

[Shri B. R. Bhagat]

under sub-section (4) of section 46 of the Wealth Tax Act, 1957. [Placed in Library. See No. LT-859/63.]

12:09 hrs.

MARINE INSURANCE BILL

REPORT OF JOINT COMMITTEE

Shri D. C. Sharma (Gurdaspur): I beg to lay on the Table a copy of the Report of the Joint Committee on the Bill to codify the law relating to Marine Insurance.

12:09½ hrs.

ESTIMATES COMMITTEE

THIRTEENTH AND TWENTIETH REPORTS

Shri Dasappa (Bangalore): Sir, I beg to present the following Reports of the Estimates Committee:—

- (i) Thirteenth Report relating to action taken by Government on the recommendations contained in the 115th and 168th Reports of the Estimates Committee (Second Lok Sabha) on the Ministry of Transport and Communications.
- (ii) Twentieth Report relating to action taken by Government. (*Interruption*).

Mr. Speaker: Order, order. Hon. Members should not stand in the gangway and talk to other hon. Members.

Shri Dasappa: (ii) Twentieth Report relating to action taken by Government on the recommendations contained in the 122nd Report of the Estimates Committee (Second Lok Sabha) on the Ministry of Commerce and Industry—National Industrial Development Corporation Limited.

12:10 hrs.

*DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1962-63

Mr. Speaker: The House shall now take up discussion on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1962-63.

Does the hon. Minister want to say anything?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): Very briefly, Sir.

Mr. Speaker: All right.

Shri Shah Nawaz Khan: Sir, in moving the Supplementary Demands for Grants for 1962-63 for the consideration of the House, I may say, by way of introduction, that the Supplementary Demands as initially framed with reference to the position as assessed towards the end of December 1962, for the purpose of the Revised Estimates, consisted of nine Demands, of which three covering 'Charged' expenditure only,.....

Mr. Speaker: Order order. Just now, I made some observations and that is being flouted.

Shri Shah Nawaz Khan: of which three covering 'Charged' expenditure only, were merely for information. Based on the latest information, which has since been obtained from the Railways, the Supplementaries for the 'Charged' expenditure under Demands No. 8 and 9—Ordinary Working Expenses—Operation other than Staff and Fuel, and Miscellaneous Expenses, respectively,—are not now required, and the requirement of additional funds under the 'Voted' portion of Demand No. 16—Open Line Works—Additions—has also been reduced by Rs. 3 crores, viz., from approximately Rs. 11:95 crores indicated in the Booklet, to approximately Rs. 8:95 crores. The assess-

*Moved with the recommendation of the President.

ment of the requirement of additional funds, with reference to the latest position, as the House will appreciate, is all to the good and limits the demand for funds strictly to the requirements on latest forecasts.

The reduction of the 'Voted' portion of the Supplementary under Demand No. 16 is mainly under the 'Suspense' heads, 'Stores' and 'Manufacture' and to some extent under 'Works', and takes note of the latest anticipations in regard to deliveries of stores and materials against supply orders, etc.

As has also been explained in the Booklet on the Supplementary Demands, the impact of the Emergency on the Railway's Budget could not be covered in the Supplementary Demands presented to, and voted by Parliament, in November, 1962, as even a rough assessment at that stage was not feasible. The Supplementary Demands now presented cover this effect also. It may be mentioned that, despite the increases in the Revenue Working Expenses covered by these Supplementary Demands, the overall net Railway Surplus for the current year (1962-63) is expected to be maintained at the original Budget level.

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,28,67,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND NO. 7—ORDINARY WORKING EXPENSES—OPERATING (FUEL)

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,07,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963,

in respect of 'Ordinary Working Expenses—Operating (Fuel)'."

DEMAND NO. 9—ORDINARY WORKING EXPENSES MISCELLANEOUS EXPENSES.

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,78,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 22,75,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of 'Open Line Works (Revenue)—Labour Welfare'."

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 8,95,14,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of 'Open Line Works—Additions'."

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 8,55,54,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Open Line Works—Replacements'."

Shri S. M. Banerjee (Kanpur): Mr. Speaker, I shall confine myself to some of the Demands....

Mr. Speaker: Intimation might be given within the next ten minutes of the numbers of Cut motions that are intended to be moved by all Members. They may just write slips to the Table.

Shri S. M. Banerjee:... Demands 5, 7, 9 and 13. Speaking on Demand No. 5, it is stated here that this demand deals with expenditure on repairs and maintenance of Railway assets including track, buildings, rolling stock, etc. When the question of maintenance and repairs comes, we have to divert our attention to the vast deterioration in the matter of maintenance and repairs. Various accidents have taken place. Still, I am sorry to say that the maintenance and repairs work by the Railways, for whom I have the greatest appreciation, is really of a very low standard. I am afraid, if proper attention is not paid, a day will come when there may be more accidents—not only accidents, but huge or chaotic loss to the nation. I would like to know what effective steps have been taken to gear up this work of maintenance and repair and whether the co-operation of the workers and their organisations, whether it is the All India Railwaymen's Federation or the National Federation of Railwaymen or any other organisation which exists today in Indian Railways, has been sought. I remember that the All India Railwaymen's Federation has given valuable suggestions how proper maintenance can be done and how effectively repair work can be done. But no attention has been paid by the Railway Ministry.

I would request the hon. Minister through you to let us know whether such co-operation which is always available and which can be had without the least effort, was sought.

Then I come to Demand No. 6 covering 'Ordinary working expenses—operating staff'. This relates to the cost

of operating staff employed in Locomotive, Carriage and Wagon etc. I would take this opportunity to bring before this House and before the hon. Minister the question of recognition of a Union, the only Union, the only representative union, existing in Chittaranjan. When there are no outsiders in it, when this Union fulfils all the conditions for recognition, what is there in the mind of the hon. Minister or the Railway Board coming in the way of grant of recognition to this Union?

Shri A. P. Sharma (Buxar): His statement that it is the only Union is not correct.

Shri S. M. Banerjee: Only representative Union. Shri Sharma's Union should also be recognised, if it is not already recognised.

The point is whether it is the Chittaranjan Union or the Dakshin Railway Union, recognition should be accorded to them. It is high time that their co-operation was sought in a greater measure especially today due to the emergency created by the Chinese aggression. If this Union is recognised, it will create a proper atmosphere for peaceful settlement of grievances. When all the Central Government employees, wherever they are affiliated to any of the central trade union congresses, whether it is the INTUC, AITUC or Hind Mazdoor Sabha, have given their unconditional support to Government and said that there would be no labour trouble or anything of the sort, it is high time that this Union is recognised. I would like to have a clear answer from the hon. Minister as to the circumstances leading to the non-recognition of this particular Union for so long.

Coming to Demand No. 7, it deals with expenditure on coal. In the Note which has been given to us, it has been clearly stated:

"The increase of Rs. 107.73 lakhs under voted portion is required to cover increased traffic

over certain sections, especially in connection with movement necessitated by the present Emergency and also to cover provision required to hold reasonably adequate stocks of coal to meet operational needs...."

When the question of coal comes, we have to mention certain things. I come from U.P. I have been assured by the hon. Minister many times that the position of coal beyond Moghalsarai would be improved. Even today there are coal dumps without coal. There is a coal dump in Kanpur. It has no coal. I do not know what will happen to this dump if coal is not available. I would like to know what special arrangement has been made to provide adequate coal beyond Moghalsarai. I have been told here that the number of wagons has been increased, but there is a complaint from other States that the same number has been decreased there. Suppose the number was increased by 50 for UP. Allotment to other areas has been decreased by the same number. So I would like to know whether the capacity has increased and if so, to what extent and how far. The scarcity condition regarding coal—I do not wish to use the word 'crisis' in regard to it as that will create a bad atmosphere—in UP has to be removed. Industries are not suffering at present, but the stock of coal with them, whether in ordinance factories or with private companies is so low that if no coal is supplied within two or three months, I do not know what will happen to the main industrial concerns in Kanpur and other places.

I am not referring to brick kilns in the eastern districts. There we have been told that Government may not be able to give much coal because that does not come within the category or that it is not a big industry. I can understand that position, though I feel that it is necessary there also. So I would like to know what the position of coal is.

Coming to Demand No. 9, I would invite the attention of the hon. Minister to the non-payment or abnormal delay in the payment of provident fund and gratuity amounts. There are cases which have been brought to my notice and I hope my hon. friend Shri Sharma or Shri Priya Gupta who are intimately connected with railwaymen will bear me out—in which the amounts have not been paid to the people who have retired before their death. Some people have died and after their death the money has been paid. Just before a person is due to retire, his contribution can be stopped for one or two months if necessary and the whole thing can be cleared. His service can be verified so that he may be paid just after retirement. Otherwise, it becomes really a problem for him and he does not get the money, with the result that sometimes he is found starving on the streets. I would request the Minister to kindly consider this point.

There is a note under Demand No. 9 which says :

"Out of the gross income of 178.39 lakhs over the voted portion of the grant, a substantial portion (128.11 lakhs) represents requirements directly arising out of the Emergency and consequential Civil defence measures on a minimum essential scale, such as, the raising of special emergency reserve of Railway Protection Force for safeguarding of railway track, workshops and other Railway installations in different parts of upper India, etc."

