

20. PAYMENTS TOWARDS AMOR-
TISATION OF OVER-CAPITA-
LISATION, REPAYMENT OF
LOANS FROM GENERAL
REVENUES AND INTEREST
THEREON—REVENUE RESERVE
FUND

“That a sum not exceeding Rs. 12,69,02,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of ‘Payments towards Amortisation of over-capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund’.”

16.22 hrs.

APPROPRIATION (RAILWAYS)
NO. 2 BILL, 1971*

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways.”

The motion was adopted.

SHRI HANUMANTHAIYA : Sir, I introduce† the Bill.

Sir, I move† :

‘That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, be taken into consideration.’

MR. DEPUTY-SPEAKER : Motion moved :

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, be taken into consideration.”

With regard to discussion on the Appropriation Bill I would like to draw the attention of the House to the following rule :—

“The Speaker may, in order to avoid repetition of debate, require members desiring to take part in discussion on an Appropriation Bill to give advance intimation of the specific points they intend to raise, and he may withhold permission for raising such of the points as in his opinion appear to be repetitions of the matters discussed on a demand for grant or as may not be of sufficient public importance.”

I have two names before me, those of Shri Jyotirmoy Bosu and Shri Dasaratha Deb. They have given advance notice and they have also given the points. I will allow them to say something on the Appropriation Bill. Shri Deb can speak now and Shri Bosu during the third reading.

* Published in Gazette of India Extraordinary, Part II, Section 2, dated 15-6-71.

† Introduced, Moved with the recommendation of the President.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : Allow other Members also.

MR. DEPUTY-SPEAKER : No. There should be advance notice. I have just now read out the rule. Shri Deb.

SHRI DASARATHA DEB (Tripura East) : Sir, I have given a patient hearing to the reply by the Railway Minister to the debate. In my cut motion itself I drew the attention of the Railway Minister to the urgent necessity of constructing a railway line connecting Dharmanagar to Agartala in Tripura which has so far no railway line at all.

The Railway Minister in his Budget speech says on page 12 regarding gauge conversion that the multiplicity of gauges is a British legacy. I agree with him. He also said :—

“The existing four gauges are an economic drag on the progress of India. This drag has to be done away with as soon as possible.”

That is all right.

He says further :—

“To begin with, we have to make at least a policy decision that no more metre gauge and narrow gauge lines will be built, that every new line should be broad gauge and that from now on, the gradual conversion of metre gauge lines to broad gauge should begin.”

16.25 hrs.

[SHRI K. N. TIWARY *in the chair*]

Here, it is a policy matter. I want to raise a very important question on that. Here, I find, everybody wants to have

broad-gauge line. I admit it. But if you take this principle, unless all the metre gauge and narrow gauge lines are not converted into broad gauge, the Government is not going to construct new lines. Then, I think, the people in the backward areas have to wait to even see the railway line for 20 to 30 or even 50 years, if not more. That should not be the policy of the Government.

I am speaking particularly about the north-eastern region. Take, for example, Assam. Uptill now Assam is connected by the metre gauge from Barauni onwards. Then, you will take a long time to connect that line from Barauni to Tinsukhiya and then from Lunding to Dharamnagar. If you have to convert this metre gauge into broad gauge, I think, the people of Tripura will not have any railway line in the next 30 years to come. That is why I oppose this policy of the Government. I request the Government to change that and they should see that it is not strictly followed. It should not be the rigid policy of the Government.

Then, our people have been demanding for a long time and, since 1952, I have been pressing this demand, whenever I have come to this House, that Tripura State should be connected with railway links. It is a very backward area. Without railway links, without railway communication and transport facilities, we cannot think of developing that backward area. In Manipur and Tripura, in the NEFA area and also in Assam, there is a tremendous potentiality for starting paper mills and other industries. Now, you carry all the raw materials to Calcutta and then convert it into paper. Why should not the paper mills be started in our own place. We cannot think of it because we cannot carry heavy machinery, heavy tools, etc.

