capacity?

SHRI MANUBHAI SHAH: That would be true because traditions die hard and there are also certain counts of yarn like the 4, 6 and 8 which are required for durries and the old charkha is definitely much more convenient, comfortable and easy to operate

than the little more complex Ambar Charkha but in the higher counts of yarn like 16 and 40, the Ambar Charkha is definitely an improvement.

SHRI JAI NARAIN VYAS: The Minister spoke about the people trained in Ambar Charkha. My information is that more than 50 per cent, of the trained personnel have left service. Will he kindly state what percentage of the Ambar Charkha-trained people are in service in Khadi Bhandars and what percentage of people have left the service?

SHRI MANUBHAI SHAH: All of them have not been trained for being employed in the Centres. As the House is aware, there was no question of employing them. Only to make them self-employed they have been trained so that later on they can take to Charkha. According to the survey done by the Gyan Chand Committee, 60 per cent, have been working the Charkhas.

SHRI B. K. GAIKWAD: How much have the Government spent on Ambar Charkha and how much of yarn has been produced on Ambar Charkha?

SHRI MANUBHAI SHAH: In the Third Plan Rs. 32 crores have been provided for the five years for encouragement and development of the Ambar Charkha.

SHRI B. K. GAIKWAD: How much have the Government spent?

SHRI MANUBHAI SHAH: If he wants the break-up, I will give but this is the amount for the Plan period and in the Second Plan we had about Rs. 30 crores.

**आली पारपत्रों के लिये निरपत्तार किये गये
भारतीय**

***४६६. श्री नवाबसिंह चौहान : क्या
प्रधान मंत्री यह बताने को तैयार करेंगे कि
पिछले पांच महीनों में प्रति मास कितने**

व्यक्ति ब्रिटेन को जति समय जाली परिपत्र होने के कारण गिरफ्तार किये गये ?

t [INDIAN ARRESTED FOR FORGED PASSPORTS

*499. SHRI NAWAB SINGH CHAUHAN: Will the PRIME MINISTER be pleased to state the number of persons who were, while leaving for the United Kingdom during each of the last five months arrested for possessing forged passports?]

बंदेशिक कार्य मंत्रालय में उपमन्त्री (श्री दिनेशसिंह) : पिछले पांच महीनों में जाली पासपोर्टों पर यूनाइटेड किंगडम जाते हुए २८ व्यक्ति गिरफ्तार किये गये थे। हर महीने के आंकड़े इस प्रकार हैं :

मार्च	.	.	.	७
अप्रैल	.	.	कोई नहीं।	
मई	.	.	.	३
जून	.	.	.	१८
जुलाई	.	.	कोई नहीं	

t[THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): 28 persons were arrested during the last five months while leaving for the United Kingdom on forged passports. Month-wise figures are:

March	—	1
April	Nil
May	3
June	—	18
July	Nil]

SHRI BHUPESH GUPTA: May I know the manner in which this matter is investigated by the Government and whether the Central Government has set up any special machinery within the existing framework to go into this question of large-scale forging of passports or whether the matter is left to the States concerned?

f[] English translation.

SHRI DINESH SINGH: I had some time back answered this question in the House that most of these cases are now being investigated by the Central Intelligence Department. Some cases were also investigated by the State Governments earlier.

SHRI BHUPESH GUPTA: Is the Minister aware that after the Government of India announced its order that no one should book passages unless he gets a definite clearance as to how he is going to find his resources abroad, many such applications came? There are many people who left the country and it was presumed that some at least were on the basis of forged passports.

SHRI DINESH SINGH: It is difficult to say how many of them went on 'forged passports. The ones we came to know we have already arrested. It is true that when this ban came in quite a number of people thought that they might not be allowed to go and they went out but we have not got the full particulars of how many went out.

SUB-SOIL WATER IN NEW DELHI

*500. SHRI KRISHNA CHANDRA: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state the amount spent on the construction of tube-wells for checking rise in subsoil water level in New Delhi?

THE DEPUTY MINISTER IN THE MINISTRY OF WORKS, HOUSING AND SUPPLY (SHRI JAGANATH RAO): Rs. 10,13,636 on the construction of all the 303 tube wells.

SHRI KRISHNA CHANDRA: May I know whether any tube well has been working?

SHRI JAGANATH RAO: Yes, so far 286 tube-wells are in operation.

SHRI KRISHNA CHANDRA: May I know why the others are not in operation?

SHRI JAGANATH RAO: Because of shortage of power, and they are expected to go into operation by the end of this year.

SHRI KRISHNA CHANDRA: May I know the experience gained by the working of these tube-wells so far as checking the rise of sub-soil water is concerned?

SHRI JAGANATH RAO: Our technical experts say that the tube-wells should work for 3 years and then only the results can be ascertained.

SHRI FARIDUL HAQ ANSARI: May I know whether this scheme has been partially successful in Delhi?

SHRI JAGANATH RAO: The scheme is successful but to say that a scheme is completely successful, as I said earlier, 3 years' working is necessary according to the experts.

PANDIT S. S. N. TANKHA: How much water is drawn out by these pumps and whether this water is again allowed to soak in near about the wells?

SHRI JAGANATH RAO: No, the water that is pumped out is taken to the drains. It is not allowed to soak in there.

MR. CHAIRMAN: You think it goes back in to the well?

PANDIT S. S. N. TANKHA: That is what I have seen.

*501. [The questioner (Shri A. B. Vajpayee) was absent. For answer, vide cols. 2527—29 infra.]

RECRUITMENT OF TRIBESMEN FROM NWFP FOR LIBERATION OF KASHMIR

*502. SHRI A. D. MANI: Will the PRIME MINISTER be pleased to state whether the Muslim Conference of the so-called Azad Kashmir has started recruiting tribesmen from the North-West Frontier Province for the alleged liberation of Kashmir?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI LAKSHMI MENON): Apart from reports to this effect in the Pakistan press, Government have no information on the subject.

SHRI A. D. MANI: Are Government aware that a Conference was held in Rawalpindi which was attended by Choudhry Ghulam Abbas where plans were openly discussed?

SHRIMATI LAKSHMI MENON: Yes, we are aware of these. We have seen press reports also in the Pakistan press but we have no confirmed reports about these from authentic sources.

SHRI A. D. MANI: Am I to understand that the Indian High Commissioner at Karachi has not furnished any reports on this matter to the Government?

SHRIMATI LAKSHMI MENON: As I have already stated, we have no authentic reports on the subject.

SHRI A. M. TARIQ: After all we have our High Commission in Pakistan and we are spending a lot of money there. May I know whether we have received any information from our High Commissioner when we are threatened by the so-called Azad Kashmir people with an attack and, if so, may I know what is the report?

SHRI JAWAHARLAL NEHRU: We are constantly receiving reports from our High Commissioner, first of all, on the various statements made there by the so-called Azad Kashmir people and on other matters relating thereto. I can hardly give details of what our High Commissioner writes.

SHRI A. M. TARIQ: May I know if the Government has seen some press reports in which it is stated that the Ministers of Pakistan Government are giving encouragement to the so-called Azad Kashmir volunteers? If so, may I know if we have informed the U.N. about it?

SHRI JAWAHARLAL NEHRU: I do not remember sending any special information to the U.N. about this fact but when this matter was discussed in the Security Council, a statement was made.

SHRI BHUPESH GUPTA: May I know if the attention of the Prime Minister has been drawn to a statement by Mr. Mohammad Ali, Finance Minister of Pakistan, saying that he would not use force to prevent the crossing of the cease-fire line by the Azad Kashmir forces and that he would only use persuasion? What are the implications of the statement, according to the Government of India, and whether diplomatically the Government of India has taken up this matter in the light of the statement made by the Pakistani authorities?

SHRI JAWAHARLAL NEHRU: The implication of the statement can only be either inability to restrain them or some kind of encouragement to them. I do not know of any third possible implication. I believe that our High Commissioner has been drawing the attention of the Pakistan Government to similar statements.

**TCOPRER QUOTA ALLOTTED TO JAMMU
AND KASHMIR STATE**

*335. SHRI A. M. TARIQ: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the copper quota allotted to the State of Jammu and Kashmir in the years 1957-58, 1958-59, 1959-60, 1960-61 and 1961-62; and

(b) the names of the firms to whom quota was given and the quantity thereof?

THE MINISTER OF INDUSTRY IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI N. KANUNGO): (a) and (b) A statement is laid on the Table of the House.

^tTransferred from the 14th August, 1962.

STATEMENT

(a) Allotments made are given below:—

Year	Quantity
1957-58—	There was no distribution control on imported copper. 1958-59 29.33 tons.
1959-60	110.00 tons.
1960-61	177-75 M. tons.
1961-62	500.00 M. tons.

(b) Information as to the firms to whom the State Government allotted, copper and the quantities allotted is not available.

شہی اے - ایم - طارق : یہ جو

اسٹیمینٹ دیا گیا ہے اس میں یہ

بتایا گیا ہے کہ ۱۹۵۷ - ۱۹۵۸ ع میں

دیاست جموں اور کشمیر کو کوئی کوٹا

نہیں دیا گیا ہے -

†[श्री ए० एम० तारिक : यह जं:

स्टेटमेंट दिया गया है इसमें यह बताया गया है

कि १९५७-५८ ई० में रिदासत जम्मू और

कश्मीर की कोई कोटा नहीं दिया गया ।]

In 1958-59 there was an allotment of 2933 tons, in 1959-60 110:00 tons, in 1960-61 177-75 tons and in 1961-62 500-00 tons. Also the names of the firms 'to whom these quotas are given are not available. Then how does the Ministry of Commerce and Industry issue licences to these people? What is the method?

SHRI MANUBHAI SHAH: The method is this. We do not issue licences. These are imported in bulk and given to each State. This being a transferred subject, the names of those to whom half a ton or one ton is given are on the local registers and not here. That is the case not only for Jammu and Kashmir but also in the case of the other fifteen States. We do not have the names. The quota is

t[] Hindi transliteration.

increased because the industrial progress in Kashmir is of paramount importance and it can only be done through small-scale industries, particularly of metalware for which Kashmir is well known. And when the availability of copper increases, we increase the quota.

श्री अ - ایم - طارق : کہا
گورنمنٹ کے پاس سیلر میں کوئی
ایسی ایجنسی ہے جو اس چیز کو
کنٹرم کرے کہ جموں اور کشمیر کے لئے
جو کوٹا گورنمنٹ دیتی ہے اسکا کیا اور
کیسا استعمال ہو رہا ہے - ایک طرف ہم
نے کوٹا تو بڑھا لیا لیکن کیا ایسے اعداد
و شمار بھی ہیں کہ اس کوٹے کے
استعمال سے ہم کتنا ایمپلائمنٹ بڑھا
رہے ہیں - کتنے نئے کارخانے کھلے ہیں
اور کیا یہ کارخانے انکم ٹیکس بھی دیتے
ہیں ؟

†[श्री ए० एम० तारिक : क्या गवर्नमेंट
के पास सेक्टर में कोई ऐसा एजेंसी है जो इस
चीज का कंक्रम करे कि जम्मू और कश्मीर
के लिए जो कोटा गवर्नमेंट देता है उसका क्या
और कैसा इस्तेमाल हो रहा है ? एक तरफ
हम ने कोटा तो बढ़ा लिया लेकिन क्या ऐसे
आदादांशुमार भी हैं कि इस कोटा के इस्तेमाल
से हम कितना एम्प्लॉयमेंट बढ़ा रहे हैं, कितने
नये कारखाने खले हैं और क्या यह कारखाने
इनकमटैक्स भी देते हैं ?]

श्री मनुभाई शाह : माननीय सदस्य को
पता है कि इस समय वहां कितना बड़ा
इन्डस्ट्रियल प्रोग्राम चल रहा है और थर्ड फाइव
इयर प्लान के लिये हमारे पास शिकायत आती
है कि जितना माल और सामान उनको चाहिये
उतना हम दे नहीं पा रहे हैं। वहां कितनी
क्वांटिटी में कापर जाता है और कितना

प्रोडक्शन होता है उसके बारे में एनुअल
रजिस्टर रखा जाता है और कौन आदमी
किस तरह से इस्तेमाल करता है उसकी जांच
होती है।

SHRI M. P. BHARGAVA: May I
know, Sir, whether it is a fact that in
certain other States the existing quota
was cut and their demand for additional
quota of copper was refused, such as in
the case of Uttar Pradesh and Madhya
Pradesh?

SHRI MANUBHAI SHAH: No, Sir. If
the hon. Member would see my previous
statement, he would see that every year
we are trying to increase the quota in
every State, particularly in those States
that are getting less, like Uttar Pradesh,
Rajasthan, Bihar and others.
Continuously for the last few years there
has been a stepping up in every State.

SHRI M. P. BHARGAVA: May I
know, Sir, whether it is a fact that there
has been a persistent demand from Agra
for increased quota of copper and they
have been consistently refused?

SHRI MANUBHAI SHAH: No, Sir. As
a matter of fact, from the Statement it
can be seen that UP. is one of the highest
in the country getting copper because
there are many small-scale industries in
that State.

MR. CHAIRMAN: Agra is not a State.

SHRI MANUBHAI SHAH: It is part of
UP.

श्री राम सहाय : जिस प्रकार भागव साहब
ने प्रश्न किया था उसी प्रकार मैं भी जानना
चाहता हूँ कि मध्य प्रदेश के सम्बन्ध में क्या
स्थिति है ? क्या वहां भी कोटे में कुछ कमी
हुई है ?

श्री मनुभाई शाह : मध्य प्रदेश को
१९५८-५९ में २०० टन मिलता था और
१९६१-६२ में १२०० टन दिया गया है।

श्री विमलकुमार मन्नालालजी चौरङ्गिया :
क्या श्रीमान् को ज्ञात है कि जब दिल्ली और कुछ क्षेत्रों के लिये कोटे में सौ प्रतिशत की वृद्धि की गई है तो मध्य प्रदेश के लिये केवल ४१ प्रतिशत की ही वृद्धि क्यों की गई है?

श्री मनुभाई शाह : मैंने बताया, २०० से १२०० टन कर दिया है। वह कितना प्रतिशत होता है इसका माननीय सदस्य स्वयं हिसाब लगा सकते हैं। दिल्ली को ६०० से १२०० टन दिया गया है।

श्री विमलकुमार मन्नालालजी चौरङ्गिया :
मैं श्रीमान् से गत वर्ष की तुलना में जानकारी चाहता हूँ। क्या यह सही है कि गत वर्ष दिल्ली के कोटा में जो वृद्धि हुई वह १०० प्रतिशत हुई जब कि मध्य प्रदेश में ४१ प्रतिशत।

श्री मनुभाई शाह : इस तरह से हर एक स्टेट का मुकाबला नहीं किया जाता है।

We always try to step it up looking to the local demand and the local requirement and also the assessment made by the experts of the Central Government.

सरकारी उपक्रमों के लिये कर्मचारियों का प्रशिक्षण

***५०३. श्री भगवत नारायण भार्गव :**
क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि एस्टीमेट्स कमेटी ने अपने १५६वें प्रतिवेदन में जो यह सुझाव दिया है कि एक प्रकार के काम के लिये विभिन्न सरकारी उपक्रमों के कर्मचारियों को अलग-अलग स्थानों के बजाय एक ही स्थान पर प्रशिक्षण देने से घन, समय और शक्ति की बचत हो सकती है, उसके बारे में सरकार ने क्या कार्यवाही की है ?

t [TRAINING OF PERSONNEL FOR PUBLIC UNDERTAKINGS

*503. SHRI B. N. BHARGAVA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state what action has been taken by Government on the observation made by the Estimates Committee in their 156th Report to the effect that money, time and energy can be saved if training to the personnel of various public undertakings for the same type of work is given at one place, instead of at different places?]

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): The feasibility of organising integrated training schemes for all public sector undertakings at one place is under examination.

†[वाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह): सरकारी क्षेत्र के सभी उपक्रमों के लिये एक ही स्थान पर प्रशिक्षण देने की एकीकृत योजनाएँ तैयार करने की सम्भावना की जांच की जा रही है।]

पाकिस्तान द्वारा मंगला बांध का बनाया जाना

***५०४. श्री महावीर दास :** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि अमरीकी इंजीनियरों की मदद से मंगला बांध बनाने का बहाना बनाकर लगभग दस हजार मुसलमानों को उनके घरों से निकाल दिया गया है और उन्हें युद्ध विराम रेखा के इस पार भारतीय क्षेत्र में भेजा जा रहा है ?

t [CONSTRUCTION OF MANGLA DAM BY PAKISTAN

*504. SHRI MAHABIR DASS: Will the PRIME MINISTER be pleased to state whether it is a fact that nearly

t[] Hindi translation.

ten thousand Muslims have been turned out of their houses on the pretext of constructing Mangla Dam with the help of American Engineers and that they are being sent to the Indian territory beyond the cease fire' line?]

वैदेशिक कार्य मंत्रालय में उपमन्त्री (श्री दिनेश सिंह) : इस विषय पर सरकार के पास कोई सूचना नहीं है।

[THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): Government have no information on the subject.]

SHRI BHUPESH GUPTA: It has been stated on behalf of the Government that the Government have no information on the subject. Have they come to this position of ignorance after making proper efforts in order to find out the exact situation with regard to this problem? Were any attempts made to find out things from the United States of America and others concerned?

SHRI DINESH SINGH: The question asked is a little different from what the hon. Member seems to have understood. The question is whether thousands of Muslims have been turned out and sent into Indian territory. We have nothing to ask the U.S.A. about it.

SHRI BHUPESH GUPTA: But American engineers are also there.

SHRI JAWAHARLAL NEHRU: I would suggest the hon. Member reads the question before he puts his sup-plemenitaries.

SCHEDULED CASTES AND TRIBES OFFICERS WORKING AS CONTROLLERS AND ASSISTANT CONTROLLERS OF IMPORTS AND EXPORTS

*505. SHRI B. K. GAIKWAD: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the number of posts of Controllers of Imports and Exports and

f[] English translation

Assistant Controllers of Imports and Exports in his Ministry and its attached and subordinate Departments;

(b) the number of members of the Scheduled Castes and Scheduled Tribes working against the posts mentioned in part (a) above; and

(c) whether the quota of Scheduled Castes and Scheduled Tribes is complete in respect of the above posts?

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): (a) to (c) A statement is laid on the Table of the House.

STATEMENT

(a) 42 posts of Controller of Imports and Exports; and 115 posits of Assistant Controller of Imports and Exports.

(b) 2 Scheduled Castes officers in the cadre of Controller of Imports and Exports and 18 Scheduled Castes and 1 Scheduled Tribes Officer in the cadre of Assistant Controller of Imports and Exports.

(c) There is a shortage of 1 Scheduled Castes and 1 Scheduled Tribe officer in the cadre of Controller. The Union Public Service Commission have been requested to nominate suitable candidates from these two communities.

There is no shortage regarding Scheduled Castes in the cadre of Assistant Controller. There is, however, shortage of 3 Scheduled Tribes in that cadre. The Union Public Service Commission have been requested to nominate suitable candidates from this community.

SHRI B. K. GAIKWAD: The Statement that has been placed on the Table of the House shows that out of 42 posts of Controller of Imports and Exports, only 2 are filled by Scheduled Caste officers and one is filled by a Scheduled Tribe officer. And in reply to part (c) it is stated that there is a

shortage of 1 Scheduled Caste officer and 1 Scheduled Tribe officer. But what is the percentage fixed for the Scheduled Castes and the Scheduled Tribes in Government service?

SHRI MANUBHAI SHAH: That is different for different posts. In the case of these posts we are asked by the Home Ministry Circular that we should have a minimum of 3 out of 42.

SHRI B. K. GAIKWAD: May I know whether it is a fact that 12 per cent, of posts are reserved for the Scheduled Castes and 8 per cent, of posts are reserved for Scheduled Tribes in Class I and Class II services?

SHRI MANUBHAI SHAH: In this particular case of Controllers and Assistant Controllers of Imports and Exports, since many tariff questions of an international character are involved, there is discretion given in making these appointments. We have been writing to the Union Public Service Commission as I have already mentioned in the latter part of my answer, and still they are not able to find people who can fill up those posts. In posts lower than Assistant Controllers, a much larger number is engaged.

SHRI B. K. GAIKWAD: Who fixes these percentages? At one time it is 12 per cent, and at another it is fixed as 3 per cent. Which is the authority that fixes these percentages?

SHRI MANUBHAI SHAH: These are authoritative percentages circularised by the Home Ministry. It is not always possible in every cadre, to fill up all the posts with the adequate number of Scheduled Caste and Scheduled Tribe candidates. As I have stated, the U.P.S.C. has been repeatedly requested to nominate suitable candidates from these people. It is not our unwillingness to absorb them. We would like to take much more than these percentages and the moment they are available we will absorb them.

SHRI B. D. KHOBARAGADE: The questions of filling the posts and that of reservations are entirely different. The Minister said that no suitable candidates are available. May I know from the hon. Minister what difficulty is there in reserving a certain percentage of posts for these people as has been decided by the Home Ministry? They may lie vacant because of the nonavailability of suitable candidates. But what is the difficulty about making this reservation?

SHRI MANUBHAI SHAH: There is no difficulty at all either to make the reservation or to make the appointment. The moment we get suitable candidates we can have this percentage and even more.

SHRI B. K. GAIKWAD: Is it because suitable candidates were not available and, therefore, the percentage has decreased?

MR. CHAIRMAN: That is exactly what he said. They are not available, he said.

SHRI B. K. GAIKWAD: May I know whether it is a fact that suitable and fully qualified and experienced candidates from the Scheduled Castes and the Scheduled Tribes are coming forth before the U.P.S.C. and in spite of the fact that they have been called for the interview, they are rejected only* on the ground that they are not found "suitable". May I know from the Government what this "suitability" is?

SHRI MANUBHAI SHAH: There is the Union Public Service Commission and they have their rules. It is an august body which has to be trusted with the selection of candidates. If the hon. Member can give me the names of candidates who, in his opinion, are suitable, I will pass on all the names to the Union Public Service Commission. I will only be too glad to do that.

*506. [The questioner (Shri A. B. Vajpayee) was absent. For answer, vide cols. 2529-30 infra.]

**GOAN INDUSTRIALISTS MEETING WITH
PRIME MINISTER**

*507. SHRI SITARAM JAIPURIA: Will the PRIME MINISTER be pleased to state:

(a) whether a delegation of businessmen and industrialists from Goa met him in July, 1962; and

(b) if so, what was the outcome of the discussions?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI LAKSHMI MENON): (a) Yes, Sir.

(b) The delegation presented a memorandum urging, *inter alia*, for (i) implementation of the Import Policy for January-March, 1962, (ii) reduction of the number of items the import of which is prohibited, and (iii) release of parcels which have already arrived in Goa. These matters are under Government's consideration.

SHRI SITARAM JAIPURIA: May I know whether a promise was made to the business and industrial community of Goa that a certain amount would be placed at their disposal for the import of certain items which was later on scaled down?

SHRIMATI LAKSHMI MENON: No, Sir.

SHRI SITARAM JAIPURIA: In view of the fact that import has been cut to the bone, and rightly so, because we have a shortage of foreign exchange, what does the Government propose to do for the business and industrial community of Goa so that they may be shifted from business or industry to other avocations?

SHRIMATI LAKSHMI MENON: The Chamber of Commerce made certain representations and they raised certain issues. These were considered by the Government of Goa and in view of the shortage of foreign exchange, certain concessions were made.

SHRI BHUPESH GUPTA: Is there any proposal for a Kanpur industrialist to enter that field of operations?

(No reply)

SHRI SITARAM JAIPURIA: How long will it take for Government to arrive at a decision?

SHRIMATI LAKSHMI MENON: Certain things were decided regarding additional licence in respect of certain banned items to the satisfaction of the Chamber of Commerce.

I.S.D., LONDON, AND I.S.M., WASHINGTON

*508. SHRI SITARAM JAIPURIA: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) whether any changes are contemplated in the organisational set up of the India Supply Mission at Washington and the India Stores Department, London; and

(b) if so, what are the details of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF WORKS, HOUSING AND SUPPLY (SHRI JAGANATH RAO): (a) and (b) A statement is laid on the Table of the Sabha.

STATEMENT

*Reorganisation of work relating to
Overseas Purchase*

Secretary of the Ministry of Works, Housing and Supply was deputed in September/October, 1961 to undertake a detailed examination of the two Overseas Purchase organisations, namely, India Store Department, London and India Supply Mission, Washington and to make recommendations on the practicability of transferring the work of these Missions to the Directorate General of Supplies and Disposals, New Delhi. After a detailed 'on the spot' study, the Secretary submitted his report in February, 1962, containing recommendations relating to (a) simplification and

streamlining of purchase and inspection procedures followed by India Store Department, London, (b) transfer of certain items of work from both India Store Department, London and India Supply Mission, Washington to Directorate General of Supplies and Disposals and (c) appointment of freight forwarders to India Store Department, London. A copy of this report was circulated in April, 1962 to the members of Rajya Sabha. All the recommendations relating to the simplification and streamlining of procedures for purchase and inspection have been accepted and consequential adjustment of staff has, to a great extent, been effected.

The procurement of plant and machinery required for important Projects included in the Plan, has been transferred from both Missions to the Directorate General of Supplies and Disposals. In addition, a few other items will also be procured from India.

It has been decided to appoint a suitable firm of U.K. as Freight Forwarders to the India Store Department, London. They will not receive any remuneration from India Store Department for handling shipping and forwarding work but will retain the usual brokerage payable by the members of the Conference Lines to Shipping and Forwarding agents in respect of cargoes booked from ports in North Europe. The formal agreement will be entered into by the India Store Department, London, with the firm shortly. It is hoped that the bulk of the staff at present employed in the shipping section of India Store Department, London will be dispensed with in about six months and this will result in a further saving of £50,000 per annum.

SHRI SITARAM JAIPURIA: It appears from the statement that the recommendation regarding the simplification and streamlining of purchase and inspection procedures followed by the India Stores Department has been accepted. May I know the amount of

saving in foreign exchange that is expected out of this streamlining?

SHRI JAGANATH RAO: It is of the order of £50,000 & year.

SHRI SITARAM JAIPURIA: May I know the quantity of machinery purchased after this simplification and streamlining of procedure?

SHRI JAGANATH RAO: It is not possible for me to say off-hand the value of the machinery that has been purchased. If a separate question is tabled, I may be able to supply the answer.

SHRI BHUPESH GUPTA: Quite a lot of money has been spent for running the India Supply Mission and the India Stores Department and we were given to understand once by the Minister that the matter would be investigated to find out whether certain officers were needed and so on. May I know whether that investigation has been completed and, if so, with what results and what is the economy that has been effected?

SHRI JAGANATH RAO: The investigation was completed by the Secretary of the Ministry of Works, Housing and Supply who went to London and Washington to examine the working of these two Missions thoroughly and submitted a report and a copy of this report was circulated to all the Members of this House in April, 1962.

SHRI BHUPESH GUPTA: We pointed out on an earlier occasion that whereas India today is exporting textiles to the United Kingdom, we have in the I.S.D., London, officers who are experts in exporting textiles from the United Kingdom to India. May I know whether these officers still continue to draw high salaries?

SHRI MEHR CHAND KHANNA: That would not be correct. The duties and functions of the Director General of Supplies and Disposals are to cater to the indents of the indenting Ministries. I am talking from memory,

Sir, I think we purchase goods worth about four hundred crores of rupees a year through this department, about one hundred and twenty-five to one hundred and thirty crores of rupees worth from America, about twenty-five to thirty crores of rupees worth from the United Kingdom and the rest from India. Some savings have already been made and my Secretary, who is now the Lieutenant Governor of Goa, went to Washington and London last year. Certain new appointments had to be made in Washington but those appointments have not been made and in London certain reductions have already been made. When we enter into arrangements with the shipping agents on the lines of what is prevailing in America, further reductions will be made and we will be able to save to the extent of one lakh pounds a year.

SHRI BHUPESH GUPTA: The hon. Minister said "my Secretary". I should like to know whether he meant his Private Secretary or the Secretary of the Ministry.

SHRI MEHR CHAND KHANNA: I am sorry, the Secretary of the Ministry of Works, Housing and Supply.

SHRI DAHYABHAI V. PATEL: When Government employ a big staff and there is such a competent department to handle the purchases that are made, how is it that officers or non-officials connected with State Governments are allowed to go abroad to negotiate purchases of plant and machinery required for projects in those States?

SHRI MEHR CHAND KHANNA: There are two aspects of the matter, one is the permanent staff in Washington and London and the other is the indenting Ministries. For example, the Ministries of Railways and Defence want something special for their own purpose. Therefore, generally when such big purchases are made, when there are contracts worth crores of rupees, at that time the indenting Ministry also sends its representatives so that the right type of material is purchased and there is no

difficulty in its delivery later on according to schedule.

SHRI DAHYABHAI V. PATEL: Do I take it that the officers of the State Governments go along with the officers of the Ministry or is it that the officers of the State Governments go and negotiate these deals direct?

SHRI MEHR CHAND KHANNA: As far as I know, we make purchases only on behalf of the Government in the various Ministries. It is only the officers of those Ministries who are connected with the purchase from a technical and specialised angle, that are, associated with these purchases.

SHRI BHUPESH GUPTA: So many delegations have gone and I presume there has been an expenditure of foreign exchange. May I know whether the gain by way of economy in foreign exchange is greater or the sum spent on such delegations is greater?

SHRI MEHR CHAND KHANNA: I have not sent any delegations so far as the Ministry of Works, Housing and Supply is concerned. Delegations go for certain specified projects, for example, the Ministry of Commerce and Industry or some other Ministry may send but so far as the Ministry of Works, Housing and Supply is concerned, we have two regular establishments there and we make purchases on behalf of the various Ministries of the Government of India. If a particular item is to be purchased and if it is of a very high value or there is some special specification, then the officers of the indenting Ministry in a way collaborate with my officers so that we make the right type of purchase.

आकाशवाणी से उर्दू कार्यक्रमों का प्रसारण

*५०६. श्री नवाबसिंह चौहान : क्या सूचना तथा प्रसारण मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उर्दू वालों की यह मांग है कि आकाशवाणी

‘सी’ के नाम से एक छलल चैनल बनाना चाहिये, जहाँ से केवल उर्दू के ही कार्यक्रम प्रसारित किये जायें ;

(ख) यदि उपरोक्त भाग (क) का उत्तर ‘हां’ हो, तो इस मांग के सम्बन्ध में क्या निर्णय किया गया है ; और

(ग) क्या विविध भारती कार्यक्रमों को बन्द करके उस चैनल को उर्दू कार्यक्रमों के लिये देने का विचार है ; यदि हां, तो ऐसा कब तक हो जायेगा ?

t [BROADCAST OF URDU PROGRAMMES FROM A.I.R.]

♦509. SHRI NAWAB SINGH CHAUHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that there is a demand from Urdu-knowing people that Akashvani should provide a separate channel under the name of Delhi 'C' which may be used exclusively for broadcasting Urdu programmes;

(b) if the answer to part (a) above be in the affirmative, what decision has been taken on that demand; and

(c) whether it is proposed to close down the Vividh Bharati programmes and provide this channel for Urdu programmes; if so, by when it is likely to be done?]

सूचना तथा प्रसारण मंत्रालय में उपमन्त्री

(श्री शामनाथ) : (क) जी, नहीं।

(ख) सवाल नहीं उठता।

(ग) जी, नहीं।

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI SHAM NATH) ; (a) No, Sir.

(b) Does not arise.

(c) No, Sir.]

f] Hindi transliteration.

श्री नवाबसिंह चौहान : क्या इस तरह का कोई प्रार्थना पत्र उर्दू संस्थाओं या उर्दू वालों की तरफ से किसी वक्त प्राप्त हुआ था ? अगर प्राप्त हुआ था तो उसका मन्तव्य क्या था और उसके ऊपर आकाशवाणी ने क्या कदम उठाये ?

श्री शामनाथ : कुछ साहबान ने यह स्वाहिश जाहिर की थी कि उर्दू का जो प्रोग्राम है उसको बड़ा दिया जाय। चूंकि हमारे पास ट्रांसमीटरों की कमी है इसलिये यह चीज मुमकिन नहीं है।

श्री नवाबसिंह चौहान : “जी नहीं”, इस तरह का नकारात्मक उत्तर क्यों दिया गया। माननीय मन्त्री जी ने जो बात बतलाई वह तो स्वीकारात्मक उत्तर है। इसमें मन्जूर किया गया है कि इस तरह की मांग की गई थी लेकिन जो मूल सवाल है उसके जवाब में उन्होंने “जी, नहीं” कहा। इस तरह के जवाब देने का क्या कारण है ?

श्री शाम नाथ : मैंने अभी कहा कि कुछ लोगों से इनफॉर्मली इस बारे में बातचीत हुई और उन्होंने स्वाहिश जाहिर की थी कि उर्दू का प्रोग्राम बड़ा दिया जाय। लेकिन जहां तक सरकार का ताल्लुक है उसके पास इस बारे में लिखित में कोई रिप्रेजेंटेशन या दर-स्वास्त नहीं आई।

شری اے - ایم - طارق : میں اس سلسلہ میں یہ جاننا چاہوں گا کہ کیا حکومت کو اس چیز کا علم ہے کہ ہمارے ایک ہمسایہ ملک سے جو ریڈیو کا پروگرام پیش کیا جاتا ہے اس کو ہندوستان کے بہت سے لوگ سنتے ہیں تو کیا اس سلسلہ میں یہ ضروری نہیں ہے کہ ہم ہندوستان کے لوگوں کے لئے ایسے پروگرام میں ایسی چیز پیش کریں جس سے انہیں دوسرے ملک کا پروگرام نہ ملتا پڑے -

†[श्री ए० एम० तारिक : मैं इस सिलसिला में यह जानना चाहूंगा कि क्या हुकूमत को इस चीज का इल्म है कि हमारे एक हमसाया मुल्क से जो रेडियो का प्रोग्राम पेश किया जाता है उसको हिन्दोस्तान के बहुत से लोग सुनते हैं ? तो क्या इस सिलसिला में यह जरूरी नहीं है कि हम हिन्दोस्तान के लोगों के लिये अपने प्रोग्राम में ऐसी चीज पेश करें जिससे उन्हें दूसरे मुल्क का प्रोग्राम न सुनना पड़े ।]

श्री शाम नाथ : यह बात सही है कि पाकिस्तान से उर्दू का प्रोग्राम ब्रॉडकास्ट किया जाता है और उसको काफी लोग भारत में भी सुनते हैं । लेकिन इस वक्त जो कुछ हमारे पास फेसिलिटीज मौजूद हैं उनको सामने रखते हुए इस बारे में जो कुछ किया जा सकता है वह किया जा रहा है ।

श्री नवाबसिंह चौहान : क्या यह बात सच है कि आकाशवाणी से उर्दू का प्रोग्राम ब्रॉडकास्ट होता है, उर्दू में बुलेटिन निकलते हैं, तो क्या यह बताने की कृपा करेंगे कि वहां से उर्दू का क्या क्या प्रोग्राम ब्रॉडकास्ट होता है । क्योंकि यहां पर एक पड़ोसी देश के लिए उर्दू प्रोग्राम के बारे में जिक्र किया गया है । साथ ही साथ मैं यह भी पूछना चाहता हूं कि यहां पर इन्फार्मली कहने की बात कही गई है । आकाशवाणी की यह आदत सी हो गई है कि "इन्फार्मली" कही गई बातों पर एक्शन ले लिया जाता है और वह बड़ा भीषण काण्ड कर डालते हैं । लेकिन उर्दू के मामले में 'इन्फार्मली' जो चीज कही गई उस पर एक्शन नहीं लिया जाता है और हिन्दी के बारे में जो बात इन्फार्मली सूझी, जिस पर कि इतना ब्रवण्डर खड़ा हो गया है, उस पर एक्शन ले लिया गया ।

DR. B. GOPALA REDDI: The point is that he wanted the "C" channel to be used for Urdu programmes but this channel is meant for Vividh Bharati.

[] Hindi transliteration.