My experience of the Railway Protection Force has been very sad. Coal pilferage is going on unabated, unchecked. A glaring instance might come to the notice of hon. Members. In the Kanpur Juhi Shed it has become a regular feature that coal is being pilfered. The foreman of the place knows it full well. Many cases have been brought to the notice of the hon. Minister, the Railway Board, the General Manager, but what has

[Shri S. M. Banerjee]

A Class IV employee is sacked or suspended. The Railway Protection Force itself is conniving in this. I do not know whom they are protecting. Coal pilferage has not been stopped at all. All these people go to the dealers and they are afraid of them. If a wagon is less by 15 or 20 per cent, perhaps that can be allowed but sometimes a wagon is less by 30 or even 50 per cent. There is a gang working throughout the country pilfering coal. I am sorry no action has been taken. I may mention the instance of a goods clerk in Kanpur who took courage and brought the Railway Protection Force and the police and got the wagon sealed, and it was allowed to go. I do not know what is happening in this matter. I would request the hon. Minister to see that the Railway Protection Force which was formed especially to protect railway assets is not allowed to indulge in such things.

Coming to Demand No. 13, I have no grouse against the labour welfare measures, hospitals etc., but there is lack of medical attention. Recently you must have seen in the newspapers that a driver while driving a goods train died of heart failure. The work of the drivers and firemen is very strenuous, but I am told that there is no periodical check of their health, in the sense that if it is a question of an electro-cardiogram, they say it is expensive. That may be so, but the life of a driver is more precious. So, I feel that this should be properly done.

About welfare measures, I would like to know from the hon. Minister whether a holiday home has been started in Pahalgam in Kashmir, whether it has been purchased at a very high cost, whether it belonged to a very big man in Kashmir, whether an investigation has been made of its cost or not, whether an investigation has been made into the al-

legation. I am all for holiday homes, but I would like to know the amount that has been paid for the holiday homes in Kanpur and Kashmir. I want an explanation.

श्री बड़े (खारगोन) : अध्यक्ष महोदय, सप्लीमेंटरी डिमांड्स फॉर ग्रान्ट्स (रेलवेज) इस समय हाउस के सामने पेश हैं। इस बारे में मैं ने पब्लिक एकाउंट्स कमेटी की रिपोर्ट देखी है। सप्लीमेंटरी डिमांड्स फॉर ग्रान्ट्स की मंजूरी मांगने का उद्देश्य यह बतलाया गया है कि इमरजेंसी पीरियड में ज्यादा खर्चा आने से २५.३६ करोड़ रुपये की अनिश्चित जरूरत पड़ी है। चूंकि ज्यादा खर्चा हो गया इसलिए इन सप्लीमेंटरी डिमांड्स की मंजूरी मांगने की जरूरत पेश आई लेकिन यह चीज कोई नई नहीं है। हर साल हाउस से सप्लीमेंटरी डिमांड्स की मंजूरी मांगी जाती है। लेकिन होता यह है कि सप्लीमेंटरी ग्रान्ट्स के जरिए फंड्स हासिल तो कर लिये जाते हैं लेकिन वह खर्च नहीं हो पाते हैं। इस बारे में पब्लिक एकाउंट्स कमेटी ने अपनी रिपोर्ट में इस बारे में काफी स्ट्रक्चर्स पास किये हैं। अभी सन् १९६३ की रिपोर्ट मिली है। उसके पेज २ में यह लिखा हुआ है :—

"In the following cases funds obtained through supplementary grants/appropriations proved to be unnecessary or in excess of requirements. In three of these cases funds were surrendered during the same month (March 1962) in which supplementary grants were obtained: Revenue working expenses (miscellaneous expenditure)—November 1961. Construction of new lines—grant No. 15—March 1962 and Open line works— Grant No. 16—March 1962."

जिस महीने में यहां ग्रान्ट्स पार्लियामेंट से मंजूर हुई उसी महीने में वह एमाउंटस सरंडर किये गये। सन् ६३ की आडिट रिपोर्ट

रेलवेज में कई केसेज बतलाये गये हैं जिनमें सप्लीमेंटरी ग्रान्ट्स के जरिए फंड्स हासिल किये गये और कम से कम तीन केसेज में उसी महीने में वह एमाउंट्स सरंडर कर दिये गये। कंस्ट्रक्शन और न्यू लाइंस के लिए मार्च १९६२ में ६ लाख ८६ हजार रुपये हासिल किये गये जिसमें से कि ०.९६ हजार रुपये उसी महीने सरंडर कर दिये गये और इस तरह से फाइनल सेविंग्स (इनक्लूजिव और सरंडर्स) १ लाख ७६ हजार रुपये की रही। इसी तरह से ओपेन लाइन वर्क्स-ऐंडीशंस के वास्ते मार्च ६२ में २ लाख २५ हजार रुपये हासिल किये गये जिसमें से कि १ लाख ९९ हजार रुपये उसी महीने सरंडर कर दिये गये। उस आडिट रिपोर्ट ने इन के अलावा और भी एमाउंट्स बतलाये हैं जो कि सरंडर कर दिये गये। कम से कम ६, ७ केसेज में उन्होंने बतलाया है कि इस किस्म के एमाउंट्स सरंडर कर दिये गये चूंकि उनकी जरूरत नहीं थी

इस के पहले सन् १९६२-६३ की पब्लिक एकाउंट्स कमेटी की रिपोर्ट है। उस के पेज ३ पर लिखा है :—

“An unfortunate feature of the above statement is that the Supplementary Grants were mostly obtained in the very month (March 1961) in which large surrenders were made from the same grants.”

जिस महीने में यह एमाउंट्स हासिल किये गये उसी महीने में वह सरंडर कर दिये गये। पब्लिक एकाउंट्स कमेटी ने इस के लिए रेलवे एडमिनिस्ट्रेशन को एक सुझाव भी दिया है लेकिन उन्होंने अभी तक उस की बरफ़ देखा नहीं है।

In evidence it was admitted that there had been certain lapses on the part of the Railway Administration such as non-maintenance of Liability Registers, miscalculation of anticipated expenditure and wrong assessment of the overall position of the Grants which resulted in the supplementary funds proving unnecessary.

कमेटी ने इस के बारे में रिमार्क्स भी दिये हैं और रेलवे एडमिनिस्ट्रेशन के लेक्सेज का भी जिक्र किया है जैसे कि नोन मेंटेनेंस और लाइएबिलिटी रजिस्टर्स, miscalculation of anticipated expenditure and wrong assessment of the overall position of the Grants which resulted in the supplementary funds proving unnecessary. इस के बारे में यदि मिनिस्टर महोदय कुछ प्रकाश डालेंगे तो अच्छा होगा। रेलवेज का इतना बड़ा स्टाफ़ रहते हुए ऐसी गलतियां होना अनुचित प्रतीत होता है।

इस के बाद मैं ग्रान्ट नम्बर १३ लेबर वेलफेयर के बारे में कुछ कहना चाहता हूँ। लेबर वेलफेयर के बारे में मुझे यह कहना है कि बहुत से अस्पतालों में नर्सों, मिडवाइफ़्स और लेडी डाक्टर्स नहीं रहती हैं और इसका कारण यह है कि उनको कम पे दी जाती है। इसके बारे में पब्लिक एकाउंट्स कमेटी में काफ़ी शिकायत की गई है कि उनके जो लांडरी और मैसिंग एलाउंसेज ये वह बन्द कर दिये गये।

आडिट रिपोर्ट सन् ६३ के पेज २९ पर कहा गया है :—

“In May 1957, the Railway Board, on a reference from the General Manager, Chittaranjan Locomotive Works, issued orders that the midwives should be granted only the uniform allowance and not the messing and Laundry allowance. These orders were communicated to all Railways except the Central Railway, and were also incorporated in the Railway Establishment Code published in 1959. In spite of this position, the Central Railway sanctioned, in 1960, messing and laundry allowances of Rs. 45 p.m. and Rs. 5 p.m. respectively to the midwives working on that Railway with retrospective effect from June, 1960. These irregular payments came to the notice of the Railway Board in February, 1961.”

[श्री बड़े]

इस के बाद में जब यह गलती मालूम हुई तो उन मिडवाइफ्स से वह पैसा रिकवर करना चाहिए जोकि उन्हें गलती से दिया गया। ऐसा एक वातावरण पैदा हो गया है और लेडी डाक्टर्स और मिडवाइफ्स नहीं मिलती हैं। मैं महसूस करता हूँ कि यह ४५ और ५ रुपये का नर्सिंग और लांडरी एलाउंस बहुत कम रक्खा है। यही कारण है मध्य प्रदेश में मैंने बहुत से अस्पतालों में देखा है कि जहाँ लेडी डाक्टर्स हैं वहाँ नर्सों नहीं हैं जहाँ नर्सों हैं वहाँ मिडवाइफ्स नहीं हैं। इस का कारण केवल यह है कि उन को पे को कम किया गया है। पहले उन को ४५ रुपये प्लस ५ रुपये मिलते थे। अब उस को कम कर दिया गया है और अब एक ऐसा वातावरण पैदा किया गया है कि जो ज्यादा रुपया दिया गया है वह रीथनाइज किया जायेगा।

आडिट रिपोर्ट के पेज १३ पर यह बताया गया है कि कितना अपव्यय होता है। उस में लिखा है :

"An earth-moving plant unit consisting of 16 scrapers, 12 dozers and one crane, originally acquired for the Ganga Bridge Project and available with the South Eastern Railway, was transferred to the Northeast Frontier Railway in January, 1960, for use on the Rangapara North-North Lakhimpur Project, under orders of the Railway Board..... Although the Railway Administration were convinced in August, 1961, that the unit could not be put to any further use by them, a recurring expenditure of about Rs. 40,000 p.m. continued to be incurred on the staff upto February, 1962, when by retrenching some staff this amount was reduced to Rs. 10,000 p.m. In January, 1962, the

Railway Board decided to sell the unit by auction, but the final disposal is still awaited (December, 1962)."