That is why I want to raise this matter even at the far end of the debate so that the Government should not follow this

(Shri Dashartha Deb)

policy rigidly. They say, "If you want to convert metre gauge into broad gauge, whatever money you have will be exhausted in that year alone and there will then be very little amount left for opening new lines in backward areas." I do not believe that the Government of India have no money. It is a question of approach; it is a question of priority. If you give priority, then, I think, you will get money. How much of money are you spending on water-fountains in Delhi? How much money are you sending on constructing huge buildings and on demolishing old buildings? In Delhi, I have seen, since 1957, because a particular bungalow was not to the liking of some Minister, it was demolished and reconstructed, spending a lot of money like that. Gigantic hotels, etc. are built just to attract the people. Living in a backward and poor country, before giving minimum amenities to the large sections of the people, you cannot think of all this. I recollect the word of Ho Chi Minh, the President of the Peoples Republic of Viet Nam. He was asked by some people: Why don't you convert your metre gauge lines into broad gauge lines?

Since you are building socialism, you need them. He says, 'Yes'. Your suggestion is quite good. But I want the railway facilities to be extended to all sections of the people in the country first. If I want to convert all the metre gauge into broad gauge, then the money which I have from my own resources and which I borrowed from outside, the entire money will be spent on that alone and our people will not find any new railway line for many years. So, give minimum facilities to all sections of the people. Then, gradually you carry out all these improvements. That is why is I said that the area where the broad gauge already exists, you open a new railway line connecting the broad gauge and where we have got only the metre gauge you construct a metre gauge railway line connecting with that line and in that way

at least a network of railway lines must be built up in our country if we want to develop all our backward areas.

That is why at this stage I want to raise this point. Secondly, I do not want to take much time of the House. About the Light Railways, I urge upon the Government that they should nationalise these Light Railways and see that they are run properly.

SHRI HANUMANTHAIYA : My hon. friend, Mr. Deb, has needlessly misunderstood the speech I have made. It was not my intention that no new line should be constructed until the conversion process concludes. That inference which he has drawn is not correct. Therefore, he will feel happy that he is incorrect. What I have stated was that new lines have to be constructed. Simultaneously, this work also has to be done. Therefore, there is no question of any rigidity. The two things have to go side by side. Otherwise it will result in an incongruity of the worst type. Therefore, he need not feel any apprehension on that count.

Secondly, Tripura and Manipur deserve railway lines. I have already made the point. It is not a question of deserving. It is a question of resources. If you say that some buildings are demolished and that money can be utilised for railway construction, all that money will not be able to build even two miles of railways. Railways need much more capital expenditure as well as running expenditure. Unless the Plan provision is there, we will not be able to provide for new lines in the budget. We have a system of strict budget control. In a democracy, first it has to come in the plan, then subsequently I have to ration it out in the budget for five years. Therefore, much depends upon plan provisions.

MR. CHAIRMAN : Now, the question is :

"That the Bill to authorise payment and appropriation of certain sums from

and out of the Consolidated Fund of India for the service of the financial year 1971-72 for the purposes of Railways, be taken into consideration.”

The motion was adopted.

MR. CHAIRMAN : Now, the question is :

“That Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title do stand part of the Bill.”

The motion was adopted.

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI HANUMANTHAIYA : I beg to move :

“That the Bill be passed.”

MR CHAIRMAN : Motion moved :

“That the Bill be passed.”

SHRI JYOTIRMOY BOSU : (Diamond Harbour) : I have got a few suggestions to make to the Railway Minister.

The Indian Railways is the largest public sector venture involving nearly 4,000 crores of rupees of people's money. It is in doldrums for the past 23 years. It is deteriorating every day and the deterioration has not been arrested yet. As a result, even a person who does not use the Railway is made to bear the loss. He has to meet the loss through taxation, because, when a public sector venture loses money, it has to be borne by everybody in this country.

What they have shown as loss is much less than the actual thing. The actual loss will be much more. One should accept this position. I say that the Railway

Minister has no effort to tell this House about the specific remedial measures that they are going to take in order to arrest the continuing deterioration in the Indian Railways. We have heard about 11-point programme, 7-point programme, Sadhu Samaj, puri halwa and everything else.