We would like to put in more Urdu broadcasts and give more time in "A" and "B" channels and this will be considered in due course.

SHRI ARJUN ARORA: May I know whether there is any proposal to simplify the Urdu of the Urdu broadcasts so that people in the country can understand it? At the moment, the Urdu language used by the All India Radio is loaded with Arabic and Persian words.

DR. B. GOPALA REDDI: There is an attempt, Sir, to simplify Urdu broadcasts but of course our difficulty is that it is also meant for Pakistani people and if we simplify it and load it with Hindi Words or Sanskrit words, the purpose will not be served because then the Pakistani people won't be able to understand. Anyhow, keeping all that in view we do try . . .

SHRI BHUPESH GUPTA: Sir, this is a strange answer.

SHRI B. K. P. SINHA: Is it not a fact that these regular Urdu broadcasts are meant for our own people and not for foreigners? They are not propaganda broadcasts; they are educative broadcasts.

DR. B. GOPALA REDDI: I do not say 'that they are propaganda broadcasts. We do want them to listen to our broadcasts and know what is happening in India. Though it is not meant strictly for propaganda we do want them to be heard in the other countries also.

MR. CHAIRMAN: The Question Hour is over.

12 NOON

SHORT NOTICE QUESTION AND ANSWER

भारतीय रिजर्व बैंक और उस के कर्मचारियों के बीच झगड़ा

२. श्री विमलकुमार मन्नालाल जी खोरड़िया : क्या श्रम तथा सेवा नियोजन मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय रिज़र्व बैंक और उसके कर्मचारियों के बीच के झगड़े को निपटाये जाने के लिये न्यायाधिकरण को सौंपे हुए लगभग ढाई वर्ष बीत चुके हैं ;

(ख) क्या यह सच है कि न्यायाधिकरण द्वारा दोनों पक्षों की मुनवाई पिछल दिसम्बर में कर ली गई थी ;

(ग) अभी तक झगड़े का निपटारा न हो पाने के क्या कारण हैं ;

(घ) झगड़े के सम्बन्ध में पंचाट के कब तक घोषित किये जाने की सम्भावना है ; और

(ङ) रिज़र्व बैंक के कर्मचारियों में विक्षोभ को दूर करने के लिये सरकार क्या कार्यवाही कर रही है ?

t [DISPUTE BETWEEN THE RESERVE BANK OF INDIA AND ITS EMPLOYEES

2. SHRI V. M. CHORDIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that about two-and-a-half years have elapsed since the dispute between the Reserve Bank of India and its employees was referred to a tribunal for settlement;

(b) whether it is a fact that the tribunal heard both the parties in December last;

(c) the reasons due to which the dispute has not been settled so 'far;

(d) the time when the award on the dispute is likely to be announced; and

(e) the steps which the Government are taking to remove the discontentment among the Reserve Bank employees?]

श्रम तथा सेवा नियोजन मन्त्रालय में श्रम मन्त्री (श्री जयसुखलाल हाथी) : (क) जी, हाँ ।

(ख) से (ङ) ट्रिब्युनल के सामने की कार्रवाई पूरी हो चुकी है और अब अवार्ड का मसौदा तैयार किया जा रहा है । आशा है कि अवार्ड सितम्बर, १९६२ के पहले हफ्ते तक मिल जायगा । अवार्ड जल्दी से जल्दी पेश हो, इसके लिये हर कोशिश की जा रही है ।

THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI): (a) Yes.

(b) to (e) The proceedings before the Tribunal have already been concluded and the award is now being drafted and is expected to be received in the first week of September, 1962. All possible steps are being taken to expedite submission of the award.]

श्री विमलकुमार मन्नालालजी चौरङ्गिया :

क्या श्रीमान् यह बतलाने की कृपा करेंगे कि रिज़र्व बैंक के कर्मचारियों ने पूर्व में जो इंटेरिम रिलीफ की मांग की थी, उसके तहत उनको यह बताया गया था कि हम दिसम्बर, १९६० तक अवार्ड घोषित कर देंगे और ऐसी स्थिति में वह इंटेरिम रिलीफ भी नहीं दिया जा सका और अभी तक उस अवार्ड की घोषणा भी नहीं हो सकी, तो वह इंटेरिम रिलीफ उनको क्यों नहीं दिया गया ?

SHRI JAISUKHLAL HATHI: That may be in the Award, I do not know.

श्री विमलकुमार मन्नालालजी चौरङ्गिया :

क्या मंत्री महोदय यह बतायेंगे कि जब श्रीमान् की यह इच्छा रही है कि यह अवार्ड शीघ्र घोषित किया जाय तो ऐसी स्थिति में ऐसे न्यायाधिकारी को क्यों नियुक्त किया गया

जिसका समय और दूसरे कामों के लिए पर्याप्त था और जो इसके लिए पूरी तरह से समय निकाल नहीं सका, इस लिए ढाई वर्ष अवार्ड को लग गये ?

SHRI JAISUKHLAL HATHI; Mr. Justice Desai was appointed having regard to all the considerations. Because the work was to be done in Bombay we thought that it would be most convenient for him to do it there.

श्री विमलकुमार मन्नालालजी चौरडिया : क्या श्रीमान् यह बतलायेंगे कि यह कर्म-चारियों द्वारा जो प्रदर्शन किया गया तो ऐसी स्थिति में अब यह क्या निश्चित हो चुका है कि सितम्बर तक अवार्ड हो जायेगा और उसके पश्चात् कब तक उसको कार्यान्वित करने की योजना है ?

श्री जयसुखलाल हाथी : अवार्ड सितम्बर के फस्ट वीक में आ जायेगा ।

श्री विमलकुमार मन्नालालजी चौरडिया : उसको कार्यान्वित करने की कब तक सम्भावना है ?

श्री जयसुखलाल हाथी : वह तो जैसा इस में है : Within 30 days it will be published.

WRITTEN ANSWERS TO QUESTIONS

चीन में भारतीय विद्यार्थी

*५०१. श्री ए० बी० वाजपेयी : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान "हिन्दुस्तान टाइम्स" के ६ जुलाई, १९६२ के अंक में प्रकाशित एक रिपोर्ट की ओर आकृष्ट किया

गया है जिसमें कहा गया है कि पीकिंग विद्वद्विद्यालय में पढ़ने वाले अफ्रीकी तथा एशियाई छात्र, जिनमें भारतीय भी शामिल हैं, अपने प्रति होने वाले व्यवहार से असन्तुष्ट हैं और अपने देशों को लौटना चाहते हैं;

(ख) यदि हां, तो क्या चीन स्थित भारतीय छात्रों की स्थिति के सम्बन्ध में सूचना एकत्र की गई है;

(ग) क्या सरकार इन विद्यार्थियों के प्रति होने वाले व्यवहार से सन्तुष्ट है;

(घ) चीन में भारतीय छात्रों की संख्या कितनी है; और

(ङ) क्या १९५८ के बाद कोई भारतीय छात्र विद्याध्ययन के लिये चीन को गया ?

t [INDIAN STUDENTS IN CHINA

*5(U. SHRI A.- B. VAJPAYEE: Will the PRIME MINISTER be pleased to state:

(a) whether the attention of Government has been drawn to the report published in the 'Hindustan Times' dated 9th July, 1962, wherein it has been stated that African and Asian students, including Indians, who are studying in Peking University, are not satisfied with the treatment meted out 'of them and want to return to their native countries;

(b) if so, whether information regarding the position of Indian students in China has been collected;

(c) whether Government are satisfied with the treatment accorded to these students;

(d) what is the number of Indian students in China; and

(e) whether any Indian student went to China for studies after 1958?]

t[] English translation.

वैदेशिक कार्य मंत्रालय में उपमंत्री (श्री दिनेश सिंह) : (क) जी हां ।

(ख) से (घ) प्रश्न नहीं उठता क्योंकि आजकल चीन में कोई भी भारतीय विद्यार्थी नहीं पढ़ रहा है ।

(ङ) १९५८ और १९६१ के बीच के अर्से में बारह भारतीय विद्यार्थी पीकिंग में पढ़े । तब से कोई भी भारतीय विद्यार्थी पढ़ने के लिए चीन नहीं गया है ।

†THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): (a) Yes, Sir.

(b) to (d) Do not arise as there are no Indian students studying in China at present.

(e) Twelve Indian students studied at Peking at different times between 1958 and 1961. Since then n'o Indian student has gone to China for studies.]

भाषायी पत्रों में प्रकाशित विज्ञापन

*५०६. श्री ए० बी० वाजपेयी : क्या सूचना तथा प्रसारण मंत्री यह बताने की कृपा करेंगे कि क्या सरकार ने प्राक्कलन समिति की इस सिफारिश पर विचार कर लिया है कि स्वायत्त निकायों के विज्ञापनों के प्रदर्शन के लिये भाषायी पत्रों के अधिकाधिक उपयोग के लिये गुंजाइश है और यदि हां, तो उसके क्या परिणाम निकलें ?

f [ADVERTISEMENTS PUBLISHED IN LANGUAGE PAPERS

*506. SHRI A. B. VAJPAYEE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state whether Government have considered the recommendation of the Estimates Committee that there is a scope for more and more utilisation of language papers for the display of adver-

tisements of autonomous bodies and if so, with what results?]

सूचना तथा प्रसारण मंत्री (डा० बी० गोपाला रेड्डी) : इस मामले में प्राक्कलन समिति की सिफारिशें सरकार के विचाराधीन हैं ।

THE MINISTER OF INFORMATION AND BROADCASTING (DR. B. GOPALA REDDI) : The recommendation of the Estimates Committee in this matter is under consideration of the Government.]

DEVELOPMENT OF ORISSA'S MINERAL WEALTH

*510. SHRI LOKANATH MISRA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state whether it is a fact that the Minister of International Trade and Shri B. Patnaik, Chief Minister, Orissa propose to visit Japan together, shortly for negotiations to develop Orissa's mineral wealth?

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): The project outline will be first prepared by a team of Japanese experts who are expected to come in September, 1962 to survey the entire project in consultation with the Indian team of experts. After that the need for a visit by our delegation to Japan etc. will be considered.

'A' CLASS ARTISTES in A.I.R.

*511. SHRI LOKANATH MISRA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the present total number of 'A' class artistes of All India Radio, in Hindusthani Classical Music?

THE MINISTER OF INFORMATION AND BROADCASTING (DR. B. GOPALA REDDI): 196.

tf] English translation

**LAND OFFERED BY MADHYA PRADESH AND
ORISSA FOR RESETTLEMENT OF TIBETAN
REFUGEES.**

*512. SHRI NIRANJAN SINGH: Will the PRIME MINISTER be pleased to refer to page 36 of the Report of the Ministry of External Affairs for the year 1961-62 and state whether Government have taken any decision on the offers made by the Governments of Madhya Pradesh and Orissa to provide land for the resettlement of Tibetan refugees in their respective States, and if so, what?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI DINESH SINGH): No, Sir.

Governments of Madhya Pradesh and Orissa have offered land for resettlement of Tibetan refugees. Their offers are being examined.

**TELEGU PROGRAMME FROM CUTTACK
STATION OF A.I.R.**

*513. SHRI BAIRAGI DWIBEDY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any demand for the commencement of radio programme in Telegu from the All India Radio Station at Cuttack; and

(b) if so, what action Government propose to take in the matter?

THE MINISTER OF INFORMATION AND BROADCASTING (DR. B. GOPALA REDDI): (a) No, Sir.

(b) Does not arise.

**Two ROOMED QUARTERS FOR CLASS IV
STAFF**

*514. SHRI S. C. DEB: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) whether the scheme to provide two roomed quarters to class IV staff in Delhi, which was under Government's consideration, has been finalised; and

(b) if so, the number of such quarters to be constructed and the locality where they are proposed to be constructed?

THE MINISTER OF WORKS, HOUSING AND SUPPLY (SHRI MEHR CHAND KHANNA): (a) and (b) A plan for two-roomed quarters for Class IV employees has been prepared and is under consideration. It is hoped that about 600 quarters to be constructed on Panchkuin Road in the near future will be built according to this plan.

**CONFIRMATION OF OFFICERS IN THE
C.P.W.D.**

*515. SHRI LILA DHAR BAROOAH: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to refer to the reply given to Starred Question No. 108 in the Rajya Sabha on the 19th June, 1962, and state:

(a) when the orders relating to confirmation of the employees were received from the Ministry of Home Affairs;

(b) how many posts of Additional Chief Engineers, Superintending Engineers, Executive Engineers, Assistant Engineers and Section Officers in the C.P.W.D. were declared permanent on the basis of these orders, and how many are proposed to be declared as permanent ones; and

(c) whether the instructions of the Ministry of Home Affairs referred to in part (a) above are strictly being followed; if not, the reasons therefor?

THE MINISTER OF WORKS, HOUSING AND SUPPLY (SHRI MEHR CHAND KHANNA): (a) to (c) A statement is laid on the Table of the House.

STATEMENT

The orders referred to in answer to Rajya Sabha Question No. 108 dated June 19, 1962 were received on 30th March, 1960. In the light of these orders the question of conversion of temporary into permanent posts was examined and orders were

issued on October 13, 1961 and July, 3, 1962 respectively for the conversion of the following temporary into permanent posts in the Central P.W.D.

On 13-10-1961

Additional Chief Engineer	..	1
Superintending Engineer (Civil)	..	6
Superintending Engineer (Electrical)		2
Executive Engineer (Civil)	..	27
Executive Engineer (Electrical)	..	10
Assistant Executive Engineer/Assistant Engineer (Civil)	..	86
Assistant Executive Engineer/Assistant Engineer (Electrical)	..	36

On 3-7-1962

Section Officers (Civil)	..	425
Section Officers (Electrical)	..	164

The question is examined periodically; at present there is no proposal for further conversion.

FILMS PROPAGATING THE PRINCIPLES OF C.D. AND COOPERATION

♦516. SHRI H. N. KAKATI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any films are under production for propagating the principles of Community Development and Cooperation; and

(b) if so, the number of such films and the approximate time that will be taken for the completion of these films?

†[THE MINISTER OF INFORMATION AND BROADCASTING (DR. B. GOPALA REDDI): (a) Yes, Sir.

(b) Eleven; of which four films are expected to be completed during 1962-63 and the remaining during 1963-64.

RECRUITMENT OF TRANSMISSION EXECUTIVES IN A.I.R.

•517. SHRI B. K. GAIKWAD: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the recruitment was made during the year 1962 for the posts of Transmission Executive in the All India Radio;

(b) the total number of candidates selected against the above posts; and

(c) the total number of vacancies reserved for Scheduled Castes and Scheduled Tribes candidates and out of them How many Scheduled Castes and Scheduled Tribes candidates were selected?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI SHAM NATH) : (a) Yes, Sir.

(b) Thirty-six.

(c) Twenty one vacancies were reserved for Scheduled Castes and Scheduled Tribes candidates and twenty-one Scheduled Castes and Scheduled Tribes candidates have been selected.

केन्द्रीय नारियल जटा अनुसंधान संस्था द्वारा
किये गये परीक्षण

४५४. श्री विमलकुमार मन्नालालजी
चौरडिया : क्या वाणिज्य तथा उद्योग मंत्री
यह बताने की कृपा करेंगे कि केन्द्रीय नारियल
जटा अनुसंधान संस्था, ने गत ५ वर्षों में
किन किन बातों पर परीक्षण किये और
उनसे क्या परिणाम निकले ?

t [EXPERIMENTS CONDUCTED BY THE CENTRAL COIR RESEARCH INSTITUTE

554. SHRI V. M. CHORDIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state the detail of the experiments conducted and results achieved by the Central Coir Research Institute during the last five years?]

वाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) : एक विवरण साथ में नत्थी है।

विवरण

कायर बोर्ड के तत्वावधान में केन्द्रीय नारियल जटा गवेषणा संस्था, कलाबूर में किये गये प्रयोगों को इस प्रकार बांटा जा सकता है :—

१. नारियल जटा, रद्दी नारियल जटा तथा नारियल के गूदे की रसायनिक रचना।

२. नारियल के रेशे और उसके सूत के भौतिक गुण।

३. रसायनिक शोधन :

(i) मुलायम करना, नारियल के रेशे की ब्लीचिंग और रंगाई करना; तथा

(ii) विभिन्न प्रकार की रंगाई मशीनों पर किये गये रंगाई संबंधी परीक्षण।

४. रद्दी नारियल जटा तथा नारियल के गूदे का उपयोग करना।

५. कताई मशीन का अध्ययन।

६. भिगोने के रसायनिक तथा जीव रसायनिक पहलू।

७. नारियल की जटा तथा नारियल की जटा के उत्पादनों का बैकल्पिक इस्तेमाल।

२. उपर्युक्त प्रयोगों के बारे में की गई प्रगति। परिणामों का संक्षिप्त व्यौरा नीचे दिया जा रहा है :—

१. नारियल जटा, रद्दी नारियल जटा तथा नारियल के गूदे की रसायनिक रचना:—सेल्यूलोज के अतिरिक्त अन्य विभिन्न अवयवों का अनुमान लगाने के लिए तरीके ढूँढ निकाले गये हैं। सेल्यूलोज का अनुमान लगाने के लिए उपयुक्त तरीका ढूँढ निकालने में अनेक कठिनाइयाँ हैं। किये गये प्रयोगों को आंशिक रूप से सफल कहा जा सकता है।

२. नारियल के रेशे और सूत के भौतिक गुण.—नारियल के रेशे और सूत के कुछ चुने भौतिक गुण निश्चित किये जा चुके हैं। ये प्रयोग सफलतापूर्वक पूरे किये जा चुके हैं।

३. रसायनिक शोधन.—(१) मुलायम करना, रंगाई करना तथा ब्लीचिंग.—नारियल के रेशों को मुलायम करने, ब्लीचिंग तथा रंगाई करने के लिये प्रयोगशाला में प्रयोग किये जा चुके हैं। फिर भी सभी शोधन कार्य सफल नहीं रहे हैं। इसलिए ये प्रयोग आंशिक रूप से सफल कहे जा सकते हैं।

(२) रंगाई करने वाले विभिन्न किस्मों के उपकरणों पर किये गये परीक्षण.—ये परीक्षण भारतीय तथा विदेशी पाटियों के सहयोग में किये गये थे। परीक्षणों से पता लगा है कि नारियल की जटा के सूत पर मशीन से रंगाई करना लाभदायक होगा। किन्तु अब तक जो कुछ अन्वेषण किया गया है उससे पता लगता है कि वर्तमान परिस्थितियों

में सक्कुलेटिंग प्रणाली द्वारा की जाने वाली 'ओपेन बैक' रंगाई ही सर्वोत्तम प्रकार की है।

(४) रद्दी नारियल जटा तथा नारियल के गूदे का उपयोग.—थर्मोसेटिंग प्लास्टिक 'कायरोलाइट' तैयार करने में फिलर के रूप में नारियल की रद्दी जटा तथा नारियल के गूदे का उपयोग करने में प्रयोगशाला स्तर पर सफलतापूर्वक अन्वेषण पूरा किया जा चुका है। वाणिज्यिक स्तर पर यह तरीका सफल हो सकेगा या नहीं इसकी जांच की जा रही है।

(५) कताई मशीनों सम्बन्धी परीक्षण.—आवश्यक परिवर्तन करने के पश्चात् ट्रेडिल से चलाई जाने वाली कताई मशीन पर विशद परीक्षण किये गये हैं। फिर भी मशीन अभी पूर्ण नहीं हो सकी है। और आगे का काम भी हो रहा है।

(६) भूसी को भिगोने के रसायनिक तथा जीव-रसायनिक पहलू.—भिगोने के कुछ प्रभावकारी रसायनों का अध्ययन किया जा चुका है। नारियल की जटा भिगोई जाने वाले क्षेत्रों में कितने सूक्ष्म जीवन होते हैं इसके बारे में प्रारम्भिक जांच-पड़ताल की जा रही है।

७. नारियल की जटा तथा उस के उत्पादनों के वैकल्पिक प्रयोग:—प्रारम्भिक जांच पड़ताल आंशिक रूप में सफल सिद्ध हुई है। और आगे का काम हो रहा है।

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): A statement is attached.

[] English translation.

STATEMENT

The details of experiments conducted in the Central Coir Research Institute, Kalaboor under the auspices of the Coir Board may be divided as follows:—

1. Chemical composition of cblr, coir waste and coconut pith,
2. Physical properties of coir fibre and yarn.
3. Chemical Treatments:
 - (i) Softening, Bleaching and Dyeing of coir fibre; and
 - (ii) Dyeing trials on various types of dyeing machines.
4. Utilisation of coir waste and coconut pith.
5. Studies on Spinning Machine.
6. Chemical and biochemical aspects of retting.
7. Alternative uses of coir and coir products.

2. The brief description of progress made/results achieved in respect of the above experiments is given below:

1. *Chemical Composition of Coir, Coir waste and Coconut Pith.*—Methods have been developed for the estimation of various constituents except cellulose. Development of suitable method for estimation of cellulose has met with immense difficulties. The experiments can be claimed to be partially successful.

2. *Physical Properties of Coir fibre and Yarn.*—A few selected physical properties of coir fibre and yarn have been determined. These experiments have been successfully completed.

3. *Chemical Treatments.*—(i) *Softening, Dyeing and Bleaching.*—Laboratory experiments on softening, bleaching and dyeing of coir fibre have been carried out. However, all the

treatments have not been successful. The experiments can, therefore, be claimed to be partially successful.

(ii) *Trials on different types of dyeing equipments.*—These trials were carried out in collaboration with parties in India and abroad. It has been observed that machine dyeing of coir yarn has certain advantages. But the investigations to-date indicate that open beck dyeing with a circulatory system is the best possible arrangement under the present circumstances.

4. *Utilisation of Coir Waste and Coconut Pith.*—A laboratory scale investigation in the utilisation of coir waste and coconut pith as fillers in the preparation of a thermosetting plastic "COIROLITE" has been successfully completed. The commercial feasibility of the process is still under investigation.

5. *Trials on Spinning Machine.*—Extensive trials have been carried out on a treadle operated spinning machine after making modifications as and when necessary. However, the machine still remains to be perfected. Further work is under progress.

6. *Chemical and Biochemical aspects of retting of Husks.*—Effectiveness of certain chemicals in retting has been studied. Preliminary investigations into the microbiological flora present in retting areas is under progress.

7. *Alternative uses of Coir and Coir Products.*—Preliminary investigations have been partly successful. Further work is under progress.]

नारियल जटा के तैयार माल का निर्यात

५१५. श्री बिमलकुमार मन्नालालजी
चौरङ्गिया : क्या वाणिज्य तथा उद्योग मंत्री
यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हालैंड
और जर्मनी भारत से कच्ची नारियल जटा
596 RS—3.

मंगा कर उसका माल तैयार करते हैं;
और

(ख) नारियल जटा बोर्ड ने इस बारे
में क्या क्या कदम उठाये हैं कि भारतवर्ष
में ही नारियल जटा का अच्छा व सुन्दर माल
तैयार हो ताकि इस देश से कच्ची नारियल
जटा बाहर भेजने की बजाय उसका तैयार
माल निर्यात किया जाये ?

t [EXPORT OF MANUFACTURED COIR PRODUCTS

555. SHRI V. M. CHORDIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that Holland and Germany manufacture coir products after importing raw coir from India; and

(b) what steps have been taken by the Coir Board to see that quality finished coir products are manufactured in India, so that instead of exporting raw coir, manufactured products may be exported from this country?]

वाणिज्य तथा उद्योग मंत्रालय में अन्त-
राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) :
(क) जी, हाँ ।

(ख) नारियल जटा उद्योग के चट्टाई
क्षेत्र के एक-तिहाई भाग में मशीनों से काम
करने का निश्चय किया गया है । भारतीय
मानक संस्था के परामर्श से नारियल के
जटा से तैयार की जाने वाली कुछ वस्तुओं के
लिये मानक भी निश्चित कर दिये गये हैं ।

THE MINISTER OF INTERNATIONAL
TRADE IN THE MINISTRY¹ OF COMMERCE
AND INDUSTRY (SHRI MANUBHAI SHAH): (a)
Yes, Sir.

(b) It has been decided to mechanize one
third of the matting sector of the coir industry.
Standards have

[3 English translation.

also been laid down for some of the coir products in consultation with the Indian Standards Institution.]

रबड़ के वृक्षों में लगने वाली बीमारियाँ

५५६. श्री विमलकुमार मन्नालालजी औरड़िया : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) रबड़ के वृक्षों में कौन कौन सी बीमारियाँ लगती हैं ;

(ख) इन बीमारियों की रोकथाम के लिये रबड़ बोर्ड ने अभी तक क्या क्या कदम उठाये और क्या क्या परिणाम निकले; और

(ग) रबड़ बोर्ड किन किन बीमारियों के बारे में जांच पड़ताल कर रहा है ?

f [DISEASES WHICH AFFLICT THE RUBBER PLANTS

556. SHRI V. M. CHORDIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the names of diseases which afflict the rubber plants;

(b) the steps taken by the Rubber Board so far to prevent these diseases and the results achieved; and

(c) the names of the diseases about which investigations are being made by the Rubber Board?

वाणिज्य तथा उद्योग मंत्रालय में अन्तर्राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) :

(क) १. फाइटोथोरा पामीवोरा के कारण पत्तियों का अत्यधिक गिरना और प्रशाखाओं का सड़ना ।

२. ओडियम हीवा के कारण चूर्णदार फंफूदी ।

† [] English translation.

३. पेलेक्युलेरिया सालमोनीकलर के कारण पीलेपन की बीमारी ।

४. हेल्मिन्थोसपोरियम हीवा या अन्य छोटे पौधों के दाग ।

५. पत्तियों के दाग-कारीनेस्पेरा केसी-कोला ।

६. एन्थ्रानोस-ग्लोमरेला सिगुलेटा ।

७. लक्ष्य चिन्ह-पेलेक्युलेरिया फिला-मेन्टोज ।

८. शाखाओं की बीमारियाँ—फाइटोथोरा पामीवोरा—सिरेटोसिस्टस फिम्रियोटा ।

९. सूख कर सड़ना—पुस्टुलाइना डयेस्टा ।

१०. जड़ों की लाल बीमारी—फोम्स नोक्सिमस ।

११. बिना बीमारी की खराबियाँ—धूप से सूखी छाल ।

(ख) बीमारियों को रोकने के लिये रबड़ बोर्ड ने नीचे लिखे उपाय किये हैं:—

(१) बीमारी की पहचान और उस को रोकने के उपायों के बारे में सलाह देने वाली पुस्तिकाएं रबड़ उत्पादकों में बांटी जाती हैं ।

(२) रोकने के उपायों को अपनाने के सामों के बारे में उत्पादकों को आश्वासन करने के लिये कुछ निजी बागानों में बीमारियों को रोकने के तरीकों का प्रदर्शन किया जाता है ।

(३) रबड़ निर्देशक बगीचों का दौरा करते हैं और रोकथाम के उचित तरीकों के बारे में उत्पादकों को सलाह देते हैं ।

(४) छिड़काव और बुरकाव करने वाले यंत्र छोटे उत्पादकों को

मुफ्त दिये जाते हैं। अपने सदस्यों के बगीचों में प्रयोग करने के लिये छड़काव के यंत्रों के लिये ऋण दिये जाते हैं।

ऊपर बताये गये उपायों के कारण पौधों को स्वस्थ हावत में रखने और पैदावार बढ़ाने के लिये पीघा संरक्षण के उपायों को अपनाने की आवश्यकता के बारे में खड़ उत्पादकों में कुछ जागरूकता पैदा हो गई है। पत्तियां गिरने की बीमारी से बचाया गया क्षेत्र काफी बढ़ गया है।

(ग) पीघ लगाने की सामग्री, वातावरण और बीमारियों की सघनता का पारस्परिक सम्बन्ध ढूँढने, बीमारी पैदा करने वाले पदार्थों आदि का पहले ही पता लगाने के तरीकों के बारे में खोजबीन चल रही है। नये और बेहतर फंफूँद नाशकों और उपकरणों के बारे में भी खड़ बोर्ड द्वारा खोजबीन चालू है।

[THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH):

- (a) 1. Abnormal leaf fall and shoot rot caused by *Phytophthora palmivora*.
2. Powdery mildew caused by *Oidium heveae*.
3. Pink disease caused by *Pellicularia sahnicolor*.
4. Birds eye spot—*Helminthosporium heveae*.
5. Leaf spot—*Codynespora cassiicola*...
6. Anthracnose—*Glomeralla cingulata*.
7. Target spot—*Pellicularia filamentosa*.
8. Panel diseases—*phytophthora palmivora ceratocysts*
8. Panel diseases—*phytophthora palmivora ceratocysts fimliri-ata*.
9. Dry rot—*Ustilina deusta*.

t[] English translation.

10. Brown root disease—*fomes noxioms*.

11. Non Pathogenic disorders—Sunsorch-Brown bast.

(b) The following measures are taken by the Rubber Board for checking the diseases: —

- (i) Advisory leaflets on the identification of the diseases and the control measures to be adopted for each are distributed to the rubber growers.
- (ii) Demonstration of the methods of controlling diseases are carried out on some of the private holdings to convince the growers of the benefits of adopting control measures.
- (iii) Rubber Instructors visit the holdings and advise the growers on the adoption of proper methods of control.
- (iv) Sprayers and dusters are given to the small growers free of charge for spraying and dusting. Cooperative Societies are given loans of sprayers for use in the holdings of their members.

The results of the above measures have awakened in the minds of the rubber growers the need for the adoption of plant protection measures to keep the plants in a healthy condition and to increase the yield. The areas which are protected from the leaf fall diseases have increased significantly.

(c) Investigations on all the diseases are continuing, to establish the correlation between the planting materials, the environment and the intensity of the diseases, the method of pre-nation of the pathogens etc. In vestigations by the Rubber Board on new and better fungicides and equipments are also in progress.]

खड़ के पौधों की नसोरियां

५५७. श्री विमलकुमार मन्नालालजी

औरङ्गिया : क्या दारिद्र्य तथा उद्योग मंत्री

यह बताने की कृपा करेंगे कि :

(क) भारत में १९६१-६२ में रबड़ के पौधों की कितनी सरकारी और गैर-सरकारी नर्सरियां थीं ;

(ख) १९६१-६२ में इन में से प्रत्येक नर्सरी की पौधे सप्लाई करने की कितनी कितनी क्षमता थी ; और

(ग) इन नर्सरियों ने कितने कितने पौधे औसतन किस किस मूल्य पर बेचे ?

t [NURSERIES OF RUBBER PLANTS

557. SHRI V. M. CHORDIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the number of Government and private nurseries of rubber-plants in India in the year 1961-62;

(b) the capacity of each of the nurseries, in 1961-62 in respect of plant supply; and

(c) the number and average sale price of plants sold by each of the nurseries?]

वाणिज्य तथा उद्योग मंत्रालय में अन्त-राष्ट्रीय व्यापार मंत्री (श्री मनुभाई शाह) :
(क) कमशः ५ और १०५ ।

(ख) नर्सरियों की पौधे सप्लाई करने की क्षमता उस के आकार तथा २००० और १० लाख पौधों के बीच निर्भर करती है । उन की कुल क्षमता ५० लाख के लगभग थी ।

(ग) प्रत्येक नर्सरी के बारे में अलग-अलग जानकारी उपलब्ध नहीं है । लगभग २० लाख पौधे बेचे गये थे । रबड़ बोर्ड की नर्सरियों ने छोटे उत्पादकों के हाथ कलम वाले पौधे रियायती दर अर्थात् १५ न० पै० प्रति पौधा तथा अन्य उत्पादकों के हाथ २५ न० पै० प्रति पौधे के हिसाब

से बेचे । प्राइवेट नर्सरियों ने कलम वाले पौधे ३७ से लेकर ५० न० पै० तथा कलियों वाले पौधे रु० १.५० प्रति पौधे के हिसाब से बेचे ।

t[THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): (a) 5 and 105 respectively.

(b) The plant-supply capacity of the nurseries depends on its size and ranged between 2000 and 10 lakh plants. The total capacity was about 50 lakhs.

(c) The information in respect of each nursery separately is not available. About 20 lakh plants were, however, sold. The price of clonal seedlings sold from the Rubber Board's nurseries to small growers at subsidized rates was 15 nP. per plant and to others was 25 nP. per plant. The prices charged by private nurseries ranged between 37 nP. and 50 nP. per clonal seedling and 75 nP. and Rs. 1.50 per budded plant.]

सूचना तथा प्रसारण मंत्रालय के अस्थायी कर्मचारी

५५८. श्री नवाबसिंह चौहान : क्या सूचना तथा प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मन्त्रालय और उसके संलग्न तथा अधोनस्थ कार्यालयों में इस समय ऐसे कितने कर्मचारी हैं जिन को तीन वर्ष से अधिक काम करते हो गए हैं किन्तु वे अभी अस्थायी हैं ;

(ख) उनमें से कितने ऐसे हैं जिन्हें ५, १०, व १५ वर्ष काम करते हो गए हैं ; और

(ग) कुल अस्थायी कर्मचारियों की संख्या कितनी है व उनको कब तक व किस प्रकार स्थायी किया जाएगा ?

**TEMPORARY EMPLOYEES IN THE
MINISTRY OF I. & B.**

558. SHRI NAWAB SINGH CHAUHAN:
Will the Minister of INFORMATION AND
BROADCASTING be pleased to state:

(a) the number of such employees in his
Ministry and its attached and subordinate
offices at present who have put in more than
three years service but are still temporary;

(b) the number of such employees
amongst them who have put in 5, 10 or 15
years service; and

(c) the total number of temporary
employees and by when and in what manner
they would be confirmed?]

**सूचना तथा प्रसारण मंत्रालय में उपसंत्री
(श्री शाम नाथ) : (क) से (ग)
सूचना एकत्रित की जा रही है और यथासमय
सभा की मेज पर रख दी जायगी।**

f[THE DEPUTY MINISTER IN THE
MINISTRY OF INFORMATION AND
BROADCASTING (SHRI SHAM
NATH) : (a) to (c) The information is being
collected and will be placed on the Table of
the House in due course.]

राष्ट्रपति के कार्यालय से प्राप्त प्रार्थनापत्र

५५६. श्री नवाबसिंह चौहान : क्या
सूचना तथा प्रसारण मंत्री यह बताने की
कृपा करेंगे कि :

(क) राष्ट्रपति के कार्यालय से
उनके मन्त्रालय को जनता के ऐसे कितने
प्रार्थनापत्र प्राप्त हो चुके हैं, जिन्हें राष्ट्रपति
को, उनके द्वारा जनता के लोगों को दी गई
खुली मुलाकातों में, प्रस्तुत किया गया था;
और

(ख) ऐसे कितने प्रार्थनापत्रों पर
अब तक कार्यवाही की जा चुकी है और उसका
क्या परिणाम निकला ?

**APPLICATIONS RECEIVED FROM THE
OFFICE OF THE PRESIDENT**

559. SHRI NAWAB SINGH CHAUHAN:
Will the Minister of INFORMATION AND
BROADCASTING be pleased to state:

(a) the number of applications received in
his Ministry from the Office of the President,
which were presented to the President by the
members of the public during the open inter-
views granted to them by him; and

(b) the number of such applications on
which action has been taken so far and the
results thereof?]

**सूचना तथा प्रसारण मंत्रालय में उप-
संत्री (श्री शाम नाथ) : (क) और (ख)
इस मंत्रालय को ऐसा केवल एक प्रार्थना-
पत्र मिला है। उस पर गौर हो रहा है।**

t[THE DEPUTY MINISTER IN THE
MINISTRY OF INFORMATION AND
BROADCASTING (SHRI SHAM
NATH) : (a) and (b) Only one such application
has been received in this Ministry. It is

**सूचना तथा प्रसारण मंत्रालय द्वारा प्रकाशित
पत्र-पत्रिकाओं के सम्पादक**

५६०. श्री नवाबसिंह चौहान : क्या
सूचना तथा प्रसारण मंत्री यह बताने की कृपा
करेंगे कि :

(क) उनके मन्त्रालय तथा उसके संलग्न
और अधीनस्थ कार्यालयों द्वारा अंग्रेजी में
तथा भारतीय भाषाओं में इस समय जो पत्र-
पत्रिकाएँ प्रकाशित की जा रही हैं, उनके
सम्पादकों के वेतनक्रम क्या हैं ;

being looked into.]