इस प्रकार चार्लस हजार रुपए प्रति-मास का अपव्यय होता है और रेलवे बोर्ड का उस तरफ बिल्कुल ध्यान नहीं है।

भिलाई मार्शलिग याडर्ज में जो क्वार्टर बनाये गये थे उन को बहुत दिन तक किसी को नहीं दिया गया। जब इस के बारे में मैं ने वहाँ पूछा तो उन्होंने ने कहा कि इस के बारे में ऊपर से आर्डर्स नहीं आये जबकि रेलवे अथॉरिटीज का कहना है कि उन को कोई आकुपाई नहीं करता है। इस बारे में आडिट रिपोर्ट के पेज ३० पर लिखा है :

"On the South Eastern Railway also, a large number of quarters at Bondamunda and Bhilai Marshalling Yards were constructed for occupation by the open line staff to be posted after the yards were ready. There quarters appear to have been constructed far in advance of their requirements and remained vacant for periods ranging from 8 to 40 months after they were completed."

चूँकि मैं मध्य प्रदेश से आता हूँ इस-लिए मेरी निजी जानकारी है कि भिलाई मार्शलिग याडर्ज में जो क्वार्टर थे वे वैसे ही खाली पड़े रहे और उन्हें किसी को नहीं दिया गया। रेलवे अथॉरिटीज कहते हैं कि कोई उन को आकुपाई नहीं करता है जबकि वे कहते हैं कि उन्हें दिया नहीं जाता है।

श्री काशीराम गुप्त (अलवर) : अध्यक्ष महोदय इस समय हाउस में क्वोरम नहीं है।

श्री कछवाय (देवास) : अध्यक्ष महोदय अभी साढ़े बारह बजे हैं लेकिन हाउस में क्वोरम नहीं है।

Mr. Speaker: Let the quorum bell be rung—Now there is quorum. The hon. Member may proceed.

श्री बड़े : उस से लाभ कितना हुआ ? बोन्डामुन्डा में १,१६ हजार रुपये और भिलाई में २२ ००० रुपये का लाभ हुआ । इस के अतिरिक्त उन क्वार्टरों में किसी जगह पानी की व्यवस्था नहीं है और किसी जगह एप्रोच रोड नहीं है । इस बारे में पिछले सप्लीमेंटरी बजट में हम ने काफी आवाज उठाई थी; लेकिन उस तरफ कोई ध्यान नहीं दिया गया ।

मध्य प्रदेश में जावद रोड स्टेशन पर उतरने की कोई व्यवस्था नहीं है और वहाँ पर कोई शड नहीं है । इस बारे में मैं ने और मध्य प्रदेश विधान सभा में आपोजीशन लीडर श्री सकलेजा ने भी लिखा था लेकिन अभी तक उस के बारे में कुछ नहीं किया गया है ।

अभी कोल की पिलफ्रेज के बारे में कहा गया है । मैं आप को एक ऐसा उदाहरण देता हूँ, जिसको नाइन्थ बंडर इन दि वर्ल्ड कहा जा सकता है । लगभग ११,००० रुपये की एक जीप-मार्शिंग मिशिंग है । उस को कोई चोरी ले गया है और अभी तक उस के बारे में कुछ पता नहीं लगा है । अगर कोई छोटी वस्तु चोरी चली जाये, तो कोई हर्ज नहीं है, लेकिन पेज ३६ पर लिखा है कि ३२ बैगन्ज मिशिंग हैं और वे अभी तक ट्रेसेबल नहीं हैं । क्या वे एक्पोरेट हो गई हैं ? क्या वे आकाश में चली गई हैं ? आज रेलवे में इतनी अंधेरगर्दी चल रही है । इस में लिखा हुआ है :

"The balance of Rs. 81,000 is made up of minor items of losses involving less than Rs. 10,000" and so on.

इन बातों की तरफ ध्यान देना चाहिए । इमर्जेंसी पीरियड को ध्यान में रखते हुए ये सप्लीमेंटरी ग्रांट्स तो इस सदन में पास हो जायेंगी, लेकिन यह जो अंधेरगर्दी

हो रही है, इस को समाप्त करने का प्रयत्न करना चाहिए । पब्लिक एकाउंट्स कमेटी ने दो दो दफा कहा है कि सप्लीमेंटरी ग्रांट्स नहीं मांगनी चाहिए, क्योंकि उसी साल सरेंडर किया गया है । १९६२ में भी इसी प्रकार हुआ है । माननीय मंत्री जी इस तरफ ध्यान दें और खुलासा करें कि भिलाई मार्श-लिंग याइर्ज में क्वार्टर क्यों खाली पड़े रहें, मिडवाइज के बारे में अब क्या स्थिति है और जावद रोड स्टेशन पर अभी तक शड क्यों नहीं बनाया गया है ।

Shri Priya Gupta (Katihar): I do agree with the reasons put forward by the Ministry of Railways in seeking the sanction of this House for the supplementary grants. I have no objection, in view of the justifications put forward by them, but I may be permitted to bring to the notice of the hon. Minister a few suggestions in respect of the works in connection with which these funds have been asked for. The use of casual labour which are being utilised in the traffic, operational work, is definitely against the rules laid down by the Railway Board itself, by all the General Managers. The Railway Board has categorically prescribed the manner and the procedure by which the casual labour should be employed. In the explanatory note of the supplementary grant, it has been categorically stated that this casual labour is engaged in the "operational work, relating to traffic operations." Therefore, I submit to the Ministry of Railways that they should kindly give these workers retrospective effect in respect of the pay as is given to the regular railway workers according to the CPC or the authorised scale whichever is applicable to their case.

I am very grateful to the Ministry of Railways for sanctioning the weekly Rest Day with pay in respect of casual labour, and I would request the department concerned in the Railway Ministry to whip up the zonal railways to see that the decisions of the Railway

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Board as also those of the Railway Ministry are followed strictly.

Then, in regard to the requirement of increased staff in view of the emergency situation, definitely the staff is to be increased, and sanction for that purpose should be sought for. But I want to submit that the operational staff, such as the station masters, the guards, the drivers, the firemen etc., who have been working round the clock have been doing work continuously for 19, 20, 24 or 26 hours and sometimes even up to 37 hours, but no increase of staff in their category has so far been made. I do not know why the general managers of the zonal railways do not concede to the demand of the unions for increase of the staff in class III and class IV categories.

It may be seen from the actual sanctions obtaining now that the number of office has increase by leaps and bounds in the name of the emergency. I do not want to comment on that saying that they are not required. If the Railway Board and the Ministry of Railways think that they are required, then I have nothing to say. But may I ask whether the officers who are to do the table work, desk work and other such works should not be increased at least by one per cent even? Wherever there are posts, in the higher rungs or the lower rungs of the clerical category and other class III and II categories, the posts have not been filled. Even in the operational units vacancies have been kept in abeyance and have not been filled up, in spite of the definite instructions from the Railway Board and the assurances given by the Railway Board and the Ministry of Railways.

As regards the night allowance, I am grateful that at the last PNM meeting between the All India Railwaymen's Federation and the Railway Board, the chairman and the additional member (Finance) of the Railway Board and the additional Member (Staff) did kindly agree to consider

our points of view. We submitted that there should be no discrimination of pay so far as the night allowance was concerned; we suggested that whosoever was on night duty should be given the night allowance, the point being that whosoever is on night duty, whether he belongs to the lowest category of class IV or the highest category of class III will require at least one or two cups of tea extra, or one or two *bedda-pans* extra, and to that extent extra expenditure is incurred by the staff on night duty. Therefore, there is no justification for the discrimination that is now obtaining in regard to this matter. There is no justification for saying that supposing I am on night duty I shall get the night duty allowance, but Mr. X who is an employee who is on night duty in some other station will not get it on the ground that he is not eligible for the grant of the allowance due to certain conditions that are pointed out. Regarding the rate of allowance also we made a submission that it should be on a slab system, and calculations and other things involving, unnecessary complications of paper-work etc. may be dispensed with. The Railway Board agreed very kindly to consider these two points, and we are hoping to see the results very soon. Once again, on this occasion, we request the Railway Ministry to give their concurrence to the recommendations of the Railway Board on the suggestions that we put forward to them.

In respect of the cinder-picking and cleaning of the ash-pits, departmentally, I have got to place one point of view before the House from the labour angle. The contractors who are engaged for arranging of the picking of the cinders indulge in malpractices often, and these can be classified under two categories. One is that the total cinders sold by them, if accounted for, along with the consumption in the locomotive engines and otherwise will exceed the total coal received by the loco-shed. Wherefrom do they get the additional quantity of coal? So, there is scope for pilferage. Second-

ly, the labourers engaged by these private contractors are never paid, and it is the duty of the Railway Ministry to look into these things and see that the unpaid wages are paid to the labourers engaged by the contractors for this purpose.

Then, I would submit that even after this pensionary scheme has been introduced, the need for a special contribution to the provident fund to the employees may kindly be acceded to. I have got complaints which have to be placed before our forum regarding non-payment of the provident fund and gratuity amounts in proper time. At the last meeting, the Railway Board promised to look into the matter and take up the matter with the railways concerned who had failed to fulfil the general rule in regard to payment of provident fund and other things. The provident fund which is the last residue of a man who is retiring from the railways should be paid to him at the earliest.

Now, I would say a word about rest-houses for class III and class IV staff. It is very painful to see in a socialistic pattern of society—I do not know if I am correct in saying that—that in addition to the old Railway Board's office near the New Delhi junction which has now been converted into an officers' transit camp and where the officers are being housed when they come here, at Chelmsford Road, another officers' hostel is under construction or erection. I have got two submissions to make in this connection. May I know from the Railway Ministry the answer to the question which I had asked earlier, namely whether there is a single officer who has not been provided either with a saloon, which is a comfortable place to live in, or a compartment, or a tenement or a house itself? Also, what is the percentage of the railwaymen in class III and class IV categories who have been provided with such facilities by way of rest-houses? These rest-houses for class

III and class IV categories do not exist even in some of the most important stations.