We are interested in running the Railways on proper lines. You are given the monopoly right of running the Railways. It should easily make a contribution of Rs. 500 to the Exchequer apart from the interest paid, provided it is run properly. But, that has not happened.

Therefore, I am making a few suggestions for the consideration by the hon. Minister. It could be divided into three broad categories. They are :

- (1) How to increase the revenue ?
- (2) How to stop wasteful expenditure and effect economy ? and
- (3) General items.

What has happened in the Indian Railways ? The Indian Railways has become a hunting ground for monopolists and high power salesmen dictate the planning and design of the Indian railways. In effect, the railways have lost.

I would now suggest a few ways in which the revenue could be increased. The Railways have got vast unutilised real estates. These should be settled or disposed of. Use should be made of all possible space for hoarding in railway stationary, rolling stock and buildings. This will bring big revenue without much expenditure.

I would suggest that revenue and utility oriented coach wagons and building designs should be immediately taken in hand. We should look into the cubic space utilised and the deadweight *cum* payload space utilised. The ratio is much

[Shri Jyotirmoy Bosu]

too low. The railway coach design has to meet all the rolling stock and the load and weight of the payload but the ratio is really very alarming. Can you not ask the RDSO to find out whether the level of the coach floor could be reduced so that the cubicle content could be more utilised by making it more multi-tier? This is one suggestion I would like to make.

Also, what about introduction of doubledecker trains in suburban trains?

SHRI S. M. BANERJEE (Kanpur) :
Like Jumbo Jet.

SHRI JYOYTIROMOY BOSU : Shri S. M. Banerjee would like to fly in Jumbo Jet. What about taking to cheap air cooling and dust-proofing? I am told that in Australia their National Laboratory has invented some sort of cheap air-cooling process. You are wasting power at two points, one, with the axle rotation and the other with the air pressure on the top of the roof. You have not done any research yet. This could be done and simultaneously the compartments will be dust-proof.

What about organising extensive rail-cum-road transport and more extensive collection and delivery system to get back the lost high-rated traffic from the Roadways? This should be done. I hope the hon. Minister will consider it.

Also, they should re-examine the freight structure wherever possible, so that they may attract their old customers whom they have lost.

Then, about wasteful expenditure, I would only give some broad lines. Stop ruthlessly over-capitalisation. The Indian Railways are really a show-piece for that. Where an investment of a lakh of rupees could do the things, could deliver the goods and could do the job, the railways

will put Rs. 10 lakhs and expect the same amount of eggs out of it. I would suggest that the hon. Minister may appoint a committee of persons who understand capitalisation and investment, a high-powered committee to go through the capitalisation structure of the Indian Railways. It is terribly over-capitalised, and the railways cannot see the face of profit at this rate.

Then, much more is spent in rolling-stock for giving visual comfort to passengers but no material comfort. We have been requesting the railways to give at least drinking water tanks in the bogies of third class passengers and to provide some cushion with canvas hooping which will cost *per se* not more than Rs. 4. For a man to travel one thousand miles on a wooden bench is really a torture. But the hon. Minister is not willing to provide even that. The railways have become a victim of those high-power monopoly salesman.

Again, take the laminated plastics lining. It costs Rs. 6 per sq. ft, and it is used for decorating the walls of third class and first class compartments.

Similarly, the railways have gone in for purchase of chequered aluminium plates at Rs. 7 per sq. feet for covering the floor. I used to be a first class passenger when I was a boy of 21 and was an Army officer. In those days, the compartments were much better even with wooden floor below. But now, the railways have gone in for linoleum. Why? Since Mr Birla produces linoleum as a monopolist, therefore, the railways must buy all his products for use in the Indian railways

Again, what about re-scheduling of structural specifications? The structural specifications of the railways were designed and drawn when bricks used to cost one-tenth of the present price, and when steel used to cost one-tenth of its present price. The structural specifications of the railways are far too conservative. The

hon. Minister may kindly get this re-examined.