(ख) इन दोनों भाषाओं के पत्रों के सम्पादकों को कितना कितना तथा क्या क्या काम करना पड़ता है ;

(ग) क्या इन सम्पादकों को सहायक, अनुवादक आदि दिये जाते हैं ; और

(घ) यदि हां, तो प्रत्येक सम्पादक को ऐसे कितने व्यक्ति दिये गये हैं और उनके वेतनक्रम क्या हैं ?

t [EDITORS OF PAPERS AND PERIODICALS
PUBLISHED BY I. & B. MINISTRY

560. SHRI NAWAB SINGH CHAUHAN:
Will the Minister of INFORMATION AND
BROADCASTING be pleased to state:

(a) the scales of pay of the editors of papers and periodicals which are at present being published by his Ministry and its attached and subordinate offices in English and the Indian languages;

(b) the volume and nature of work which the editors of the papers of both these languages have to do;

(c) whether these editors have been provided with assistants, translators etc., and

(d) if so, what is the number of such persons provided to each editor and what are their scales of pay?]

**सूचना तथा प्रसारण मंत्रालय में उप-
मंत्री (श्री शाम नाथ) :** (क) से (घ) इस
मंत्रालय तथा इसके संलग्न और अधीनस्थ
कार्यालयों द्वारा अंग्रेजी एवं भारतीय भाषाओं
में इस समय जो पत्र-पत्रिकाएं प्रकाशित की
जा रही हैं, उनके बारे में अपेक्षित जानकारी
संलग्न विवरण में दी हुई है। [देखिये परि-
शिष्ट ४०, अनुपत्र संख्या ५५।]

t [] English translation.

सिवाई और बिजली मंत्रालय, स्थायी
मैट्रिक समिति, वाणिज्य और उद्योग मन्त्रा-
लय और केन्द्रीय समाज कल्याण मण्डल की
ओर से इस मन्त्रालय का प्रकाशन विभाग
क्रमशः "भगोरथ" (अंग्रेजी), 'मैट्रिक मेजर्स'
(अंग्रेजी) एवं "मैट्रिक माप-तोल" (हिन्दी)
और "सोशल वेलफेयर (अंग्रेजी)" एवं
"समाज कल्याण" (हिन्दी) नामक पत्रिकाएं
भी प्रकाशित करता है। परन्तु इन पत्रिकाओं
से सम्बन्धित सम्पादकीय और अन्य कर्मचारी
अपने अपने संगठनों को स्टैंड पर हैं।

f[THE DEPUTY MINISTER IN THE
MINISTRY OF INFORMATION AND
BROADCASTING (tSHEI SHAM
NATH) : (a) to (d) The required information in
respect of papers and periodicals at present
being published by this Ministry and its
attached and subordinate offices in English
and Indian languages is contained in the
attached statement. (See Appendix XL,
Annexure No. 55).

The periodicals "Bhagirath" (English),
"Metric Measures" (English), and "Metric
Maptol" (Hindi), and "Social Welfare"
(English) and "Samaj Kalyan" (Hindi), are
also published by the Publications Division of
this Ministry on behalf of the Ministry of
Irrigation and Power, Standing Metric
Committee, Ministry of Commerce and
Industry, and the Central Social Welfare
Board respectively but the editorial and other
staff for these periodicals is borne on the
strength of the respective organisations.]

LIBERALISED LOAN SCHEME

561. SHRI KRISHNA CHANDRA: Will the
Minister of COMMERCE AND INDUSTRY be
pleased to state:

(a) the details of the Liberalised Loan
Scheme; and

(b) whether Government have provided in the Scheme any special facilities for Small Scale Industry?

THE MINISTER OF INDUSTRY IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI N. KANUNGO) : (a) and (b) A statement is attached.

STATEMENT

On the recommendations made by the Government of India, the State Governments have liberalised the terms for grant of loans under their State Aid to Industries Act/Rules as follows: —

- i
- (i) Loans upto Rs. 1,000 are ordinarily advanced on personal bonds.
- (ii) Loans up to Rs. 5,000 are granted against two personal sureties.
- (iii) Loans exceeding Rs. 5,000 are granted against security or mortgage to the value of 75% of the security offered which may include land, buildings, machinery and equipment, stocks and other assets, including those created out of the loan.
- (iv) The rate of interest is ordinarily kept as low as 2½% upto Rs. 2,00,000 in the case of industrial cooperatives and 3% upto Rs. 25,000 in the case of small scale industrialists.
- (v) In many States powers have been delegated to District Industries Officers or District Magistrates for disbursing loans upto Rs. 2,000.

In the case of Industrial Cooperatives, further concessions are available and these include the following: —

- <i>i> 75% of the share capital is advanced by the Central

Government to State Governments as two-year loan, the balance to be found by the State Government and/or the Industrial society concerned.

- (ii) 75% of working capital, which includes investment for purchase of land, buildings and equipment as ten year loan from the Central to State Governments.
- (iii) 50% of recurring expenditure for 3 years on any special supervisory cooperative staff as grant to Governments.

In addition to the above, with effect from 1.7.1960 the Reserve Bank of India has introduced a credit guarantee scheme to enlarge supply of institutional credit to small scale units and also to give a certain measure of protection to selected Banks and other credit institutions by sharing losses with the Government of India.

रेडियो पाकिस्तान द्वारा भ्रामक प्रचार

५६२. श्री बिमलकुमार मन्नालालजी
चौरङ्गिया : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह पता है कि रेडियो पाकिस्तान द्वारा भारत के विरुद्ध असत्य तथा भ्रामक प्रचार किया जा रहा है; और

(ख) यदि हाँ, तो भारतीय नागरिक पर इस असत्य प्रचार का अवांछनीय प्रभाव न पड़े, इस दृष्टि से सरकार क्या क्या कदम उठाना चाहती है ?

t [MISLEADING PROPAGANDA BY RADIO
PAKISTAN

562. SHRI V. M. CHORDIA: Will the PRIME MINISTER be pleased to state:

f[] English translation.

(a) whether Government are aware that false and misleading propaganda is carried on by Radio Pakistan against India; and

(b) if so, what steps Government propose to take to counteract the undesirable effect of the false propaganda on the Indian citizen?]

प्रधान मंत्री तथा वैदेशिक-कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) जी हाँ।

(ख) भारत सरकार ने हाल ही में कुछ खास प्रोग्राम शुरू किये हैं, जिनका उद्देश्य यह है कि रेडियो पाकिस्तान और 'रेडर्स' रेडियो के प्रसारणों द्वारा जो भ्रामक प्रचार किया जाता है, उसका खंडन किया जाय। यह प्रोग्राम खास तौर से दिल्ली, बंगलूर, कलकत्ता, जम्मू तथा काश्मीर के रेडियो स्टेशनों से प्रसारित होते हैं। ये प्रोग्राम उर्दू, कश्मीरी और बंगला आदि कई भारतीय भाषाओं में प्रसारित किये जाते हैं। भारतीय नागरिकों को भारत-पाकिस्तान सम्बन्धों के विषय पर सही सूचना देने के लिये भारत में सुलभ अन्य प्रचार साधनों का उपयोग भी किया जाता है।

[THE PRIME MINISTER AND MINISTER OF EXTERNAL AFFAIRS (SHRI JAWAHARLAL NEHRU): (a) Yes, Sir.

(b) The Government of India have recently started certain programmes aimed at correcting the misleading propaganda of Radio Pakistan and the Raiders Radio in their broadcasts particularly from Delhi, Jullundur, Calcutta, Jammu and Kashmir stations. These programmes are broadcast in various Indian languages including Urdu, Kashmiri and Bengali languages. Other media of publicity available in India are also used to provide factual information on Indo-Pakistan relations to Indian citizens.]

राज्यों के साथ हिन्दी में पत्र-व्यवहार

५६३. श्री नवाबसिंह चौहान : क्या अम तथा सेवानियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मन्त्रालय द्वारा गत तीन मास में उत्तर प्रदेश, बिहार और राजस्थान की सरकारों को कितने पत्र तथा परिपत्र भेजे गये ;

(ख) उनमें से कितने हिन्दी में अथवा उनके हिन्दी अनुवाद सहित भेजे गये ;

(ग) क्या उनके मन्त्रालय ने कोई ऐसी योजना बना ली है, जिसके अनुसार ऐस पत्र हिन्दी में अथवा उनके हिन्दी अनुवाद सहित अधिकतम संख्या में भेजे जायें, और

(घ) यदि उपरोक्त भाग (ग) का उत्तर 'न' हो, तो उसका क्या कारण है और ऐसी योजना कब तक लागू कर दी जायेगी ?

CORRESPONDENCE WITH STATES IN HINDI

563. SHRI NAWAB SINGH CHAUHAN; Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of letters and circulars sent by his Ministry to the Governments of Uttar Pradesh, Bihar and Rajasthan during the last three months;

(b) the number of those amongst them what were sent in Hindi or with Hindi translation thereof;

(c) whether his Ministry has formulated any scheme for sending such letters in Hindi or with Hindi translation thereof in the maximum number; and

(d) if the answer to part (c) above-be in the negative, the reason thereof and by when such scheme will be enforced?]

U] English translation.

**अम तथा सेवानियोजन मंत्रालय में
अम मंत्री (श्री जयसुखलाल हाथी) :** (क)
६,८६६ ।

(ख) १६ ।

(ग) और (घ) इस बात की व्यवस्था की जा चुकी है कि हिन्दी भाषी राज्यों को अधिक संख्या में पत्र और परिपत्र हिन्दी में भेजे जायें । हिन्दी के उत्तरोत्तर प्रयोग के लिये निर्धारित कार्यक्रम के अनुसार इस बात का प्रयत्न किया जा रहा है कि जिन राज्यों ने राजकीय भाषा हिन्दी अपना ली है, उनसे साधारणतया हिन्दी में ही पत्र-व्यवहार किया जाय । हिन्दी भाषी राज्यों ने इस मन्त्रालय के साथ हिन्दी में पत्र-व्यवहार अभी तक प्रारम्भ नहीं किया है ।

[THE MINISTER OF LABOUR IN THE
MINISTRY OF LABOUR AND
EMPLOYMENT (SHRI JAISUKH-LAL HATHI):
(a) 6,866.

(b) 19.

(c) and (d) Arrangements have already been made to send in increasing numbers—letters and circulars in Hindi to the Hindi-speaking States. Effort is being made to use Hindi generally for correspondence with the States which have adopted Hindi as their official language in accordance with the prescribed programme for the progressive use of Hindi. However the Hindi-speaking States have not yet started correspondence in Hindi with this Ministry.]

**वाणिज्य तथा उद्योग मंत्रालय के फार्मों का
हिन्दी में अनुवाद**

१६४. श्री नवाबसिंह चौहान : क्या
वाणिज्य तथा उद्योग मंत्री यह बताने की
कृपा करेंगे कि :

(क) उनके मंत्रालय तथा उससे संलग्न
और अधीनस्थ कार्यालयों के कितने फार्मों
का हिन्दी अनुवाद अभी तक नहीं हुआ है
और उन्हें हिन्दी में अनूदित कराने के लिये
क्या कार्यवाही की जा रही है; और

(ख) जिन फार्मों का हिन्दी अनुवाद
हो चुका है, उनमें से कितनों को सम्मिलित
रूप से अंग्रेजी-हिन्दी में छपवा लिया गया
है और शेष फार्मों को द्विभाषी रूप में कब तक
छपवा लिया जायेगा ?

t [HINDI TRANSLATION OF FORMS OF
COMMERCE AND INDUSTRY MINISTRY

564. SHRI NAWAB SINGH CHAUHAN:
Will the Minister of COM-MERCE AND
INDUSTRY be pleased to state;

(a) the number of forms pertaining to his
Ministry and its attached and subordinate
offices which have not so far been translated
into Hindi and the steps that are being taken
for translating the same in Hindi; and

(b) how many of the forms which have
been translated into Hindi have been printed
in Hindi-English and by when the remaining
forms will be printed in the bilingual form?]

**वाणिज्य तथा उद्योग मंत्रालय में उद्योग
मंत्री (श्री एन० कानूनगो) :** (क) ३३ फार्मों
तथा ७३ सांविधिक नियमों और आदेशों
(जिनमें से कुछ में फार्म हैं) का अभी हिन्दी में
अनुवाद नहीं हुआ है ।

२४१ अन्य फार्मों की, जिनका अनुवाद
हो चुका है, शिक्षा मंत्रालय के केन्द्रीय हिन्दी
निदेशालय में जांच की जा रही है ।

शिक्षा तथा विधि मंत्रालयों से (जो
अनुवाद से सम्बन्धित हैं) इस मामले में
शीघ्रता करने के लिये कहा जा रहा है ।

(ख) जानकारी इकट्ठी की जा रही है और वह सभा को मेज पर रख दी जायगी।

††THE MINISTER OF INDUSTRY IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI N. KANUNGO): (a) 33 forms and 73 Statutory Rules and Orders (a number of which contain forms) have not yet been translated into Hindi. 241 other forms, which have been translated, are in the process of being vetted in the Central Hindi Directorate of the Ministry of Education. The Ministries of Education and Law (which are concerned with the translation) are being requested to expedite matters.

(b) The information is being collected and will be laid on the Table of the House.]

निर्माण, आवास और संभरण मंत्रालय के फार्मों का हिन्दी अनुवाद

५६५. श्री नवाबसिंह चौहान : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय तथा उससे संलग्न और अधीनस्थ कार्यालयों के कितने फार्मों का हिन्दी अनुवाद अभी तक नहीं हुआ है और उन्हें हिन्दी में अनुदित कराने के लिये क्या कार्यवाही की जा रही है; और

(ख) जिन फार्मों का हिन्दी अनुवाद हो चुका है, उनमें से कितनों को सम्मिलित रूप से अंग्रेजी-हिन्दी में छपवा लिया गया है और शेष फार्मों को द्विभाषी रूप में कब तक छपवा लिया जायगा ?

+ [HINDI TRANSLATION OF FORMS OF W. H. & S. MINISTRY

565. SHRI NAWAB SINGH CHAUHAN: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) the number of forms pertaining to his Ministry and its attached and subordinate offices which have not so far been translated in Hindi and the steps that are being taken for translating the same in Hindi; and

(b) how many of the forms which have been translated in Hindi have been printed in Hindi-English and by when the remaining forms will be printed in the bilingual form?

निर्माण, आवास और संभरण मंत्री (श्री मेहर चन्द खन्ना) : (क) जिन फार्मों का अभी तक अनुवाद नहीं हुआ है, उनकी संख्या १,७८३ है।

इन्हें अनुवाद के लिए केन्द्रीय हिन्दी निदेशालय/विधि मंत्रालय को भेज दिया गया है।

(ख) जिन फार्मों का हिन्दी में अनुवाद हो चुका है, उनमें से केवल १० अंग्रेजी-हिन्दी में सम्मिलित रूप से छपे हैं। अन्य फार्म नियमों, संहिताओं (कोड) इत्यादि के अंश हैं। उन्हें द्विभाषी रूप में तब छपा जायगा, जब कि इन प्रकाशनों का हिन्दी अनुवाद हो जायगा।

†[THE MINISTER OF WORKS, HOUSING AND SUPPLY (SHRI MEHR CHAND KHANNA): (a) The number of forms which have not so far been translated in Hindi is 1,783.

They have been sent to the Central Hindi Directorate/Ministry of Law for translation.

(b) Of the forms which have been translated in Hindi only 10 have been printed in Hindi-English. The other forms form part of rules, codes etc. They will be printed in the bilingual form when these publications are translated in Hindi.]

f[] English translation.

सूचना तथा प्रसारण मंत्रालय के नये कार्यालय, जिन के नाम भारतीय भाषाओं में रखे गये हैं

५६६. श्री नवाबसिंह चौहान : क्या सूचना तथा प्रसारण मंत्री यह बताने की कृपा करेंगे कि पिछले छः महीनों में उनके मंत्रालय में कितने नये कार्यालय स्थापित हुए हैं और सरकार की सामान्य नीति के अनुसार उनमें से कितनों के नाम भारतीय भाषाओं में रखे गये हैं और कितनों के नाम अंग्रेजी में रखे गये हैं ?

NEW OFFICES UNDER THE INFORMATION AND BROADCASTING MINISTRY STYLED IN INDIAN LANGUAGES

566. SHRI NAWAB SINGH CHAUHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the number of new offices, which have been set up by his Ministry during the last six months and the number of those whose names have been styled in Indian languages according to the general policy of Government and the number of those whose names have been styled in English?]

सूचना तथा प्रसारण मंत्रालय में उप-मंत्री (श्री शामनाथ) : पिछले छः महीनों में इस मंत्रालय में केवल चार नये कार्यालय स्थापित हुए हैं। इन कार्यालयों के नाम अंग्रेजी और भारतीय भाषाओं दोनों में रखे गये हैं।

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI SHAM NATH): Only four new offices have been set up by this Ministry during the last six months. The names of those offices have been styled both in English as well as in Indian languages.]

नई कम्पनियों इत्यादि के हिन्दी नाम-रूप

५६७. श्री नवाबसिंह चौहान : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) गत छः महीनों में उनके मंत्रालय द्वारा कितने नये कार्यालय, कम्पनियाँ कार-पोरेशन इत्यादि स्थापित किये गये हैं और सरकार की सामान्य नीति के अनुसार उनमें से कितनों के नाम भारतीय भाषाओं में रखे गये हैं और कितनों के नाम अंग्रेजी में रखे गये हैं; और

(ख) क्या जिन कार्यालयों इत्यादि के नाम अंग्रेजी में रखे गये हैं उनके नाम भारतीय भाषाओं में परिवर्तित करने का विचार है ?

t [HINDI NAME AND STYLES OF NEW COMPANIES ETC.

567. SHRI NAWAB SINGH CHAUHAN: Will the Minister of PLANNING be pleased to state:

(a) the number of new offices, companies, corporations etc., which have been set up by his Ministry during the last six months and the number of those whose names have been styled in Indian languages according to the general policy of Government and the number of those whose names have been styled in English; and

(b) whether it is proposed to change the names of such offices etc., whose names have been styled in English and style them in the Indian languages?]

योजना तथा श्रम और सेवा-नियोजन मंत्री (श्री गुलछारीलाल नन्दा) :

(क) एक (अंग्रेजी और हिन्दी दोनों में)।

(ख) प्रश्न नहीं उठता क्योंकि गत छः महीनों में कोई ऐसा नया कार्यालय नहीं खोला गया जिसका नाम केवल अंग्रेजी में रखा गया हो।

t[JEnglish translation.

■(•)[THE MINISTER OF PLANNING AND LABOUR AND EMPLOYMENT (SHRI GULZARILAL NANDA) : (a) One (Both in English and Hindi).

(b) Does not arise as no new office has been set up during the last six months whose name has been styled in English only.]

खोले गये नये कार्यालय, कम्पनियां

५६८. श्री नवाबसिंह चौहान : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले छः महीनों में उनके मंत्रालय में कितने नये कार्यालय, कम्पनियां, कारपोरेशन इत्यादि स्थापित हुए और सरकार की सामान्य नीति के अनुसार उनमें से कितनों के नाम भारतीय भाषाओं में रखे गये हैं और कितनों के नाम अंग्रेजी में रखे गये हैं; और

(ख) क्या जिन कार्यालयों इत्यादि के नाम अंग्रेजी में रखे गये हैं उनके नाम भारतीय भाषाओं में परिवर्तित करने के लिये कोई विचार किया जा रहा है ?

NEW OFFICES, COMPANIES OPENED

568. SHRI NAWAB SINGH CHAUHAN: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) the number of new offices, companies, corporations etc., which have been set up by his Ministry during the last six months and the number of those whose names have been styled in Indian languages according to the general policy of Government and the number of those whose names have been styled in English; and

(b) whether it is proposed to change the names of such offices etc., whose

names have been styled in English and style them in the Indian languages?]

निर्माण, आवास और संभरण मंत्री (श्री मेहरचन्द खन्ना) : (क) पिछले छः मास में निर्माण, आवास तथा संभरण मंत्रालय ने कोई नया कार्यालय, कम्पनी या निगम (कारपोरेशन) स्थापित नहीं किया। (ख) प्रश्न नहीं उठता।

THE MINISTER OF WORKS, HOUSING AND SUPPLY (SHRI MEHR CHAND KHANNA) : (a) No new office, company or corporation has been set up during the last six months by the Ministry of Works, Housing and Supply.

(b) Does not arise.

हिन्दी कक्षाओं

५६९. श्री नवाबसिंह चौहान : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) योजना आयोग तथा उस से संलग्न और अधीनस्थ कार्यालयों के कितने राजपत्रित तथा कितने अराजपत्रित कर्मचारी हिन्दी सिखाओ योजना के अर्न्तगत जुलाई, १९६२ से आरम्भ हुई नई कक्षाओं में हिन्दी सीखने के लिये भेजे गये हैं ;

(ख) क्या कोई ऐसा रोस्टर तैयार किया गया है जिस के अनुसार नई कक्षाओं में शामिल होने के लिये अफसरों के नाम भेजे जाते हैं ; और

(ग) क्या किसी कर्मचारी ने हिन्दी सीखने से इन्कार कर दिया है और यदि हां तो ऐसे कर्मचारी कितने हैं और उस का क्या कारण है ?

t [HINDI CLASSES

569. SHRI NAWAB SINGH CHAUHAN:
Will the Minister of PLANNING be pleased to state:

(a) the number of gazetted and non-gazetted officers in the Planning Commission and its attached and subordinate offices who have been sent for learning Hindi in the new classes that were started in July, 1962, under the Hindi Teaching Scheme;

(b) whether any roster has been prepared according to which the names of officers are sent for joining the new classes; and

(c) whether any employee has refused to learn Hindi and if so, what is the number of such employees and what is the reason therefor?

योजना तथा श्रम और सेवानियोजन
मंत्री (श्री गुलजारीलाल नन्दा) : (क) ४४।

(ख) जी, हां।

(ग) कोई नहीं।

t [THE MINISTER OF PLANNING AND
LABOUR AND EMPLOYMENT (SHRI
GULZARILAL NANDA): (a) 44.

(b) Yes. fc)

None.]

राज्य सरकारों को हिन्दी में भेजे गये पत्र

५७०. श्री नवाबसिंह चौहान : क्या
प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) वैदेशिक कार्य मंत्रालय ने बिहार,
उत्तर प्रदेश, राजस्थान और मध्य प्रदेश की
सरकारों को पिछले तीन मास में कितने पत्र
भेजे ; और

(ख) उन में से कितने पत्र हिन्दी में
अथवा उन के हिन्दी अनुवाद के साथ भेजे

गये और क्या राज्य सरकारों को हिन्दी में
पत्र भेजने के लिये आवश्यक व्यवस्था कर
ली गई है ?

t [LETTERS SENT TO STATE GOVERNMENTS
IN HINDI

570. SHRI NAWAB SINGH CHAUHAN:
Will the PRIME MINISTER be pleased to state:

(a) the number of letters sent by the
Ministry of External Affairs to the
Governments of Bihar, Uttar Pradesh,
Rajasthan and Madhya Pradesh during the last
three months; and

(b) the number of letters amongst them
that were sent in Hindi or with Hindi
translations thereof and whether necessary
arrangement has been made to send the letters
in Hindi to the State Governments?

THE PRIME MINISTER AND MINISTER

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री
(श्री जवाहरलाल नेहरू) : (क) ८८३।

(ख) २। एक निर्धारित कार्यक्रम
के अनुसार इन राज्यों को हिन्दी में पत्र
भेजने के लिये पहले ही निदेश जारी कर
दिये गये हैं। इस मंत्रालय में काम करने
वाले हिन्दी-प्रशिक्षित कर्मचारियों से यह काम
लिया जायगा।

OF EXTERNAL AFFAIRS (SHRI
JAWAHARLAL NEHRU): (a) 883.

(b) 2. Instructions have already been issued
to send letters to these States in Hindi
according to a phased programme. The
available Hindi talent in the Ministry will be
utilised for the purpose.]

t [] English translation.

हिन्दी प्रकाशनों में शब्दावली का उपयोग

५७१. श्री नवाबसिंह चौहान : क्या सूचना तथा प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन के मंत्रालय में हिन्दी प्रकाशनों में तथा हिन्दी के अन्य काम में शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली का प्रयोग होता है और यदि नहीं, तो उस का क्या कारण है ; और

(ख) शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली से भिन्न शब्द गढ़ने का अधिकार किस को दिया गया है ?

[USE OF TERMINOLOGY IN HINDI PUBLICATIONS]

571. SHRI NAWAB SINGH CHAUHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the terminology prepared by the Ministry of Education is used in Hindi publications and other Hindi work in his Ministry and if not, what is the reason therefor; and

(b) what is the agency which has been authorised to coin terms different from the terminology prepared by the Ministry of Education?

सूचना तथा प्रसारण मंत्रालय में उप-मंत्री (श्री शाम नाथ) : (क) इस मंत्रालय में हिन्दी प्रकाशनों में और हिन्दी के दूसरे कामों में सामान्य तौर पर शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली का ही इस्तेमाल किया जाता है। जो प्रसारण आकाशवाणी द्वारा अपने आप तैयार किये जाते हैं, उन में शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली को ध्यान में रखा जाता है, खास तौर पर वहाँ जहाँ तकनीकी शब्द और पद होते हैं। जो प्रसारण बाहर के व्यक्तियों द्वारा

तैयार किये जाते हैं, उन को शैली में कोई दखल नहीं दिया जाता।

(ख) शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली से भिन्न शब्द गढ़ने के लिये किसी को भी अधिकार नहीं दिया गया है। जहाँ पर शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली प्रचार आवश्यकताओं को पूरा करने में अपर्याप्त पाई जाती है, वहाँ आकाशवाणी द्वारा तैयार किये गये शब्दकोष का इस्तेमाल किया जाता है। आवश्यकता पड़ने पर सूचना और प्रसारण मंत्रालय की हिन्दी सलाहकार समिति और केन्द्रीय हिन्दी निदेशालय के अफसरों की सलाह भी ली जाती है।

[THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI SHAM NATH): (a) By and large, the terminology prepared by the Ministry of Education is used in Hindi publications and other work in this Ministry. In the case of broadcasts contributed by AIR itself, the terminology prepared by the Ministry of Education is kept in view, particularly where technical words and expressions are concerned. In the case of broadcasts contributed by outsiders, the style of individual writers is not interfered with.

(b) No agency has been authorised to coin terms different from the terminology prepared by the Ministry of Education. Wherever the terminology prepared by the Ministry of Education is found inadequate to meet publicity requirements, the lexicon evolved by AIR is made use of. The advice of the Hindi Advisory Committee of the Ministry of Information and Broadcasting, as also of the Officers of Central Hindi Directorate, is sought, where necessary.]

[] English translation.

हिन्दी प्रकाशनों में शब्दावली का उपयोग

५७२. श्री नवाबसिंह चौहान : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वैदेशिक कार्य मंत्रालय में हिन्दी प्रकाशनों में तथा हिन्दी के अन्य काम में शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली का प्रयोग होता है और यदि नहीं तो इस का क्या कारण है ; और

(ख) शिक्षा मंत्रालय द्वारा तैयार की गई शब्दावली के स्थान पर अन्य शब्द गढ़ने का अधिकार किस को दिया गया है ?

t [USE OF TERMINOLOGY IN HINDI PUBLICATIONS]

572. SHRI NAWAB SINGH CHAUHAN: Will the PRIME MINISTER be pleased to state:

(a) whether the terminology prepared by the Ministry of Education is used in Hindi publications and other Hindi work in the Ministry of External Affairs and if not, what is the reason therefor; and

(b) what is the agency which has been authorised to coin terms different from the terminology prepared by the Ministry of Education?

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री (श्री जवाहरलाल नेहरू) : (क) जी हाँ ।

(ख) किसी को भी नहीं ।

† THE PRIME MINISTER AND MINISTER OF EXTERNAL AFFAIRS (SHRI JAWAHARLAL NEHRU): (a) Yes, Sir.

(b) None.]

हिन्दी में प्राप्त पत्र

५७३. श्री नवाबसिंह चौहान : क्या श्रम तथा सेवानियोजन मंत्री यह की बताने कृपा करेंगे कि :

(क) उन के मंत्रालय में पिछले तीन मास में कितने पत्र हिन्दी के प्राप्त हुए और उन में से कितनों के उत्तर अंग्रेजी में व कितनों के हिन्दी में दिये गये ; और

(ख) उन के मंत्रालय में इस समय हिन्दी के पत्रों के उत्तर देने की क्या व्यवस्था है ?

t [COMMUNICATIONS RECEIVED IN HINDI]

573. SHRI NAWAB SINGH CHAUHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of communications in Hindi which were received in his Ministry during the last three months and the number of those amongst them which were replied to in Hindi and in English respectively; and

(b) the arrangement that exists in his Ministry at present for replying to communications in Hindi?

श्रम तथा सेवानियोजन मंत्रालय में श्रम मंत्री (श्री जयसुखलाल हाथी) : (क) मई, जून और जुलाई १९६२ में हिन्दी में १२९ पत्र प्राप्त हुए । ११ के उत्तर हिन्दी में दिये गये । २७ के उत्तर अंग्रेजी में दिये गये ।

(ख) एक पूर्ण कालीन सहायक तथा एक पूर्ण कालीन क्लर्क विशेष रूप से हिन्दी काम के लिये नियुक्त हैं ।

† THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL. HATHI) : (a) 129 communications were

†] English translation.

received in Hindi during the months of May, June and July, 1962. To eleven of them replies were sent in Hindi. Twentyseven were answered in English.

(b) A full-time Assistant and a full-time Clerk are specially engaged for Hindi work.]

PROCEDURE FOR ISSUE OF INDUSTRIAL LICENCES

574. SHRI KRISHNA CHANDRA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether before awarding a licence for a Scheduled Industry under Industries (Control and Regulation) Act, consideration is given to the production in that particular industry already covered and licence is granted only if there is further uncovered demand in the country of the said product and only upto that extent;

(b) whether in arriving at the figure of production already covered, - production from Small Scale Industry is also included; and

(c) whether a record is kept of the production covered by Small Scale Industries for the purpose?

THE MINISTER OF INDUSTRY IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI N. KANUNGO) : (a; In considering an application for a licence for a scheduled industry, under the Industries (Development & Regulation) Act, account is taken of the capacity already in existence and licensed in relation to the target indicated in the Third Five Year Plan;

(b) Yes, to the extent the Production figures are available;

(c) Only in respect of cotton textile industry and in respect of approved small scale units in the bicycle and sewing machines industries.

अंग्रेजी और हिन्दी की छपाई का काम

१७५. श्री नवाबसिंह चौहान : क्या निर्माण, आवास और संभरण मंत्री यह बताने का धुमा करेंगे कि :

(क) १९६१-६२ में (१) अंग्रेजी तथा (२) हिन्दी की छपाई का कितना काम गैर-सरकारी प्रेसों में कराया गया ; और

(ख) इस समय सरकारी प्रेसों में हिन्दी छपाई की पर्याप्त सुविधाओं का अभाव में गजट में हिन्दी सामग्री की छपाई का कितना काम नहीं हो पा रहा है और क्या इस काम को गैर-सरकारी प्रेसों में कराने का सम्भावना पर विचार किया गया है या किया जा रहा है ?

t [ENGLISH AND HINDI PRINTING WORK

575. SHRI NAWAB SINGH CHAUHAN: Will the Minister of WORKS, HOUSING AND SUPPLY be pleased to state:

(a) the quantity of (i) English and (ii) Hindi printing work got done through the private presses in the year 1961-62; and

(b) how much work of printing Hindi matter in the gazette is not being done at present for want of adequate facilities of Hindi printing in Government presses and whether the possibility of getting this work done through the private presses has been considered or is being considered?

निर्माण, आवास और संभरण मंत्री (श्री मेहर चन्द खन्ना) : (क) और (ख) जानकारी एकत्रित की जा रहा है और सभा को भेज दी जायेगी ।

† | English translation.

THE MINISTER OF WORKS, HOUSING AND SUPPLY (SHRI MEHR CHAND KHANNA): (a) and (b) The information is being collected and will be laid on the Table of the Sabha.]

REALISATION OF MONEY BY PAKISTAN CUSTOMS AUTHORITIES FROM INDIAN BUSINESSMEN

576. SHRI T. M. DASGUPTA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government are aware that for the last five years, East Pakistan customs authorities posted at Belouia Railway Station (East Pakistan) have been realising from Indian businessmen of Belouia (India) for goods booked by them from India to India, an amount equivalent to double the value of goods fallen short or lost in transit in East Pakistan over Pakistan Railway instead of payment of the value of such goods;

(b) if so, what is the amount of money so far realised from the Indian businessmen of Belouia by East Pakistan customs authorities; and

(c) what steps Government have taken to end this anomaly and to have the money refunded?

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH): (a) Yes, Sir. A representation to this effect has been received.

(b) No information is available.

(c) The matter has been taken up with the Government of Pakistan.

MEMORANDUM FROM THE BIHAR COAL MAZDOOR SABHA

577. SHRI NIREN GHOSH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

[] English translation. 596

R.S.—4.

(a) whether Government have received any memorandum from the Bihar Coal Mazdoor Sabha regarding various flagrant malpractices prevailing in the Raniganj and Jharia coal belt;

(b) if so, what are the nature of the complaints made therein;

(c) whether Government have made any investigation into those complaints; and

(d) what action Government are taking to remove them?

THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI): (a) Yes, from Bihar Koyala Mazdoor Sabha, in response to a circular letter from Government to all Central organisations of employers and workers.

(b) The complaints include forced casualisation of workers, absence of certified Standing Orders, delay in payments, formation of company unions, intimidation, harassment, victimisation and dismissal of workers.

(c) and (d) These complaints are being examined along with complaints received from other organisations.

578. [Transferred to the 27th August, 1962.]

ADVISORY COMMITTEE ON LABOUR WELFARE

579. SHRI T. M. DASGUPTA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether there is any Advisory Committee for Labour Welfare in Tripura; and

(b) whether the registered Tea Garden Labour Unions are consulted when a new welfare centre is opened in any Garden?

THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI): (a) and (b) The information

is being collected from the Tripura Administration and will be laid on the Table of the House.

SHORTAGE OF DOCTORS IN TEA GARDENS, TRIPURA

580. SHRI T. M. DASGUPTA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether there is shortage of doctors in the tea gardens of Tripura;

(b) if so, which are the gardens where there is no qualified doctor; and

(c) what steps the Labour Department, Tripura, has taken to man the dispensaries with qualified doctors?

THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI): (a) to (c) The required information is being collected from the Tripura Administration and will be placed on the Table of the House when received.

HOUSES FOR TEA GARDEN LABOURERS IN TRIPURA

581. SHRI T. M. DASGUPTA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) how much money was provided in the Second Plan to be paid as loan to the Tea Gardens for construction of houses for labourers and how much money was taken by Tea Gardens authority for the purpose;

(b) how many houses were constructed, gardenwise, in Tripura according to the specification of Advisory Committee for Housing for Tea Gardens; and

(c) the reason of shortfall if there is any?

THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI): (a) Out of Rs. 50-67 lakhs provided in the Second Plan for grant of loans to the plantations including

tea gardens for construction of workers' houses, Rs. 13-87 lakhs were drawn by the State Governments for disbursement to planters.

(b) According to available information, 24 houses were constructed according to approved standards in tea gardens of Tripura upto 31st December, 1961. Garden-wise figures are not available but will be obtained and placed on the Table of the House.

(c) Weak financial condition of gardens.