I may tell you that the coach attendant who travels in most of the *verandawalla* coaches or the corridor-type of first class coaches has to sit for the whole night and travel; supposing he starts from Calcutta or from Madras or from Bombay, until he completes his duty, he has to sit continuously for about 2 or 2½ days. That man is to be treated not as on an 8-hour duty, but on duty for 48 hours or 96 hours sometimes. There is no rest-house facility provided for him, at all by the Railway Administration.

An Hon. Member: Invariably this attendant is never available when called.

Shri Priya Gupta: The attendant belonging to class IV is always available. It may be that in some particular instance he may not have been available.

Then, I would say a word about the need for track-renewal and replacement of coaches which are in a dilapidated condition, which the Railway Minister has accepted in this House as being the main reasons for the causing of accidents. These should be replaced at the earliest opportunity, and top priority should be given to this matter.

The sanitary and medical facilities on the railways are the highest, and the expenditure on this account is said to be a very high figure, according to the Railway Ministry. But may I point out that there are certain hospitals where there is not adequate number of doctors and other staff? I would request the Railway Minister to look into this matter. In regard to the prescription of the medicines, the local doctor is under an embargo that medicines which entail an expenditure above a particular figure should not be prescribed without the permission of the DMO,

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even if the assistant surgeon or physician feels that the particular medicine is necessary, because it seems that the medical expenses have to be reimbursed by the Railway Administration. So, I would submit that while the medical expenses may be very high, yet, the actual implementation or the application of the rules to the class III and class IV staff should be suitably modified so that these facilities could be made good use of by these categories of staff.

Mr. Speaker: Now, Shri A. P. Sharma. We have only one hour for these Supplementary Demands. Therefore, hon. Members should be very brief in making their observations.

Shri Hari Vishnu Kamath (Hoshangabad): You may kindly extend the time.

Shri A. P. Sharma: I rise to support the Supplementary Demands for Grants which have been placed before the House, with the following observations which I would like to submit through this House to the Ministry of Railways for consideration.

My hon. friend Shri S. M. Banerjee has stated that there is only one union at Chittaranjan, which is not a fact. There is a union affiliated with the National Federation of Indian Railwaymen and also with the INTUC. Our faith in Chittaranjan is that Chittaranjan is considered to be the pride of this country. The hon. Prime Minister has stated on so many occasions that Chittaranjan is an ideal workshop so far as this country is concerned. But the most unfortunate thing is that the workers who have made Chittaranjan the pride of this country have not been conceded even the elementary right of trade unionism. Therefore, I would request the Railway Minister to exa-

mine this question very seriously, because efforts from the recognised trade unions have failed to secure recognition for the unions in Chittaranjan including the one affiliated to the National Federation of Indian Railwaymen. It is a fact that the Railway Protection Force today is doing a useful work; I cannot make a remark like other friends that it is not doing any useful work. But in a large number of cases, they bring cases against the lowest paid employees—Class 4 employees, if they do not act in a particular manner as they desire. Such cases, of course, do come to us, but because the RPF men are out of the purview of trade unions, we cannot give any help to those employees.

About holiday homes, I want to congratulate the Railway Ministry for setting up holiday homes at different places in the country, including Kashmir. The holiday homes are so popular with the railway employees that I would request the Railway Ministry to provide more holiday homes at different places in the country.

One hon. Member has rightly stated that the medical department in the railways is not functioning as it should function. The attitude of the medical department is just like that of the executive. They are the welfare department of the railways. Although the hospital visiting committees are functioning at different levels, the decisions of these committees, where the representatives of the Employees are also represented, are not being considered and implemented. There is very little improvement in the functioning of the medical department in recent years.

About midwives, it is a fact that in most of the hospitals midwives and nurses are not available. The rail-

ways have accepted it, because certain facilities which are available to midwives and nurses outside are not available in the railways. Therefore, I would request the Railway Ministry to examine the suggestion made by my friend, Mr. Warrior, about some special allowances to midwives and make the service of midwives and nurses in the railways equally attractive, if not more attractive than in other departments, so that requisite number of midwives and nurses may be available in the railways.

About rest houses for Class III and Class IV employees, it is a fact that they are not enough in numbers. In a place like Delhi, the Deputy Minister himself can find out how many rest houses are there considering the number of Class III employees. Therefore, there is definite need for increasing the number of rest houses.

With these observations, I support the supplementary demands.

Shri D. C. Sharma (Gurdaspur): Mr. Speaker, Sir, think there should be no serious objection to supporting the supplementary demands which amount to about Rs. 25 crores, which is very small compared to the total budget of the railways. Sir, there are a few things which trouble me when I read through this brochure. The first thing is, in almost every demand I find a statement like this: Payments arising from court decrees or the award of arbitrators.

I want to ask, how is it that litigation has so tremendously increased in the railways after the attainment of independence? Previously the number of such cases was not so large. Now it so happens that the railways are always having trouble with their customers and the agreements are very hastily drafted. The cases which go to the courts are not looked after properly and the public is not given as much consideration as it deserves. The whole thing is becoming almost a bungle. I would ask the Railway

Minister to give the percentage of increase in the number of cases and arbitration awards in all the railways during the last 15 or 16 years. If he can give me the break-up year by year, I will be able to find how this incidence has been shooting up gradually and in a very systematic fashion. At the same time, I would like to know why it is that the Northern Railway is so liable to this kind of thing. I find a large amount of money is being given to the Northern Railway for these court decrees. My feeling is that the legal department of the railways—not only in the Northern Railway, but in other railways **also**—needs to be looked into. It has got to be streamlined. Proper arrangements have to be made for the appointment of law officers and there has to be a check-up of the work that they do. This kind of thing brings a bad name to the railways. The railways should try to stop this kind of leakage of good name through this kind of thing.

In demand No. 6, I find that the railway authorities have taken such a long time in implementing the Paganath Das Pay Commission's recommendations. Why have they spent so much time in finalising the recommendations? I do not know if all the recommendations have been finalised or perhaps some more remain. I would like to know how it is that when all over India the Pay Commission's report has been put into effect at the State level and even the municipal level, this thing has not been done in the Railway Ministry.

One thing that makes me very unhappy is that the railway servants—rather I would use the word 'employees'—are not generally very well looked after by the Railway Ministry. For instance, I find here mention made of people who do night duty and casual labour. I have so many times said on the floor of this House that the category of casual labour is an unfortunate category in the railways. There should be, if I can use the expression, decasualisation of lab-

[Shri D. C. Sharma]

our and everybody should be treated as a permanent employees. For instance, when I go to the railway stations in Delhi and elsewhere, I find that the porters, who do such a great service to the travelling public, are treated as temporary or casual labour. They are not absorbed into the regular cadre of the Railway Ministry as Class IV employees or as any other class of employees. Why is it so? Why is it that Jagannath Das Pay Commission's recommendations should have been implemented in the case of higher categories of employees in the railways and they should have taken such a long time in implementing those recommendations in the case of poor and unfortunate persons like night watchmen and others who are called casual labour. This does not show any kind of social justice on the part of the Railway Ministry. Our Prime Minister was talking yesterday of social justice. I think here is a flagrant case of lack of understanding of what social justice means. Social justice begins at the bottom and goes to the top. But in the Railway Ministry, it begins at the top and never comes to the bottom. This is the conception of social justice that the Railway Ministry has, and I am very unhappy to find that this is so.

13 hrs.

Then I come to Demand No. 5. I am very glad that the Railway Ministry is doing so much for repairs and maintenance. But I would like to ask one question of anybody who has had something to do with travelling during the last 15 or 16 years and anybody who has had some experience of travelling before India became free. I would like him to tell me whether he finds any difference between the travelling that was done before 1947 and the travelling that is done now.

An Hon. Member: It is much better.

Shri D. C. Sharma: Quite right; it is much better now for first class passengers and for pass-holders like the Members of Parliament. But the fact of the matter is that incidence of repairs and maintenance has gone down very much. I do not blame the Railway Ministry for that. The story of Indian Railways after independence is a story of great expansion. I am proud of that and every citizen of India is proud of that. But, Sir, this expansion has got to be balanced by an added machinery, a streamlined machinery for repairs and maintenance. I remember an occasion when some Members of Parliament were travelling with me and we found that there was no light in a first-class compartment. Some hon. friend over there was saying that the travelling now was much better. It may be that he can see even if there is no light in the railway compartment. I have not got such super-natural powers. The other day I was going from here to Kanpur. Another Member of Parliament was also going with me. In the compartment we travelled the fan would not work. There was another passenger—we are law-abiding citizens—and he refused to allow the train to move until the fan worked. If this is the condition in first-class carriages, if this is the way first-class passengers are treated, I do not know what is happening to those persons who travel in lower classes. I would, therefore, request the hon. Minister to see that repairs to the wagons, to the track, to the signalling instruments and other things are done on a more scientific and rational basis. I believe the Government has appointed many committees to streamline the administration of railways. I feel there is need that you should appoint a committee consisting of representatives of the different railways and, if possible, of persons concerned with the different sectors of different railways to find out the state of repairs and maintenance in those railways. I can assure you that com-

mittee will not be able to tell a very good tale.

If you go to the stations, big or small, you will find that the condition of waiting rooms, railway platforms and other things is not something which is desirable. I would, therefore, say that the hon. Minister should see to it that maintenance of these things is done as a religious duty, as a national duty and the repair business is undertaken in a spirit of earnestness and treated as duty No. 1 so far as the railways are concerned. If that does not happen, the railway wagons, tracks and railway buildings will have a growing deterioration resulting in loss of life in this country and the future generation will have to pay for the neglect to which we put them.