Then, I would suggest that the railways should reduce their expenditure on maintenance particularly on buildings, and they should confine themselves for the time being, till they are out of the woods, to saving their assets from wear and tear from sun and rain. Shri Hanumant haiya's room in the Rail Bhavan is perhaps distempered or plastic-emulsion-painted every three months. Let him wait for three years. Let him first bring the railway accounts...

SHRI HANUMANTHAIYA : Agreed.

SHRI JYOTIRMOY BOSU : How can he disagree here? Let the railways reduce expenditure on maintenance, particularly on buildings.

Further, let them stop further dieselisation. Dieselisation is killing the Indian railways. Their principal business is traction. For that principal business, they have deliberately walked into the trap of the American diesel engine manufacturers and spares manufacturers and oil suppliers and increased the cost of rotation. Every time the wheel moves, they cannot make profit. So, let them stop dieselisation. Whatever they have done, let them stop at that; let them not go in for further dieselisation. Let them stick to their old steam and electric traction, because these will do them good.

Let them reduce to minimum equipment and store holding. Let them take to the hand-to-mouth theory. Let them not block billions of rupees in stores and pay for storing them and for maintaining them. Let them sell those out. Even if it means loss, let them dispose of it. Let them get their money back. Let them not block their capital in surplus stores everywhere. I have already dealt with the question of structural specifications.

Why is it that they are anxious to use so much steel when there is so much

scarcity of steel? Why should they not go in for RCC works? Steel could be replaced by reinforced concrete. Let the railways replace steel fabrications wherever possible by RCC.

The railways that are rejected here are bought over by some foreign countries. Why not re-condition them and use them here itself? A shipper was asking me how to get some Indian rail rejects. There are ready buyers in far eastern and middle eastern countries. Can you not recondition your rails and sell them at Rs. 300 a tonne?

SHRI HANUMANTHAIYA : We are reconditioning.

SHRI JYOTIRMOY BOSU : Then the catering Service needs to be re-examined. Do not touch the employees. If the caterer charges the passenger the true value of the food, taking into account the traction cost, each dinner will cost Rs. 55. You cannot do that. You cannot make a man in the field pay for Shri Shamim's dinner in the first class coach in Kalka Mail. Kindly look into this matter. You cannot do like this.

Then liberalise safety margins as far as possible. Why not get the nationalised insurance companies to tackle the compensation claims? Let there be a dual control so that every claim case is checked by two institutions.

Now a few general points. You have not treated your workers fairly. They are very disgruntled and demoralised. Take them into confidence and bring them into the management. Offer economic bounties to the maintenance and repair workers. Make full effort to see that every expenditure is utility and/or revenue oriented.

Shift outdated conservative engineers and designers from planning design. Make it compulsory for railway officials to travel in ordinary compartments so that they could see things for themselves.

[Shri Jyotirmoy Bosu]

As for surplus steel scrap, the Govern-
ment is now giving licence for mini steel plants.
Railways should have one of these so
that they can get the scrap and surplus
steel disposed of.

I am aware that, although I have
said all this, the balance sheet of the
railways cannot show anything different
from the general economic condition of
the country. There your scope is limited.
You cannot do anything.

Now, one or two small things. There
is an age-old Muslim institution at
Deoband. You used to give it railway
concession for its students. You have
discontinued it. That it is not nice.

As regards the Sealdah Division, the
moment you take money in advance and
give a monthly ticket—Shri Jaganath Rao
seems to have forgotten his law since he
went into the cabinet—you enter into
a contractual agreement with Mr. X on
the basis of the time-table that 'I shall
run 20 trains between Diamond Harbour
and Sealdah'. On that understanding,
the passenger purchases a monthly ticket
for Rs. 35. Then what do you do? You
take the money. Next morning, you say
'I cancel my train'. Why? Something
has been stolen. That is not the lookout
of the other contractual party. It is none
of his business. So the Sealdah Division,
specially the south section, requires
very very special treatment. At the
moment, the railway have come to a
standstill. The railways are not function-
ing. People will forget about the railways.
The roadways will left the traffic out of
the railways. Therefore, kindly depute
a special team so that they can go into
it and see that this Sealdah Division runs
properly.