व्यवसाय सम्बन्धी पुस्तिकायें

५८२. श्री भगवत नारायण भार्गव : क्या श्रम तथा सेवानियोजन मंत्री अपने मंत्रालय के वर्ष १९६१-६२ के हिन्दी प्रतिवेदन (खंड २) के पृष्ठ २३ को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) अंग्रेजी में प्रकाशित की गई व्यवसाय संबंधी पुस्तिकाओं की तुलना में हिन्दी में ऐसी पुस्तिकायें कम संख्या में प्रकाशित करने के क्या कारण हैं ; और

(ख) क्या ये व्यवसाय संबंधी पुस्तिकाएं अन्य प्रादेशिक भाषाओं में भी प्रकाशित की गईं ; यदि हां तो प्रत्येक भाषा में कितनी-कितनी प्रकाशित की गईं ?

t [CAREER PAMPHLETS

582. SHRI B. N. BHARGAVA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to refer to page 23 of the Hindi Report of his Ministry for the year 1961-62 (Volume II) and state:

(a) the reasons for publishing less number of Career Pamphlets in Hindi in comparison to those published in English; and

(b) whether the Career Pamphlets were also published in other regional languages; if so, their number in each of the languages?]

fj] English translation.

श्रम तथा सेवा नियोजन मंत्रालय में
श्रम मंत्री (श्री जयसुखलाल हाथी) : (क)
 व्यवसाय चुनाव पत्रिकाओं का मसौदा अंग्रेजी में तैयार होता है और बाद में उसका हिन्दी अनुवाद किया जाता है। अनुवाद-कार्य की वजह से हिन्दी पत्रिकाओं को पाण्डुलिपियां कुछ समय बाद प्रेस में भेजी जाती हैं। इसलिये किसी भी समय हिन्दी में प्रकाशित पुस्तिकाओं की संख्या अंग्रेजी में प्रकाशित पुस्तिकाओं के मुकाबले में कम होती है।

(ख) जो हाँ, प्रादेशिक भाषाओं में प्रकाशित पुस्तिकाओं की संख्या नाचे लिखे अनुसार है :—

भाषा	प्रकाशित पुस्तिकाएँ
१. असामिया	८
२. गुजराती	४
३. मलयालम	८
४. मराठी	१६
५. उड़िया	४१
६. पंजाबी	२६
७. तेलगू	२३
८. तमिल	८
९. कन्नड़	३

t[THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI): (a) Career Pamphlets are originally drafted in English and are then translated into Hindi. Due to the additional process of translation involved, Hindi manuscripts are sent to the press shortly afterwards. Therefore, at any one time the number of Career Pamphlets published in Hindi is less in comparison to those published in English.

(b) Yes; the number published in each regional language is given below:—

t [COMMITTEE OF DIRECTION

Language	Number published.
1. Assamese	.. 8
2. Gujarati	.. 4
3. Malayalam	.. 8
4. Marathi	.. 16
5. Oriya	.. 41
6. Punjabi	.. 29
7. Telugu	.. 23
8. Tamil	.. 8
9. Kannada	.. 3]

निदेश समिति

५८३. श्री भगवत नारायण भार्गव :
 क्या श्रम तथा सेवा नियोजन मंत्रों यह बताने को छुता करेंगे कि :

(क) क्या राजगार तथा प्रशिक्षण महानिदेशालय ने दस्तकारों और उत्पादन में कामगरी वालों की शिक्षा और तकनीकी ज्ञान के स्तर की जांच करने के लिये कोई निदेश समिति बनाई है ;

(ख) यदि हाँ, तो उसके सदस्य कौन कौन हैं ; और

(ग) क्या उक्त समिति ने अपनी रिपोर्ट सरकार को प्रस्तुत कर दी है, यदि हाँ, तो उसकी मुख्य सिफारिशें क्या क्या हैं ?

583. SHRI B. N. BHARGAVA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Directorate General of Employment and Training have appointed any Committee of Direction to determine the level of education and technical training of Craftsmen and Production Process Workers;

(b) if so, the names of the members thereof; and

(c) whether the said committee has submitted its report to Government, if so, what are its main recommendations?]

श्रम तथा सेवा नियोजन मंत्रालय में
श्रम मंत्री (श्री जयसुखलाल हाथी) :
 (क) जनशक्ति निदेशालय (गृह मंत्रालय) ने एक निदेश समिति बनाई है जो दस्तकारों और उत्पादन कार्य में लगे कामगारों की शिक्षा और तकनीकी ज्ञान के स्तर को निश्चित करने के लिये किये जाने वाले सर्वेक्षण का तरीका और अधिकार-क्षेत्र तय करने के सिलसिले में मार्गदर्शन करती है।

(ख) १. संयुक्त सचिव (जनशक्ति)
 गृह मंत्रालय।

२. प्रमुख, भावी योजना विभाग,
 योजना आयोग।

३. संयुक्त सचिव, वैज्ञानिक अनु-
 सन्धान और सांस्कृतिक
 कार्य मंत्रालय।

४. निदेशक,
 रोजगार कार्यालय, रोजगार
 और प्रशिक्षण महानिदेशालय।

५. निदेशक,
 औद्योगिक जनशक्ति अनु-
 सन्धान एकाश, बंगलौर और

६. इंजीनियरों की भारतीय संस्था
 का एक प्रतिनिधि।

(ग) यह समिति केवल सलाहकार समिति है इसलिये उसके द्वारा रिपोर्ट प्रस्तुत करने का सवाल नहीं पैदा होता। इस समिति के मार्गदर्शन में जो जांच की जाती है उसे रोजगार और प्रशिक्षण महानिदेशालय छापता है।

t[THE MINISTER OF LABOUR AND THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI) :
 (a) A Committee of Direction has been nominated by the Directorate of Manpower (Ministry of Home Affairs) to give guidance in regard to the method and scope of a survey to determine the level of educational and technical training requirements of craftsmen and production process workers.

(b) 1. Joint Secretary (Manpower),
 Ministry of Home Affairs.

2. Chief Perspective Planning
 Division, Planning Commission.

3. Joint Secretary, Ministry of
 Scientific Research and Cultural
 Affairs.

4. Director of Employment Ex-
 changes, Directorate General of
 Employment and Training.

5. Director, Industrial Man-
 power Research Unit, Banga-
 lore; and

6. A representative of Indian
 Institute of Engineers.

(c) The Committee is only an Advisory body and as such the question of their submitting a report does not arise. Reports on the studies made under the guidance of the Committee are published by the Directorate General of Employment and Training.]

मैट्रिकुलेटों के रोजगार के सम्बन्ध में
सर्वेक्षण

५८४. श्री भगवत नारायण भार्गव :
 क्या श्रम और सेवा नियोजन मंत्री यह बताने
 की कृपा करेंगे कि क्या फोर्ड फाउण्डेशन द्वारा
 दी गई निधियों में से मैट्रिकुलेटों के रोजगार
 के सम्बन्ध में सर्वेक्षण के लिये राज्य सरकारों
 को कोई राशियां दी गई हैं ; और यदि हां,
 तो कितनी ?

t [SURVEY OF EMPLOYMENT OF
MATRICULATES

584. SHRI B. N. BHARGAVA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state whether any amounts have been given to the State Governments from the funds provided by the Ford Foundation for the survey of employment of matriculates; if 30, how much?]

श्रम तथा सेवा नियोजन मंत्रालय में
श्रम मंत्री (श्री जयसुखलाल हाथी) :
सर्वेक्षण पर होने वाला खर्च भारत सरकार
और अन्तर्राष्ट्रीय श्रम कार्यालय द्वारा मिल-
जुल कर किया जाता है, फ़ाई फ़ाउण्डेशन
द्वारा नहीं। यह सर्वेक्षण भारत सरकार
द्वारा किया जा रहा है। राज्य सरकारों को
कोई राशि नहीं दी गई है।

t [THE MINISTER OF LABOUR IN THE
MINISTRY OF LABOUR AND EM-
PLOYMENT (SHRI JAISUKHLAL HATHI) : The
survey is not financed by the Ford Foundation
but is jointly financed by the Government of
India and the International Labour Office. The
survey is conducted by the Government of
India and no funds have been allotted to State
Governments.]

बच्चों के दुग्ध खाद्य का उत्पादन

५८५. श्री भगवत नारायण भागवत :
क्या वाणिज्य तथा उद्योग मंत्री यह बताने
को कृपा करेंगे कि :

(क) देश में प्रति वर्ष बच्चों के दुग्ध
खाद्य का कितना उत्पादन किया जाता है ;
और

(ख) इस वस्तु के सम्बन्ध में देश
कब तक आत्मनिर्भर हो जायेगा ?

t [PRODUCTION OF INFANT MILK FOOD

585. SHRI B. N. BHARGAVA: Will the
Minister of COMMERCE AND INDUSTRY be
pleased to state:

(a) the quantity of infant milk food
produced annually in the country; and

(b) the time by when the country will be
self-sufficient in respect of this commodity?]

वाणिज्य तथा उद्योग मंत्रालय में उद्योग
मंत्री (श्री एन० कानूनगो) : (क)

मीट्रिक

टन

१९६१ . . . १६१७

१९६२ (जन०-अप्रैल) . ११३६।

(ख) लगभग एक वर्ष में।

t [THE MINISTER OF INDUSTRY IN THE
MINISTRY OF COMMERCE AND
INDUSTRY (SHRI N. KANUNGO):

(b) 1961 .. 1617 tonnes.

1962 (Jan.—April .. 1139"

(b) In about a year.]

**प्राकारिक रसायनों तथा प्लास्टिक के सामान
का उत्पादन और खपत**

५८६. श्री भगवत नारायण भागवत :
क्या वाणिज्य तथा उद्योग मंत्री यह बताने
की कृपा करेंगे कि भारत में विभिन्न प्रकार के
प्राकारिक रसायनों तथा प्लास्टिक के सामान
का प्रति वर्ष उत्पादन तथा खपत कितनी
है ?

t [] English translation.

t [PRODUCTION AND CONSUMPTION OF ORGANIC CHEMICALS AND PLASTICS

586. SHRI B. N. BHARGAVA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state the quantum of annual consumption and production of various organic chemicals and plastics in India?]

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री एन० कानूनगो) : जानकारी इकट्ठी की जा रही है और वह यथा समय सभा की मेज पर रख दी जायेगी।

[THE MINISTER OF INDUSTRY IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI N. KANUNGO): Information is being collected and will be laid on the Table of the House in due course.]

वैज्ञानिक उपकरणों का उत्पादन, आवश्यकता तथा आयात

५८७. श्री भगवत नारायण भागवत : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि प्रतिवर्ष वैज्ञानिक उपकरणों का उत्पादन कितने मूल्य का होता है, कितने की आवश्यकता होती है और विदेशों से कितने का माल मंगाया जाता है ?

t [PRODUCTION, REQUIREMENT AND IMPORT OF SCIENTIFIC INSTRUMENTS

587. SHRI B. N. BHARGAVA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state the value of annual production, requirement and imports of scientific instruments?]

वाणिज्य तथा उद्योग मंत्रालय में उद्योग मंत्री (श्री एन० कानूनगो) : १९६१ में बड़े पैमाने के क्षेत्र में ३५० लाख रु० के मूल्य के वैज्ञानिक उपकरण बनाये गये थे। छोटे पैमाने के क्षेत्र में १९५८ से बाद के वैज्ञानिक उपकरणों

के उत्पादन के आंकड़े उपलब्ध नहीं हैं। १९५८ में ७५.३२ लाख रु० के मूल्य का उत्पादन हुआ था।

अनुमान है कि वैज्ञानिक उपकरणों की वार्षिक आवश्यकता १५-१७ करोड़ रु० के मूल्य तक की होगी।

१९६१-६२ में ५,१६,७८,००० रु० के मूल्य के वैज्ञानिक उपकरणों तथा औजारों का आयात किया गया जिनमें मापक और नियन्त्रक यन्त्र भी हैं।

[THE MINISTER OF INDUSTRY IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI N. KANUNGO): In 1961, Scientific Instruments of a value of Rs. 350 lakhs were produced in the large scale sector. Production figures of scientific instruments in the small scale sector beyond 1958 are not available—the value of production in 1958 was Rs. 75-32 lakhs.

It is estimated that the annual requirements of scientific instruments may be of the 'order of Rs. 15-17 crores in value.

Rs. 5,16,78,000 worth of measuring, controlling and scientific instruments and appliances were imported during 1961-62.]

पश्चिमी बंगाल में भारतीय क्षेत्र पर पाकिस्तानियों का बलात् कब्जा

५८८. श्री विमलकुमार मन्नालासजी चौरङ्गिया : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि ८ जून, १९६२ की बेस्बाड़ी के दक्षिण में पाकिस्तानियों ने कुल कितनी भारतीय भूमि पर बलात् कब्जा किया ?

t[.1 English translation.

t [PAKISTAN'S FORCIBLE OCCUPATION OF INDIAN TERRITORY IN WEST BENGAL]

5&8. SHRI V. M. CHORDIA: Will the PRIME MINISTER be pleased to state the total area of Indian territory which was forcibly occupied by Pakistanis in South of Berubari on the 8th June, 1962?]

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री (श्री जवाहरलाल नेहरू): पश्चिम बंगाल सरकार से जो सूचना मिली है, उसके अनुसार जिस इलाके का अतिक्रमण किया गया है, वह सौ एकड़ से कम है। बहरहाल, इलाके का पूरी तरह सर्वेक्षण किये बगैर यह कहना सम्भव नहीं है कि ठीक ठीक कितने इलाके का अतिक्रमण किया गया क्योंकि वर्तमान परिस्थितियों में सर्वेक्षण नहीं किया जा सकता।

II THE PRIME MINISTER AND MINISTER OF EXTERNAL AFFAIRS (SHRI JAWAHARLAL NEHRU): According to information received from the West Bengal Government, the area under encroachment is less than a hundred acres. It is not, however, possible to be more precise without detailed survey of the area, which is not possible under the existing circumstances.]

आकाशवाणी से अंग्रेजी में प्रसारित होने वाले कार्यक्रम

५८९. श्री नवाबसिंह चौहान : क्या सूचना तथा प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस बात की कोई जांच कराई गई है कि आकाशवाणी के अंग्रेजी के कार्यक्रमों एवं बुलेटिनों की अंग्रेजी हाई स्कूल के स्तर की अंग्रेजी जानने वालों की समझ में कहां तक आती है और यह जांच कब और कैसे कराई गई और उसके क्या परिणाम निकले ; और

(ख) क्या इसी तरह की कोई जांच हिन्दी के अतिरिक्त अन्य भारतीय भाषाओं के आकाशवाणी के बुलेटिनों के सम्बन्ध में भी कराई गई थी और वह जांच कब और कैसे कराई गई थी और उसके क्या परिणाम निकले ?

t [ENGLISH PROGRAMMES BROADCAST FROM AIR]

589. SHRI NAWAB SINGH CHAUHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any inquiry has been conducted to ascertain as to how far the English language used in English programmes and bulletins of the All India Radio is understood by the people knowing English up to the High School standard and when and how this enquiry was conducted and what have been its results; and

(b) whether any enquiry of this type was also conducted in the case of the All India Radio bulletins in the Indian languages other than Hindi and when and how this enquiry was conducted and what have been its results?]

सूचना तथा प्रसारण मंत्रालय में उप-मंत्री (श्री शाम नाथ) : (क) और (ख) इस प्रकार की कोई जांच नहीं कराई गई है।

t [THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI SHAM NATH): (a) and (b) No such enquiry has been conducted.]

दिल्ली में दुकानों से सौदा खरीदने का समय

५९०. श्री नवाबसिंह चौहान : क्या श्रम तथा सेवा नियोजन मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि नई दिल्ली के कनाट सरकार व कनाट प्लेस की दुकानों के

मालिक संख्या के समय दुकानें बन्द करने के निर्धारित समय ७-३० बजे दुकानों को अन्दर से बंद कर देते हैं और उसके बाद कर्मचारियों से अन्दर काम कराते हैं जो नियम के विरुद्ध है और यदि हां, तो क्या श्रम विभाग के निरीक्षकों ने इस सम्बन्ध में कोई कार्यवाही की है और यदि हां तो वह क्या है ?

t [SHOPPING HOURS IN DELHI

590. SHRI NAWAB SINGH CHAUHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state whether it is a fact that the proprietors of the shops in Connaught Circus and Connaught Place in New Delhi close their shops from inside at 7* 30 P.M., the fixed hour for closing shops and thereafter take work from their employees inside after 7:30 P.M. which is against rule, and if so, whether any action has been taken by the Inspectors of the Labour Department in this connection and if so what action has been taken by them?]

श्रम तथा सेवानियोजन मंत्रालय में श्रम मंत्री (श्री जयसुखलाल हाथी) : कोई शिकायत प्राप्त नहीं हुई। निरीक्षकों ने भी किसी कर्मचारी को इस क्षेत्र में निर्धारित समय के बाद बन्द दुकान के अन्दर काम करते हुए नहीं पाया। इसलिये इस मामले में कोई कार्रवाई करने का प्रश्न नहीं उठता। दुकानों के अन्दर पहुँचे हुए ग्राहकों की सुविधा के लिये साढ़े सात बजे के बाद १५ मिनट की छूट दी जाती है।

t[THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL HATHI) : No complaint has been received nor have the Inspectors noticed any employee working inside the closed shops after closing hours in this area, and therefore the question of taking any action in the matter does

not arise. After 7.30 P.M. a period of 15 minutes is allowed for serving the customers already inside the shop.]

योजना आयोग के अनुभागों में टिप्पणी लिखने तथा मसौदा बनाने का काम

५९१. श्री नवाबसिंह चौहान : क्या योजना मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि योजना आयोग के एक अनुभाग में हिन्दी में टिप्पणी लिखने तथा मसौदा बनाने के काम को प्रयोगात्मक रूप में आरम्भ किया गया है ; और

(ख) यदि हां, तो यह प्रयोग कहां तक सफल रहा है और कितने अन्य अनुभागों में यह व्यवस्था चालू करने का विचार है और कब तक ?

t [HINDI NOTING AND DRAFTING IN SECTIONS OF PLANNING COMMISSION

591. SHRI NAWAB SINGH CHAUHAN: Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that noting and drafting in Hindi has been started in a section of the Planning Commission as an experimental basis; and

(b) if so, how far the experiment has proved successful and in how many other sections it is proposed to introduce this arrangement and by when?]

योजना तथा श्रम और सेवानियोजन मंत्री (श्री गुल्लारिलाल नन्दा) :
(क) जी हां।

(ख) योजना आयोग के एक अनुभाग में, जिसमें हिन्दी में टिप्पणी लिखने और मसौदा बनाने के काम की गुंजाइश है, इस समय यह प्रयोग जारी है। और उसके परिणामों

को देखा जा रहा है। अधिकांश अन्य अनुभागों में काम बहुत ही तकलीफी ढंग का है और इस समय बहुत थोड़े से ही ऐसे अफसर हैं जो अपने वर्तमान हिन्दी ज्ञान के कारण हिन्दी का काम कर सकते हैं। स्थिति बराबर विचाराधीन है और जब कभी सम्भव होगा यह प्रयोग क्रमशः दूसरे अनुभागों में लागू किया जायेगा।

†[THE MINISTER OF PLANNING AND LABOUR AND EMPLOYMENT (SHRI GULZARTLAL NANDA) : (a) Yes.

(b) For the present, the experiment is being continued in a Section of the Planning Commission where there is some scope for Hindi noting and drafting and the results are being watched. The work in most other Sections is of a highly technical nature and there are very few officers who could at this stage of their knowledge of Hindi take up work in Hindi. The position is, however, constantly under review and the experiment will be gradually extended to other sections as and when it is found feasible.]

SETTLEMENT OF DISPUTE IN SATGRAM COLLIERY

312. SHRI BAIRAGI DWIBEDY: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether there is any proposal under Government's consideration to settle the dispute in the Satgram Colliery through arbitration; and

(b) if so, whether any arbitrator has been appointed and at what stage the matter stands at present?

THE MINISTER OF LABOUR IN THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI JAISUKHLAL

f]] English translation. ^Transferred from the 14th August, 1962.

HATHI): An Enquiry Officer has been appointed to investigate and fix responsibility for the breaches of the Code of Discipline and non-implementatiOn of the Settlement of March 8, 1961, between the management of Modern Satgram Collieries and the Colliery Mazdoor Sabha. The enquiry is in progress.

PAPERS LAID ON THE TABLE

NOTIFICATION UNDER THE REQUISITIONING AND AcQUIsmoNiNG OF IMMOVABLE PROPERTY ACT, 1952.

THE MINISTER OF WORKS, HOUSING AND SUPPLY (SHRI MEHR CHAND KHANNA) : Sir, I beg to lay on the Table, under sub-section (2) of section 17 of the Requisitioning and Acquisitioning of Immovable Property Act, 1952, a copy of the Ministry of Works, Housing and Supply Notification S.O. No. 2444, dated the 25th July, 1962. [Placed in Library. See No LT-320/62.]

THE NEWSPRINT CONTROL (SECOND AMENDMENT) ORDER, 1962

THE MINISTER OF INTERNATIONAL TRADE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI MANUBHAI SHAH) : Sir, I beg to lay on the Table a copy of toe Ministry of Commerce and Industry Notification No. 8/26/62-Imp., dated the 4th August, 1962, under sub-section (6) of section 3 of the Essential Commodities Act, 1955, publishing the Newspring Control (Second Amendment) Order, 1962. [Placed in Library. See No. LT-336/62.].

**MINISTRY OF COMMERCE AND INDUSTRY
(DEPARTMENT OF INTERNATIONAL
TRADE) RESOLUTION re CONSTITUTION OF
AN EXPORT INSPECTION ADVISORY COUNCIL**

SHRI MANUBHAI SHAH: Sir, I also beg to lay On the Table a copy of the Ministry of Commerce and Industry (Department of International Trade) Resolution No. 55(1) EP (Coord)/62, dated the 12th July, 1962, regarding the constitution of an Export Inspection Advisory Council. [Placed in Library. See No. LT-321/62.].

**MINISTRY OF COMMERCE AND INDUSTRY
RESOLUTION FIXING PAPER PRICES**

SHRI MANUBHAI SHAH: I also beg to lay on the Table a copy of the Ministry of Commerce and Industry Resolution No. Ch. (1)-17(130)/60, dated the 21st June, 1962, fixing prices for various varieties of paper. [Plac. ed in Library. See No. LT-337/62.].

**REQUEST FOR INFORMATION ON
LATEST DEVELOPMENTS RE THE
EUROPEAN COMMON MARKET**

SHRI BHUPESH GUPTA (West Bengal): Sir, before we take up legislative business I wish to bring to your notice a certain matter. Today's "Hindustan Times" carries news of a meeting of the Congress Parliamentary Party yesterday in which both the Finance Minister and the Prime Minister spoke on the European Common Market and gave the members there some information about the latest developments. I am not opposed to their speaking but the news has appeared in the papers and now it is public. The convention is that in such high matters of policy at least concurrently, if not before, Parliament is also taken into confidence and we are informed of the developments. The matter is now public and someone in authority has caused it to be published with the intent that it

should be made known to the public. The Prime Minister and the Finance Minister are both aware that this has been published. If that is so, we are entitled to know about the developments with regard to the European Common Market. The Prime Minister and the Finance Minister who are responsible spoke on this subject. In this House at least in this current session he has not explained the latest developments in the negotiations with regard to the European Common Market. Therefore, I would request you to ask the Finance Minister to take the House into confidence as to what is happening with regard to these negotiations and not confine it only to the Congress Party.

SHRI K. SANTHANAM (Madras): A statement was made in this session before the House in which the Finance Minister explained all the issues.

SHRI BHUPESH GUPTA: No, Sir. A statement was laid but here he is talking about the latest developments. If you read the thing you will know. If it were the same, then there would have been no need for him to make a statement in the Congress Party because the paper was there with them also. He has said there certain things. You will find it if you read that.

MR. CHAIRMAN: After a statement has been made that statement can be explained to a number of people on a number of occasions. If they spoke about that matter, it does not mean that they said something new. Did they say anything new?

SHRI BHUPESH GUPTA: I do not know. It is for you to consider. A statement was made by the Finance Minister in this House and the Finance Minister has spoken there. He has given some indication of the latest developments.

MR. CHAIRMAN: Is there any indication that he said something about the developments after the statement?

2591	<i>Specific Relief</i>	[21 AUG. 1962]	Bill, 1902	2592
SHRI BHUPESH GUPTA: There is some indication, it seems.			SHRI BIBUDHENDRA MISRA: Sir, I introduce the Bill.	
MR. CHAIRMAN: Did he say that he was telling them something which had happened after the statement?			THE SPECIFIC RELIEF BILL, 1962— <i>continued</i>	
SHRI BHUPESH GUPTA: He does not say that. But even the Prime Minister intervened and told them that certain aspects of the matter should be kept in view which do not occur in the statement especially the political aspect of it. Therefore, we would like to know as to where we stand now after all these things. Currently, negotiations are taking place and we are also interested in keeping ourselves abreast of the developments. If there is nothing new I do not object. But if there is something new we should be taken into confidence.			SHRI R. S. KHANDEKAR (Madhya Pradesh): Mr. Chairman, I welcome the motion moved by the hon. Deputy Minister to refer the Bill to a Joint Committee of the Houses for their consideration.	
MR. CHAIRMAN: I guess there is nothing new but I will find out.			[THE DEPUTY CHAIRMAN in the Chair]	
SHRI BHUPESH GUPTA: Thank you.			I also welcome the Bill on the ground that it has made a tremendous improvement on the previous Bill. It is a good thing to note that the Government have abolished the illustrations from the body of the Bill. Illustrations, as you know, create more confusion than what they explain, because law is such a wide subject and so many types of cases come that one illustration will not suffice. It is, therefore, commendable that illustrations from the body of the Bill have been removed. Secondly certain clauses have also been newly introduced. In these days there is a tendency to create a voluminous book on legal matters. Even practising lawyers are confused and they do not know which law is prevalent. So, if the law is concise and easy to practise and if it is developed by judicial interpretations, it is all the better.	
ALLOTMENT OF TIME FOR CONSIDERATION OF MOTION <i>RE.</i> RAILWAY ACCIDENTS			Next, some sections regarding constitutional matters have been abolished. That is also commendable because the same sections are incorporated in the Constitution of India. They were redundant and duplications also. One thing which I want to observe in this connection is that the Law Commission submitted its Report as far back as 1960 and the Government have brought forward this Bill after a long time. As is well known, after independence, many of the laws	
MB. CHAIRMAN: I have to inform Members that under rule 153 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I have allotted two and a half hours for the consideration of the Government motion regarding railway accidents.				
THE INDIAN SALE OF GOODS (AMENDMENT) BILL, 1962				
THE DEPUTY MINISTER IN THE MINISTRY OF LAW (SHRI BIBUDHENDRA MISRA): Sir, I beg to move for leave to introduce a Bill further to amend the Indian Sale of Goods Act, 1930.				
<i>The question was put and the motion was adopted.</i>				

[Shri R. S. Khandekar.] unnecessary and with the growth and which are on the Statute Book are development of society, many of the laws need a change. So, the Law Commission was constituted and so many laws were revised. But the Government is slow in bringing these laws on the Statute Book. The time has come now to consider all those laws which are not necessary and they should be done away with.

Having said, that, I come to the main recommendations of the Law Commission. The Law Commission has recommended that section 9 of the existing Specific Relief Act should be abolished. Now, this is a controversial point. Section 9 gives a summary remedy for the litigant. I am aware of the difficulty that there is duplication of legal proceedings. In some of our States also, such summary remedies were available, whereby a litigant whose possession was disturbed could claim possession within six months. There was, of course, a long delay in getting those remedies, but the fault lay with its implementation and not with the Act itself. I quite agree that there is duplication, and it is not decided finally because under section 9 also if a client gets final rights, still there is scope for a regular civil suit and the matter does not end there. In spite of this, a summary remedy was available. If some compromise can be found to adjust these things and a summary remedy is provided, it is better.

Then, I come to section 42, which is the most important section in the Specific Relief Act. The Law Commission had recommended for its amendment, at least the proviso to section 42. They had recommended that it should be abolished, but the Government have retained the section as it is. In this connection, I would refer to a learned discussion on the subject by Mr. A. T. Markose. I will not burden the House with all the discussion, but I only point out that

I he has discussed thoroughly this matter from page 623 to 675 in his book: "Judicial Control of Administrative Action in India". Here the learned author has dealt with all the problems. He has also dealt with the arguments given by the Law Commission. He has come to the conclusion on page 675, which I shall read out:—

"A draft to replace the present section 42 of the Specific Relief Act, 1877.

Section (1).—All Civil Courts not lower than the District Courts shall have power within their respective jurisdictions to declare rights, status, and other legal relations whether or not further relief is or could be claimed. The declarations may be negative or affirmative in form or substance.

Section (2).—Any person, whose legal interests are affected or, are in a reasonable apprehension of being affected, by statute, ordinance, rule, regulation or bye-law, contract or franchise, may have a judicial determination of the question of construction or validity arising in relation to or under such statute, ordinance, rule, regulation, bye-law or contract or franchise and obtain a declaration of rights, status, or other legal relations thereunder."

I do not plead that the words as they are suggested here should be incorporated in the Bill, but I would request that the Joint Committee should take into consideration this learned discussion and also the recommendation of the Law Commission. The Law Commission have rightly pointed out that section 42, the declarative judgment, is a symbol of the twentieth century conception of law. This is what they have said in their Report. So, my submission is that when this Bill is going to the Joint Committee, this aspect of the matter, which has been so thoroughly considered in this book, should be taken into consideration.

Then, I come to an important subject in the Specific Relief Bill and that is with regard to injunction. Difficulty by practising lawyers is often felt when suits for injunction are to be filed against the Government. There is a provision in section 80 of the Code of Civil Procedure, that is, two months' notice has to be given before any suit can be filed against the Government. Nowadays, the Government is becoming a bigger party and with the increasing public sector, so many suits have to be filed and so many claims have to be registered against the Government, and injunctions have also to be sought. When this provision in section 80 is there, the whole purpose of the injunction suit is vitiated. The same point has been very thoroughly discussed in this book on page 603. I will not burden the House with all the discussion, but I shall give the relevant portion from this book. The learned author says:—

"The first and foremost is the requirement of a notice of two months before any suit can be filed against the Government or a public officer under section 80 of the Civil Procedure Code. It is not necessary to show how the presence of this Provision makes an action for injunction useless in all cases where immediate relief is necessary and a suit for injunction is filed as a rule when the plaintiff requires immediate relief. The courts in India realising this did attempt to exclude injunction suits from section 80 of the Civil Procedure Code. But as has been seen the Privy Council frustrated this attempt. Later the efforts of some courts to explain away this Privy Council decision as regards suits to prevent the commission of future injury and which were reviewed in the preceding pages do not appear to have received general acceptance. Under the circumstances the only way out, is to exclude suits for injunction from the provisions of section 80 of the Civil Procedure Code."

So, my submission is that the Joint Committee should consider this problem also, wherever injunction suits are brought against the Government particularly, the provisions of section 80 should be done away with. Finally the author says:—

"If the first and the second suggestions are accepted injunction will acquire the same efficiency in India which it has in other common law countries. If the last suggestion is also accepted injunction will be a very efficient remedy for the enforcement of the legal order among the public authorities. This is also because of the fact that injunction can be got only in a suit and a suit is a very convenient proceeding where, in order to show the illegality of administrative action complicated fact-situations are to be tackled. Such detailed scrutiny of the facts would be convenient in suits".

My submission is that this aspect of the matter also should be dealt with seriously by the Joint Committee in their deliberations.

Having said that, I will come to clause 19. Clause 19 is not properly worded according to me. Clause 19 reads like this:

"The jurisdiction to decree specific performance is discretionary, and the court is not bound to grant such relief merely because it is lawful to do so; but the discretion of the court is not arbitrary but sound and reasonable, guided by judicial principles and capable of correction by a court of appeal."

Here the wording is: "the discretion of the court is not arbitrary". My submission is that we have to take it that the courts pass judicial decisions and they do not pass arbitrary decisions. I do not understand why there is a need for clarification that the court will not pass arbitrary orders but will pass judicial and reasonable

[Shri R. S. Khandekar.]

orders. This section should be worded properly. This is an aspersion. This is something done under the impression that the courts pass sometimes arbitrary orders. But whenever a court passes an order, it must be a judicial order; it can never be an arbitrary order. If it is an arbitrary order, it is set right by the court of appeal. So this clause should be properly amended.

I would now like to say a few words with regard to some minor things. In the present Act there is a provision in section 18 which corresponds to clause 12 of the present Bill. I will not read the whole of the clause but the relevant portion only. This is what is stated in the clause:

"where the vendor or lessor sues for specific performance of the contract and the suit is dismissed on the ground of his want of title or imperfect title, the defendant has a right to a return of his deposit, if any, with interest thereon, to his costs of the suit, and to a lien for such deposit, interest and costs, on the interest, if any, of the vendor or lessor in the property which is the subject-matter of the contract."

In this clause the right is given to recover costs, but it is not mentioned when these costs will be recovered, whether by a separate suit or in the same suit or in execution proceedings. What happens actually is, when the case is decided, the costs are to be recovered. They cannot be recovered in the execution proceedings. No separate suit also can be filed with regard to these costs. So, my submission is that this clause should be so amended that the cost will be recovered in the same suit. This wording should be there.

With regard to sections 21 and 35, the Commission had made some suggestions, and I am glad that those suggestions have been incorporated in

this Bill. The Law Commission have also ably discussed that in section 35 there should be some procedure for relief. They have written that no separate suit shall be instituted in respect of any such relief which may be claimed under this section. This was necessary, and I am glad that this has been incorporated in this Bill. In section 21 also, which corresponds to clause 13 of this Bill, it requires some amendment. The amendment is as to how these contracts are to be enforced. There should be some specific remedy.

Madam, there is one difficulty which I find on reading this Bill. Clause 24 says:

"The provisions of this Chapter as to contracts shall apply to awards to which the Arbitration Act, 1940, does not apply and to directions in a will or codicil to execute a particular settlement."

It means that Chapter II only applies to the provisions of wills and codicils. May I take it, therefore, that Chapters and IV of this Bill do not apply to such wills and codicils? My submission is that they are equally necessary because Chapter III deals with rectification of instruments and Chapter IV deals with rescission of contracts. So, these two Chapters also must be applied with regard to wills and codicils as Chapter II has been applied with regard to these matters.

When I said something about section 9, I wanted to refer to the dissenting note of Dr. N. C. Sen Gupta. He has given a dissenting note, and as I said previously, the Select Committee should take into consideration his views also with regard to section 9 and something should be done with regard to summary remedy.

Madam, the Bill is on the whole welcome and, as I said earlier, it is a very concise Bill and I support it and welcome it. I hope that the Joint Select Committee will take the

few points which I have raised here into consideration and bring a very-lucid and nice Bill very soon before this House. Thank you.

SHRI K. SANTHANAM (Madras): Madam, this is a technical and non-controversial Bill. This is an attempt to bring the law up-to-date, and most of the clauses have been drafted on the recommendations of the Law Commission. Therefore, it has to be welcomed. At the same time I wish to point out that being a technical Bill, precision of language is of the greatest importance in such a legislation. On reading through the Bill I find that there are many places in which the language is not sufficiently precise, and I want to draw the attention of the hon. Minister and the other Members of the Joint Select Committee to the need for looking into these clauses. For instance, in clause 4 it is said: —

"Specific relief can be granted only for the purpose of enforcing individual civil rights and not for the mere purpose of enforcing a penal law."

What exactly do individual civil rights mean? Has a company individual civil rights? It is not an individual. It may be a legal person but it is not an individual. Are companies' rights included in individual rights? Has it got the right to use this Act and ask for specific relief for enforcement of a contract? I think in the Notes the wording is quite different and I can understand that: "the plaintiff must show some individual right to it in every case." That is all right. When the word 'plaintiff' is used, then the individual right is all right. But taken out of context, the words 'individual rights' seem to apply as an individual only and not the juridical person, a company or a public body or anything like that. I want the Minister to look into it.

Again, there are two kinds of presumptions, different presumptions in the Explanations to clauses 7 and 9. In both the cases one person gets possession of movable property and another person has a right to it, in one case by ownership and in the other by virtue of contract. In one case, there is going to be a presumption that that movable property is something which cannot be compensated in money and in the other case, the opposite presumption is to prevail. I think there is no justification for drawing a distinction. When a man has entered into a contract, it is as good as transferring the movable property to the other man and, therefore, there is no reason why the same kind of presumption as in clause 7 should not prevail in the case of a contract also.