Shri Subbaraman (Madurai): Mr. Speaker, Sir, in supporting the Supplementary Demands for Grants, I would like to say a few words. Shri D.C. Sharma was just telling us about the need for repairs and maintenance. I would like to confine myself to this subject alone. Repairs and maintenance should be properly supervised. Bath-rooms of even first-class carriages are not maintained well. Taps in the various and even the shower fountains are leaking. They are mostly rusty. There is no provision for stopping such leakages. If such things happen, the entire water in the tank goes away. As we have difficulty for adequate supply of water, these things should be attended to without any delay. Even draining of water in the bath-rooms is not at all properly attended to. The whole bath-room and lavatory becomes wet and even water stagnates there. If one goes inside these bath-rooms one gets the impression that one has entered a ruined or condemned part of a building. I have written about this matter to the Consultative Committee of the Railways and also to the divisional committee.

Another thing is, stealing or thieving away of fittings and articles. What

happens is, one part is taken away in the first instance, a few days afterwards another part and like that it goes on till the whole fitting is taken away. Therefore, I hope the Ministry will pay special attention and see that such thieving cases are prevented.

Regarding claims for goods lost and damages caused, I would request the Minister to pay some more attention and see that these claims are attended to without undue delay.

The third thing is—an hon. friend on the other side also has been telling about this—about the points given in the Audit Report. Judicial courts and audit are the saving features of the public and democratic institutions. I would, therefore, say that the Railway Ministry should not be satisfied by giving some explanatory replies. The objections raised in the Audit Reports should be carefully gone into and the suggestions or remarks given by the Auditor should be strictly carried out.

13.09 hours

[MR. DEPUTY-SPEAKER in the Chair]

Shri Dinen Bhattacharya (Serampore): Mr. Deputy-Speaker, Sir, I have a few humble submissions to make in respect of Demand No. 13. regarding housing accommodation of the railway employees, especially the commercial clerks, working on the Eastern Railway. So far as I know, the report also shows that 1100 employees are there in Howrah and out of these 1100 only about 60 to 67 persons—are provided with quarters. That means only 6 per cent of the employees are provided with accommodation. These employees have to attend to their duties at the early hours of the morning—they go at 3.45 hours in the morning in the morning shift and in the evening shift they end their duty at 23 hours. Many of them have to stay in the station from the previous day in order to attend to their duty, because during

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those hours they cannot get any conveyance to reach their duty posts.

Then, everybody will admit that the housing problem, specially in West Bengal, is becoming more and more serious. If Government, at least the Railway Department, provide houses to their employees, the situation can be improved to a certain extent. I have to make some observation here about the rent also. The rent charged for quarters has been raised to an exorbitant figure recently. For example, for type I, the rent has been raised to Rs. 7 from the present rent of Rs. 3.75. Similarly, for type II it has been raised from Rs. 12 to 17. Then, in the olden days, at least the essential staff were provided with free quarters. The discontinuance of that practice has been causing great hardship to the affected persons. So, these things should be looked into.

Coming to Demand No. 16, I find that the Alnavar-Dandeli Railway line is being purchased from the Mysore State Government. In this connection, I want to know why the existing light railways in West Bengal should not be nationalised. Prior to the first sitting of the Third Lok Sabha, the Petitions Committee recommended, on receipt of a petition from a large number of people, that the Howrah-Amta and Howrah-Sheakhala light railways should be nationalised. But this recommendation of the Petitions Committee has been shelved, I do not know for what reason. The reason so far given in this House in reply to a question is that when the railways have so many plans for expansion in the Third Plan, the resources of the railways should not be spent for buying or taking over of existing light railways. I do not feel it a convincing reason. After all, this is not a losing concern.

Mr. Deputy-Speaker: The hon. Member should remember that this is not general discussion on the railway budget. So, he should confine his

remarks to the supplementary demands.

Shri Dinen Bhattacharya: In the year 1961-62 the net earnings of the Howrah-Amta railways was Rs. 1. lakhs and that of Howrah Sheakhala light railways Rs. 63,000. They are paying concerns.

Mr. Deputy-Speaker: We are not concerned with that at this stage. The railway budget is coming up soon for discussion. He may reserve his remarks for that.

Shri Dinen Bhattacharya: My point is that when the Government is taking over a certain railway in a certain State why should they not take over all the light railways for their better running and for better facilities to the travelling public especially when there is such a pressing demand for a long time from the people of West Bengal that the light railways in that State should be nationalised. So, I would request the Government to reconsider the matter and take over the Howrah-Amta and Howrah-Sheakhala light railways as well as Ahmadpur-Katwa and Burdwan-Katwa railway lines. In the case of the last two lines, not only Government had to pay subsidies but these companies very often take overdraft without paying any interest. So, I would insist upon the Government that these railways should be taken over, as early as possible, in the interest of the general travelling public. These railways pass through areas which are very important, both from the commercial and population point of view. The speed of these railways is so slow that to cover only a distance of 16 to 17 miles, one has to spend 6 to 7 hours. Condition prevailing on these Railways is horrible. When so much money is spent at this juncture on expansion and development of railways. I do not understand why these railways should not be taken up and

the long-standing demand of the people of this locality met to their satisfaction. However, I again urge upon the Government to reconsider the issue.

Some hon. Members rose—

Mr. Deputy Speaker: The time allotted for this discussion is over and there is no time left. Anyhow, I will give two to three minutes to each. Shri Alva,

Shri Joachim Alva (Kanara): Mr. Deputy-Speaker, I came here to make up the quorum but, having come in, I find there is a lot of matter to talk about. But if you are going to be too technically strict about my speech, then I shall not be continuing.

When the railways are making a big demand of Rs. 25.39 crores for supplementary demands, a very high demand indeed, why should not their accounting officers have taken the trouble of incorporating all these demands at the time when the railway budget was prepared passes my understanding. Payment of court arbitration award fees and whatever arises from court decrees is a matter that is kept hanging for years together in the offices of the railway board in the country. That is a matter that needs expedition. Perhaps, some of these demands could have waited for inclusion in the budget of next year. I really do not know why all this could not be incorporated in the budget of last year and is brought here in the form of supplementary demands. In any case, that is something to be taken note of for the future.

The railways are very very slow in making payments of their dues to outsiders. When a man books a ticket and comes afterwards and says "I cannot go tomorrow; I want to cancel my ticket", the payment must be made at the counter at once instead of his being asked to come again the next day or on a future date. I am mentioning this because there are a large

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number of grievances which I may not be able to cover now, and I may not get a chance to speak on the railway budget. So, I would request you, Sir, to bear with me, and I will finish in three minutes.

Then I would like to refer to the untouchable class in the railways called "casuals" or casual labour who are denied all the amenities provided by the railways to their staff. In the railways everybody helps each other. An officer always helps another officer; he knows how to defend others and keep them out of trouble. They also have mutual benefit society and so on. Why is it, then, that the casual labour alone are treated as an untouchable class? A large number of them who ought to be made permanent are still kept temporary and their cases are kept pending.

So far as inquiries against staff are concerned, why should they take such a long time? If there is a charge against a railway servant, he should be asked to plead guilty or not guilty, come out with defence if he so desires, and the case should be decided in less than three months. There should not be any mental torture to him and his family, like a Damocle's Sword always hanging over his head. I am referring to this specifically because I know of several disciplinary cases which have been pending for the last few years before various enquiries or tribunals, putting the concerned railway servants and their families to untold suffering. It is better to execute a man and delivering the judgment immediately than to keep the case pending for years together. I hope these things would be looked into.

Then I come to railway catering. The food served in railways requires a lot of improvement. Also, their kitchens are very filthy. I did not know about it until my own son told me about it after his experience with railways in other countries which maintain clean kitchens. I realised the difference when he told me that

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the kitchen in the De Luxe train was filthy. I had not opened my eyes till then. Why is it that the members of the Railway Board just do not pass through the corridor and see how filthy the kitchens are? If you see the kitchen, nobody will eat the food. Cleanliness in the kitchen is the most important thing. Either put a woman who will take charge of the kitchen or fire these men off.

As regards the waiters, they are hanging in the air in regard to their service. They are not given bonus. They are not given loans when they want them for marriage or other things. Their service is not permanent. They are still kept on commission. It is a scandal, the way the waiters are kept. The waiters do a better job than even the highest servants of the Railways. Some of them even die or are injured in accidents. There is nobody to speak for them. Their uniforms are clumsy. I do not know how the Railway Board members look after these things.

The conductor of the De Luxe trains, and Frontiers mails making the best and largest trains, of the land must pass the muster in a smart turn out. However, sometimes he does not shave. His shirts are dirty. His uniforms are clumsy. They are our representatives. What will the foreigners think who travel by our trains? I must pay a tribute to the Anglo-Indians who at least kept their uniforms and appearances up-to-date. Why can my Indian brethren not have a proper, clean uniform and have a shave every morning? If the conductor of one of the largest trains in India cannot shave, he must be dismissed. I would like him if he kept a beard or I will present him with a set of blades, if he cannot shave. These are very important things. Unless we take care of small things, we are not going to put our country right.

We have introduced the corridor trains. They are full of railway officers...

Mr. Deputy-Speaker: It has nothing to do with the Supplementary Demands.

Shri Joachim Alva: When I was not a Member of Parliament, I had a servant with me; but I cannot afford a servant now. But these officers have their liveried servants sprawling all over the corridors of the trains. I will not get a chance to speak on the Railway Budget. Therefore, please have patience with me for two minutes. These are very important things.

Mr. Deputy-Speaker: Conductors shave is not connected with the Supplementary Demands.

Shri Joachim Alva: It is because our tourist traffic will be affected.