SHRI D. N. TIWARY (Gopalganj) :
Bihar Members while speaking had
demanded the starting of a Service
Commission in Bihar. Secondly, they
asked for another DS in Sonapur (N.F.).
The Minister may clarify these two point
in his reply.

SHRI K. SURYANARAYANA (Eluru);
Also the demand made by Andhra members
for diverting a particular passenger train
to Waltair may be answered.

SHRI HANUMANTHAIYA : Shri
Jyotirmoy, Bosu, must admit, has made
very useful suggestions. Whatever the
party of the members, if useful suggestions
emanate from them, I for one whole-
heartedly welcome them, not only wel-
come them but also welcome their co-
operation and advice in the matter of
evolving remedies for the deficiencies
that may be found in the railways. In
fact, we are at economising expenditure
as also increasing revenues. He asked
how the Budget was balanced. The Bud-
get Speech contains the way in which we
have tried to balance the Budget. In
fact, I have said that the deficit of nearly
Rs. 7 crores has been left uncovered as a
challenge to the railway administration
to wipe it out by economy measures and
by increasing revenues. Therefore, I
have personally involved everyone from
top to bottom in the railway adminis-
tration to do his very best in the two ways
suggested.

About re-designing of coaches and
wagons, I am not ashamed to own that I
am not an expert, but I will certainly call
the head of the Research Department and
examine these proposals.

Regarding utilisation of real estates,
we have already taken steps.

He also referred to organisation of
more extensive collection and delivery
system. These three or four points cover
the same topic, namely how far the railways
will be able successfully to stem the on-
slaught of road transport. Many of you
know that the roadways are also national-
ised. The railway is also a nationalised
undertaking. It is, therefore, un-
fortunate that thoughtlessly in many a line
both the buses and lorries on the one
hand and the passenger and goods trains
on the other run in competition. A
Committee had been appointed for this

purpose and they made a number of suggestions. The concerned Ministers in the States and the Railway Administration officials and Ministers have to meet and come to some understanding so that this unhealthy competition may be eliminated and both of them can run at a profit. I am not disclosing my mind, this is not a decision. Many people ask for new lines, but I do not think I will accept any such proposition unless the State Government undertakes not to compete with the railways in that line. In Punjab, in one particular case, they gave such an assurance, but they violated it with impunity and they are asking for further lines. Therefore, the functionaries in charge of buses and lorries on the one hand and railway transport on the other have to see what is the common good and we have to pursue those measures. I propose to have meetings either in the States or at the Centre periodically for this purpose.

So far as over-capitalisation is concerned, it happens to be a general complaint levelled against all our public undertakings. The other day Shri Jyotirmoy Bosu quoted Mr. Khrushchev who made a statement that there is so much over-capitalisation in this country on buildings and materials. In fact, that Statement was made by Mr. Khrushchev when I was with him in Bangalore. When he went round the public undertakings in Bangalore he made that remark. But some how the Government of India and the State Government are so huge organisations and no man has been able to make them go along a certain line.....

SHRI ATAL BIHARI VAJPAYEE : Not even the Chairman of the Administrative Reforms Commission.

SHRI HANUMANTHAIYA : Not even the Chairman of the Administrative Reforms Commission and much less a leader who happens to be one of our highest leaders.....(*Interruptions*)

There are so many things and they function in a vicious circle. Many hon.