Then, take clause 11(2) which says: —

"Where a party to a contract is unable to perform the whole of his part of it, but the part which must be left unperformed bears only a small proportion, to the whole in value and admits of compensation in money ..."

Where a person is unable to perform, what is the good of these conditions? Suppose that part which he is unable to perform does not admit of compensation in money, what is to be done? When once by law you say that he is unable to perform, he is unable to perform and, therefore, there is no use forcing him to perform. There is something wrong about it. If he is unwilling to perform, I can understand the remedy to a specific relief, by asking him to perform. Where by law he is himself unable to perform, there is nothing to be done except to give some kind of compensation. Therefore, this clause, as it is, looks contradictory in terms and should be looked into.

Again, in clause 18, at the end of sub-clause (e) there is a proviso

[Shri K. Santhanam.] which is very curious. Sub-clause (e) says: —

"When the promoters of a company have, before its incorporation, entered into a contract for the purpose of the company and such contract is warranted by the terms of the incorporation, the company:"

But specific relief can be given only.

"Provided that the company has accepted the contract and communicated such acceptance to the other party to the contract."

Why should this be done? When once the contract is warranted by the terms of the incorporation of the company, again, why should a further acceptance and a communication of such acceptance be necessary? If the promoters have entered into a contract and such contract is warranted by the terms of the incorporation of the company, it should be automatically treated as a contract of the company without any further ado. I think this proviso must go, there is no justification for it.

Then, my hon. friend who spoke before me pointed to clause 19 but he did not show the absurdity of the clause. Clause 19 says:—

"(1) The jurisdiction to decree specific performance is discretionary, and the court is not bound to grant such relief merely because it is lawful to do so; but the discretion of the court is not arbitrary but sound and reasonable, guided by judicial principles and capable of correction by a court of appeal."

Madam, can a decree be sound but unreasonable, or reasonable but unsound? And then, what is the meaning of "guided by judicial principles and capable of correction by a court of appeal"? How can there be a

decree which is not capable of correction by a court of appeal? I think that somebody has run away with the English language in this particular clause.

Then, clause 19(3) says: —

"The court may properly exercise discretion to decree specific performance in any case where the plaintiff has done substantial acts or suffered losses in consequence of a contract capable of specific performance."

Here, there seems to be some good idea but the way in which it is expressed is rather ambiguous.

Let us take clause 22. Clause 22(1) says:—

"A contract, otherwise proper to be specifically enforced, may be so enforced, though a sum be named in it as the amount to be paid in case of its breach and the party in default is willing to pay the same, if the court, having regard to the terms of the contract and other attending circumstances, is satisfied that the sum was named only for the purpose of securing performance of the contract and not for the purpose of giving to the party in default an option of paying money in lieu of specific performance."

When a party enters into a contract and there is a specific condition in that contract that if you break the contract, you must pay so much money, why should a court step in and say that in certain circumstances the actual terms were not intended for paying compensation for a breach of the contract? If nothing is said, it may be presumed that the contract should be performed and it should be a specific performance. But where the parties openly declare that they want so much compensation for any breach of the contract, I think it is better that the court should go by the

terms of the contract and not go behind the terms.

Then, take clause 26(1)(b). Clause 26(1) says:—

"Any person interested in a contract may sue to have it rescinded, and such rescission may be adjudged by the court in any of the following cases, namely;—

(a) where the contract is voidable or terminable by the plaintiff;

(b) where the contract is unlawful for causes not apparent on its face and the defendant is more to blame than the plaintiff."

What does it matter, when the contract is unlawful, if the defendant is to blame or not to blame, or the plaintiff is to blame or not to blame, and why should the condition be that the defendant must be more to blame than the plaintiff? If it is a lawful contract and somebody sues for rescinding it, I can understand that that somebody is to blame and, therefore, the plaintiff is to blame and he should not rescind it. But where the contract is unlawful, there is no question; it has to be rescinded by the court, and this qualifying clause seems to be quite inappropriate.

Then I come to clause 36(2) which says:—

"A perpetual injunction can only be granted by the decree made at the hearing and upon the merits of the suit; the defendant is thereby perpetually enjoined from the assertion of a right, or from the commission of an act, which would be contrary to the rights of the plaintiff."

Is it not right that the decree itself should say what are the acts which one should not commit? It must be an act specified in the decree. Suppose the judge gives a decree saying, "Don't do anything which would be contrary to the rights of the plaintiff",

I think it would be very vague, and I don't think it is intended even. The decree must enjoin him that he must respect such a right and that he should not do such and such acts which are likely to infringe that right.

Then in sub-clause 40(c) it is said:—

"An injunction cannot be granted to restrain any person from applying to any legislative body;"

What is this "applying to any legislative body"? Is it intended as applying for candidature or petitioning a legislative body? I have still to understand what is meant by "applying to any legislative body". No man applies to a legislative body. Either he petitions it or he wants to become a member of it. I cannot understand the whole thing. "An injunction cannot be granted" etc. How can an injunction be granted at all? A man has already applied, and then afterwards what is the injunction? There must be some meaning in it, but it has not been properly expressed.

Then another sub-clause says:—

"An injunction cannot be granted to prevent the breach of a contract the performance of which would not be specifically enforced;"

Is it "could not" or "would not"? I would like to know.

I have pointed out some particulars in which the Bill is not sufficiently precise. Of course, I am sure that when the Members of the Joint Select Committee read it more thoroughly and carefully they would find many other clauses in which the language requires to be polished and tightened and I hope steps would be taken to do this.

Thank you, Madam.

THE DEPUTY MINISTER IN THE MINISTRY OF LAW (SHRI BIBUDHENDRA MISRA) : Madam, the objections raised so far as sections 9 and 42 are concerned were dealt with

[Shri Bibudhendra Misra.] by me yesterday and I do not want to repeat the same remarks. Mr. Santhanam has pointed out certain defects in drafting. In his opinion there has been a running away with the English language, as he has put it. In this connection I would only like to point out, Madam, that in this Bill so far as clause 3 is concerned, we have adopted the words as they were in the draft Bill that was formulated by the Law Commission itself; the same language has been taken. There is always a difference between "individual civil right", and "individual's civil right", and if the words are "individual's civil right", then of course companies come in. The difference between "individual civil right" and "individual's civil right" has to be seen, and therefore they have suggested the very wordings—that we have taken—in the draft itself. And then again, so far as the old provisions are concerned, which have been accepted in the present Bill, it was thought proper that the same old language should be retained, because those words have been matters of judicial interpretation. The law has been settled and now any change in that language would mean unsettling the law. It has been settled now by judicial decisions. Anyway, Madam, I do not want to waste any more time. It is going to a Select Committee, and I am certain Mr. Santhanam's suggestions will receive due consideration.

With these words I commend the motion for acceptance.

THE DEPUTY CHAIRMAN: The question is:

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to define and amend the law relating to certain kinds of specific relief and resolves that the following members of the Rajya

Sabha be nominated to serve on the* said Joint Committee, namely:—

1. Shri R. M. Deshmukh
2. Dr. Shrimati Seeta Parmanand
3. Shri G. S. Pathak
4. Shri Jagan Nath Kaushal
5. Shri Mahesh Saran
6. Shri S. C. Deb
7. Shri C. D. Pande
8. Shri B. D. Khobaragade
9. Shri M. N. Govindan Nair
10. Shri M. S. Gurupada Swamy
11. Shri Kamta Singh
12. Shri J. Sivashanmugam Pillai
13. Shri Krishan Dutt
14. Shri K. S. Ramaswamy
15. Shri Vimalkumar M-Chordia."

The motion was adopted.

THE CHRISTIAN MARRIAGE AND MATRIMONIAL CAUSES BILL, 1962.

THE DEPUTY MINISTER IN THE MINISTRY OF LAW (SHRI BIBUDHENDRA MISRA) : Madam, on behalf of Shri A. K. Sen, I beg to move:

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on the Bill to amend and codify the law relating to marriage and matrimonial causes among the Christians and resolves that the following members of the Rajya Sabha be nominated to serve on the said Joint Committee, namely:—

1. Rajkumari Amrit Kaur
2. Shri Jairamdas Daulatram
3. Shri A. C. Gilbert
4. Shrimati Jahanara Jaipal Singh
5. Shri Dayaldas Kurre

6. Shri Bansi Lai
7. Shri A. D. Mani
8. Shrimati Uma Nehru
9. Shri Mulka Govinda Reddy 10.
- Shri M. H. Samuel
- : 11. Shri M. C. Shah
12. Shri Awadeshwar Prasad
Sinha
13. Shri P. A. Solomon
14. Shri Thomas Srinivasan
15. Shri A. M. Tariq."

Madam, so far as the law relating to Christians is concerned, it is at present governed by two Acts, the Indian Christian Marriage Act, 1872, and the Indian Divorce Act, 1869. Both these Acts were modelled on the English law existing then, though there have been great changes in the society both in England as well as in India since, and there have been amendments also, quite a number of amendments in the English law. But the Indian law up till now remains the same and therefore there was a demand from all Christian quarters that the law should be amended and brought up-to-date consistent with the changing social conceptions, and accordingly the matter was referred to the Law Commission, and all the recommendations of the Law Commission have been accepted in this Bill. This is the first thing, Madam, that I want to stress. I would now point out about its applicability because these days the general tendency has been to make the law applicable to all parts of India except of course Jammu and Kashmir—the reasons are known. The Indian Christian Marriage Act was not applicable to the old areas of Travancore-Cochin State which is now merged in Kerala, because it was considered then that the Syrian Christians, who formed a large part of the population of the old Travancore-Cochin State were governed by a customary law of marriage of their own, which was completely different from the marriage forms obtaining in the ecclesiastical courts.

The Law Commission have taken both the forms of marriage into consideration and they have found that practically there is no change, and since the Indian Divorce Act is also applicable to the old Travancore-Cochin area, they do not find any justification as to why this Bill should not be extended to them also. So also in Manipur, though the Indian Christian Marriage Act was not applicable, the Divorce Act was applicable. So they have recommended that the present law should be extended to that area also. The most important thing is that the Law Commission have consolidated the two branches of the law now, the Indian Divorce Act and the Indian Christian Marriage Act, into one Bill, as has been done also in the case of the Special Marriage Act and the Hindu Marriage Act. Under the present law the position is that a marriage can be performed under the Indian Christian Act if one party to the marriage is a Christian, but this, they say, has to be changed. Marriage under the Indian Christian Act will be permissible now only if both the parties are Christians just as we have it in the Parsee Marriage Act and the Hindu Marriage Act, where the marriage is performed only if both the parties are Parsees, or where the marriage is performed only if both the parties are Hindus. They say that the law governing marriages in a particular religious denomination should have application only when both the parties to the marriage belong to that religious denomination. They are of the view that apart from this question it will also involve other troubles. Take, for example, the question of succession in the case of a Christian marrying a Hindu female. Whereas the Christian male would be governed by the provisions of the Indian Succession Act, the female would be governed by the provisions of the Hindu Law, and a dispute may arise. A similar dispute may arise when there is the question regarding the custody of minor children. Therefore, to obviate these difficulties they have suggested that we should

[Shri Bibudhendra Misra.]

take the form as it exists in the Pardee Marriage Act and also in the Hindu Marriage Act, and that the new-law should operate only when both the parties are Christians.

Then, Madam, so far as the modes of solemnisation of marriage are concerned, at present there are five forms of solemnisation of marriages. The Indian Christians have a different form altogether, and they have said that it must be omitted. There is no reason as to why the Indian Christians should be treated on a different level from the other Christians also. There was a time when this difference was made, because then it was thought—in the year 1872—that the Indian Christians were probably not so literate as to follow the ecclesiastical system of English Churches. But the time has changed. Now they say that, so far as they are concerned, the forms of marriage should be the same: there should not be different forms of marriage. They have divided the marriage into two parts, sacramental marriages and civil marriages. The old provision regarding civil marriage remains and the provision regarding sacramental marriages, which were three in number has been reduced to two. Now, the marriages will be solemnised by Ministers and persons belonging to recognised churches. In other cases it will be solemnised by Ministers licensed by the State.

Then the other important suggestion is that the present Indian Christian Marriage Act deals only with the solemnisation of marriages and it does not lay down any valid condition of marriage. The condition of marriage is left to the personal law of the parties concerned. This, according to the Law Commission, is a lacuna and they have suggested conditions of valid marriage. They have suggested that there should be a clear law that the parties should not be within prohibited relationship unless

the customs governing each of them permit the marriage between the two. Therefore, under the First Schedule have been enumerated relations that cannot be married by a man and relations that cannot be married by a woman. They come under the prohibited degree unless it is permitted by custom.

You will find, Madam, that the Hindu Succession Act does not apply to customary marriages wherever it is in force. They have also stated what the effect of the breach of the conditions of marriage should be.

Like all other Acts the principles that we have adopted in the Hindu Marriage Act and the Special Marriage Act they have divided into two categories as in the principle of contract, that is, void marriages and voidable marriages. Under the present law there are five categories of void marriages. There was a demand from the Christians themselves that the categories of void marriages should be reduced to a minimum number. It should only be made applicable to one or two cases because the children born of void marriages are supposed to be illegitimate. Therefore, they have reduced it now to two instead of five. Now, they say that the marriage will be void when either party has a spouse living at the time of marriage or when parties are within prohibited relationship. In all other cases the marriage is not void but voidable. Therefore, the question arose what would happen if something was valid which is rendered invalid now under the present law. They have accepted two principles. The first principle is that whatever was valid under the previous law remains valid notwithstanding any provision in this Act and, secondly, whatever is void now will be only made voidable at the option of the parties.

Then, Madam, consistent with our provisions in the Hindu Marriage Act and the Special Marriage Act there

are more grounds for divorce than , are available to a person married under this Act also. Formerly, the only ground that was available under the Indian Christian Marriage Act for divorce was adultery. Now, of course, we have adopted the same system which has been adopted in the Hindu Marriage Act and the Special Marriage Act. There are other grounds of divorce available as well such as a virulent and incurable form of leprosy, venereal disease in a communicable form, refusal to consummate the marriage, desertion and treatment with cruelty. All these have been also included as grounds of divorce.

Then, Madam, I will refer to another provision, namely, clause 39(2) and (3) which provides that whenever a divorce case goes to a court, the court before taking the case into consideration and granting a decree, first of all, makes attempts so that the parties can be united. It is a sort of conciliation proceedings that the court should take. I think it is a welcome measure. It can save many broken homes also. I will read it out:—

"Before proceeding to grant any relief under Chapters IV to VII, it shall be the duty of the court in the first instance, in every case where it is possible so to do consistently with the nature and circumstances of the case, to make every endeavour to bring about a reconciliation between the parties.

For the purpose of aiding the court in bringing about such reconciliation, the court may, if the parties so desire or if it thinks it just and proper so to do, adjourn the proceeding and refer the matter to any person named by the parties in this behalf or to any person nominated by the court if the parties fail to name any person, with directions to report to the court as to whether a reconciliation can be, and has been, effected, and shall,

in disposing of the proceeding, have due regard to the report."

Then, Madam, when this provision of divorce was sought to be introduced in the Bill, "there were objections raised by Roman Catholics on the ground that divorce is opposed to their faith. The Law Commission is of the view that the Divorce Act has been in application in India for the last ninety years and it has not worked any difficulty at all. Moreover, it is an enabling provision. It does not compel anybody to go to a court for divorce. It is just an enabling provision and the parties are free also to apply for judicial separation and not divorce. They are free not to go to a court at all. But if a law is there for the last ninety years, there is *no* reason why it should be dropped out now, particularly when communities in which there was no divorce law are now being governed by divorce laws.

This is all that I want to speak at this stage. The Bill is going to the Select Committee and I need not go into details. I will only point out that, the Law Commission has worked a lot on it, has taken evidence of not only persons but established churches also. As a matter of fact, the two draft Bills also were sent to it for consideration and after they formulated their report they sent it to the Government. The Government then directed them to draft a Bill in accordance with their recommendations and asked them to circulate it again for eliciting public opinion. That was done. After that, this Bill has come to this House in accordance with the recommendations of the Law Commission in its Fifteenth and Twenty-second Report.

The question was proposed.

SHRI P. K. KUMARAN (Andhra Pradesh): Madam Deputy Chairman. I welcome this Bill in general terms as an attempt to codify the different customs and habits which prevail

LShri P. K. Kumaran.]
among the different groups of Christians in India.

Madam, it is but natural for religious institutions to raise a hue and cry whenever measures to introduce an element of rationale are resorted to. The question of recognising the Ministers of certain churches as competent to solemnise a marriage has raised a fear among the adherents of a large number of denominations of churches, the fear whether Ministers of their churches will be recognised or not. When the Bill is passed into law, the Committee that is going to be constituted will be having hard time considering which church has got to be recommended and which not. This will introduce a new element of controversy between the various denominations of churches. I should very much like to see that Marriage Registrars are appointed in all districts who will grant licences or marriage after satisfying all the conditions prescribed in this Bill. After obtaining licences, the parties may perform the religious and social part of the marriages in churches or anywhere else they want. After the marriage, within a week, the parties can cause the details of the marriage to be entered in a register maintained by the licensing authority in the presence of two witnesses, parents of the minor bride, etc. I would like this system to be prescribed for all sections of the society. A similar system prevails in America whose Constitution also, like ours, is based on secularism.

THE DEPUTY CHAIRMAN: You may continue on the next occasion.

The House stands adjourned till half past two of the clock.

The House then adjourned for lunch at one of the clock.

The House reassembled after lunch at half-past two of the clock. THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.

MOTION REGARDING RAILWAY ACCIDENTS

THE MINISTER OF RAILWAYS (SARDAR SWARAN SINGH) : Sir, I beg to move . . .

SHRI BHUPESH GUPTA (West Bengal): Sir, I understand from the papers that notice of this motion **was** given by the Members from this side of the House and it is becoming a practice that the Government then gives notice of the same motion and then debars the Members of this House from moving it. I think it is not right. The Government should have given it before. When the Members opposite give it, they should have the right because first of all they can place the things for the Minister to consider and reply; secondly, the Members have also the right of reply and apart from this fact of time, I think it is not a good practice on the part of the Government to come in this way. It was open to them right at the beginning of the Session, for the Minister to give his own motion and whenever we try to initiate any such thing, the Government tries to come in. It is good because some of them do not want to come in even under provocation but then it is not a fair practice, not a good convention to try to debar initiative in this manner or to take away the time which the Opposition would be otherwise entitled to.

SHRI DAHYABHAI V. PATEL (Gujarat): We are in complete agreement with Mr. Gupta's remarks on this subject.

SARDAR SWARAN SINGH: I am glad that at any rate the Swatantra Party and the Communist are one on this. May I clarify the position?

SHRI DAHYABHAI V. PATEL: It is not an accident. (*Interruptions.*)

SHRI BHUPESH GUPTA: The issue is between the Opposition and the Government here relating to certain procedures and practices or Convention which should be adhered to unless they believe in doing something not very helpful for the growth of institutions such as this.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I would like to hear the Minister.

SARDAR SWARAN SINGH: I thought the opposition would welcome such a move because it is well known that according to the procedures, even if a non-official motion is tabled, it only remains as a No-Day-Yet-Named Motion and it is for the Government to find out whether they have got any time ...

SHRI BHUPESH GUPTA: On a point of order. I challenge that statement.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Let him proceed.

SARDAR SWARAN SINGH: In a matter like this, so far as Opposition motion are concerned, they are most welcome. I do not object to them. I am the last person to object to the moving of any such motion but it has to be remembered that in a matter where the Government feels that it is of sufficient importance that it should be brought before the House by itself the mere existence of an earlier non-official motion does not debar the Government from coming to the House and making a positive motion. If anything, that is something which should be welcomed.

On the other issue, I do not know why my esteemed friend, Shri Bhu-pesh Gupta, got agitated when I said that so far as official motions are concerned, when we make an official motion, then there is a commitment that we will find time also. It has to be remembered, subject to the over-

all control by the Presiding Officers in the two Houses of Parliament so far as the Order of Business is concerned, this is to be decided by the Minister of Parliamentary Affairs in consultation with the Business Advisory Committee. It was not a motion by way of a Resolution or the like which comes within the definition of a non-official resolution or non-official business. It was a motion for discussion of an important matter which is admitted only as a No-Day-Yet-Named Motion which has to find time. It has to compete with other items on the Business List of the Houses and I do not see why they should object to it. This means virtually that if there is any non-official motion, then the Government cannot come to the House with a positive motion. This is a position which I am afraid we cannot accept.

SHRI BHUPESH GUPTA: Sir, I would like you to hear me on this point. Firstly, I realise that it is a No-Day-Yet-Named Motion but as far as the time is concerned, it is for you to fix. Once you admit this motion, it is entirely in the hands of the Chair to fix the time and compel the Government to undertake it. It is not for the Government to say whether they are going to accept it or not. This is a point number one.

Point number two is irrelevant that time could not be found. Time has been found. The only thing is, the Government has stolen our time. We wanted it the other way round. Then if you say that we get more time, if the Government motion is there, that also does not apply here because only 2 1/2 hours have been given, not the whole day. Even on that score, we, the Opposition, stand to lose. I think the hon. Minister should not assume the authority that goes with the Chair. The motion was admitted, the time was found but the point is now the Government is taking away that time and the initiative in their hands and we are put at a disadvantage. This is what I say.

SHRI M. S. GURUPADA SWAMY (Mysore): The Opposition Members tabled the motion. It is true that it does not in any way prevent the Government coming forward with their own motion. But here in this House the motion tabled by us was much before the motion tabled by the Government. Therefore, if you admit the motion of the Government, it will be denying the right of the Opposition to initiate a discussion on such an important issue. The point is, you are denying the privilege of the Opposition to initiate discussion on matters of importance. So we have to confine our attention to this small but very important point, namely whether the Opposition should be denied the exercise of their rights in the usual course under the Rules of Procedure; otherwise, the whole procedure becomes meaningless so far as this is concerned.

SHRI K. SANTHANAM (Madras): I am sorry that the Opposition . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Only to the extent of the point of order.

SHRI K. SANTHANAM: Yes. I am rather surprised at this opposition because if their point is conceded, it is quite possible that the Government may not be able to find time at all for many such motions. In fact it is to the advantage of this House that on as many matters as possible of such a nature, the Government should take the initiative and come forward to find the time.

SHRI BHUPESH GUPTA: Why deny the initiative?

SHRI K. SANTHANAM: But where is the initiative denied? When once a discussion is initiated, then every Member of the Opposition has the same right to speak . . .

SHRI BHUPESH GUPTA: No. Mr. Santhanam being an experienced parliamentarian, should know that no Member of the Opposition would have the right of replying.

SHRI K. SANTHANAM: In a notion like this, there is no question of any reply because it is the responsibility of the Government. It is only when the Government replies that we can have any concessions or any reforms or interest whatever. What is the use of my friend, Shri Bhupesh Gupta, replying? He can only abuse but the Government can do things.

SHRI BHUPESH GUPTA: On a point of order again. Is the hon. Member entitled to say that I can only abuse? I do not wish to abuse . . .

SHRI K. SANTHANAM: What else can he do?

SHRI BHUPESH GUPTA: The motion was not in my name.

SHRI DAHYABHAI V. PATEL: The hon. Member is not in order to last aspersions on a Member.

(Interruptions.)

SHRI K. SANTHANAM: I am sorry. I am willing to withdraw the word 'abuse' and say that he can criticise and oppose and the Opposition's reply has no meaning or purpose but a reply from the Government to meet the points raised by the Opposition has got substance, has got a purpose. Therefore, a Government motion is any day to be preferred to an Opposition motion.

SHRI BHUPESH GUPTA: I am not dealing with it. He cannot have his own argument only. He said that in the Minister's reply people are interested. We are also interested in it but how is this right taken away from the Minister? The Minister can speak at the end, after listening to the speeches, minus the right of his speech in reply. Everything that he wishes to state he can state. We want this initiative because, in the first instance, we state the position of the Opposition and of the public before the Government so that the Government

spokesman in his speech states the Government's position and what they have to say. Secondly, we have the light of reply. The Opposition also should have the right to express whether the Opposition is satisfied with the position that the Government had taken on the floor of the House. The other day, in the House of Commons, certain matters of importance were discussed and, as you may know, the discussion was initiated in one case by the Deputy Leader of the Labour Party, and in another case by the Leader of the Labour Party, Mr. Gaitskell. Prime Minister Mac-Millan did not come and say that the Government must initiate the discussion. Mr. Santhanam is supposed to be a knowledgeable and learned Member of Parliament. He will kindly refer to the proceedings of the House of Commons. He can then see that the Government does not take the initiative in such cases, but it is the Opposition which takes the initiative for raising such discussions. The initiative is from the Opposition side of the House of Commons.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I have heard what you have to say.

SHRI K. SANTHANAM: No, Sir. I am not going to make a speech. I only want to say that I have never said that the initiative should never be taken by the Opposition. Neither did Mr. Gaitskell claim that only the Labour Party should initiate the discussion. The initiative can come from either side of the House, but when it comes from the Government side, it ought to be preferred.

SHRI BHUPESH GUPTA: So he has admitted that the initiative came from the Labour Party.

AN HON. MEMBER: Then why raise a point of order?

SHRI BHUPESH GUPTA: Not only that, he has also supported me. But

it seems he would support it in the House of Commons only, not in this Parliament of ours where he and I sit. Charity, we thought, should begin at home.

SHRI M. P. BHARGAVA (Uttar Pradesh): As the Rules of Procedure in this House stand at present, a Government motion always has priority over motions given notice of by any other hon. Member of the House. Take my own case. I gave notice of a motion for a discussion on the Dhebarbhai Commission's Report. It was superseded by a Government motion.

SHRI MULKA GOVINDA REDDY (Mysore): You belong to the Government side.

SHRI M. P. BHARGAVA: I gave notice of a motion for a discussion on the Eleventh Report of the U.P.S.C. and that was also superseded. So the hon. Members of the Opposition want any change in the Rules of Procedure of the House, the better course is to approach the Chairman for a change of the Rules. It is no use discussing a matter here which is beyond the purview of the House to decide. So let us take it up in the Rules Committee and try to change the rules if we want to.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I have heard both sides. That will do.

SHRI M. P. BHARGAVA: Why take the time of the House here?

SHRI BHUPESH GUPTA: The hon. Member is a camp follower of the ruling party.

SHRI MULKA GOVINDA REDDY: There is this difference between a motion from the ruling party and a motion from the Opposition. At any time, a Member of the ruling party, if he has tabled the motion, can be asked to withdraw his motion and the

[Shri Mulka Govinda Reddy.] discussion can be curtailed. But if the motion is tabled by a member of the Opposition, it not only means that he wants an opportunity to discuss that important matter, but it will also amount to a censure motion against the Government for their failures and for their acts of commission and omission. And in this particular case the Government should have taken the opportunity of tabling their motion long before the Opposition thought of it. But they never thought it was a serious matter which should be discussed in Parliament.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You want to say something Mr. Govinda Reddy?

SHRI M. GOVINDA REDDY (Mysore): Sir, I only wanted to say this much. The statement is to be discussed and this motion is a very important one. Only two and a half hours are allotted for discussion on this motion and already some fifteen minutes have been taken up by this preliminary discussion that we are having. I do not think this is very useful. Let us finish with this discussion and not take more time from the time allotted for the discussion of the motion.

SHRI BHUPESH GUPTA: No, this time will not be included in that.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You have had your say. I think I have heard both sides of the House.

SHRI BHUPESH GUPTA: Sir, don't give your ruling now. I request you, Mr. Vice-Chairman, don't give a ruling. I do not insist on getting a ruling now.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): But I should give a ruling.

SHRI BHUPESH GUPTA: It is not wanted now, because we have to debate it in the chamber. As some hon. Member said, we should go to the Chairman and we would like to go

and convince him of the validity of our case.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Then have you withdrawn your point of order?

SHRI BHUPESH GUPTA: No, I have not. Why should I? I wish to keep it pending.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): For this debate the point of order will have to be decided. So either you withdraw it or I have to give a ruling.

SHRI BHUPESH GUPTA: I am not withdrawing, Sir. You want to give your ruling on the point of order, but it will be doing less than justice. You may feel you are doing justice.

SHRI SONUSING DHANSING PATIL (Maharashtra): Sir, when the hon. Member takes the risk of raising a point of order, he cannot say he will not withdraw it. Either he must seek the decision of the Chair or he must withdraw his point of order. These are the only two alternatives.

SHRI BHUPESH GUPTA: The hon. Member sitting so long on the side of the Treasury Benches has forgotten everything. He ought to know that a point of order also can be withdrawn.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You are withdrawing?

SHRI BHUPESH GUPTA: I am not withdrawing it.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I give my decision. In view of rule 153 which says:

"The Chairman may after considering the state of business in the Council and in consultation with the Leader of the Council allot a day or days or part of a day for the discussion of any such motion."

In view of this, it is in the province of the Chairman and the Leader and

it has been decided that the Govt., eminent should move it. Accordingly I ask the Minister of Railways to start the discussion.

SHRI BHUPESH GUPTA: I will not challenge the ruling. But we have heard the rule as it was read out by you and it says that the Chairman may do it and it is left to his discretion. As a lawyer, Sir, you understand that "may" is not "must" and it is not mandatory. It is left to the discretion of the Chairman to decide in consultation with the Leader of the House. I do not know when this consultation with the Leader of the House took place. Hafiz Mohammad Ibrahim is not here to substantiate it and say that he has been consulted.

SHRI M. GOVINDA REDDY: But the Chair has given the ruling.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The Railway Minister.

SHRI BHUPESH GUPTA: When was he consulted? When was Hafiz Mohammad Ibrahim consulted?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I have given my decision. The Railway Minister will start the discussion.

SARDAR SWARAN SINGH: Sir, I beg to move :

"That the statement regarding Railway accidents, laid on the Table of the Rajya Sabha 'on the 16th August, 1962, be taken into consideration."

Sir, on the 16th August, I placed on the Table of the House a statement giving certain details about the number of accidents that took place between the date when the Rajya Sabha adjourned at the end of the last session and August, 1962 and I also gave some further details about them. There were fourteen such accidents and all

of them were unfortunate, but the

most unfortunate of them all was the one which took place at Dumraon on the night of the 21st July, 1962. My sympathies and those of all other railwaymen go to the bereaved families and to those who were injured in these accidents.

Of the fourteen cases shown in the Statement, seven were of train collisions, three involving passenger trains. The other four cases were of derailments, of which two involved passenger trains, one of these resulting from the train running on a tree which had fallen on the track on account of strong wind; the remaining three accidents were of trains running into road track and level-crossings, two of them being unmanned level-crossings. Of the 74 dead and 159 injured, that I mentioned in the Statement which I laid on the Table of the House, 53 were injured in accidents at un-manned level-crossings; and if the casualties in the Dumraon accident were excluded, the total number of casualties in the remaining 11 accidents works out to one person killed and 79 injured. I may mention here that of the persons injured in the Dumraon accident one more has died in the hospital since I laid that Statement on the Table of the House and so the death-roll now unfortunately stands at 74 so far as this accident is concerned. In the Dumraon accident, as I have already informed the House, a Commission of Enquiry headed by a retired Judge of the High Court has been set up to go into the causes of the accident. The findings of the Commission and the recommendations which they might make to avoid recurrence of such accidents will be eagerly awaited by the railway administration. In other cases also, enquiries have been made and those found guilty will be brought to book. It is not my intention to take much time of the House. We have already spent some time in discussing the procedural aspect and there are only a few points that I would like to mention at this stage.

What do we do to prevent such accidents?
This is a matter about which

ISardar Swaran Singh.J the House would be vitally interested. So far as preventive measures are concerned, we tackle this problem in two ways, one is provision of technological aid to the staff to act against the possibility of accidents and in this category we have got numerous devices of a mechanical character in signalling and the like which afford great protection against the occurrence of accidents. These aspects are a few and I would indicate the few items that fall under this category, for instance, we have got the interlocking of points and signals so that until the correct road is set, the signals cannot be lowered. Then we have got the provision of token instruments on single-line/sections in place of paper line clear. Then we have got also interlocking of important level crossing gates with the signals so that so long as the gate remains open, the signal cannot be lowered. We have got what is called direct circuiting on certain sections and stations so that when a certain portion of the line is obstructed the signals controlling movement on such line cannot be lowered. It is true that our entire system has not got all these technological aids for a variety of reasons, the most important of which is the fact that we are a developing country and we are trying to develop and manufacture a large portion of this signalling equipment inside the country. We are undertaking a phased programme to progressively replace these signalling equipment with the latest technological development. It will be appreciated that we can undertake this only in a phased programme and cannot undertake the production of all these within a short time. Apart from these technological aids, there is another important aspect which I might mention at this stage and that is the educative aspect. It is important that whatever the technical aids we may provide, the best known safety device still remains a careful man. It is the railway administration's objective to create this careful man, and this can obviously be done in a variety of ways. The most important requirement is that adequate care should

be taken even at the time of recruitment so that a person of the right type might be recruited. Then, their initial training is a matter of great importance and as the House is aware, we have established a number of training institutes all over the country—the number is about fifty all over the country—where training of an intensive character is provided. Not only initial training but we attach a great deal of importance to what are called training in service, refresher courses and the like, because there can be a tendency to ignore some of the important aspects where one is intimately associated and concerned with the actual working and the institution of refresher courses is, therefore, a very important and vital matter. It is important too that safety consciousness should be created amongst the staff by distributing the right type of pamphlets, by pasting posters at appropriate places and by personal contact between the supervisory staff and those who are in charge of the various devices so that the latter might be reminded from time to time and it might be explained to them how they should handle some of these devices etc. Then we have an important railway stations accident prevention committee, which are playing a useful part because they analyse these accidents and also take action to prevent recurrence of such accidents. Finally, a pilot project for screening the train passing staff for safety-mindedness by a process of psychological test is under examination of the Government at present. I might add that this psychological approach is important and other progressive countries have also adopted it. It is our intention to introduce these on our railway system also.

Apart from these preventive aspects, the other important requirement which we cannot ignore is the punitive aspect. With all the technological aid and the instruments of a mechanical character that might be provided, however great may be the educative process in the form of training, refresher courses and the like, still, we

cidents, by the very nature of the circumstances, do take place. How do we act if these accidents take place? Our approach in this respect is two fold, one is to tackle it on a long range basis. As the House is aware, the railway administration and the government of India have constituted an Accidents Enquiry Committee presided over by an eminent public man, Shri Hriday Nath Kunzru, who was till a few months ago a senior Member of our Parliament and a Member of this House. He is the Chairman of that Committee. There are other hon. Members, for instance, Shri Satyacharan Shastri, a sitting Member of this House, and Shri Jaipal Singh, a sitting Member of the other House. There are technical Members also on that Committee. It became necessary to constitute this Committee towards the end of the last year as a result of discussions in this House and in the other House. We are eagerly looking forward to the recommendations of this Committee and it is hoped that the Committee will soon be able to give an interim report and make certain interim recommendations. So far as individual cases of accidents are concerned, depending upon the nature of the accident and the gravity of the accident, enquiries are held. I would like to clarify that enquiries are held in all cases where a mishap is what is defined as "accident" in railway terminology. I might say here that the word "accident" is defined in such a way in railway parlance that it connotes much more than what we normally understand. This expression is used, or this word is mentioned, even in regard to a minor derailment without any casualty or without anyone being injured. This is so defined, and very rightly so, because it is the intention of the railway administration to scrutinise every one of all those cases and to look after even these apparently minor matters with a great deal of precision and in great detail so that it might benefit by the conclusions that might be drawn from the enquiries. Every case of accident is enquired into by a committee and they

make recommendations and if those recommendations are utilised later for taking preventive action, for taking corrective action, for taking punitive action. It is sometimes mentioned that the railway administration was approached in this respect and that they did not take action against those who were found guilty. We try to act in a just manner. We do not chase people. We do not unnecessarily punish them when they are not liable to be punished but at the same time we do not hesitate to take severe disciplinary action where such action is called for. Sir, I might give by way of illustration some idea about . . .