Shri Hari Vishnu Kamath: It is going to be a close shave.

Shri Joachim Alva: Tourist traffic is affected by very bad conductors.

Then, nobody seems to worry about traffic regulations in a large city. It is easy for a passenger to go from Delhi to Bombay than to go from Bombay Station to his house. The Railway Board members, the hon. Ministers and the VPs have big cars and off they go. Several times I have stayed on to be the last passenger to go away from the Bombay Central station just to see whether the Police will get a car for a poor man. I had to take it up with Shri Chavan, when he was the Chief Minister, and with our hon. Railway Minister. I must pay a tribute to Shri Swaran Singh, the Railway Minister, and to Shri Chavan for putting things right. As a result of my representation, now they have put up a stand at Bombay Central and taxis must file up. Before that for six months I broke my head with the Bombay Victoria Terminus authorities and nobody was able to do anything about the traffic. If you want big taxis, you will have them; only you have to pay double the charges. You may pay Rs. 10 or more

for coming from Madras to Bombay by third class, but you have to pay Rs. 10 for your taxi to reach Dadar. I had to ask an Indian Police officer trained in Scotland Yard to come to my help and he said, "Please give me three days". I said, "I have patience to wait for three months, but you put things right." What is the duty of the railway officers and of the railway traffic? Is it my duty? I am not the MP for Bombay, but I am a citizen of the country and it is my duty. They never moved during the last several years at the traffic corners of Bombay Central and Bombay Victoria Terminus stations.

Railway officers who travel refuse to give their names when they are discourteous. I do not care if they are discourteous to me. If they give me respect, I might give respect to them. But what about the poor man or the poor official? Once in regard to a very discourteous officer, I took up the matter with the Railways but the name of the officer never came to me. The General Manager of the Central Railway never gave it to me. He pleaded helplessness. I spent a lot of time about that but I never got the name of that officer. If you do a wrong thing, your name must be struck off.

Then, about promotion of young men. Today the tracks are in a bad shape.

Mr. Deputy-Speaker: Order, order.

Shri Joachim Alva: Two minutes more.

Mr. Deputy-Speaker: That has nothing to do with the Supplementary Demands. He has to be relevant. He is an experienced Member of Parliament.

Shri Joachim Alva: I will finish in two minutes.

Mr. Deputy-Speaker: The Railway Budget debate is coming. He may

reserve his remarks for the debate on the Railway Budget.

Shri Joachim Alva: The promotion of bright, enterprising young men in the railways is very important. Young men have come and told me, "I am just an ordinary lower grade official but I can say that this track can be put right, but what can I do? Somebody else is promoted" I know that this young man who reports this is a bright young man, but he does not get promotion. People are not interested.

I must pay a tribute to the *mehtaras* I will not call them *mehtaras*; I am sorry to use that word for want of a right one—the men who clean the WCs. They do not lift a rupee or paisa from others' pockets nowadays. I pay my tribute to them. At least corruption has been rooted out from there. When a foreigner gives them some money, I say, "Please do not give and spoil our men who clean the latrines; they are doing a wonderful job; they do not expect a penny and they do not want a penny." These are the people who are doing a good job. They must be rewarded by giving them amenities, clothing, medical facilities for their wives and children and school facilities for their children and good quarters too? All these things should be done. If you ask them not to take money and then keep them starving, it is not fair.

I have a lot of points to make, but the question of milk is the last point. Milk must be supplied from Bombay and Dehi, Madras or Calcutta and not from outstations. Bad, rotten milk is supplied on the stations on the routes. It is a shame that after the Government of Bombay launched such a great milk scheme, we have to drink bad milk at the railway stations and elsewhere. Why should we not get a good cup of milk? The Maharashtra Government can supply any amount of milk to the Railways. They must store it in their refrigerators. You must not allow the vendors and con-

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tractore to make money by giving us bad milk even after paying good cash.

Mr. Deputy Speaker: According to intimation since received from Members, all the nine Cut Motions as shown in List Nos. 1 and 2 are desired to be moved. So they may move the amendments subject to their being otherwise admissible.

Failure to provide adequate facilities for the staff of Maternity and Child Welfare Centres

Shri Bade: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 22,75,000 in respect of Open Line Works (Revenue)—Labour Welfare be reduced by Rs. 100. (1)

Failure to afford housing accommodation to the commercial clerks of Eastern Railway.

Shri Dinesh Bhattacharya: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 22,75,000 in respect of open line works (Revenue)—Labour Welfare be reduced by Rs. 100. (2)

Loss incurred in zonal contracts

Shri Bade: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 11, 95, 14,000 in respect of open line works additions be reduced by Rs. 100. (3)

Failure to give to the casual labour the pay and other facilities admissible to regular railway workers.

Shri H. C. Soy: I beg to move:

That the demand for a supplementary grant of a sum not ex-

ceeding Rs. 1,28,67,000 in respect of ordinary working expenses—Operating Staff be reduced by Rs. 100. (4)

Failure to (i) give to the casual labour the pay and other facilities admissible to regular Railway workers (ii) fix regular salary rates for casual labour employed on regular operating cadre, (iii) increase class III and class IV staff in spite of heavy additional traffic pertaining to emergency; and discrimination in granting night duty allowance to the staff performing night duties.

Shri Priya Gupta: I beg to move:

That the demand for a supplementary Grant of a sum not exceeding Rs. 1,28,67,000 in respect of ordinary working expenses—Operating Staff be reduced by Rs. 100. (5)

Failure to take over cinder picking and ash cleaning departmentally.

Shri Priya Gupta: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 1,07,73,000 in respect of ordinary working expenses—Operation (Fuel) be reduced by Rs. 100.

Need for special contribution to Provident Fund of employees.

Shri Priya Gupta: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 1,78,39,000 in respect of ordinary working expenses—Miscellaneous expenses be reduced by Rs. 100.

Failure to provide Rest Houses to class III and class IV staff.

Shri Priya Gupta: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 22,75,000 in respect of open line works (Revenue)—

Labour Welfare be reduced by Rs. 100.

Need for proper track renewals

Shri Priya Gupta: I beg to move:

That the demand for a supplementary grant of a sum not exceeding Rs. 8,55,54,000 in respect of open line works-Replacements be reduced by Rs. 100.

Mr. Deputy Speaker: These cut motions are now before the House.

श्री बरवा कोटा (कोटा) : उपाध्यक्ष महोदय, डिमांड नम्बर १६ ओपन लाइन एडीशन के बारे में मैं बोलना चाहता हूँ। इस के बारे में मैं ने कट मोशन दी हुई है। जोनल कांट्रैक्टर के बारे में तथा उन के खिलफ आडिट रिपोर्ट में काफी कुछ लिखा हुआ है। मैं आप के सामने दो तीन बातें ही रखना चाहता हूँ। ७ मार्च, १९५६ को बरोडा, रतलाम, राजकोट और कोटा डिविजन, जिस कंस्ट्रिक्ट्यूएन्सी से कि मैं आया हूँ, वहाँ पर १९५६-६० में इलैक्ट्रिक वर्क्स के ठेके देने थे। ७ मार्च १९५६ को उस के टेंडर खोले गये और २२ अप्रैल को मंजूर किये गये। लेकिन वे टेंडर ३१ मार्च के भाव से बहुत कम थे। तब फिर क्या किया गया, यह मैं आप को बतलाना चाहता हूँ। ३१ मार्च १९५६ वाले ठेकेदार के भाव ज्यादा थे। उस को बन्द करना चाहिये था। लेकिन जो पहले का ठेका था और जो जोनल कांट्रैक्टर के पास था उस का रेट अधिक था। इस को बन्द कर देना चाहिये था क्योंकि साल खत्म हो गया था। ऐसा नहीं किया गया। जिस के रेट अधिक थे उस को ही ठका दे दिया गया और उसी रेट से पेमेंट कर दिया गया। इस के अलावा जो छोट ठेके हुए वे भी उसी को दे दिये गए। इस में रेलव को ४५८१६ रुपये का नुकसान उठाना पड़ा। आडिट रिपोर्ट १९६३ पेज १५ पैरा १७ पर इस का जिक्र है। इसलिए मेरा यह कहना है कि जोनल कांट्रैक्टर को न दे कर छोटे छोटे ठेके दिये जाने चाहियें।

जोनल कांट्रैक्टर को ठेके देने की नीति पर अगर चला जाता है तो जो छोटे ठेकेदार हैं वे ठेके नहीं ले सकेंगे। इस का कारण यह है कि ये ठेके लाखों पर जा कर पड़ते हैं और छोटे ठेकेदारों के बश की यह बात नहीं होती है। एक कंडीशन यह भी है कि पचास हजार से नीचे का जितना भी काम होगा वह भी जोनल ठेकेदारों के द्वारा कराया जायगा छोटे ठेकेदारों को नहीं दिया जायगा। यह भी मैं ने देखा है कि जब बड़े बड़े ठेके दिये जाते हैं तो उन में भ्रष्टाचार काफी आ जाता है इसलिए छोटे ठेकेदारों को देना नहीं चाहते हैं। यह जो पालिसी है यह बदलनी चाहिये।

रेलवे बोर्ड ने यह भी आदेश दिया था कि यदि वर्क एक साल में कम्प्लीट न हो तो उसे बन्द कर दिया जाना चाहिये और चालू वर्ष के जो रेट आयें उन्हीं रेट्स से करवाया जाना चाहिये। लेकिन ऐसा नहीं किया जाता है। मिट्टी का काम गांधी ग्राम अहमदाबाद में खोला गया। काम कंसल कर दिया गया और होते होते २७,००० का खर्च हो गया। यह खर्चा नहीं बल्कि घोटाला हुआ है।