Members say that the Government and the Ministers should not manage them and they should hand them over to be managed by corporations. It is these corporations, as you will see, which are autonomous that have incurred the liability of over-capitalisations by having posh clubs and swimming pools. They work in such a way that production is no consideration; national good is no consideration but only their convenience and posh living. As Chairman of the ARC, I have seen the bungalows of so many chairmen and managing directors of public undertakings and I assure you that many of them are better than the banglows of Our Prime Minister or any one of us. The corporation idea sponsored with good intention of making them autonomous has resulted in the byproduct of overcapitalisation. Salaries are going skyhigh irrespective of production and productivity. The worst example, as you yourself could scrutinise, is the Air India. It is a corporation where the pilot gets much more than the salary of the Air Marshall who manages the whole of it; he does not get as much salary or emoluments as an ordinary captain. Corporations have been taken advantage of by the concerned people to bolster up their salaries and emoluments. This is a fact we have to deal with. When Shri Bosu compares the salary of the members of the Board with some corporations, they do not get even half of the emoluments. Besides, their daily allowance is nowhere near that of an ordinary Pilot. Besides the big salary, the pilot gets Rs. 50 or 55 as daily allowance for one meal. The Railway Board member does not get even Rs. 20 for a whole day. When you compare the Railway Board with other corporations, you will find that the railway board members get less salary, less daily allowance though they are the biggest public undertaking in this country.

So far as dieselisation is concerned, it is a controversial subject. You will concede that I am not an American stooge; no body is a stooge here. I shall disclose to you that I am not giving interviews to contractors of

[Shri Hanumanthaiya]

this kind because I do not want to involve myself and my name by even seeing those people. I leave it to the proper authorities. Therefore you may be assured that I am not a person in the pocket of any monopolist or capitalist.

SHRI A. P. SHARMA (Buxar) : What is dieselisation got to do with that ?

SHRI HANUMANTHAIYA : He made a point about that. The appropriate authority and the Board will assess the profitability of any purchase or manufacture and decide solely on that issue.

So far as dieselisation is concerned, you will yourself see, being a man of knowledge, that diesel engines are far more economical ultimately than steam-engines.

17.00 hrs.

SHRI JYOTIRMOY BOSU : Provided costing is done properly.

SHRI HANUMANTHAIYA : Therefore, if you remove diesel engines straightaway, you will cut down the speed of the trains, and cut down what is called the bulk tonnage carrying capacity.

The 10th point my hon. friend made was, reduction in structural specification and safety margin wherever possible. I will investigate and look into that point. Then, drastic reduction in stores and material holdings. That is a good point. In fact, three days ago, I saw the report of the Wanchoo Committee on the subject, and they have made a specific Proposals regarding stores and the delegations of powers. I am in the process of implementing those recommendations. ... (*Interruptions*)

The only point that remains in this. There was a suggestion made that the trains should be double-deckers.

SHRI JYOTIRMOY BOSU : For suburban lines.

SHRI HANUMANTHAIYA : Even for suburban lines, we have to reconstruct all the bridges. Therefore, it is not such a simple matter that we can straightaway do that. I do not know how many bridges have to be reconstructed for that purpose. In any case, that is not a workable proposition.

SHRI JYOTIRMOY BOSU: The track occupation problem will be solved.

MR. CHAIRMAN: Order, order. Let him finish.

SHRI HANUMANTHAIYA: My hon. friend Shri D.N. Tiwary had made two points; one is regarding the Public Service Commission, and the other about the location of D.S. Office at Sonepur. I want to think aloud with you. The distribution of government offices and concerns should be on an equitable basis. No State should feel aggrieved that it has been deprived of these facilities. The British imperialism that shaped things for us in the previous century had only three cities in mind: Madras, Bombay and Calcutta. Today, Calcutta has the headquarters of two zones; Bombay has got headquarters of two zones. Likewise, the Public Service Commissions have been located in these three cities. I for one see a Justification for redistribution of these offices. But on this, I cannot straightaway announce what can be done or what should be done. It is here that I want the co-operation of all of you so that if I try to remove the zonal headquarters from one State, they should not kick up a row. It must be more or less based upon considerations of justice and equality of treatment that zonal headquarters should be properly distributed.

About the Public Service Commissions, I have an idea. Why should the Public Service Commissions be located in one or two States alone, thus depriving other States of the opportunities and giving cause for complaints? I want to make them work

on a rotation basis. The Public Service Commission is only a small body - one Chairman, one Secretary and a few clerks and at least I will rather see that it goes by rotation to each State, instead of allowing this kind of overcentralisation in one or two or three States. But this is a matter of policy and I have to obtain almost a unanimous approval, as well as that of the Cabinet.