3 P.M.

SHRI BHUPESH GUPTA: Sir, after that I will make another point of order, after he finishes his speech.

SARDAR SWARAN SINGH: I will not give the details. For instance, in 1960-61, 1408 members of the railway staff were punished and in 1961-62, 1,648 members of the staff were punished. They were awarded different types of punishment ranging from removal from service in bad cases to lesser punishments like reduction to lower grade, etc., in other cases. In serious cases where the case comes within the mischief of the effective law of the country then the police prosecute the delinquents and the courts take decisions according to the merits of each individual case. I have not got a record of the criminal prosecutions but that is the normal manner in which these matters are dealt with.

There is one aspect which I would like to mention before I finish. Unhappily, the Dumraon accident was a very unfortunate one where the death toll was high and into which now a judicial enquiry is being held. I have already supplied figures in answer to a Starred Question in this House—I draw attention to Starred Question No. 8 answered on the 6th August—where comparative figures were given about the number of accidents from 1st January to 30th June, 1961 and from 1st January, to 30th June 1962? I do not want to cite those figures again.

SHRI SATYACHARAN (Uttar Pradesh): May I point out one thing. The Enquiry Committee at Dumraon . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You address me, Mr. Satyacharan.

SHRI SATYACHARAN: I am just correcting.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): YOU address me.

SHRI SATYACHARAN: I am addressing you. What I wish to say is that the Enquiry Committee which has been constituted in regard to the Dumraon accident is not, probably in the nature of a judicial enquiry. Only a judge happens to be there as the presiding officer.

SARDAR SWARAN SINGH: It is a judicial enquiry because it is under the Commissions of Inquiry Act and Parliament has bestowed judicial functions on these Commissions of Inquiry. We undertook legislation some time back and it is for this reason that I am purposely not mentioning anything more now about this Dumraon enquiry. The cause and other circumstances are all *judice* and therefore I am purposely not saying anything about that enquiry.

I have given these figures not in any spirit of underrating the importance or the seriousness of the accident; I do believe, as I have said some time ago in the course of an earlier debate in the other House, that even one accident is bad, and therefore we cannot explain these matters by comparing statistics and the like and it is not my intention to cite figures in extenuation. This is the general approach that I myself and the railway administration have with regard to accidents. But it is necessary to mention this to counteract any feeling that might be created erroneously that there is a rising trend in accidents.

There is one more matter which I would like to mention before I finish and, that is to give some idea of the size of the operation that is undertaken by the railways. This is necessary because we do not have a proper perspective and proper background. What is our railway system like and what is the size of the operations? Extending over a route mileage of 34,950 miles and a track mileage of 52,13 miles, the Indian Government railways operate 10,129 locomotives, 28,009 coaching vehicles and 3,09,944 units of goods wagons. They run every day about 4,500 passenger trains* and 3,000 goods trains. An idea of the gigantic nature of the work performed by the railways can be had from the fact that the Indian Railways operate annually 133 millions of passenger train miles and 113 millions of goods train miles. About 4.5 million passengers travel every day on the Indian Railways. There are about 6,500 railway stations scattered all over India ranging from simple flag stations with an ordinary rail level platform to gigantic stations like the Bombay Victoria Terminus, Howrah and other big stations. More than 11 lakh railwaymen work in different parts of the country in varying climatic and seasonal conditions to keep 7,500 trains moving daily all over the country. With the day to day operations of the railways spread over such an extensive area and performed by such a large number of people with equipment of varying degrees and complexity it is not fully possible to eliminate all accidents but still we are conscious of our limitations and we are* trying our best to find out the cause* of these accidents and to take sustained action to eliminate these accidents.

Sir, I move.

SHRI BHUPESH GUPTA: Sir, on a point of order before you put the motion. My point of order is you may not put it and I shall give presently my argument.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You give the reference to the rule and then state the point of order.

SHRI BHUPESH GUPTA: I just give the substance of my case that this be held over till tomorrow when you consider and decide on the No-Day-Yet-Named motion of ours given by Mr. Dave who is present here in the House and by Mr. Ramamurti who is not here. Sir, you were good enough to refer to rule 153. You kindly take the book in your hand. In Chapter X I would invite your attention to the preceding two rules, Nos. 152 and 151. Rule 151 says:

•The Chairman shall decide on the admissibility of a motion and may disallow a motion or a part thereof."

Then comes Rule 152:

"If the Chairman admits notice of such a motion it shall be immediately notified in the Council Bulletin with the heading 'No-Day-Yet-Named-Motions'."

Now, I submit that the Chairman was good enough to admit this motion of Mr. Dave and Mr. Ramamurti and the Council Bulletin contained this fact. They are mentioned in the Bulletin under Rule 152. Now, immediately after that comes Rule 153 to which you referred.

Sir, you listen to Secretary later.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You carry on.

SHRI BHUPESH GUPTA: You must hear the background. You talk to the Secretary.

SARDAR SWARAN SINGH: The Secretary is supposed to be invisible.

SHRI BHUPESH GUPTA: He is very much visible and we like him too.

SHRI DAHYABHAI V. PATEL: But the Member is entitled to be audible.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You go on with your point, of order.

SHRI BHUPESH GUPTA: This Rule 153

SHRI SONUSING DHANSING PATIL: Mr. Vice-Chairman, on a point of order.

SHRI BHUPESH GUPTA: He cannot raise a point of order, now. Who stands now?

(Interruptions)

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You must be specific

SHRI BHUPESH GUPTA: How can I be specific when I am interrupted?

SHRI SONUSING DHANSING PATIL: We cannot have a rambling discussion.

SHRI BHUPESH GUPTA: Now. Rule 153 says:

"The Chairman may after considering the state of business in the Council and in consultation with the Leader of the Council allot a day or days or part of a day for the discussion of any such motion."

This specifically relates to Rule 152, that is to say, No-Day-Yet-Named Motions. These are not Government motions as the Minister himself said. Now, how can you invoke that particular rule to decide the issue and having admitted it what happens to my motion? My case is this. Once you have admitted . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I have heard you.

SHRI BHUPESH GUPTA: My first point is. I would ask the House to consider this rule. It is not that I am fighting for the Opposition. I am fighting for the privilege of the House, minus some Members on the Treasury

[Shri Bhupesh Gupta] Benches. I cannot for the life of me understand how on earth this particular rule 153 applies to a Government motion or determination of its future.

Now, the second point in this connection is that you cannot adduce reasons. Hon. Members should consider that the rule does not say anywhere that you can throw out a motion once admitted. Our motions were admitted under Rule 152.

. SHRI SONUSING DHANSING PATIL: Are we to convert Parliament into a law court?

SHRI BHUPESH GUPTA: It is a reflection on Parliament. Subversion of Parliament takes place in this manner.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Please confine yourself to your point of order.

SHRI BHUPESH GUPTA: Then, you reject that kind of argument. Have you seen the subsequent rules? Under no circumstance can you throw out a motion which had been admitted. Tell me which rule in this book lays down that you can throw out a motion which has been admitted. All that you are given power in this matter is to fix a day, allot the time. Now, the Minister's motion may be concurrent, but certainly that motion cannot be a substitute for ours, much less can it deprive us of the right of moving the motion, to which we are entitled, which has been admitted by you, and in respect of which all that you are now called upon to do is to fix a day and allot the time. I would like to know what is the fate of our motion.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : All right. I have heard you.

SHRI B. D. KHOBARAGADE
(Maharashtra): Mr. Vice-Chairman ...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : No, please. I have to decide about the point of order.

SHRI B. D. KHOBARAGADE: According to . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I have heard the point of order. Let me decide. (*Interruption*).- I do not allow arguments on a point of order.

SHRI B. D. KHOBARAGADE: According to "the Rules of Procedure and Conduct of Business of this House, if any point of order is moved, hon. Members are free to make certain observations also, according to the rules and regulations.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Give me the rule

SHRI B. D. KHOBARAGADE: I am making only one or two observations.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : No question of observations on a point of order.

(Interruptions)

SHRI B. D. KHOBARAGADE: On the point of order raised by my hon. friend, Mr. Bhupesh Gupta, my observation is this. As pointed out by Mr. Bhupesh Gupta, when notice of a motion has been given by any Member and it has been admitted by the Chairman and subsequently if the Government or any Minister of the Government gives another notice or the motion, then priority should be given to the first notice.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Mr. Bhupesh Gupta has said that and you are repeating what he has already said.

SHRI BHUPESH GUPTA: Is my motion dead or not?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Please hear me. I have heard you. The rules relating

to motions in Chapter X do not make any distinction between a Government motion and a private Member's motion. So, all the rules apply to both the motions. That is number one. Number two is, I would ask the Member to refer to Rule 22, that is, regarding Government business. If it had been a private Members' day, it would have been a different thing. As it is, today is Government business day. So, I hold that in such cases where there are two motions from Members as well as from the Government on a Government business day, the Government's motion will have precedence.

Now, Mr. Mulka Govinda Reddy.

SHRI BHUPESH GUPTA: Mr. Vice-Chairman, so many . . .

(Interruptions)

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Please resume your seat.

SHRI BHUPESH GUPTA: What happens to our motion? Will it be discussed tomorrow?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I have given my ruling.

SHRI BHUPESH GUPTA: Rule 22 cannot be read with rule . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Bhupesh Gupta, please.

SHRI SHEEL BHADRA YAJEE (Bihar): Obey the Chair.

SHRI BHUPESH GUPTA: How do I obey you?

The question was proposed.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I call upon Mr. Mulka Govinda Reddy to speak.

SHRI MULKA GOVINDA REDDY: Mr. Vice-Chairman, the Minister of Railways has given us some impres-

596 RS—6.

sive figures regarding route mileage, the number of passenger trains that run every day, the number of goods trains that run every day, the number of millions of passengers who travel by train. He has tried to compare them. In view of the vastness of the country, the large number of passenger trains being run, the large number of goods trains being run and the big route mileage, he has tried to show that the number of accidents that have occurred is not quite alarming. I do not know what his idea was when he tried to compare the number of accidents against this background. Even if one accident occurs, serious notice should be taken of it and proper steps should be devised to see that accidents do not occur again. Committees have been appointed when serious accidents took place to find out why such and such accident took place. The Shah Nawaz Committee, which was appointed in 1956, gave a very voluminous report. Therein they had stated the causes of accidents that occurred during the period before and they had also suggested some preventive measures. The Government have again appointed another Committee headed by Dr. Kunzru. It is more than eight months or so. I do not know why an interim report has not been submitted by that Committee. It would have been better, at least for discussion on such an important subject like this, if that Committee had submitted an interim report. We could have offered more constructive suggestions. Unfortunately, the Committees that are appointed take their own time to submit their reports. Maybe the Government is partly responsible, for they may not be co-operating with the Committee in giving all the material that is necessary for the Committee to come to some sort of conclusions and give their findings on such an important question. Time and again we have discussed this question of accidents and I was really pained to see how the Minister tried to minimise the seriousness of the railway accidents. He also quoted in the other House the figures, the number of accl-

[Shri Mulka Govinda Keddy, J dents that are taking place in other countries, particularly America and England. The conditions that are obtaining there and that are obtaining in India are totally different. There many of the accidents take place not because of follies, not because of the limitations under which those railways work, but because mostly of the environment that there is in those countries. So, he did not mention the figures here but took refuge under the guise that our railways work much better than the railways in other countries and that the rate of accidents in India is much lower than the rate of accidents in America or England. Sir, by having this discussion the Railway Board and the Railway Ministry should be able to learn some lessons, and if they are prepared to implement the salient suggestions that will be made by the Members, then many of these discussions will not take place and many of the accidents that take place these days will not occur. It has now become almost an everyday affair, and in nearly 30 or 35 days 15 accidents have occurred. After the statement was made by the hon. Minister in this House and the other House, another accident had occurred to a De Luxe train. It is therefore incumbent and imperative on the part of the Railway Ministry to see whether they could avoid these accidents. Many of the accidents that have occurred have occurred not because they are accidents but because of the wrong things done by the Railway Ministry. When a train leaves the station, care is not taken to see whether it has a defective engine, defective locomotive, whether proper check was made of it, Whether the bogies that are attached to the train are properly checked up, whether the screws and bolts that are there are properly placed in their proper places, and so on. These are all things which, if properly inspected, will show whether the train is fit for travel or not, and if these things are properly adhered to, many of the accidents will not occur.

A Member in the other House has reported a statement from the "Statesman" of Calcutta that the locoshed people asked the driver of a particular train to somehow manage even though he complained that he could not take the train. He tried to manage. When the train arrived very late, he was said to have been mishandled by the crowd for the late arrival of the train, and he is reported to have stated to the correspondent that in spite of the protest that he made he was asked to take that locomotive which was very defective. Last year similar accidents occurred, for instance, the Ranchi accident. It is also reported that the engine driver protested when he was asked to take the train because the engine was defective. But in spite of his protests he was forced to take that engine and a big accident occurred which was much more serious than the one we had at Dumraon. I am glad that a Judicial Enquiry Commission has been appointed to go into the cause of the Dumraon accident, so I am not referring to it now. But what I am saying is that these are things which, if properly looked into, will avert accidents. Time and again suggestions have been made that the railway track is worn out and dilapidated, that proper repairing should take place, that worn out and dilapidated rolling stock is there and proper repairs should be undertaken. If these things are undertaken, if the track is properly checked up and if the rolling stock is properly checked up, some of these accidents could very well be avoided. The Minister himself has confessed that more than 25 per cent, of the engines that the railways have are overaged. Proper steps should have been taken to replace such overaged engines. These matters which require a little bit of imaginative planning are not properly planned, matters with regard to the development of railways, with regard to the replacement of engines, with regard to the replacement of tracks and rails, and so on.

Another intriguing factor in these accidents is that whenever an accident occurs, the Railway Minister at-

tributes it to the human factor. Yes, human beings are necessary and human factors have got to be taken into consideration. But the Railway Ministry and the Railway Minister do not take these human factors into consideration. They do not take the human beings that work in these railways as human beings. They are fatigued and overworked. The terms and conditions of their service are so bad that most of the engine drivers, most of the pointsmen and most of the cabinmen do not have that enthusiasm and do not have that zeal necessary to work properly in these railways. This is a very serious matter which the Railway Ministry should look into and see that their conditions of service are revised, and the time factor should also be taken into consideration. The engine driver should not be allowed to drive for more than eight hours or whatever the time that is reasonably allowed for an engine driver to drive. Sometimes it so happens that when these trains are derailed or accidents take place, the same driver will have to take the engine and he will have to work not eight hours but he will have to work 24 hours or even 32 hours. That is the case, and the conditions of service are so bad. When the drivers are asked to drive the engines in such inhuman conditions, it is not possible for any driver to be properly equipped, to be properly mentally prepared to take these engines and avoid accidents. So it is but necessary that the hours of work allotted to engine drivers should also be revised properly.

Another thing I would like to say is this. The Minister has said just now that accident means even late arrival. It has been so denned in the material that has been supplied to us. Even the late arrival of trains is also considered an accident. Sir, in this age when the space ships can go round the world and can come down to the earth with such accuracy, I really do not understand why the railways, which boast that they have a mileage of 35,000 and that about 7,500 trains run every day, do not keep up to the

time. It is not only a loss to the railways, it is a national loss. So many working hours are lost. The Review of accidents on the Indian Government Railways shows that nearly 9000 accidents occur every year. In 1958-59 it is 9071; 1959-60 it is 8960; in '1960-61 it is 8890. By these accidents the loss that the Government have sustained or the railways have sustained is as follows:

1958-59—

Cost of damage to rolling stock and engines—Rs. 17 lakhs.

Cost of damage to permanent way—Rs. 23 lakhs.

Interruption to through communication—10, 184 hours.

[THE DEPUTY CHAIRMAN in the Chair]

1960-61—

Cost of damage to rolling stock and engines—Rs. 38 lakhs.

Cost of damage to permanent way—Rs. 33 lakhs.

Interruption to through communication—13,729 hours.

Madam Deputy Chairman, it is generally felt by the ordinary public that railway travel today has become hazardous, that there is no safety and that they are not sure whether they would be reaching their destinations if they travel by train. And there is a very nice cartoon which was published in 'The Hindustan Times' dated the 18th which shows that the former Railway Minister had an accident when he was travelling in an Accidents Special and had broken his legs and that the present Railway Minister had become a sleeper on account of it. It is a very interesting and thought provoking cartoon. I would ask the Minister to bestow some thought over this question of accidents and see that recurrence of accidents on railways does not happen.

Another point that I would like to add is that the Minister while answer-

[Shri Mulka Govinda Reddy.] ing some questions here has said that there are 19,000 unmanned railway crossings. Some of the accidents take place at these railway crossings. The classification that was made by the railways at that time does not hold good today. In view of the fact that we are undergoing great changes in our economy and that a very rapid development has taken place, traffic through almost all these unmanned railway crossings has increased so much that they should try to see that all these 19,000 unmanned crossings are manned. Another point that I would like to suggest is that they should have traffic islands near these crossings to check the speed of the lorry drivers, particularly the lorry drivers of Delhi, who go with a reckless speed.

Again, it has been stated that a number of accidents take place because some of the trains are run at a higher speed than has been allowed. It is a matter which should be gone into. The Railway Ministry should see to it that proper steps are taken to see that the engine drivers are not allowed to take the trains much faster than has been authorised or permitted on those particular routes.

This Review also gives another important point, whether these accidents take place on the track or at the stations. Really, I do not understand why accidents should take place at stations. Most of the accidents have taken place at railway stations, which could be easily avoided with proper care and caution. There should be inspectors to give proper guidance. The Station masters, divisional Superintendents and general managers should exercise proper care and authority to see that proper discipline is maintained and should take proper steps.

I would also like to add that the time has come to think about reorganising the railway zones. Some of these zones are too big and it is impossible for the Railway Ministry

or the zonal authorities to manage such huge Zones. The Railway Minister should consider the question of reorganising the railway zones and increasing the present number by about three or four. If the zones are small, it is possible that they can be properly managed with proper supervision. The rolling stock and the track can be properly supervised, the locomotives can be properly checked and if they are not fit for operation, they can be replaced.

With these words, I conclude my speech.

THE DEPUTY CHAIRMAN: Mr. Lohani. Please take ten minutes. There are a number of speakers.

SHRI I. T. LOHANI (Gujarat): Madam Deputy Chairman, I am indeed very happy to have been given this opportunity to take part in today's debate. From the statement of railway accidents, I find that a number of accidents have taken place due to the drivers having exceeded the prescribed speed limit. I would therefore suggest that some means should be found to mark the speed at which the driver can take his train so that any exceeding of the prescribed speed could be noted and at every halt both the guard and the station master could check the speed at which the train had been run. In case they find that the driver has exceeded the speed limit, he should be immediately checked, and such accidents could be avoided. I would also request that a speed limit may be fixed for trains when approaching the stations, whether they are to halt at a station or are going to go through.

Having further studied the statement of accidents, I find that some of the accidents have taken place due to the negligence of the staff. I would therefore request the hon. Railway Minister to consider imposing penal punishments over and above dismissal.

I am happy to see that a Committee has been appointed to go into the

causes of the accidents that have taken place, and it is going to recommend ways and means by which these accidents could be averted. I do hope that it will fully take into consideration the human factor and try to recommend ways and means by which these accidents could be avoided and suggest some system for closer co-ordination between the station staff, the cabinmen and the pointsmen.

Since independence, both passenger and goods traffic have increased tremendously. Therefore, the pressure on railway tracks and on rolling stock is tremendous and it is increasing day by day. I feel therefore that it is necessary to keep a greater vigil on the maintenance of the tracks and the rolling stock. To substantiate my argument I should like to give an example of the increase in traffic on the metre-gauge section between Ahmedabad and Delhi. Ten years ago as many as 15—20 trains used to pass through Palanpur; today there are more than 50—60 trains passing, within twentyfour hours. Thus the pressure on the tracks has increased, and this being a very important line which connects both Gujarat and Rajasthan with the rest of India, I would request the hon. Minister to consider doubling the line in the near future. It would also reduce the pressure on the tracks, which it has today.

Having thus made my observations I should like to take this opportunity to congratulate the Indian Railways for meeting the challenge after independence, the challenge of such heavy passenger and goods traffic. Our railways are playing a very important role in developing our country and I shall be failing in my duty if I only pointed out the failings and not appreciated the good work they have done and are doing. Therefore, the Railway Minister and the whole department deserve our hearty congratulations for the yeoman service they are

doing and I am sure, in time to come, our railways will reach greater heights of efficiency.

Thank you.

SHRI P. K. KUMARAN (Andhra Pradesh): Madam Deputy Chairman, the Railway Minister has placed before us a statement in which 14 accidents are listed. These accidents have taken place during a short span of time, between two Sessions of Parliament. During this period a large number of accidents have crowded together at the rate of almost one accident for every two days. Naturally, therefore public mind is much exercised; a feeling of insecurity is being felt in all quarters.

The list with us shows a good number of accidents where the trains have entered obstructed lines. This shows that apart from the human factor involved, the signal and interlocking systems on our Railways are not perfect.

A part from the fact that we have not been able to make use of the advanced knowledge that is available in the modern age, there are historical reasons also which contribute a lot to the number of accidents. Madam, we have inherited from the British almost a heap of scrap in the form of railways. Our railway system was put to the maximum use during war years. There was no replacement, no repairs worth mentioning. Maintenance of track was neglected. Rails were not renewed. Engines had become exhausted. We could not do the renewals and repairs that were required to make the system render efficient service.

It was on such a system that the heavy Canadian W.P. engines were introduced during the period 1949-50. The engine itself was not made according to the design which we wanted. After importing, as many as 150 changes had to be made on engines before they were put on the track. That was the beginning of the

[Shri P. K. Kumaran.] present spate of accidents on our railways. Ever since then accidents have been keeping more or less the same rate of increase as the increase in the volume and speed of our traffic.

I was talking about the signalling system. Except in some modernised stations, we are still having the good old mediaeval system of signalling and point locking system. Even mechanically fully interlocked stations are few. Our system can cater only to the old type of light trains which run in a leisurely way. Yet we are running faster and heavier trains nowadays. That is possible because the staff are giving their maximum co-operation.

The number of accidents could have been reduced if only the authorities take to the practice of removing the causes of accidents whenever they are discovered. But they are more interested in fixing responsibility on somebody, punish him and then close the file. If nobody could be fixed, they invariably attribute the accidents to sabotage. Sabotage has become a convenient device for the top officials to explain away accidents which are difficult to understand. I think the report of enquiry about the accident to the Ranchi Express at Ghatsila is ready by this time. I hope the Railway Minister will make the report available to us and also give an opportunity to discuss the report.

I will give some examples of accidents. On 10-8-1962 the driver of a passenger train struck against a signal post at Kagankarai and fell down from the running train. But this is not included in the list given to us by the Railway Minister. The driver is now in Vellore hospital in an unconscious state.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): That was not a train accident.

DR. A. SUBBA RAO (Kerala): That was an engine accident.

SHRI P. K. KUMARAN: Some months back, at Thinnappati, the driver of a banker engine working a mail train struck against a signal post. He fell down unconscious in the cab and ten days later he died.

At Buddireddippatti, on 4-10-1961, a goods train driver struck against a signal post. He was in hospital for six months. He was permanently disabled and was given some light job after recovery.

Now, all these three stations are situated between Jalarpet and Salem on the west-coast Main Line of Southern Railway. About a year back the signals were rearranged over this section, when the signal posts were planted too close to the track. If the authorities had taken steps to remove the cause even when the first accident took place, the other two accidents would not have taken place. But then, the question of taking the blame for not providing adequate distance between the track and the signal post must be owned by the engineer who supervised the work of rearranging the signals. This the officer was not prepared for; nor were the other officers willing to apportion blame on their friends; hence, accidents after accidents, ostensibly due to the carelessness of the drivers. Even now the administration has not learnt its lesson. They are not contemplating to refix the signals.

To cite another instance of the defect of the signalling system, on 24-3-1958, the Grand Trunk Express had an averted collision with a goods train at Machavaram in the Vijayawada-Bitragunta section. Points were set for one line but the signals were lowered for another line. The vigilance of the running staff saved the train from disaster. What was the reaction of the administration? They issued a circular on 26-3-1953 instructing the staff that they should not rely completely on the signals. Four days after the first accident, while the

staff were still trying to understand the circular, another accident took place. On 28-3-1958. Delhi-Madras de-Luxe Express and Madras-Calcutta Mail came face to face on the same line, at the same station, Machavaram. Luckily, this time also they did not touch each other. The staff were vigilant. And what did the administration do? The circular of 26-3-1958 gets converted into a correction slip to the General Rule No. 36-B. That was all. Of course, the file of accidents was closed by fixing responsibility on the A.S.M. and dismissing him from the service. But was this enough? If the correct lesson was drawn from those accidents and the defects in the station interlocking system was removed throughout the railways, the Dumraon accident would not have taken place. Instead of improving the mechanism of the system, we went on adding correction slips to the General Rules for working the trains. Even now the same approach persists and hence the accidents are increasing.

You cannot run faster and heavier trains with the equipment meant for slower and lighter trains in a leisurely way. In many stations, where traffic is heavy, the spring trap system of points or key locking system of points is in use. On 4-12-1961 at Kistna Canal station, a passenger train and a goods train dashed against each other. Ten passengers were injured. This is a line where, on an average, 50 to 60 trains pass through up and down. If the station had a fully interlocked system of points and signals, this accident could not have taken place. A thorough examination of the entire signalling and interlocking system is called for. I hope the Railway Minister will take necessary steps in this direction.

Then comes the question of maintenance of tracks. The railway track was grievously neglected during the years of the second World War. The

renewal of rails and sleepers have not yet caught up with the demands we make on the railway track now. Underneath the sleepers, there should be 8 inches of stone metal packing. This is neglected now. In olden days, gangmen were asked to pack the sleepers with stones and soil thrown in between the crevices among the stones. Such a packing used to withstand the weight and speed of trains rolling over the track. Of late, they are asked to pack the stones without even a track of soil, and not so deep as before. The modern trains are heavier, longer, and speedier ones. Two trains up and down, and the packing becomes loose and the track sinks. This is especially dangerous in coastal areas and areas where rainfall is heavy. Hitherto a gang of 12 men was given the responsibility of maintaining 3 miles of track. Now, this has been increased to 4 miles. And wherever extra gangmen are given, they are casual labourers. By the time the gang reaches one end of the gang length, the other end under the impact of the present heavy and fast traffic would have become loose and sagging. Even in the olden days, workmen were demanding more men for each gang. Instead of increasing men, you have increased the miles. The increase of workload is two fold by adding more miles and by quicker loosening of the packing under the sleepers.

Madam, in many sections loose jaw type of iron sleepers are being used now. Sometimes these sleepers are not properly manufactured with the result that it results in defects in the track. And when a defective rolling stock moves over this track, derailments are sure to take place.

These iron sleepers often become rusty and the holes become enlarged. The keys, which hold the rails to the sleepers become loose. And whenever a speedy train passes over, the keys slip away. If an accident takes place, they definitely get scattered.

[Shri P. K. Kumaran.] Then, of course, the authorities get the opportunity of throwing the entire blame on sabotage and avoid many an embarrassing query. I do not believe that sabotage is one of the reasons for accidents on our railways.

Then I come to the question of maintenance of engines.

THE DEPUTY CHAIRMAN: Your time limit is over.

SHRI P. K. KUMARAN: Five minutes more.

THE DEPUTY CHAIRMAN: Two minutes.

SHRI P. K. KUMARAN: Engine repairs are divided into four schedules. If the repair takes place in the order prescribed according to the schedules, there will be no difficulty. But this practice had been given up long ago. Nowadays our engines are under permanent repair. Tools and spare parts are not supplied. In the repair sheds there are more supervisors than actual workers.

Then, Madam, instead of using new spare parts, parts from the next engines are removed and put on to the engine required first. Many a time drivers are being forced to take out engines without gauge glass, asbestos packing, high pressure joint sheets, etc.

The number of skilled workers available for maintenance of engines is not sufficient. They are not given skilled leave reserve staff, and the workload is more than they could do efficiently. To illustrate, on 29-8-59, the Madras-Calcutta Mail was derailed at Chinna Ganjam because of the defect in the left radial wheel. On the previous day, the same engine was taken from Rajahmundry to Waltair. The driver had remarked that the radial wheel was defective and the wheel might slip off the rails. But without properly removing the defect, the engine was booked again.

If the driver had refused, he would have been charged for obstructive work or insubordination. The engine derailed at Chinna Ganjam. The book in which the driver made his remark disappeared in the other shed. The accident was attributed to sabotage.

On 24-2-61, the Delhi de Luxe Express escaped a major disaster near Kavali. The side code crank pin of the engine broke into two. The vigilant driver sensed something wrong and brought the train to a halt; otherwise hundreds of lives would have been lost that day.

Again, on 20-3-62 the Delhi Janata Express came to a sudden stop on a bridge near Talamanchi. The gudgeon pin on the left side of the engine broke into two pieces. Luckily, the train was going at a slow speed of 10 miles per hour. Hence the train came to an automatic stop. If the train were moving at full speed, the river underneath would have swallowed hundreds of lives.

THE DEPUTY CHAIRMAN: Are you going to mention all the accidents? Then you will take a long time.

SHRI P. K. KUMARAN: I am only giving examples to illustrate my point. The accident which happened to the Ranchi Express on South-Eastern Railway also is an example of defective engines being put on express trains.

Another accident which I remember is the one at Srirampura near Cuddapah. Here the line is 1 in 90' gradient. The authorities have recently constructed a station where there is no loop line. But two sidings start from the two ends of the station. These sidings cross in the scissor fashion in front of the station. If two trains are to be crossed at this station, the first train must be received in the siding. Then the second train should be allowed to

pass. After that the first train must be backed on to the other siding and then started for the main line. First of all, a crossing station at such steep gradient should not have been permitted. (Time bell rings) Two minutes more.

THE DEPUTY CHAIRMAN: You have taken 17 minutes. You can wind up now. You need not mention all this; otherwise you will need the rest of the day for that list of accidents alone.

4 P.M.

SHRI P. K. KUMARAN: The Railway Minister has said in the other House that the best safety measure is a careful man. I agree with him but it should also be remembered that the railwaymen are not entrusted with bullockcarts. If you look at the casualties, you will find that a good number of them are railway-men themselves. I do not think that anybody will be careless enough to allow accidents to happen in which he himself is involved. I have got many more points to mention but since there is no time, I resume my seat.

श्री महावीर दास (बिहार): उपसभापति महोदया, माननीय रेलवे मंत्री जी ने जिन दुर्घटनाओं का उल्लेख किया, उनमें से २ दुर्घटनाओं की जांच चल रही है और जिसमें डुमरांव दुर्घटना की जांच कमीशन द्वारा कराई जा रही है। १२ दुर्घटनाओं में जिनकी जांच हो चुकी है, उसमें आपरेटिव स्टाफ के अन्दर ५ ड्राइवर, ५ लीवरमैन, २ कैबिन मैन, ३ सहायक स्टेशन मास्टर और १ प्वाइन्ट्समैन हैं। इस तरह से कुल १६ रेलवे कर्मचारी दोषी ठहराये गये हैं और अन्य ७ रेलवे कर्मचारियों को भी दोषी ठहराया गया है। एवं दो दुर्घटनाओं के अन्दर सड़क पर चलने वाले यातायात के २ ड्राइवर दोषी समझे गये हैं। इन १४ दुर्घटनाओं के अन्दर २ रेलवे कर्मचारियों की और ७२ यात्रियों की मृत्यु

हुई है तथा २८ रेलवे कर्मचारी आहत हुए हैं और १३१ यात्री आहत हुए हैं। दुर्घटनाग्रस्त यात्रियों एवं रेलवे कर्मचारियों के प्रति सभी की समवेदना है। परन्तु यह देखना होगा कि ये दुर्घटनाएं क्यों होती हैं और वास्तव में इसका कारण क्या है। अगर हम पिछले कुछ दिनों की बातों को याद करें तो हमें मालूम होगा कि पिछले समय में हमारे यहां रेलों की संख्या कम थी; ड्राइवर, कैबिन, मैन और उच्च अधिकारियों की भी संख्या कम थी और साथ ही साथ काम का भार भी कम था। आज हम दिन प्रति दिन तरक्की कर रहे हैं, इसलिए यह स्वाभाविक है—अस्वाभाविक नहीं कहा जा सकता है—कि इसमें कुछ दुर्घटनाएँ भी हो जायें। आप देखेंगे कि सन् १९५६-५७ में यात्रियों की संख्या १,३८३ करोड़ थी, तो वहां सन १९६०-६१ में १,६१६ करोड़ हो गई, अर्थात् हर वर्ष यात्रियों की संख्या बढ़ रही है; क्योंकि हम हर वर्ष रेलवे में तरक्की कर रहे हैं और यही हमें आगे भी करना है।

श्री विमलकुमार मन्नालालजी चौरडिया (मध्य प्रदेश): हम एक्सीडेंट में भी तरक्की कर रहे हैं।

श्री महावीर दास: मैं आपको बतलाना चाहता हूं कि हम रेलवे एक्सीडेंटों में कमी कर रहे हैं, हम उसमें सुधार कर रहे हैं। आप देखेंगे कि सन १९५६-५७ में जहां ०.२० के हिसाब से प्रति १ करोड़ यात्रियों पर दुर्घटनाओं से मृत्यु हुई वहां १९६०-६१ में ०.०२ के हिसाब से प्रति १ करोड़ यात्रियों पर दुर्घटनाओं से मृत्यु हुई है; अर्थात् ०.१८ प्रति करोड़ कम मृत्यु हुई। इस बात से यह साफ जाहिर होता है कि हम क्रमशः दुर्घटनाओं को कम करते जा रहे हैं। सन् १९५६-५७ में जहां प्रति करोड़ यात्रियों पर ०.२४ यात्री दुर्घटना से आहत हुए, वहां सन् १९६०-६१ में प्रति करोड़ यात्रियों पर ०.१६ यात्री दुर्घटना से आहत हुए। इससे यह साफ जाहिर होता है कि रेलवे तरक्की करने के साथ ही

[श्री महावीर दास]

साथ अच्छी तरह से निगरानी का काम भी कर रही है। हमारे रेलवे कर्मचारी सजग हैं और हमारे कर्मचारी मूस्तेदी से काम कर रहे हैं और इसी को वजह से दुर्घटनाएं कम हो रही हैं। आज आप देखेंगे कि रेलवे में तरक्की हो रही है और स्टाफ भी बढ़ गया है। इसके साथ ही साथ आपको यह भी सोचना होगा कि ब्रिटिश काल में रेलवे स्टाफ बहुत कम था। आज हम रेलवे में तरह तरह की तरक्की कर रहे हैं और लाखों लोगों को ट्रेनिंग दे रहे हैं। हो सकता है कि इस ट्रेनिंग के दरमियान कुछ ऐसे लोग कमजोर रहें जिनकी वजह से कुछ दुर्घटनाएं हो जायें। परन्तु इसके लिए यह नहीं माना जा सकता है, यह नहीं कहा जा सकता है कि हमारे रेलवे अधिकारी अपने काम में सजग नहीं हैं, सबेष्ट नहीं हैं, जागरूक नहीं हैं। अगर आप दुर्घटनाओं के सम्बन्ध में विचारेंगे तो आपको मालूम होगा कि रेलवे ऐक्ट की धारा ८३ के अनुसार ५ प्रकार की दुर्घटनाओं का उल्लेख है और उसके अनुसार जो कार्य-वाहियां कानूनी तौर पर बताई गई हैं कि बिना किसी विलम्ब के राज्य सरकार को, रेलवे इंस्पेक्टर को और निकटतम स्टेशन के स्टेशन मास्टर को दुर्घटना की सूचना देनी चाहिये और जिस स्टेशन मास्टर के क्षेत्र में दुर्घटना घटी हो, उस स्टेशन के स्टेशन मास्टर का कर्त्तव्य है कि अविलम्ब स्थानीय जिलाधीश और पुलिस अफसर को दुर्घटना की सूचना दे दें। इस नियम का पालन सर्वदा होता रहता है। यह जो आंकड़े हमारे सामने प्रस्तुत किये गये हैं, वे अविलम्ब जो रिपोर्ट तैयार की जाती है, जांच की जाती है, उसके आचार पर हैं और सही हैं। इससे यह सिद्ध होता है कि जो ब्योरा प्रस्तुत किया गया है उसके अनुसार जितने यात्री आहत हुए हैं या जितने यात्री मरे हैं, वे बिल्कुल ठीक हैं।

धारा ८५ के अनुसार रेलवे ऐडमिनिस्ट्रेशन ने केन्द्रीय सरकार को

दुर्घटना का रिटर्न भेजा है और उसी के अनुसार ही माननीय मंत्री महोदय ने दुर्घटनाओं का ब्योरा प्रस्तुत किया है, वरना धारा ८२ के अन्दर सम्बन्धित अधिकारी दोषी ठहराये जा सकते हैं। मुझे विश्वास है कि इन दुर्घटनाओं की रिपोर्ट केन्द्रीय सरकार को ठीक ठीक प्रस्तुत की गई है। केन्द्रीय सरकार ने भी, जो रिपोर्ट उसको मिली, उसको अविलम्ब प्रकाशित किया और इसके बारे में यह नहीं कहा जा सकता है कि उस में कोई खामी है या रिपोर्ट में कोई कमी है। मैं इस के साथ ही साथ यह भी कह देना चाहता हूं कि १९६०-६१ में ११,६०,७१४ रेलवे कर्मचारी थे; जिन पर २,०४,८२,३३,००० रुपया खर्च होता था। १९५९-६० में जब कि ११,९८९ बैगन्स बनाये गये थे, वहां १९६०-६१ में १९,१०० बैगन्स बनाये गये। १९६१-६२ में डबल लाइन ६०० किलो मीटर तैयार हुई और हम इसी प्रकार के दिन प्रतिदिन रेलवे में प्रगतिशील कार्य करते जा रहे हैं। इन सब चीजों से मालूम होता है कि हम तरक्की कर रहे हैं। परन्तु आप को यह भी देखना होगा कि रेलवे में जहां तरक्की हो रही है, वहां आपरेटिव स्टाफ के सम्बन्ध में क्या क्या बातें होती हैं। मुझे इस बात को जानने का मौका मिला है कि जमालपुर स्टेशन में ११ सहायक स्टेशन मास्टरों के स्थान रिक्त हैं और उनकी पूर्ति तीन वर्षों से नहीं हो रही है। यह मानना होगा कि आपरेटिव स्टाफ में ड्राइवर, लीवरमैन, केबिनमैन, और प्वाइन्ट्समैन इत्यादि आते हैं और जब कभी इन लोगों की जगह रिक्त होती है। उसको अविलम्ब पूरा किया जाना चाहिये, अगर इन लोगों की जगह की पूर्ति होती रहेगी, तो मेरा विश्वास है कि रेलवे में दुर्घटनाएं कम हो जायेंगी।

आजकल रेलवे में बहुत से प्लानिंग के काम हो रहे हैं, फिर भी रेलवे की तरक्की के लिये तृतीय पंचवर्षीय योजना में १,३२५

करोड़ रुपये खर्च किये थे और उसे योजना कमीशन ने बढ़ा कर सम्भवतः १,५६० करोड़ रुपये करने का विचार किया है। मेरा विश्वास है कि योजना कमीशन द्वारा जो बढ़ोतरी की जा रही है, उसको माननीय रेलवे मंत्री जी रेलवे के विकास में अच्छी तरह से लगायेंगे और इस बारे में अच्छी तरह से विचार करेंगे।

इसके साथ ही साथ ड्राइवरों की सुविधा की ओर भी ध्यान दिया जाना चाहिये और उनकी जो दिक्कतें हैं, उन्हें दूर किया जाना चाहिये। दुर्घटनाएं जो होती हैं उन्हें भी रोकने के लिये स्टाफ को अच्छी तरह से काम करने के लिये बढ़ावा दिया जाना चाहिये। रेलवे में जो केबिनमैन, प्वाइंट्समैन तथा अन्य लोग हैं, उनकी सुविधा का खयाल रखा जाना चाहिये तथा उनको बेतन में भी राहत दी जानी चाहिये।

THE DEPUTY CHAIRMAN: Please wind up.