तीसरा काम १९५१ से ले कर १९५८ तक का है। टिम्बर सप्लाई करने का एक ठेका दिया गया था और उस में ४६ लाख रुपया अभी भी बकाया है। १९५१ से ले कर अभी तक भी इस को वसूल नहीं किया जा सका है। इस तरह के जो केस हैं अगर यह न घटित हुए होते तो सप्लीमेंटरी डिमांड्स पेश करने की आवश्यकता ही आप को महसूस न होती। यह कहा गया कि ठेकेदार को अवरपेमेंट कर दी गई। ऐसा दिखाई देता है कि इस में ठेकेदार से ले कर इंजीनियर तक सभी मिले हुए थे और तभी यह अवरपेमेंट हुई। तीन जगह पर चैकिंग होती है। पहले तो अवरसीयर के लेवल पर चैकिंग होती है उस के बाद असिस्टेंट इंजीनियर के लेवल पर होती है और वह जा कर साइट

[श्री बरवा कोटा]

पर देखता है और तीसरी चैकिंग तब होती है जब आडिट किया जाता है। इस में मालूम होता है कि शायद नीचे से ले कर ऊपर तक सब मिल गये थे और ओवरपेमेंट कर दी गई। इस तरह की घटनायें दुबारा नहीं घटनी चाहियें। इसलिए यह ४६ लाख २० का रेलवे का नुकसान हुआ। इसलिये मैं कहना चाहता हूँ कि बड़े बड़े ठेके न दे कर छोटे ठेके दिये जायें ताकि उस में डिपार्टमेंटल वर्क एक हो सके। पहले डिपार्टमेंटल वर्क होता था जिस में रेलवे में हजारों कर्मचारी आ जाते थे। लेकिन आजकल जो काम होता है उस में डिपार्टमेंटल वर्क में छोटे कर्मचारी नहीं आ पाते हैं। जोन सिस्टम जो कर दिया गया है उस में बड़े आदमियों के अलावा छोटे मजदूर तो काम कर ही नहीं सकते हैं। इसलिये मेरा कहना है कि छोटे ठेकेदारों से काम करवाना चाहिये। इसलिये या तो जोनल सिस्टम बन्द कर देना चाहिये या फिर जोनल सिस्टम में अलग अलग ठेके ठेकेदारों को दिये जाने चाहियें ताकि छोटे छोटे आदमी वहां काम कर सकें।

Mr. Deputy-Speaker: Mr. Soy, what is your question?

श्री ह० च० सोय (सिंहभूम) : उपाध्यक्ष महोदय मैं उपमंत्रों जी से कुछ सवाल पूछना चाहता हूँ। हमारे यहां स्पेशली चक्रधरपुर रेलवे डिवीजन में कैजुअल वर्कर्स की बहाली के समय यह किया जाता है कि हर महीने उनको बहाल कर दिया जाता है और महीने के आखिर में उन को डिस्चार्ज कर दिया जाता है। फिर अगले महीने के पहले सप्ताह में उन को बहाल कर दिया जाता है। इस बहाली के समय रेलवे में काम करने वालों से ५ २० या १० २० पी० डब्ल्यू० आई० आदि के द्वारा ले लिये जाते हैं। इस चीज को डिवीजनल सुपरिन्टेंडेंट जानते हैं। इस के मुतालिक हम ने डिवीजनल सुपरिन्टेंडेंट और रेलवे के जनरल मैनेजर को भी लिखा रेलवे मिनिस्टर को भी लिखा फिर भी यह चीज जारी है। आखिर

इस के लिए क्या उपाय हमारे डिप्टी मिनिस्टर साहब करेंगे मैं चाहता हूँ वे इस का कुछ जवाब दें।

दूसरी बात मैं यह कहना चाहता हूँ कि चक्रधरपुर में जोकि डिवीजन का हेडक्वार्टर है डिस्ट्रिक्ट इंजिनियर होते हैं। उन के द्वारा जब रेलवे की जगह कंट्रोल या चाय की दुकान वगैरह के लिये दी जाती है तो कुछ लोगों को दी जाती है और कुछ लोगों को नहीं दी जाती है। इस मामले में काफी धांधली चल रही है। इस सम्बन्ध में हम लोग लिखते लिखते और डिवीजनल मैनेजर से कहते कहते हार गये। आखिर इस बीमारी का कुछ इलाज तो होना चाहिये।

तीसरी बात मैं यह कहना चाहता हूँ कि बिहार में चाय वासा सब से बड़ी मार्केट है। वहां पर बाजार से जब सरायखरसबा को शाम को लोग लाते हैं तो उस में बरब बरब ५०,००० आदमी यात्रा करते हैं जो कि बीथर्ल मार्केट करने के लिये वहां जाते हैं। उस के लिए एक ही बुकिंग क्लर्क रहता है। इस बारे में कई दफे लिखा गया कि चूँकि वहां पर एक ही बुकिंग क्लर्क है इसलिये वह सारे लोगों को टिकट नहीं दे सकता है। लेकिन जो रेलवे स्क्वैड है वह लोगों को बिना टिकट पकड़ने के लिये घूमता रहता है। एक तो यात्रियों को टिकट देने का आप इन्तजाम नहीं करते हैं उस के बाद उन्हीं को पकड़ते हैं। मैं रेलवे उपमंत्रों जी से जानना चाहता हूँ कि आखिर वे इस का कुछ इन्तजाम करेंगे या नहीं।

Shri Shah Nawaz Khan: Sir, I am grateful to the hon. Members who have taken part in this discussion. Before I say . . .

Shri D. N. Tiwary (Gopalganj): He should be grateful to those who have not taken part because we are not bothering him.

श्री यशपाल सिंह (कैथाना) कर्मि कर्मि
तो उद्ग में भी हमें बातें मालूम होनी चाहिये ।

Shri Shahnawaz Khan: Before I start replying to individual hon. Members, I would like to submit that a large number of hon. Members have referred to or read extracts from the recent Audit Report. As the House is aware, this Audit Report has got to go to the Public Accounts Committee, they have to give their remarks and then it will come back to the Railway Ministry for taking action or to submit any explanation. Therefore, at this stage, I would like to seek your permission not to reply to those specific points which have been read out from the said report.

Shri Priya Gupta: Will he keep these points before him while examining the report when it comes?

Shri Bade: The report of 1962-63 must have come to your notice. It must have been considered in which it is written that Supplementary grants are granted and they are surrendered in the very month.

Mr. Deputy-Speaker: Order, order.

Shri Shahnawaz Khan: My hon. friend Shri S. M. Banerjee, referred to maintenance and repairs both of the track and of the rolling stock. A number of other hon. Members also referred to the same points. I would like to inform the House that, during the Second Plan period, we renewed approximately 8000 miles of railway track. During the current plan, we have set aside a sum of Rs. 170 crores for track renewals. It is true that, at one time, we were in arrears in track renewals. But, according to the plans that have been formulated, we hope to make up for all the arrears of track renewals during this plan. Maintenance of coaches and rolling stock is continuously more review. Officers are deputed to go and carry out surprise inspections. The House is aware that we have also deputed certain squads of electricians and

cleaning staff, to accompany certain long distance trains, to ensure that the service is available even when the train is on the run. I do not deny that sometimes there may be lapses, or sometimes there may be difficulties regarding lights or fans. I would like to say that one of the main causes of such occurrence is that carriage fittings are stolen. This is a chronic malady which the Railways have to face. We have been taking very special steps to combat this evil, and the situation is showing signs of improvement.

Shri Hari Vishnu Kamath: Some of the thefts take place in the sidings or yards, and employees—some of them—are responsible.

Shri Shahnawaz Khan: They are arrested and punished.

My hon. friend, Shri S. M. Banerjee, said that the Railway protection force were not living up to expectations and were not doing what was expected of them. I would like to inform him that the Railway protection force is continuously on duty in the various sheds and yards, and they have done good work and have been successful in bringing down the number of such thefts of carriage fittings. Not only that. The number of running train thefts and thefts in yards and sheds have been brought down very considerably as a result of the efforts of the Railway Protection force. My hon. friend would be glad to know that, during the recent emergency, the Railway protection force did excellent work in protecting of the railway track and in guarding the Railway stations and railway lines in the operational areas and their services have been very much appreciated by everybody. They have also un-earthed huge stocks of stolen coal and other Railway property. I may inform Shri S. M. Banerjee that the case he referred to at Kanpur—theft of coal that, again, was un-earthed by the squad C.C.B. Crime Control Bureau section of the Railway

[Shri Shah Nawaz Khan]

Protection force. It is they who unearthed that case.

So, on the whole, the RPF are doing very good work, but I do not deny that there may be black-sheep here and there, and I can assure my hon. friend that we do not show any leniency to any persons who indulge in any malpractices.

Shri Bade: Even then, how could a jeep be stolen and 29 wagons be missing?

Mr. Deputy-Speaker: Order, order. The hon. Member has had his say already. Now, let him hear the reply.

Shri Bade: If the force is quite good, how could this happen?

Shri Shah Nawaz Khan: Ours is not the only jeep that has been stolen. Jeeps of other departments in some other places also get stolen. It is a question concerning the general standard of law and order. Thefts do take place.

Shri Hari Vishnu Kamath: But two wrongs cannot make a right.

Dr. M. S. Aney (Nagpur): 29 wagons remaining missing is rather a peculiar thing.

Shri Hari Vishnu Kamath: Has the theft been traced or not?

Shri Shah Nawaz Khan: I was rather surprised to hear a well-informed Member like Shri S. M. Banerjee saying that the position regarding coal north of Mughalsara was still difficult. I would like to inform him that the number of coal wagons moving on the up-side, that is, towards the Kanpur side, beyond Mughalsara, has increased from 1891 wagons to 1986 wagons during the period April, 1962-January 1963; the figures are in comparison with the corresponding period of the previous year, on this comparison there has been an increase.