Thank you.

MR. CHAIRMAN : The question is :

"That the Bill be passed",

THE LOK SABHA DIVIDED

[Division No. 3

17.09 hrs.]

AYES

Ahiwar, Shri Nathu Ram
Alagesan, Shri
Ansari, Shri Ziaur Rahman
Arvind Netam, Shri
* Austin, Dr. Henry
Barman, Shri R.N.
Barupal, Shri P.L.
Basappa, Shri K.
Bhandare, Shri R.D.
Bhatia, Shri D.D.
Bhattacharyya, Shri C.E.
Brahmanandji, Shri Swami
Chandre Gowda, Shri
Chandrika Prasad, Shri
Chavan, Shri Yeshwantrao
Chawla, Shri A.N.
Chhotey Lal, Shri
Dalbir Singh, Shri
Das, Shri Dharnidhar
Dasappa, Shri Tulsidas

Deshmukh, Shri K.G.
Dhamankar, Shri
Dharia, Shri Mohan
Dumada, Shri L.K.
Ganesh, Shri K.R.
Ganga Devi, Shrimati
Gavit, Shri T.H.
Gotkhirde, Shri
Gopal, Shri K.
Goswami, Shri Dinesh Chandra
Gounder, Shri T.N.T.
** Guba, Shri Samar
Hansda, Shri Subodh
Hanumanthaiya, Shri
* Jagjivan Ram, Shri
Jamilurrahman, Shri Md.
Jitendra Prasad, Shri
Kadam, Shri Dattajirao
Kadannappalli Shri Ramachandran
Kilas, Dr.
Kakoti, Shri Robin
Kamala Prasad, Shri
Kamble, Shri T.D.
Kaul, Shrimati Sheila
Kavde, Shri B.R.
Kedar Nath Sing, Shri
Kotoki, Shri Liladhar
Lakkappa, Shri K.
Lakshminanthamma, Shrimati
Majhi, Shri Gajadhar
Majhi, Shri Kumar
Malhotra, Shri Inder J.
Mehta, Dr. Jivraj
Mishra, Shri Bibhut
Mishra, Shri G.S.
Mishra, Shri Jagannath
Mohammad Tahit, Shri

* They voted by mistake from a wrong seat and later informed the Speaker accordingly
** Wrongly voted for Ayes.

Mohammad Yusuf, Shri
 Naik, Shri B.V.
 Oraon, Shri Tuna
 Painuli, Shri Paripoorarnanand
 Palodkar, Shri
 Pandey, Shri N.N.
 Pandey, Shri R.S.
 Pant, Shri K.C.
 Parashar, Shri Narain Chand
 Qureshi, Shri Mohd. Shafi
 Ram Dhan, Shri
 Ram Swarup, Shri
 Ram, Shri T.
 Ramji Ram, Shri
 Ramshekhar Prasad Singh, Shri
 Rao, Shrimati B. Radhabai A.
 Rao, Shri Jagannatha
 Rai, Shri Vishvanath
 Sadhu Ram, Shri
 Sankata Prasad, Dr.
 Satish Chandra, Shri
 Satyanarayana, Shri B.
 Sayeed, Shri P.M.
 Shailani, Shri C.P.
 Shankaranand, Shri B.
 Sharma, Shri A.P.
 Sharma, Shri R.N.
 Shastri, Shri Shivpujan
 Shenoy, Shri P.R.
 Shinde, Shri Annasaheb P.
 Shukla, Shri B.R.
 Sinha, Shri Dharam Bir
 Sohan Lal, Shri T.
 Sonar, Dr. A.G.
 Suryanarayana, Shri K.
 Tiwary, Shri D.N.
 Vekaria, Shri
 Vikal, Shri R.C.