श्री महावीर दास : अगर हम रेलवे कर्मचारियों को इस तरह की सुविधा देंगे, तो वे हर तरह की तकलीफ उठाने को तैयार रहेंगे और अपना कार्य भी अच्छी तरह से करेंगे।

साथ साथ आप देखेंगे कि जो १४ दुर्घटनाएँ हुई हैं . . .

THE DEPUTY CHAIRMAN: Please wind up. There are far too many speakers.

SHRI MAHABIR DASS: Just two minutes more.

THE DEPUTY CHAIRMAN: One minute. You are denying other speakers.

श्री महावीर दास : टू मिनट्स। तो उन १४ दुर्घटनाओं में से जो दो दुर्घटनाएँ हुई हैं, वे बैलगाड़ी या मोटर गाड़ी से टकराकर

हुई हैं। इसके सम्बन्ध में मेरा यह कहना है कि अपने यहां ३२ हजार लेविल क्रॉसिंग्स हैं, जिनमें से सिर्फ १२ हजार मंड हैं। आप देखेंगे कि २० हजार लेविल क्रॉसिंग्स अनमैन्ड हैं। तो मैं यह रिक्वेस्ट करूंगा कि ये जो २० हजार अनमैन्ड लेविल क्रॉसिंग्स हैं, उनको जल्दी से जल्दी मैन्ड बनाया जाय।

हम यह भी महसूस करते हैं कि माननीय रेल मंत्री, उपमंत्री और जितने अधिकारी वर्ग के लोग हैं, वे दुर्घटनाओं से काफी दुखी हैं और वे जवाबदेही पर विचार कर रहे हैं। मेरा विश्वास है कि अधिकारीगण और मंत्रीगण सब के सब तत्परता से विचारेंगे कि भविष्य में दुर्घटनाएँ कम हों।

THE DEPUTY CHAIRMAN: Mr. Mani. The hon. Member will please keep within his time limit.

SHRI A. D. MANI (Madhya Pradesh): Madam Deputy Chairman, the hon. Minister of Railways when initiating this debate said that the best safety device on the railways is a careful man. Well, whatever may be the impressive performance of the Indian Railways, including the 3 lakh wagons which are being run on the rails and including also the 4,600 passenger trains, to all of which the Railway Minister made reference, I should like to say that the fact that he has presented to the House regarding the railway accidents does not bear out the fact that careful men are to be found in large numbers in the railway administration, from the Railway Board to the last gangman. I would like to invite the attention of the hon. Minister to item 6 of the Table which has been placed before the House. In that item you are told that there was an accident on account of the cabinman and the leverman not setting the points properly. And what was the action taken? The increment of both of them was withheld.

AN HON. MEMBER: Is that all?

SHRI A. D. MANI: Yes, that is all. If there had been a serious accident and if there had been loss of life, who would have been responsible? But in spite of that, this is the punishment that has been meted out to the cabin-man and the leverman. You can see that in item No. 1 there was derailment of an engine and some wagons and the reason was excessive speed and the track was obstructed by a train having fallen on it. And then, what was the action taken? It is stated here:

"Driver having been killed in the accident no action was called for."

I believe they should have found out how this derailment took place, whether the track had been damaged by the previous train having fallen on it. But all that is stated here is: The driver having been killed, no action was taken. Madam, I believe that on the railways a large number of men who do not have the requisite educational qualifications have been appointed as cabinmen and as persons to set points. There is a rule on the railways which says that the station master and the superintendent must explain the rules to every employee and record an entry for each individual on the staff in the form of a declaration to the effect that the rules and instructions have been explained to him and understood by him. In other words, the men that the railways are employing at various strategic points are persons without the adequate qualifications. They must have picked up experience, but we would like to know what kind of a proficiency they had earned before they were appointed to those posts.

Madam, I believe you know and the House also knows that before a person is given a driver's licence he is tested by a traffic inspector to find out whether he is a person qualified to drive a motor car on the road. I would like to ask the Railway Minister whether any test has been prescribed for persons who operate the cabins, for the person who sets the

points and so on. I would like to make a suggestion to the hon. Minister that the standard of punishment which is given for grave negligence and carelessness is very low. I do not want to be vindictive towards poor men who have got to work under harassing conditions. But if you have got to maintain the efficiency of our railways, the punishment cannot be lenient because lenient punishment undermines the morale of the railways more than any other factor. If the Railway Minister would only tell us what is the percentage of the accidents on the railways in the U.K. and the U.S.S.R. we would see that the percentage in the U.K. and the U.S.S.R. is much lower than the percentage of accidents on our Indian railways. In 1958-59 over 4,000 accidents took place and I believe about 8,000 accidents took place after that year's report was submitted to Parliament.

SHRI SATYACHARAN: May I point out to the hon. Member that we have also to consider the enormity of the land and also the population.

SHRI DAHYABHAI V. PATEL: Does the Minister need anybody to defend him? He is competent to defend himself.

SHRI A. D. MANI: I do understand that we are having 50,000 miles of railway line and ours is a vast country with difficult terrains and so on. But still the standard of operational efficiency of the Indian Railways is lower than the operational efficiency in the U.K. and U.S.S.R. and it is a matter on which we should stand comparison with the U.S.S.R. and the U.K. because the Indian Railways are the best undertaking of the Government of India.

There is one other point that I would like to raise here and that relates to track renewal. Mr. Roy of the Railway Board made a statement last year, I believe and he said that the track renewal programme of the railways has not been properly at-

tended to. There are about 7,226 miles of railway lines which have not been renewed, and according to him, cushion ballast is not available for thousands of miles. There is again the difficulty about sleepers and track renewals. I think the time has come when the Government should conduct detailed technical investigations regarding the track maintenance in the country. The load on the railways is very heavy and I believe experts have warned that the railways use 90 lb. rails for the broad gauge and 60 lb. rails for the metre gauge, and that this poundage is quite inadequate to bear the weight of the traffic and the speed of the traffic that is moving. I would, therefore, suggest to the hon. Minister that he should conduct a detailed technical investigation into this matter. We do not want a parliamentary committee of enquiry to find out whether the track maintenance on our railways has been done properly.

Madam, I would like to mention one more point before I close. The Railway Minister referred to the accident prevention committee working on different railways. I am glad that he gave us this information because a large number of us are not aware of the work of this committee. We do not know when they meet. After all, such an accident prevention committee should meet at some time. I would, however, suggest to the hon. Minister to constitute a railway safety committee on which Members of Parliament, persons from the public, the State Governments are also represented and that committee will constantly meet and advise the railways.

SHRI N. SRI RAMA REDDY (Mysore): What are the functions of the committee they have?

SHRI A. D. MANI: We do not know what the functions of that committee are. My hon. friend Shri Rama Reddy asks what are the functions of this committee. I don't know.

I would like to mention one other thing and that is this. There is a lot of labour discontent on the railways. Let us be frank about it. The Essential Services Ordinance and the Bill that was brought in later on, have produced a riot of discontent all over the railways. Unless Government mends its labour policy and permits the railway unions to function as industrial unions function, there will not be any contentment in railway workers. It is this labour discontent which has sapped the efficiency of railwaymen at various centres and this has been responsible for the negligence, which again is the root cause of all these accidents. I do hope that the Government would modify its labour policy and take into account the feelings of railway-men who feel that they have been denied their fundamental right to organise themselves into legally constituted trade unions. Thank you, Madam.

SHRI DAHYABHAI V. PATEL: Madam Deputy Chairman, since the time at my disposal is very little, I shall not repeat myself. I am grateful to Mr. Mani for raising some of the very important points which were in my mind. The Railway Minister gave us, in his speech, a lot of information, very valuable information, but unfortunately he was being derailed by my hon. friend, Mr. Bhupesh Gupta, again and again. He gave us astronomical figures. I do not think the figures were meant for any other purpose except to confuse the House and us. Madam, we were told, for instance, even the number of passengers carried every day by the railways. Now, do the passengers create accidents? I submit that it is very unfair to use the figure relating to the number of passengers carried on the railways in relation to accidents. Passengers have no voice in the accidents.

SHRI ARJUN ARORA (Uttar Pradesh) : Compare it with the figure of people killed.

SHRI DAHYABHAI V. PATEL: Number of passengers do not make for accidents; it is a certain amount of negligence that makes for accidents. Figures were given in regard to the number of trains, number of engines, track mile and number of stations. Madam, there are several railway lines in this country which have one train going up and one coming down during a day or perhaps two. There is hardly the possibility of an accident happening on such lines except in the case of very gross negligence. I submit it is very unfair to total them up here. Similar is the case in regard to the nineteen or twenty thousand unmanned level crossings. The level crossings through which a large amount of traffic passes through, can certainly be taken into consideration but where you have level crossings on railway lines on which only one or two trains pass during a day, far out in the countryside, in a branch line or in some neglected place or neglected area, it is not fair to include all these, total up all of them and then point out the huge load that the railways have to carry. It is quite true that the workload of the Indian Railways is very high but I would like to ask a very pertinent question. What was the workload of the Indian Railways during the war period? During the war period they were working with old equipment; they were working with old engines; they had not got the facility of the new engines that you have got, all the expanded track capacity that you have got and yet accidents were few, in spite of the sabotage carried on by people who believed in that manner of winning freedom. I say, in spite of that, accidents were few because the efficiency of that railway system, that management from top to bottom was very high. I say that the management of the Indian Railways has deteriorated from top to bottom very much after that management left, as is the case in the Government, in other services and everywhere. That is the thing that needs to be remedied. It is efficiency that is needed. The Railway

Minister talked of the careful man. Madam, the careful man needs a careful administration to support him. However careful a man is, when he says that a particular engine is defective, that he is reluctant to drive it, yet he is told that he must drive it. In such circumstances, how can you blame him if accidents occur in such a system? It is proficiency that has gone down considerably and when proficiency of the railways has gone down, naturally efficiency will go down and the careful man will become a difficult commodity to find

Madam, there is another point that I should like to refer to. We have so many Ministers and Cabinets are expanding even in the States. How many Ministers get involved in railway accidents? Madam, I am not at all against Ministers. God forbid that anything should happen to them but since the Minister has given so many figures, will he tell us, out of the numerous accidents that have taken place, out of the numerous trains that have got derailed, in how many cases the Ministers were involved, in how many train accidents the Ministers were involved? Well, accidents do not take place then, because the whole system is efficient or at least tries to be efficient. There is a certain amount of fear and they are all screwed up to efficiency and hence they are careful. Why cannot the railway administration make carefulness the rule, the everyday routine because the life of the ordinary citizen of this country is as valuable to him and to his family and, may I say, to the country also as that of the numerous Ministers that we have in this country and of whom there does not seem to be any end now? Madam, a Committee has been appointed, the Railway Accidents Enquiry Committee. I am glad we have an efficient person, an eminent person, a keen student of railway administration like Dr. Kunzru to be the Chairman of that Committee. Unfortunately, another accident prevented his being a Member of this House and so we have lost the benefit of his advice here.

(Interruption).

Madam, when one of the most serious accidents took place, the Railway Minister had to go to Madhya Pradesh to enquire into another type of accident and so the Deputy Minister, Mr. Shah Nawaz Khan, went to the site of the accident. That is exactly what I am saying that efficiency has gone down everywhere, and Ministers are saddled with so many other responsibilities of their party and organisation. Mr. Lai Bahadur Shas-tri was a different man when he was the Railway Minister and he was so conscious that he resigned when a serious accident took place. You heard the answer that he gave yesterday about the work of the Accidents Enquiry Committee. These Ministers are saddled with too much responsibility about the party and the party is suffering from too many accidents and too many derailments all over that they have the job of keeping the party together and, therefore, the administration of the country is being neglected everywhere. That is the real trouble.

SHRI BHUPESH GUPTA: Do you want to say that the sum total of all this is that we are on the brink of a disaster?

SHRI DAHYABHAI V. PATEL: I do.

THE DEPUTY CHAIRMAN: For once both of you agree.

SHRI M. RUTHNASWAMY (Madras): Not a railway disaster, I hope.

SHRI DAHYABHAI V. PATEL: In this effort to keep the falling house together and prevent it from falling to pieces, the energy of the highest and the best people in this country has to be engaged but here also, the principles on which that organisation was built or the high principles with which so many people came into the service of this country—so many people came to Parliament, have also gone. That is the reason and that is

the root cause of these accidents and I hope the Railway Minister will apply his mind a little more to this serious case than to what is happening in Madhya Pradesh.

SHRI ARJUN ARORA: Madam Deputy Chairman, the statement laid by the hon. Minister on the Table of the House related only to the inter-session period giving one the impression that the accidents on the railways take place only when Parliament is not in session. That impression has been belied by the railways and an accident has taken place. The accidents on the railways, some speakers will like us to believe, take place only because punishments are not given to the poor operatives. I would submit that that is far from the truth. The boot is on the other leg.

SHRI DAHYABHAI V. PATEL: On the Minister's leg or whose leg?

SHRI ARJUN ARORA: It is on the other leg, not on the operatives, not on the workers. A number of instances have come to the notice of this House in which the engine drivers have pointed out the defects of the engines and still they have been asked to drive them. A number of instances have come to light which show that drivers are asked to drive engines for 12 hours continuously and the well-known factor of fatigue of the operative is entirely ignored by the railway administration. The Minister has given a long and impressive list of the achievements of the railways. The number of wagons has mounted up; the number of trains has mounted up. I will submit that that has happened because the men have co-operated and the railway administration has failed because the number of operatives has not proportionately risen. The workload on the railway employees has increased enormously. The railways should immediately apply scientific methods of measurement of workload and job evaluation and reassess the strength. On a number of occasions one has found that the

[Shri Arjun Arora.] same number of people, the same strength of men are handling the much increased job. Unless the railways do something in the matter, unless the railways apply the now well accepted methods of work study and measure the workload of each employee, accidents will happen. The poor driver, the poor pointsman; may be negligent sometimes but it is entirely baseless to say that he is responsible for the accidents. Accidents on the railways continue to increase because the supervision at the higher levels is very lax. Indeed what one finds is that people high up always look to Delhi. They have lost the initiative. The people higher up in the railways who should be inspecting the work of their subordinates are rushing to Delhi to attend one meeting or the other. It is the officer class which is not doing its job. It is those who sit at the top as officers who are not doing their job and that is why there is no promptness in the railways, there is no earnestness among those who are supposed to supervise the work of the operatives and that is why in this atmosphere an element of irresponsibility prevails. That must be done away with. It is no use our saying that accidents here are less than those in the U.S.A. The U.S.A. is a funny country in many ways. It is a good country in many ways but funny in many ways. Their national holidays are marked by the number of people killed in road accidents. That does not happen in India and we do not want that to happen in this country. It is no use our enumerating the list of evils in America and saying that our evils are less. Human life in India is valuable and It should be considered even more valuable.

SHRI C. D. PANDE (Uttar Pradesh):
■Question.

SHRI ARJUN ARORA: I am amazed at your questioning this. Mention of unmanned level crossings has repeatedly been made. I am glad that

the Railway Minister has thought of manning a few hundreds of the 19,000 which are still unmanned. I wonder if the Railway Minister is not manning the other level crossings because he finds paucity of men. There is no paucity of men in the country. If there is not full-time work for the people who may be required to man all the 19,000 unmanned crossings the Gaon Safohas and Village Panchayats' co-operation may be enlisted. Voluntary or part-time paid people should be recruited for manning level crossings at the crucial hour. I suggest that the Railway Minister should do something about it because though the number of trains has increased, though the number of wagons that the railways are moving has increased, every accident brings disgrace to the railways. That is something which I do not want to happen. Thank you.

THE DEPUTY CHAIRMAN: Before I call upon Mr. Ghordia, there are a number of Members who would like to speak. If it is the desire of the House we can extend the time by half an hour and the Minister could be called upon at 5-10 to reply. Is it the desire of the House that we may extend the time?

HON. MEMBERS: Yes.

श्री विमलकुमार मन्नालालजी चौरङ्गिया:
महोदया, यह जो वक्तव्य माननीय मंत्री जी ने सभा के पटल पर रखा उस को देख कर के बहुत दुख होता है कि हमारे यहां पर थोड़े ही दिनों में इतनी दुर्घटनाएँ हो गई और सब से पहले आइटम को ही पढ़ कर मुझे ऐसा लगा कि विभाग द्वारा ऐसी गड़बड़ की गई कि दो एक्सीडेंट्स को एक ही में नम्बर कर के आपने यह संख्या कम करने का प्रयास किया। मैं सदन के सदस्यों से प्रार्थना करूंगा कि वे पहले आइटम को ही पढ़ें और उस में "काज एन्ड रिस्पान्सिबिलिटी" वाले शीर्षक को देखें—

Excessive speed and the track being obstructed by a train having fallen on it due to strong wind.

इस का सीधा मतलब यह है कि एक ट्रेन पहले से ही हवा की वजह से वहां पर गिरी पड़ी थी और दूसरी ट्रेन तेजी की रफ्तार से आते हुए आपस में टकरा गई। ये दोनों बातें अस्पष्ट हैं और मैं मंत्री जी से अपेक्षा करता था कि यह जो हवा की वजह से ट्रेन गिरी इसका अलग से खुलासा करते और इस में उल्लेख किया जाता . . .

SARDAR SWARAN SINGH: Train नहीं A tree had fallen.

श्री विमलकुमार मन्नालालजी चौरङ्गिया : मुझे बड़े दुख के साथ कहना पड़ता है कि हमारे मंत्री जी यह भी एक्सीडेंट कर बैठे। और जब ये मंत्री जी हमारे इतना बड़ा एक्सीडेंट कर सकते हैं—ट्री को जगह ट्रेन लिख दें और हमको समझने का अवसर भी न दें—तो बड़ा आश्चर्य होता है। यह जो ट्री को जगह ट्रेन और ट्रेन को जगह ट्री हो जाता है उसी तरह से नम्बर ३ को जगह नम्बर ४ हो जाता है जिससे बड़े एक्सीडेंट हो जाते हैं—प्लेटफार्म नम्बर ३ पर गाड़ी आती है, कह दिया नम्बर ४। कितना बड़ा एक्सीडेंट हो जाता है आपके विभाग द्वारा? आपने इसको सभा के पटल पर रखा और पूरी तरह से आपको . . .

SARDAR SWARAN SINGH: Which item is the hon. Member referring to?

SHRI V. M. CHORDIA: First.

SARDAR SWARAN SINGH: First is tree.

श्री विमलकुमार मन्नालालजी चौरङ्गिया : तो आप पढ़ कर बता दीजिए कि वह ट्री है या ट्रेन है। हमारे इसमें ट्रेन छपा हुआ है।

SARDAR SWARAN SINGH: I am very sorry if that is there. Are you referring to the accident on 27th June 1962?

596 RS—7

Cause and Responsibility: Excessive speed and the track being obstructed by a tree . . .

SHRI V. M. CHORDIA: It is train here.

SARDAR SWARAN SINGH: I am sorry. There cannot be train there because the copy that I have says clearly 'by a tree having fallen on it due to strong wind.'

SARDAR SWARAN SINGH: I have to apologise if it is typed there 'train'; it should read 'tree.'

THE DEPUTY CHAIRMAN: I think you should be more careful.

श्री विमलकुमार मन्नालालजी चौरङ्गिया : बड़े दुख के साथ कहना पड़ता है कि इतना बड़ा स्टाफ होने के बाद भी इतनी बड़ी लापरवाही आपके विभाग द्वारा बरती जाय और उसके लिये कोई जिम्मेदारी नहीं। केवल "सोरो" कह देने से इलाज हो जाय तब तो हमारे ड्राइवर्स, स्टेशन मास्टर्स भी कह देंगे "व्हेरीसोरी"। और सैकड़ों आदमी उसमें मारे जायें, यह कुछ अच्छा लगता नहीं। माननीय मंत्री जी से प्रार्थना है कि यह जो एक्सीडेंट्स की प्रोसेस होती जा रही है, जैसे मिनिस्टर्स की प्रोसेस आपके यहां होती जा रही है, यह कहां तक उचित है। अगर आप सही तौर पर सब बातों को लिखेंगे तो ज्यादा अच्छा होगा।

अब इसके बारे में यह निवेदन है कि यह सारी चर्चा तो हो चुकी है, मैं समय कम होने की वजह से जो मुख्य मुख्य बातें हैं उन्हीं पर आपका ध्यान आकृष्ट करना चाहता हूँ।

सबसे पहली बात यह है कि जो इन्क्विप-मेंट इस समय रेलवे के पास है उसके फेलियर

[श्री विमलकुमार मन्नालालजी चौरड़िया]
होने से बहुत सी दुर्घटनाएँ रेलवे में होती रहती हैं। इंजन में चाहे ब्रेक हो या न हो, स्पीडोमीटर हों या न हों, फिर भी ड्राइवर को आज्ञा दे दी जाती है कि वह गाड़ी को ले जावे चाहे गाड़ी रास्ते में हो फेल हो जाय। इस तरह की बहुत सी गड़बड़ियाँ होती रहती हैं जिन पर नियंत्रण लगाना बहुत आवश्यक है।

दूसरी बात यह है कि रेलवे ट्रेक बहुत पुराने हो गये हैं और उनका सैटिंग प्वाइंट ठीक नहीं होता है, जंग खाये होते हैं, जिसका नतीजा यह होता है कि जब गाड़ियाँ तेज रफ्तार से चलती हैं तो पुर्जे ढीले रहने की वजह से एक्सीडेंट हो जाता है।

फेलियर आफ ट्यूमन एलीमेन्ट के हिसाब से भी रेलवे कर्मचारी ओवरवर्क हो गये हैं। वे लोग ओवर टाइम अलाउन्स लेने के लिये फालतू वर्क लेने के भी आदी हो गये हैं। वे लोग ओवर टाइम वर्क इसलिये करते हैं ताकि उनके बाल-बच्चों के पात्रन पोषण के लिये ज्यादा से ज्यादा पैसा मिल सके। इसका नतीजा यह होता है कि वे लोग पैसे के लालच में आकर ज्यादा काम करते हैं और काम के भार को वजह से वे अपना काम अच्छी तरह से नहीं कर पाते हैं। इसका नतीजा यह होता है कि वे थकावट में अपना काम करते हैं और एक्सीडेंट हो जाते हैं। इस थकावट को दूर करने के लिये जो वे ओवर टाइम के समय करते हैं, उसको दूर करने के लिये ड्राइवर शराब का उपयोग करते हैं। शराब के नशे की ज्यों ज्यों स्पीड बढ़ती जाती है त्यों त्यों रेल की स्पीड भी बढ़ती जाती है और अन्त में इसका नतीजा एक्सीडेंट पर खत्म होता है। इसलिये आवश्यकता इस बात की है कि रेलवे में लोगों से ओवर टाइम काम नहीं लिया जाना चाहिये और समय में रिलीफ भेज देना चाहिये ताकि वे लोग ज्यादा काम न कर सकें। इसके साथ ही साथ शराब का

उपयोग रेलवे कर्मचारी अपने काम के समय न किया करें। वे इसका उपयोग अपने घर में बैठ कर अच्छी तरह से कर सकते हैं। वैसे तो हमारी सरकार सारे देश में मद्य निषेध की बात कहती रहती है लेकिन देखने में कुछ दूसरी ही बात नजर आती है।

रेलवे विभाग द्वारा जो नियम बनाय गये हैं वे प्रैक्टिकल नहीं हैं। जहाँ केबिन नहीं होता है वहाँ पर स्टेशन मास्टर की ड्यूटी होती है और वही प्वाइंट सिगनल और प्वाइंट सैटिंग का काम करता है। लेकिन देखने में यह आता है कि यह काम ज्यादातर स्टेशनों में स्टेशन मास्टर नहीं करते और छड़ीदार तथा चौबदार को यह काम दे देते हैं। स्टेशन मास्टर के पास जब कहीं दूसरे स्टेशन से टेलीफोन आता है तो वह अपने चौबदार और छड़ीदार को मुनने के लिये आज्ञा देता है और साथ में यह भी कह देता है कि अगर फलां ट्रेन आ रही है तो उसको "मैन लाइन" दे देना और फलां ट्रेन आ रही है तो उसको "लूप लाइन" दे देना। इस तरह से स्टेशन मास्टर वहाँ पर कुछ काम नहीं करता है। इस तरह का काम एक्स्प्रेसिबिल आदमी का है और एक जिम्मेदार आदमी को स्टेशन मास्टर की जगह नियुक्त करना चाहिये ताकि वह इस तरह के कामों को करे तो ज्यादा अच्छा रहेगा। अगर आप इस तरह की व्यवस्था नहीं करते हैं तो आपको अपने नियमों में परिवर्तन करना चाहिये ताकि इस तरह के कामों के बारे में अच्छी तरह से व्यवस्था हो सके। स्टेशन मास्टर के पास सब स्टेशनों से गाड़ियों के आने के बारे में टेलीफोन आते रहते हैं। स्टेशन मास्टर को स्टेशन में टिकट भी बांटने होते हैं तथा कोई मन्त्री जी या कोई बड़ा अफसर पहुँच गया तो उसकी खास हजुरी में भी रहना पड़ता है। कई तरह से ट्रेनें आती रहती हैं और स्टेशन में और कई काम उसको करने होते हैं जिसका नतीजा यह होता है कि उसका दिमाग बोझिल हो जाता

है जिसकी वजह से काम में गड़बड़ होने की सम्भावना हो जाती है। इस बात पर भी विचार किया जाना अत्यन्त आवश्यक है। इस सम्बन्ध में जो भी नियम हैं उन्हें, प्रैक्टिकल बनाने की कोशिश की जानी चाहिये। इसके साथ ही साथ रेलवे के जो भी नियम हैं वे ज्यादातर अंग्रेजी में ही छपे होते हैं। रेलवे में जो छोटे कर्मचारी काम करते हैं वे अंग्रेजी भाषा नहीं समझते हैं जिसका नतीजा यह होता है कि वे रेलवे नियमों के बारे में बिल्कुल अनभिज्ञ रहते हैं। जब उन लोगों के पास इस तरह के नियम जाते हैं तो वे कागज पर अपने अंगूठे के निशान लगा देते हैं और इससे समझ लिया जाता है कि उन्होंने वे नियम पढ़ लिये हैं। इसलिये मेरा निवेदन यह है कि तब तक रेलवे विभाग अपने नियमों को हिन्दी भाषा तथा अन्य क्षेत्रीय भाषा में प्रकाशित नहीं करेगा तब तक रेलवे कर्मचारी रेलवे नियमों को अच्छी तरह से नहीं समझ सकेंगे। आज जरूरत इस बात की है कि रेलवे नियमों का अच्छी तरह से अध्ययन किया जाना चाहिये और साथ ही साथ रेलवे कर्मचारियों को इसकी ट्रेनिंग भी दी जानी चाहिये। इस चीज के अभाव के कारण रेलवे में हम आज तरह तरह की गड़बड़ियाँ और एक्सीडेंट होते हुए देखते हैं।

मेरे पास समय कम है लेकिन मुझाब बहुत देने हैं, इसलिये मैं कुछ और मुझाब दे देना चाहता हूँ। जहां तक रेलवे में एफिशियेंसी का सवाल है उसके बारे में मुझे यह निवेदन करना है कि जैसे खेती में एक्सटेंसिव कल्टीवेशन करने से गड़बड़ हो जाती है और इंटेंसिव कल्टीवेशन करके एफिशियेंसी लाई जा सकती है और पैदावार भी अच्छी होती है, उसी तरह से इस समय हमारे जो इतने जोन्स बढ़ गये हैं, उसके साथ ही साथ काम भी बढ़ गया है लेकिन उनकी क्षमता काम करने की नहीं बढ़ी है। जोन्स का क्षेत्रफल इतना अधिक फैल गया है कि हम उनका प्रबन्ध अच्छी तरह से नहीं कर पाते हैं। अगर हम इन जोन्स

के क्षेत्रफल को कम करेंगे तो एफिशियेंसी भी बढ़ जायेगी और हम अच्छी तरह से काम भी कर सकेंगे। इसलिये इन जोन्स के क्षेत्रफल को कम करना बहुत आवश्यक है। मेरा निवेदन है कि माननीय रेलवे मन्त्री जी इस और अवश्य ध्यान देंगे।

दूसरी बात जो मुझे कहनी है वह यह कि हमें रेलवे के हर एक काम के लिये किसी न किसी कर्मचारी को जिम्मेदार बनाना चाहिये। इस समय देखने में यह आता है कि हम किसी काम के लिये किसी आदमी को जिम्मेदार नहीं बनाते हैं और जब कोई दुर्घटना हो जाती है तो उसकी जिम्मेदारी एक आदमी दूसरे आदमी के ऊपर डाल देता है। स्टेशन मास्टर के ऊपर ही सब जिम्मेदारी नहीं डाल दी जानी चाहिये। अगर पोर्टर को हम कोई काम सौंपते हैं तो वह उस काम के लिये जिम्मेदार माना जाना चाहिये। अगर पोर्टर कोई काम गड़बड़ करता है तो उसकी जिम्मेदारी किसी दूसरे के ऊपर नहीं डाली जानी चाहिये। इसलिये devolution of authority की आवश्यकता है और इसकी ओर रेलवे मन्त्रालय को अवश्य और जल्दी ध्यान देना चाहिये।

इसके साथ ही साथ मुझे यह भी निवेदन करना है कि रेलवे में जितने भी रिक्त स्थान होते हैं उनकी अविलम्ब पूर्ति की जानी चाहिये। यह देखने में आता है कि जब कोई स्थान खाली रहता है तो रेलवे कर्मचारी स्वयं उस स्थान में काम करते हैं ताकि उन्हें ज्यादा एलाउन्स मिलता रहे और उस स्थान की पूर्ति नहीं होने देते हैं। यह कार्य वे सिर्फ पैसे के लालच से करते हैं ताकि उन्हें अपनी तनख्वाह से ज्यादा पैसे मिल जाय। इसलिये मेरा निवेदन है कि इन सब मुझाबों की ओर रेलवे मन्त्रालय अवश्य ध्यान देगा और 'ट्री' की जगह 'ट्रेन' शब्द का भविष्य में इस्तेमाल नहीं करेगा। अगर वह इस चीज का ध्यान नहीं रखेगा तो भविष्य में दुर्घटनाओं की संख्या और अधिक बढ़ जायेगी।

SHRI SITARAM JAIPURIA (Uttar Pradesh): Madam Deputy Chairman, I thank you very much for giving me an opportunity to say a few words on this important subject. A very old saying is that accidents never happen, they are caused, and I am sure all of us present here do agree and realise the truth and importance of that saying. There does not appear to be two opinions on that. No one is happy with the accidents and everyone is trying and should try to see how accidents can be avoided. If you go through the reasons why accidents are caused, the statement that is laid before the House proves it amply clear that the human factor has played the most important part in it. Next to that is the factor of materials and equipment. Coming to the human factor, I would say that lack of responsibility appears to be one of the main reasons for it. Why lack of responsibility has developed more is a matter which needs heart-searching, particularly on the part of those in the administration. The Code of Discipline, which is applicable to a number of industries, if I am right, has not yet been accepted by the railway administration. If the Code of Discipline is accepted, it might be a step forward in making people more discipline minded.

Another reason that I have been told by quite a few persons is that while disciplinary action is taken against those who are in default, there is a certain amount of favouritism and also vindictiveness against a few others. There are only two ways by which we can put a man on the right line. Either reward him for his good acts or punish him if he has done wrong. If there is a feeling in the mind of anyone that a certain amount of vindictiveness will be shown against Mr. A for his action and a certain amount of favouritism will be shown to Mr. B for the same action, I am afraid it will be very difficult for the administration, in spite of their best intentions, in spite of their best efforts, to maintain discipline in the rank and file.