Currently, the movement of wagons for coal on this side of Mughalsara is 2100 wagons daily.

Shri S. M. Banerjee: Since when?

Shri Shah Nawaz Khan: Since the last few months. The House would be very glad to know that we have actually exceeded the targets for the general consumers for transport of coal. If anything, the position is that our rakes are standing at various stations and people are not coming forward to unload them. That is our grouse. The position by no means is so difficult as Shri S. M. Banerjee has tried to make out.

We have always sought the co-operation of the workers in improving the operation of the railways, in maintenance and all other work. We have regular PNM meetings with the railway employees, where we seek their co-operation and advice.

Shri Priya Gupta: Not in every railway.

Shri Shah Nawaz Khan: On most of the railways we have these meetings.

Shri S. M. Banerjee: and I think, one or two other friends including Mr. Sharma who is not here, talked about the railways not giving recognition to the different unions at Chittaranjan and also the Dakshin Railway Employees' Union not being given recognition. Shri S. M. Banerjee said that he could not understand why recognition was not given when they had given a firm undertaking and they had resolved that they would co-operate with Government, they would not indulge in any unpatriotic activities, and that their behaviour would be one of co-operation in improving the situation on the railways. That is a very fine profession, but we find that their actual deeds are slightly different from their professions. We had given recognition; as the House is

aware, previously, there was only one federation that was recognised, namely the National Federation of Indian Railwaymen.

Shri Priya Gupta: Prior to that there was only the All India Railwaymen's Federation, but then by the back-door you formed the National Federation of Indian Railwaymen.

Shri Shahnawaz Khan: Later on, we gave recognition to the All India Railwaymen's Federation also, and they had given us to understand that they would co-operate with the administration, and that they would settle all their differences by mutual discussion across the table. But the country is fully aware of the role that was played by some of those unions during the general strike of 1960 and the tremendous damage that was done to the country at a time when we were engaged in making our plans successful; that strike did a great harm to the country, and, therefore, we decided, whether it be at Chittaranjan or elsewhere, that we shall take these professions of Co-operation with a pinch of salt, and we would like to study the actual behaviour of different unions before we take any final decision.

Shri A. P. Sharma: But there are also unions which, you say, are doing constructive work.

Shri Shahnawaz Khan: Of course.

Shri S. M. Banerjee: Both are doing constructive work.

Shri Priya Gupta: Who is the competent authority to give this recognition?

An Hon. Member: It is the Railway Board.

Shri Priya Gupta: Then, how can Deputy Minister of Railways give any decision on that?

Shri Shahnawaz Khan: My hon. friend, Shri D. C. Sharma, wanted to know why there had been such in-

ordinate delay in implementing the recommendations of the Jagannath Das Commission. The delay was in examining certain subsidiary recommendations. The main recommendations were finalised about three years ago after they had been accepted. There were certain subsidiary recommendations which required very careful examination, and it was as a result of that that some time was taken.

A number of hon. Members talked about the casual labour and the treatment that was meted out to casual labour on the railways. The House is aware that on the railways we have different types of casual labour. One type is the casual labour engaged in projects which by their very nature, are of a casual character. As soon as those projects are over, the casual labour become surplus. We cannot obviously treat the labour working on those projects as regular railway employees. There may be some cases where the casual labour are working against regular requirement; where it is so, after six months of service, they are given the same treatment and the same pay as any other regular railway employee.

Shri S. M. Banerjee: May I ask one question concerning this?

Mr. Deputy-Speaker: Not now.

Shri Shahnawaz Khan: My hon. friend, Shri S. M. Banerjee talked about the very sad demise of an engine driver who died on duty. Engine drivers are examined every three years, and they are put through a thorough medical test; after attaining the age of 45 they are examined every year. Heart failure is an illness which can come to anybody. It can come even to the fittest person at any moment. In this House itself we had instances of an hon. Member finishing his speech and then sitting down and dying in his seat. So, heart failure is an illness which can come to anyone at any time. But I can assure my hon. friend that we do have a very thorough check-

[Shri Shahnewaz Khan]

ups, and we do look after our employees.

One hon. Member referred to the shortage of medical staff, particularly in the category of nurses and midwives. But I think that there is a general shortage of staff in the particular categories of nurses and midwives. But I think that by and large, the facilities and amenities that have been provided to the railway employees generally and the medical staff on railways particularly are second to none in this country.

Then one or two hon. Members wanted to know about rest houses for railway staff. We have regular running rooms for all the railway staff who go from one station to another. For recreational purposes, we have opened a number of holiday homes for our employees. They are quite popular. Mention was made of a holiday home at Pahalgam, and a question was asked about its cost. We paid about Rs. 1½ and half lakhs for this holiday home, which is very popular. I think the railways have not lost in this transaction. We have in fact, made a good bargain in this, the holiday home is serving a very useful purpose. Railwaymen from all over India are going there and taking advantage of its facilities.

Shri Dinen Bhattacharya wanted staff quarters to be provided to all commercial staff. We have very nearly 12 lakh employees on the railways. About 40 per cent of the staff are housed. By the very nature of their duties, it is important that essential staff should have priority for housing accommodation. People who may be called out at any moment to operate trains etc. are known as essential staff. They must have priority. We have not been able to house even all the essential staff; 60-70 per cent of the essential staff only have been housed so far.

Every year we are building about 12,000 railway quarters. During the Second Plan, we kept up this rate, and

during the Third also we will be able to build staff quarters at the rate of 12,000 per year. The commercial staff also are given their share, but they have to take their turn in accordance with their priority.

Dr. M. S. Aney: What is the number of quarters built now?

Shri Shahnewaz Khan: We have got about 4½ lakhs.

श्री प्रिय गुप्त : क्या एक भी गजेटिड आफिसर विदाउट क्वार्टर है जबकि क्लास फ़ोर के इतने बर्कज विदाउट क्वार्टर हैं ?

श्री शाहनवाज खान : जो उन की इयूटाइज हैं उन में भी थोड़ा फर्क है ।

Shri Priya Gupta and some other hon. Members also referred to some sort of corruption that was rampant in awarding contracts for cinder and ash. As a result of the recommendations of the Kripalani Committee, we had taken over the handling of cinder and ash in certain loco sheds departmentally, but we found that it is rather uneconomical. In cases where we have found it not economical, we are reverting to the practice of giving it to contractors.

A number of hon. Members referred to certain delays in the settlement of provident fund and other claims of railway employees. The number of settlement claims pending on all Indian railways for over three months on 31st December 1962 was 1,548—for a force of very nearly 12 lakh employees with an average annual retirement of about 40,000. We are working on the basis that the dues should be settled within ten days of a man's retirement. The House would be glad to know that, on some Divisions, they have been paying the employee on the very day of his retirement. In fact, a year before an employee retires, we start preparing his papers, so that everything is ready. But there are cer-

tain categories of staff, from whom commercial debts etc. have to be recovered. It is only in such few cases that there may be some delays. But this matter of reducing the delays is under constant consideration.

Shri Dinen Bhattacharya: But there must be a limit to the delay. There are certain cases pending since 1947.

Mr. Deputy-Speaker: He cannot make another speech now.

Shri Shah Nawaz Khan: If there are any such cases, I would be very grateful to have details. I can assure hon. Members that we shall try and settle them expeditiously.

Mr. Deputy-Speaker: We have to dispose of the cut motions first.

Shri Bade: May I ask one question?

Mr. Deputy-Speaker: We have already taken more than the time allotted for this.

I shall now put all the cut motions to the vote of the House.

The cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1963, in respect of the following Demands entered in the second column thereof:—

Demands Nos. 6, 7, 9, 13 and 17".

The motion was adopted

Mr. Deputy-Speaker: The question is:

"That a supplementary sum not exceeding Rs. 8,95,14,000 be granted to the President to defray the charges which will come in course

of payment during the year ending the 31st day of March 1963, in respect of Demand No. 16—Open Line Works—Additions".

The motion was adopted

13.57 hrs.

AGRICULTURAL REFINANCE CORPORATION BILL—contd.

Mr. Deputy-Speaker: We will now take up further consideration of the following motion moved by Shrimati Tarkeshwari Sinha on the 21st January, 1963, namely:—

"That the Bill to provide for the establishment of a Corporation for granting medium and long term credit by way of refinance or otherwise, for the development of agriculture and for other matters connected therewith or incidental thereto, be taken into consideration".

Time allotted was 5 hours and time taken 3 hours and 40 minutes, leaving 1 hour 20 minutes. A large number of Members wish to speak. Each Member will have 5 minutes. Shri Tulsidas Jadhav was on his legs last time.

श्री तुलसीदास जाधव : (नादेड़): उपाध्यक्ष महोदय, पिछले दिन मैंने जो बातें कही थीं, उनके बाद मैं यह कहना चाहता हूँ कि काश्तकारों के लिए जो यह एग्रीकल्चर रीफाइनंस कॉर्पोरेशन बिल आया है, उसके लिए मैंने गवर्नमेंट को बन्धुवाद दिया है, लेकिन इन बारे में गवर्नमेंट की जो इन्टेंशन है, उनको सफ़्त करने के लिए यह आवश्यक है कि काश्तकारों को तुरन्त कर्जा देने का इन्तज़ाम किया जाए। आज कल तो वे कर्ज के बोझों के नीचे दबे हुए हैं। "सम एस्पेक्टस आफ इण्डियन इकॉनॉमिकल डेवेलपमेंट" में लिखा है कि जहाँ तक काश्तकार का सम्बन्ध है, ही इज वार्न इन डेट, ही लिक्विड इन डेट और डाइज इन डेट।