Zalfiqar Ali Khan, Shri

NOES

Bade, Shri R.V.
 Banera, Shri Hamendra Singh
 * Banerjee, Shri S.M.
 Bosu, Shri Jyotirmoy
 Chandhuri, Shri Tridib
 Chauhan, Shri Bharat Singh
 Das, Shri R.P.
 Deb, Shri Dasaratha
 Dhote, Shri Jambuwant
 Ghosh, Shrimati. Bibha
 Haldar, Shri Madhuryya
 Halder, Shri Krishna
 Hazra, Shri Manoranjan
 Kiruttinan, Shri Jha
 † Lutfal Haque, Shri
 Madhukar, Shri K.M.
 Manjhi, Shri Bhola
 Maran, Shri Murasoli
 Mishra, Shri Shyamnandan
 Modak, Shri B.K.
 Mody, Shri Pилоo
 Mukherjee, Shri Saroj
 Muthuswamy, Shri
 Pandey, Dr. Laxminarain
 Parmar, Shri Bhaljibhai
 Patel, Shri Natvarlal
 Rao, Shri M. Satyanarayan
 Reddy, Shri K. Ramakishna
 Roy, Dr. Saradish
 Saha, Shri A.K.
 Saha, Shri T Gndadhar
 Sen, Dr. Raren
 Sezhiyan, Shri
 Shamim, Shri S.A.

■ He voted by mistake from a wrong seat and later informed the Speaker accordingly.

‡ Wrongly voted for Noes.

Singh, Shri D.N.

Subravelu, Shri

* Tombi Singh, Shri N.

Vajpayee, Shri Atal Bihari

MR. CHAIRMAN : The result[†] of the division is as follows :

Ayes : 96; *Noes* : 38

The motion was adopted.

17.10 hrs.

SALARIES AND ALLOWANCES OF
OFFICERS OF PARLIAMENT
(AMENDMENT) BILL

THE MINISTER OF PARLIAMENTARY
AFFAIRS, AND SHIPPING AND
TRANSPORT (SHRI RAJ BAHADUR) : I
beg to move** :

“That the Bill further to amend the Salaries and Allowances of Officers of Parliament Act, 1953, be taken into consideration.”

The Bill, as you will see, is a non-controversial piece of legislation and I trust it would be supported by all sections of the House.

As the House may be aware, the Salaries and Allowances of Officers of

Parliament Act, which came into force with effect from 1953, had fixed the salary of the Deputy Chairman and the Deputy-Speaker at Rs. 2,000 per mensem. Because of the position that they have to occupy and considering their nature of work they were given the status equivalent to that of a Minister of State. The necessary amendment had to be made in their salaries also. For one reason or another, the Bill could not be brought forward earlier. By this Bill the salary of these two officers of the Parliament is sought to be made equal to that of a Minister of State.

The Deputy Chairman and the Deputy Speaker have to meet many official obligations. So, it is also proposed to grant them a sumptuary allowance of Rs. 250 per mensem.

Since this Bill relates to officers of Parliament who preside over the two Houses of Parliament, it would be better if the Bill is adopted without any discussion.

MR. CHAIRMAN : Motion moved :

“That the Bill further to amend the Salaries and Allowances of Officers of Parliament Act, 1953, be taken into consideration.”

श्री पन्नालाल बार्हपाल (गंगानगर):
सभापति महोदय, इस बिल के अन्दर छोटे

* Wrongly voted for *Noes*.

† The following members also recorded their votes :

Ayes : Sarvashri K. Mallanna, Dharamgaj Singh, S.L. Peje, R.L. Chaturvedi, Lutfal Haque, Chandulal Chandrakar, Govind Das Richhariya, M. Ram Gopal Reddy, Bhuvanarhan, Dalip Singh, N. Tombi Singh, Darbara Singh, Nathu Ram Mirdha, R.V. Swaminathan, Vayalar Ravi, Shrikishan Modi, M.C. Daga, Ambesh, Anand Prasad Dhusia and S.P. Verma.

Noes : Sarvashri H.M. Patel, Ram Deo Singh, Samar Guha, M. Bishnu Dev and M. Kathamuthu.

* Moved with the recommendation of the President.