Another thing is the question of tracks. It has been recognised and accepted by all that the traffic has increased enormously. It is, therefore, necessary that we must maintain our tracks, and have double track wherever necessary. While I do not dispute in any way the necessity for spending money on additional passenger amenities, I feel, constructing new stations at places by spending five million rupees on an individual station can be delayed for the time being, where the question of life of men is involved, where the question of increasing traffic in the developing economy of our country is most essential, not only the track should be maintained and doubled, but the money for the time being should be spent only on such activities, rather than on creation of certain show pieces and making certain things which will only add to the amenities which, to my mind, can certainly wait for some time more to come.

A little while ago quite a number of my predecessors have mentioned about the speed. If I am correct, the speed of the trains has been brought down as compared to what they were several years ago. While on the one side in other countries we find that the speed on railways has gone up—particularly in Japan I am told that nearly hundred miles an hour speed is in vogue—on the other side we have brought down our speed. Why we have to bring down our speed is certainly a matter for investigation. There again, it appears that lack of proper maintenance is one of the main reasons why we cannot speed up our trains. We have to suffer not only by keeping the running wagon hours at a lower rate, but also the traffic carried is less. It was suggested in the last report on the accidents of Indian Government Railways that special lessons on avoidance of accidents should be given to the trainees in the Railway Training Schools. I am sure that the Railway Ministry has introduced that subject but to our extreme regret and surprise we find that in spite of all that accidents have been on the increase. This certainly is a matter

which should be looked into and dealt with by the administration strongly, forcefully and with determination.

One thing more I would like to say and it is about the compensation that is being paid to those who suffer to the railway accidents. Undoubtedly, the members of the staff and the workmen on the railways do get a certain amount of compensation. The passengers' claims are also considered by a magistrate appointed for the purpose. I would most humbly suggest that the railways should find out if there could be a system under which all concerned definitely get an insurance claim and are not left to the mercy of any individual. My submission for the consideration of the Railway Minister would be that just as we have an air insurance scheme at the different airports at a very nominal charge for a certain destination, if the same facility is granted to those who are travelling by train, it may go a long way in creating some confidence. There was the accident which occurred to the Punjab Mail some time ago. I had occasion to travel fortunately or unfortunately the next day of that accident and believe me, the train was almost empty, and when I enquired of a number of railway officials, they all said that the accident that happened the previous day had an effect on the mind of the travelling public. It is quite natural, it is bound to happen. Confidence will be created if concrete steps are taken, if positive action is taken against those who are not competent, and if rewards are given to those who do a good job and thus bring about efficiency in the railway administration. Thank you.

SHRI M. GOVINDA REDDY: Madam, if we compare the accidents that have taken place in recent months with accidents in the decade of the pre-independence era or even with those of the decade of the post-independence era, we must admit that there are far more now than there ever were and that there must be some reason for these accidents taking place. One reason is that our track is over-

aged, and within our resources we have not been able to renew the track to the extent desirable. Also we have been compelled by the pressure of demand of service to use increasingly overaged engines and overaged rolling stock. So that also may, in a way, be responsible. But we are very happy to find that the railways are making every attempt to effect renewals of track and also to replace overaged rolling stock. For this purpose I am very happy to mention that the Planning Commission have seen the point and have given an additional allotment to the railways over and above the allotment they made in the Third Plan. They say that there is a silver lining in the stormy cloud, and it is perhaps as a result of the accidents the Planning Commission has been persuaded to give more allotment.

Madam, the hon. Minister has been pleased to explain what steps they are taking in the matter of improving the machinery, the track, in interlocking system, and so on. I am not going into that. There is one reason which should not be overlooked, and that is sabotage. Although the figure given here about sabotage shows a decrease in 1960-61 as compared to 1958-59, still it should not be overlooked. I think the railways should have an intelligence system. I do not know if they have an intelligence service. If they do not have, they should have one. If they have one, they should improve it. They should have an intelligence service to find out if there is any possibility of an organised sabotage going on.

The other reason is the human element. The Minister has placed his finger on the exact point. In spite of the perfect equipment that we have, perfect conditions that we have, if the people who operate have not got a spirit of service, have not got zeal, have not got a sense of duty, have not got devotion, then the perfect instrument, the perfect equipment and the perfect conditions do not at all work. So, it is necessary to improve the ser-

[Shri M. Govinda Reddy.] vices. In this connection, the Minister has mentioned several steps taken by way of training facilities and refresher courses. I only wish that these are not there only in name but that they are made more effective use of. One point which I would like to stress is that there must be proper contact between the higher officials and the men under them. Of course this point has been referred to. The divisional superintendents, the general managers and even the Members of the Railway Board must have more touring work, *must* have more inspection work, *must* have more contact with the men than they have now. I do not go to the extent that one Member went here to say that they do not do their work properly. In fact, they have a high sense of duty, and we must say that our officers have been doing excellently well. But it is one thing doing office work and it is quite a different thing to have personal contacts. Their going round served two purposes. One is to make the people on the line alert. When they expect a superior officer coming, they will always be alert and they will not be slack. The other is, when they tour more and more, they establish personal contacts. It is these personal contacts that make the men give their best, that make the men love their labour. Therefore, it is very necessary because, wherever there is an efficient and good officer who establishes intimate contact with the men, there has always been very good service given.

The other point is that the conditions of work of the poor station masters must be improved. I do not know if they have sufficient powers. As hon. Members know, excepting in cities, the station masters live far away from the habitation of villages and towns. They have to depend on the mercy of the linesmen, pointsmen and cabinmen sometimes. I mentioned an instance in my Budget speech of how a station master asked the pointsman to go to the point and he refused to go. I myself was a witness to it, and I mentioned that, and I have no time to go into

that now. The powers of these poor station masters on whom responsibility rests as far as the station limits are concerned must be increased. I do not know the exact position. It has to be looked into. The powers of the station masters in enforcing discipline on the men under them must be looked into and revised. If they do not have sufficient powers, they must be given sufficient powers, and the superior officers, the divisional superintendent, etc., must support the station master when there are complaints about the slackness of the men.

Then within the short time at my disposal I want to lay stress on one point. They have got various methods of educating the services. It is all very good. One method of educating the services is by way of pictures. I do not know if any of the Members of the Railway Board or even the Minister has seen pictures produced by socialist countries. I have seen them, Madam, and I hope you have also seen. They are pictures well designed to inspire a spirit of service, devotion, love of the country, respect to national property, etc. They inspire people with such zeal that one who sees those pictures will never fail in his duty. He will be prepared to give a larger measure of work than is expected of him.

SHRI DAHYABHAI V. PATEL: Is it only the picture or the fear of Siberia?

SHRI M. GOVINDA REDDY: That is why in the Communist countries although the hours of work are more than seven hours—they work nine hours willingly, and of course there is that element of compulsion also—it is more the willingness that is responsible for showing more production, for achieving more progress. When we have so many gangster films from America, so many useless films coming here, to disturb our discipline and ethical standards and all that, I do not know why we should not make an arrangement to have those pictures, desirable pictures if they are. If

there is anything that is not desirable, let us not have them, or let us see those pictures, let us examine them.

5 P.M.

SHRI ARJUN ARORA: Let us . . .

SHRI M. GOVINDA REDDY: Let us produce those pictures in our country. I think the Railway Ministry as well as the Government of India in general can make use of this method of carrying on visual propaganda to improve discipline among the services in the railways.

The analysis given in the Review of Accidents bring out very clearly that the points I am stressing on are very important not only from the point of view of preventing accidents but also from the point of view of increasing efficiency. On page 9, they have analysed the causes of the accidents. They have given a table. They say—

"The foregoing analysis more or less reiterates the conclusions arrived at by similar studies in the past. Of the total number of 1,545 collisions and derailments, 1,035 or about 67 per cent, were caused by the failure of the Railway staff, the percentage of collisions attributed to failure of human element being as high as 99.2. The other most pronounced factor in the causes of derailments is the failure of mechanical equipment, being responsible for 13 per cent, of the total number of derailments during 1960-61. Of the 1,415 train derailments during 1960-61, those caused by the failure of permanent way, etc. were only 75 or about 5.3 per cent."

So, it is not so much as the overaged stock or the overworn track that is responsible, but the human element. And if we go on to page 11 where they analyse serious accidents, we see this thing at the bottom of that page—

"The proportion of serious accidents attributed to failure of railway staff in 1960-61 was 60 per cent, as against 50 per cent, in 1956-60,

but there is a marked improvement in the percentage of accidents caused by sabotage . . .".

This is what they say.

I have referred to these things to show that the Minister is well aware that the main cause of accidents is not the inefficient operation or whatever it is, but due to the human element. And in order to improve this human element, several steps have to be taken in addition to what he has proposed to do. And the one important step on which I lay stress is producing literature, producing pictures, and even holding discourse classes. In fact, I may mention another thing which exists in the Communist countries, and that is, there is discussion among a group of officials serving in a department. They discuss as to how to improve the working in that particular section. That is a very healthy thing. They discuss things and if there are any defects in their section, they report them to the director or to the higher authority. It is a very healthy arrangement. I do not know if our railways have that system. It is very good to have such a system. For instance, in a zone the men may come together and discuss the defects or they may invite suggestions. Or in a particular section, the men concerned can come together, collaborate, put their heads together and find out what is wrong.

Since I am pressed for time, I do not wish to take more time but there is nothing alarming in this because ordinarily our men, whether it's a lineman or the driver or the station master or an officer, are intelligent, more intelligent than the average men in European countries. Therefore, we have no need to fear. There may be some of these things which should be attended to. I hope that in time to come, our railways will remedy this evil of frequent accidents.

श्री शीलभद्र याजी : माननीया डिप्टी
चेयरमैन महोदया, अभी हाल में जो कुछ
दुःखद और सांघातिक रेलवे दुर्घटनाएं हुई

[श्री शीलभद्र याजी]

हैं उनसे हमारे देश में और इस सदन में भी बहुत चिन्ता है। क्यों रेलवे दुर्घटना होती है? यों तो लोग कहते हैं, कहावत है कि एक्सीडेंट, एक्सीडेंट ही है, दुर्घटना, दुर्घटना मात्र ही है और कौन दुर्घटना कब होगी इसकी कोई भविष्यवाणी नहीं कर सकता और कोई यह भी नहीं बता सकता है कि दुर्घटना नहीं होगी लेकिन दुर्घटना रुक सकती है और उसके रोकने के लिये हमारे पूर्व वक्ताओं ने आपको बताया है कि कौन कौन-सी वजहें हैं जिनकी वजह से ये रेलवे की दुर्घटनाएं होती हैं। मेरी समझ में भी इसके तीन कारण हैं। एक तो यह कि जो हमारे रेलवे के कर्मचारी हैं, उनकी कमजोरी है, इसकी वजह कभी उनकी असफलता होती है, दूसरे यह कि जो मशीन हैं, मैकनिज्म हैं, उसकी कमजोरी होती है और तीसरे यह कि सैबोटैज होता है। आप जानते हैं कि हमारे मुल्क के इर्दगिर्द में बहुत से मुल्क हमारे दुश्मन हैं और उनकी भी यही चेष्टा रहती है कि यहां कुछ सैबोटैज हो जिससे जान-माल का नुकसान हो—क्योंकि जब रेल दुर्घटना होती है तो सिर्फ इंसानों की, लोगों की, जान ही नहीं जाती है बल्कि उसके साथ साथ सम्पत्ति की भी बड़ी नुकसानी होती है। हमारे भाई श्री डा. ह्याभाई पटेल ने कहा कि जब हम आजादी की लड़ाई लड़ते थे तब रेल गिराते थे। मालूम नहीं कि वह इस लड़ाई में थे या नहीं, जेल में थे या और कहीं थे, लेकिन उस वक्त पैसैजरो के साथ ऐसी कोई दुर्घटना नहीं हुई, कोई ट्रेन नहीं गिराई गई। उन्होंने पुरानी बात को उठाया लेकिन मेरा कहना है कि जब हम आजादी की लड़ाई लड़ रहे थे तब यह हम ने कभी नहीं किया कि ट्रेन को ट्रेन से लड़ा दें, लेकिन आज मुल्क के बाहर और मुल्क में भी कुछ ऐसे लोग हैं—हमारे मुल्क में भी फिफ्थ कॉलोमनिस्ट लोग हैं, ये कहां हैं, यह कहना बड़ा मुश्किल है लेकिन ऐसे लोग हैं—जिनकी ऐसी चेष्टा भी रहती है।

तो हमारे जो रेलवे कर्मचारी हैं उनमें यदि सतर्कता हो, सावधानी से काम करने की भावना हो तो इसको हम रोक सकते हैं। जैसा कि हमारे माननीय रेलवे मंत्री ने बताया कि सेफ्टी माइंडेडनेस होनी चाहिये और जब तक उनमें सुरक्षा की भावना नहीं आयेगी और इसके साथ ही साथ सावधानी और कर्तव्यपरायणता की भावना नहीं आयेगी तब तक कुछ नहीं हो सकेगा। हम भी रेलवे यूनियनों में काम करते हैं लेकिन हमारे अर्जुन अरोड़ा साहब जो बोलने लगे तो मालूम हुआ कि सारा दोष रेलवे आफिशियल्स का है और जो रेलवे के कर्मचारी हैं उनका कोई कसूर नहीं है। जो डुमरांव में हुए कांड की बात है उसको हम यूनियन वाले जानते हैं कि वह क्या है। कहा गया कि जो कर्मचारी हैं उनको बहुत कम मिलता है इसलिये वे क्या करें, तो क्या इसका मतलब यह है कि वे जघन्य अपराध और पाप कर सकते हैं, मर्डर कर सकते हैं? अगर कोई कसूर करे तो यह कह दिया जाना कि उसका कसूर नहीं था, रेलवे बोर्ड वालों का था, स्टेशन मास्टर का था, ठीक नहीं है। जिसका कसूर हो उसको कहना चाहिये। अगर रेलवे के कर्मचारियों में कर्तव्यपरायणता आती है, निष्ठा आती है और वे समझते हैं कि हमें दूसरों की हिफाजत करनी है तो हम समझते हैं कि बहुत-सी शिकायतें नहीं रहेंगी।

दूसरी बात यह है कि मैकनिज्म की, मशीन की, कुछ गड़बड़ है। इंजन बहुत खराब है लेकिन फिर भी कहें कि नहीं इंजन तो तुम्हें चालू करना है। इसी तरह से इंजन के पार्ट्स नहीं मिलते हैं। तो जो वर्कशॉप में काम करने वाले हैं उनमें यह भावना होनी चाहिये कि वे ठीक तरह से काम करें और जो मशीन बनावें वह अच्छी तरह से बनावें। इसके साथ साथ जो रेलवे ट्रैक की मेन्टेनेंस की बात है उसकी ओर पूरा ध्यान दें और जब गाड़ी चलती है तो

गाड़ी में जो काम करने वाले हैं वे अगर सावधानी से काम करें तो हम समझते हैं कि शायद कभी एक्सीडेंट हो जाये तो हो जाये लेकिन इस तरह से हम एक्सीडेंट को कम कर सकते हैं ।

एक्सीडेंट को रोकने के बारे में कई उपाय सुझाये गये किन्तु इसी बीच में और भी बहुत से सवाल आये । लोगों ने कहा और अखबारों में भी यह बात निकलती है कि यदि एक बार कोई रेलवे का एक्सीडेंट हुआ गया तो मंत्री भागने लगते हैं । अखबारों में यह भी आया—हमने उसका पढ़ा—कि एक बार एक एक्सीडेंट हुआ तो लाल बहादुर शास्त्री चले गये, उन्होंने इस्तीफा दे दिया और उन्हें भी जाना चाहिये । यह कोई शोभा की बात नहीं है, ड्यूटी छोड़ कर भागना कोई शोभा को बात नहीं है । लाल बहादुर शास्त्री जी ने कोई अच्छा काम नहीं किया और मैं उसको तारीफ नहीं करता । यह भी अखबार में निकला कि मरदार स्वर्ण सिंह जो भा. जा रहे हैं । हो सकता है कि वह भी दुर्घटना हुई हो, मैं नहीं जानता, लेकिन अखबारों में खूब निकला, हमारे Parliamentary Times ने खूब छपा । तब म रेलवे मंत्री से और रेलवे के जो मुलाजिम हैं उन से, रेलवे यूनिट्स में काम करने वाले के नाते, अपील करूंगा कि काम का छोड़ कर भाग जाना उचित नहीं है । इस तरह से तो इतने आदमा जाते रहेंगे और आते रहेंगे । यदि कोई गलती है तो उस सुधारना चाहिये ।

श्री विमलकुमार मन्नालालजी चौरड़िया :
और बेशर्मा सरीखे डटे रहना चाहिये ।

श्री श्रीलक्ष्मणजी : आप बेशर्मा हैं जो इस तरह से कहते हैं । इस तरह से

भागना वह बेशर्मी है । वह बेशर्मी है जो ड्यूटी छोड़ कर भागते हैं, वह कावर्ड हैं ।

मैं कह रहा था कि अगर मंत्री के अधीन विभाग में कोई खामियां हों, गलतियां हों तो उन्हें सुधारने की और दूर करने की कोशिश होनी चाहिये नहीं तो 'रिजाइन' करने की एक परिपाटी बन जायेगी । कौन से डिपार्टमेंट में गड़बड़ नहीं होती ? जरा सा कहीं एक्सीडेंट हो गया तो क्या इस का मतलब है मंत्री मरिजाइन करेगा और दूसरा मंत्री उसका जगह पर आयेगा ?

SHRI AKBAR ALI KHAN: He will also get a chance to become a Minister.

SHRI SHEEL BHADRA YAJEE: He will never get a chance.

श्री विमलकुमार मन्नालालजी चौरड़िया :
क्या यह आपस में ही प्रश्नोत्तर चल रहे हैं ?

SHRI SHEEL BHADRA YAJEE: He belongs to Jana Sangh, and Jana Sangh will never come into power.

मैं यह भविष्यवाणी कर रहा हूँ और सही कह रहा हूँ । इसलिये रेलवे कर्मचारियों को चाहिये कि चाहे वे चतुर्थ श्रेणी के हों या ऊपर चोटी के, वे अपने कर्तव्य का निर्वाह निष्ठा के साथ करें और उस को समझें । यह जो सेबोटैज का बात है, दूसरी चीज है । हम नहीं समझते हैं कि सेबोटैज से रेलवेज की ज्यादा दुर्घटना होती है ।

इसलिये मेरा सुझाव है कि जो रेलवे वर्कशाप में काम करने वाले और तमाम रेलवे में काम करने वाले मुलाजिम हैं, सब लोगों को अपनी ड्यूटी समझ कर, कर्तव्यनिष्ठा के साथ और पूर्ण सतर्कता के साथ अपना काम करना

[श्री शीलभद्र याजी]

चाहिये तभी हम इस तरह की दुर्घटनाओं को रोक सकते हैं। जो यूनियन में काम करने वाले लोग हैं उनको इन बातों की तरफ अवश्य ध्यान देना चाहिये; क्योंकि जब हम उनकी मांगें मानते हैं तो उनका फर्ज ही जाता है कि पूरे निष्ठा के साथ काम करने के लिये रेलवे कर्मचारियों को प्रेरित करे। यह कह देना कि कंवलमैन की गलती नहीं थी, उसकी नेग्लिजेंट थी जिससे एक्सीडेंट हो गया और स्टेशन मास्टर उसका उत्तरदायी नहीं है। असिस्टेंट स्टेशन मास्टर की गलती नहीं तो हम कहें कि उसकी गलती नहीं थी, टाप के लोगों की गलती थी तो मैं समझता हूँ इन शब्दों की दोहराने की यहां जरूरत नहीं है बल्कि रेलवे के कर्मचारियों को सतर्क और कर्तव्यनिष्ठ होने की शिक्षा हमें देनी चाहिये।

SARDAR SWARAN SINGH: Madam Deputy Chairman, I have derived great benefit from the speeches which the hon. Members have made with regard to this important question of railway accidents. This matter has been one of very great concern not only to the railway administration, the zonal administration and the Railway Board, but to me and to my colleagues also.

It is quite one thing to mention a variety of reasons and details when things go wrong; it is not unnatural that we should start having a searching look at our shortcomings and should list the various defects. It is important and it will be my endeavour to derive the maximum of benefit and to take the maximum of advantage from the great deal of thought that has been bestowed upon this subject by the hon. Members.

I think that, on the whole, the Members who have participated in the debate have tried to give a number of suggestions. May be that in the

case of some hon. Members they felt angry at the shortfalls, but I was greatly impressed by the mention of some constructive suggestion or other by almost all Members. I feel considerably strengthened by the thought that in a matter like this party considerations or party affiliations do not dominate our discussions and we try to find remedies with regard to matters with which all of us are concerned.

I would like to assure my esteemed friend opposite, Mr. Dahyabhai Patel, that the life of each citizen in our country is as important as, if not more important than, that of some of us who happen to be carrying responsibility either at the Centre or in the States. It may be a matter of coincidence, but if it is by exercise of greater vigilance and by taking more precautions that accidents have not taken place when important persons travel, I am one with him, and I would like to impress upon the railway administration that they should take the same measure of care and they should exercise the same quantum of vigilance which they exercise when I or my colleagues or my friends opposite are travelling in the trains.

SHRI BHUPESH GUPTA: Why opposition?

SARDAR SWARAN SINGH: It is because you are dear to us; we want you to exist; we want to protect you against yourself sometimes.

SHRI BHUPESH GUPTA: You are seeing that care is taken of you.

SARDAR SWARAN SINGH: Therefore it is a matter of great concern and it will be our constant endeavour to exercise the maximum of vigilance.

Without introducing an element of argument or debate as to whether there is defect in the track in the form of old rails or the like and what the relevance of these factors is in the occurring of accidents, I would like to say something about one or two

aspects that have been touched upon. I agree with hon. Members—I think they were Mr. Kumaran and Mr. Mani—when they said that we have inherited from the British regime a system of railways which had been greatly overworked and where replacements and renewals had not kept pace with the increasing strain to which the railway system was put. It is not for me to go into the history thereof, but the fact remains that we had the World War, when not only was too much strain put upon our railway system but some tracks were actually dismantled and taken to other theatres of war, and new railway lines were constructed. But it does pain me when some of the hon. Members talk of thalj period and cite it as an example of efficiency and the like. May be that the main stress at that time being authoritarian, there might be some semblance or show of discipline and show of exercise of authority, but I think even in the present time we can exercise the same authority and can enforce discipline without adopting a stern tone or without appearing to be wielding the big stick. It is true that where somebody goes wrong, punitive action has to be taken, and it should be taken, and I am grateful to the hon. Members who have pointed out that in certain cases the action taken does not appear to be commensurate with the gravity of the delinquency which was involved. These points will be taken note of, and they will serve as some guide to those on whom the responsibility of taking decisions with regard to the quantum of punishment rests. But in an overall manner let us not take this view that it is only by exercising our authority in an ostentatious and authoritarian manner that we can enforce discipline. I think, if the workers and employees at the various levels are approached in a spirit of asking for their co-operation, the response is quite encouraging. Madam Deputy Chairman, I might recall that I made it a point to attend two annual meetings of the two Federations of

employees who are working in a highly organised manner in the railway system, and I put to them my viewpoint and I also heard their viewpoint. I would like to assure the House that in both the Federations' meetings, which were held at Jaipur and Udaipur within an interval of about four or five weeks, there was a great feeling amongst the workers about the occurrence of accidents and both the Federations assured me that with regard to all the steps that might be taken for prevention of accidents they would extend the fullest cooperation. Not only that, I invited both the Federations to give thought to this problem of accidents and to give suggestions so that these may be prevented or the recurrence of them may be stopped or they should be greatly minimised, and I am happy to report to the House that this received a good response.

Apart from resolutions and speeches, I could notice that all those persons who participated in the Federation conferences were greatly influenced and were powerfully affected, and when this subject was touched upon, I could see from their eyes, from the throbs of their voices and the way they were reacting that they were feeling very much in regard to this matter and I count a great deal upon this response. The core of their heart appeared to have been touched. Even thereafter, they have met me in small groups and have assured me that they will themselves constitute special committees in the various unions to go into this aspect and will constantly remain in touch with me and will be giving their suggestions.

A large number of suggestions have been made by the hon. Members. Many of them are such as of a technical nature. I think the best way to utilise these suggestions, apart from the advantage that the administration will have of studying them and take-ing advantage thereof, would be to pass on all this discussion to the Accidents Enquiry Committee so that with the technical knowledge, with the

[Sardar Swaran Singh.] other facilities that they have and with the background of other material that they have collected—and the response to the Questionnaire also has been fairly good—the Accidents Enquiry Committee, I am sure, will also be benefited by the discussion here and in the other House. I will arrange to transmit copies of the speeches that have been made here so that they might be examined with the care that they deserve and we might, therefore, be able to derive great benefit from these discussions.

On two matters, namely overaged engines and track renewals, I would like to add only this much that a huge backlog had accumulated as a result of the World War and its aftermath, pre-independence period, when naturally the foreign administration was not very much interested in the developmental aspect of the country and they were running the country more or less as a police State—all these factors accumulated—they left a legacy to us where the railway system on the whole was not in good shape. Over and above that, came the partition where the system got truncated. We had some very vital links to establish. For instance, a number of bridges, the Assam Rail Link and a number of other works had to be undertaken as a matter of high priority. Still on the maintenance side, this renewal of track and replacement of overaged engines, locomotives, coaches, wagons, all this has been tackled in a very systematic and sustained manner. It is true that we have not replaced all overaged engines, locomotives or the other rolling stock, but there has been a phased programme both in this respect as well as in toning up our track.

We had, as the House might recall, a definite programme in the course of the Second Five Year Plan for renewal of tracks. We were faced with difficulties with regard to availability of steel rails and the like; they had to be imported. Now we are manufacturing more of the rails. Even now

we have, for our pressing requirements, to import certain quantities. Therefore, we had a definite programme of replacement of rolling stock and renewal of tracks. These programmes were, by and large, carried out in the course of the Second Five Year Plan. I think the shortfall was only of a very small percentage. We have not only to clear the backlog, we have not only to get over the legacy which had been left to us by the British, but as time goes on there are fresh additions to the debit side. And, therefore, our pace has been quicker. Even during the present year we have a definite programme of track renewal of about 1,800 miles approximately—I am giving this figure from memory—and there is a provision of a little over Rs. 40 crores for track renewal alone.

Our manufacturing programme of locomotives, wagons, coaches is going ahead at a very satisfactory speed. We have undertaken projects for manufacturing our own electric locomotives and diesel locomotives. These are the basic matters that are being attended to because we could not clear the backlog of worn-out tracks or overaged engines and rolling stock by imports alone. Some friendly countries have helped us. The World Bank also has helped us.

SHRI S. C. DEB (Assam): With regard to the renewal of railway track, may I know, Madam from the hon. Minister whether the question of replacing wooden sleepers by concrete sleepers has been considered?

SARDAR SWARAN SINGH: It has been considered and very concrete steps have been taken, namely, a project report for producing concrete sleepers on mass production scale is being prepared. An Officer on Special Duty has been entrusted with this responsibility and we have given him other technical staff. We attach great importance to this programme because we know that the forest wealth of our country is progressively becoming poorer and poorer. We were also

importing sleepers from foreign countries. Now, we have taken a decision that no wooden sleepers should be imported and we should try to manufacture our own sleepers.

In that connection, we have tried a number of alternatives like cast-iron sleepers, pressed steel sleepers, concrete blocks, tie bar etc. The latest to be manufactured by our technical people will be the cement concrete reinforced sleepers. This has been tried in a number of other countries. We are also going ahead with the preparation of a project report, as I stated.

Madam, I was submitting, when the hon. Member intervened, that we have succeeded in creating in the country adequate capacity for our rolling stock excepting electric locomotives which, at the moment, are being, by and large, assembled. A small percentage is being manufactured by us.

With regard to diesel locomotives, the project is going ahead and it is our intention to manufacture all the equipment in the country. So, we have this co-ordinated picture—our steel plants producing rails, plates and other essential material, even the wheel and axle plant at Durgapur and by Tatas. They are producing these necessary components of the equipment. Rolling stock in the form of wagons, coaches and locomotives, all these are being prepared in the country. The House will readily agree that the entire approach is in the larger interests of the country. Consistent with our economic conditions, even from the point of our national self-respect, it is a matter of high importance. While at this, I would like to record my appreciation of the welcome help that we have received during this transitional stage from other friendly countries including the U.S.A., Canada, the U.K., West Germany and the World Bank, who have helped the railways in a very generous manner

and have helped us to undertake essential programmes of renewal and of new construction programmes but now I think we are progressively required to look for our requirements to a large extent, to our own internal sources. For some of the highly mechanised types of equipment particularly in signalling, electronics and the like which are the latest in this category, we will continue to be dependent upon foreign help but by and large the bulk of our requirements will progressively be met from our own resources.

So far as the question of maintenance is concerned, hon. Members have expressed concern and they have said that we are perhaps not giving enough attention to maintenance. I would like to share my own personal views in this respect with the House that I attach the highest importance to maintenance, not only to see that the rolling stock, tracks, etc. are in good trim and are in good shape, but I feel, that in a poor country like ours, maintenance is a matter of high importance both to keep up standards of efficiency which by itself is important and more so because our resources must give the maximum result to us and it is quite axiomatic that maintenance is one important factor which enables any country to get the maximum out of her resources. I agree with Mr. Jaipuria when he said that we should attach greater importance to this as compared to show-pieces, although I have a little grievance because he belongs to Kanpur where they have got a very huge railway station and now he grudges a little improvement to other small stations and tries to explain it away by saying that those are minor things after having got himself one of the most magnificent railway stations in the whole country. Now, that the improvement is percolating down to the small stations, he should not grudge it, because we have to keep a judicial balance between these essential things, and we have also to look to the amenities and we should always remember that a

[Sardar Swaran Singh.] large number of our railway stations are for the nixal people. The people get into the trains and get out at the smaller stations where the amenities are not as much as I wish they were. Therefore, we should not grudge that, but I agree that we should continue to attach the highest importance to this question of maintenance, whether it is maintenance of track or of loco shed or of anything else. I would like to assure the House that I have constantly been impressing upon the authorities concerned the great importance that they should always attach to maintenance although I would like to say that it is perhaps not quite fair when it is said that engine drivers or others are compelled to take out locomotives which are not in good shape. All these locomotives before they leave the loco shed, are properly tested by the foremen and others and it would not be quite correct to say that this aspect is ignored. In fact the railway organisation can claim to have a highly organised and well-set system of maintenance where the drill is completely laid down and various steps are indicated that when a locomotive comes, these are the points of details which have to be attended to; it is a sort of a religious ritual which is gone through before a locomotive leaves a loco shed. There are various rules saying that after so many miles, this much checking has to be done and this much replacement has to be done or what are called periodical overhaul or general overhaul and overall checking has to be done. So this is a matter which has always received very great attention and I would like to assure the House that this will continue to receive all possible attention.

Mention has been made that the staff appears to be overworked. So far as the operational side is concerned, we have got three important links or categories, I may say. One is the maintenance staff about whom I have

already mentioned that if work requires that more people should be recruited, they should be recruited. But the quality of work is more important and great attention is paid to it from time to time. Then, on the operational side, we have the people who are actually on the trains, and we have got the station staff in the cabins, pointsmen, cabinmen and we have got the engine drivers and others, that is, on the track and those who are moving with the trains. So far as those cabinmen, pointsmen, A.S.Ms, and the like are concerned, I would like to say that they do not have to work overtime at all normally, because they have got fixed duty hours. Their duty changes after a fixed number of hours and those duty hours have been worked out after a good deal of thought had been bestowed on the amount of strain to which they are put; this matter has been the subject-matter of even adjudication, and we are adhering to the hours of duty which were evolved as a result of the various processes of discussion or talks with the unions and even as a result of judicial pronouncements. Then we are left only with one category, that is, those who go with the trains. The House will readily appreciate that much as we desire that they should also strictly follow the hours of duty, the very nature of the work is such that there may be occasions when they have to work overtime. Even with regard to that, a definite standard has been laid down that, when they have to put in overwork, not only that they have to be paid extra but also steps are being taken that every endeavour should be taken to replace them so that as far as possible they are not made to work beyond the hours permitted under the various adjudications and the like.

Again as it is said in a general way, if you glance through *some* of these accidents where, for instance, the so-called human failure is concerned, in one of these accidents, for instance, a trolley was left on the track itself— that enquiry is still being held— when the signal was lowered. I need

hardly say that trolleys operate even against signals. No amount of work or any effort could be an excuse in a matter like this. So it will not be a correct thing to say that people are unnecessarily having fatigue and the like. All these matters are always being considered and they will continue to be considered. I would like to say categorically that fatigue, at any rate, will not be permitted to be a cause of accidents or cause of laxity in the performance of their duties. I have already issued instructions that we should try to analyse some of these accidents so that I might be able to present some authentic figures to the Houses of Parliament which might bring out whether there is any relationship between the fatigue element and the happening of these unfortunate accidents. It may be that we are trying to find some reason or some cause which may not be borne out until we fully scrutinise the accidents. We will certainly go into that. Apart from that, this general principle that persons, particularly those who are entrusted with vital duties, should not be fatigued and should not be made to work beyond a certain time so that they may not feel dizzy or may not feel sufficiently enthusiastic, is one which is unexceptionable.

SHRI M. RUTHNASWAMY: May I ask the hon. Minister whether any scientific study has been made of fatigue among the workmen on the railways?

SARDAR SWARAN SINGH: Well, I have not been long enough here to say whether any scientific study as such has been made or not on the railways. But this is one of the important matters of personnel management. Scientific study, for instance, would be something which is evolved as a result of discussions, because the greatest effect is on the workers themselves. If, for instance, they make out their case and place it before an impartial tribunal and that impartial tribunal decides on it, then that is some basis or some yardstick

upon which we could go. It is true that these matters were gone into in considerable detail in what is known as the Rajadhyaksha Award. They on that committee went into all these aspects and they also went into a mass of evidence that was produced before them. And then they laid down certain norms for different types of work that are involved.

Something has been said, Madam, about the level crossings. This is a matter which has been considered from time to time. The basis for providing manned level crossings is something like this. When there is an existing highway or an important road, and a new railway line is constructed, then they provide a level crossing there. It is true that the geography of our country is changing and we are developing. New roads are coming and traffic is developing on our roads. The intensity of the traffic on the railway lines is also increasing and therefore, the pattern is changing. We are trying to keep pace with this and we continue to examine the various level crossings with a view to seeing whether any reclassification is required. Wherever it is felt that either on account of the intensity of the railway traffic having increased or on account of new roads having been constructed or due to other reasons the road traffic has increased, we take steps to provide regular gates and we try to man those gates. It is a matter of financial adjustment between the States and the Centre with regard to financing works necessitated by such new developments. The States are also expected to contribute something and there is a code which has been, more or less* laid down and that has been acted upon in some cases. We have recently held again a check on the various level crossings that are still unmanned and we feel that another about 1,100 or 1,200 unmanned level crossings are such that they should be manned. We are initiating action in conjunction with the State Governments with whom we hope to arrive at a suitable

[Sardar Swaran Singh.]

financial arrangement to provide these level crossings with manned gates on a phased programme. It will be appreciated that all this cannot be accomplished within a short time, say in a year or so. It is our hope that we will try to progressively provide these. In the meantime the other authorities—the State Governments, and the Transport Ministry will also take steps to see that the road signs are more prominent and other steps like creating artificial bumps and so on, on the roads so that the road traffic may be compelled to slow down, are also taken. These have been suggested and I hope some of these points will be picked up by all the road authorities.

I am sorry, Madam, we are already sitting late and it is not my intention to go into details and into the various points that have been mentioned. As I have said, apart from being for our own benefit, these will be examined

by the Accidents Enquiry Committee presided over by Shri Hridaynath

, and we are looking forward to their recommendations and also to the various points or suggestions that might be made as a result of the various other enquiries from time to time.

I would like to assure the House that it will be our constant endeavour to make rail travel not only more comfortable but also increasingly safe. Thank you, Madam.

THE DEPUTY CHAIRMAN: The House stands adjourned till II A.M. tomorrow.

The House then adjourned at forty-five minutes past five of the clock till eleven of the clock on Wednesday, the 22nd August 1962.