

India for providing credit and other facilities for the development of industry and for matters connected therewith and further to amend certain enactments.

Shri Hem Barua (Gauhati): About the Home Minister's absence....

Mr. Speaker: That is now gone. We have covered so much of distance. The question is:

"That leave be granted to introduce a Bill to establish the Industrial Development Bank of India for providing credit and other facilities for the development of industry and for matters connected therewith and further to amend certain enactments."

The motion was adopted.

Shri T. T. Krishnamachari: I introduce the Bill.

in respect of the General Budget—in the Business Advisory Committee meeting yesterday we agreed that it should be taken up after the general discussion on the General Budget.

Mr. Speaker: This is only so far as the allotment of time is concerned.

Shri Hari Vishnu Kamath: Sequence is not relevant?

Mr. Speaker: No, Sir.

Shri Hari Vishnu Kamath: Then it is all right.

Mr. Speaker: The question is:

"That this House agrees with the Twenty-fourth Report of the Business Advisory Committee presented to the House on the 26th February, 1964."

The motion was adopted.

12.19 hrs.

BUSINESS ADVISORY COMMITTEE

TWENTY-FOURTH REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to move:

"That this House agrees with the Twenty-fourth Report of the Business Advisory Committee presented to the House on the 26th February, 1964."

Mr. Speaker: Motion moved:

"That this House agrees with the Twenty-fourth Report of the Business Advisory Committee presented to the House on the 26th February, 1964."

Shri Hari Vishnu Kamath (Hoshangabad): On a point of clarification, Sir. I feel a little disturbed by the sequence of the items listed in this statement. In regard to item (3)—Supplementary Demands for Grants

12.20 hrs.

**DEMANDS FOR GRANTS
(RAILWAYS) 1964-65—contd.**

**DEMAND NO. 1—RAILWAY BOARD—
contd.**

Mr. Speaker: The House will now take up further discussion and voting on Demand for Grant No. 1 in respect of the Budget (Railways) for 1964-65. Shri Kishen Pattnayak may continue his speech.

श्री किशन पटनायक (सम्बलपुर) :
 अध्यक्ष महोदय, कल मैंने श्री दासप्पा की चुनौती का जवाब दिया था और कहा था कि बिना टिकट की यात्रा को रोकने के लिए हम सब तभी मदद कर सकते हैं जब तीसरे दर्जे में भीड़भाड़ को कम कर दिया जाये। दूसरा सवाल मैंने श्री मुकुन्द राय पारिख के बारे में रखा था जिन को नौकरी से हटा दिया गया था क्योंकि उन्होंने एक म्यूनिसिपल चुनाव में एक कांग्रेसी उम्मीदवार को हरा दिया था।

†Introduced with the recommendation of the President.

[श्री किशन पटनायक]

मैं अर्ध कर्कशा कि मिनिस्टर साहब इसके बारे में पूरी तहकीकात करें और उसके साथ न्याय करें ।

तीसरी बात मैं यह कहना चाहता हूँ कि उड़ीसा में जहाँ रेलवे लाइनें बहुत कम हैं, उसकी ओर ज्यादा ध्यान दिया जाये । पूर्वी इलाके को पश्चिमी इलाके से सम्बद्ध करने के लिए भुवनेश्वर से सम्बलपुर तक एक लाइन जोड़ने की बात को सोचा जाना चाहिये ।

चौथे मैं यह कहना चाहता हूँ कि फर्रुखाबाद के पास गंगा के ऊपर एक पुल की बात बहुत पहले कही गई थी और उसको मैं आज दोहराना चाहता हूँ । वहाँ पर अगर पुल बन जाये तो उत्तराखंड में बंदीनाथ या बाड़ा होती जैसे इलाकों की तरफ जाने के लिए, वहाँ पर माल पहुंचाने के लिए या सेना भिजवाने के लिए आसानी हो जायेगी और इससे समय, शक्ति और पैसे की भी बचत होगी । मैं चाहता हूँ कि इस पर माननीय मंत्री जो पूरी तरह से सोचें और पुल को बनाने की बात को चौथी योजना में शामिल कर लें ।

नौकरियों का जो वर्गीकरण किया गया है, उसके बारे में एक बात मैं कहना चाहता हूँ । इस सरकारी ढांचे में हजारों सीढ़ियां हैं । ठीक ठीक कितनी सीढ़ियां हैं, मैं निश्चय-पूर्वक नहीं कह सकता हूँ । लेकिन मुझे लगता है कि रेलवे की नौकरी में जितने वर्गीकरण हैं, जितनी सीढ़ियां हैं, उतनी शायद किसी भी दूसरे विभाग में नहीं हैं । स्टेशन मास्टर, गार्ड, असिस्टेंट स्टेशन मास्टर, कितनी ही सीढ़ियां हैं । इसके दो नतीजे निकलते हैं । एक तो यह कि जो बड़ा होता है वह बहुत बड़ा हो जाता है और जो छोटा होता है वह बहुत छोटा होता चला जाता है । जो बड़ा आदमी रहता है वह छोटे नौकरों को हमेशा ही नाजायज काम में लगाता है, बहुत से घरेलू कामों में नाजायज ढंग से उन लोगों को लगा

लेता है जिससे बाद में कई तरह की खराबियां पैदा होती हैं । सैकड़ों उदाहरण इनके आपके सामने हैं । कुछ उदाहरण तो मंत्रालय के सामने भेजे भी जा चुके हैं । खलासी जैसे लोग, प्वाइंट्समैन जैसे लोग, जब इनको कोई नाजायज काम करने के लिए कहा जाता है और वे उसको करने से इन्कार कर देते हैं, तब कभी तो दूसरा बहाना बना कर उनको डिसमिस कर दिया जाता है या उन पर जुर्माने कर दिये जाते हैं; फिर दूसरी तरह से उनको तंग किया जाता है । ऐसे जितने भी उदाहरण हमारे पास आते हैं, इनको हम मंत्रालय को भेज देते हैं । मैं चाहता हूँ कि उन पर ठीक ढंग से विचार किया जाये और इन लोगों पर जो ज्यादातियां होती हैं, उनको होने से रोका जाये ।

वर्गीकरण की बात मैंने कही है, उससे एक और दूसरा नतीजा निकलता है । जितनी सीढ़ियां हैं, उनके परिणामस्वरूप आपसी मनमुटाव और जलन मजदूरों के अन्दर पैदा होती है । यह चीज तब सामने आती है जब कभी कोई आन्दोलन की बात होती है या कभी कोई स्ट्राइक की बात होती है । उस वक्त देखा जाता है कि जो स्टेशन मास्टर होता है वह खलासी के मामले में रुचि नहीं लेता है, उससे उत्साहित नहीं होता है और जो खलासी होता है या जो रसोई करने वाला होता है या जो परोसने वाला होता है वह स्टेशन मास्टर या गार्ड या किसी दूसरे की जो राय होती है, उससे उत्साहित नहीं होता है, उस में दिलचस्पी नहीं लेता है । इसका नतीजा यह होता है कि वर्गीय हित को ही सर्वोपरि महत्व मिलता है, सामूहिक हित या साधारण हित को कोई महत्व नहीं दिया जाता है, उसकी तरफ कोई ध्यान नहीं दिया जाता है । छोटे छोटे वर्गों के हितों पर ही ध्यान केन्द्रित रहता है । इस ओर मैं मंत्रालय तथा मजदूरों, दोनों का ध्यान आकर्षित करना चाहता हूँ । मंत्रालय से तो मैं कहना चाहता हूँ कि इतने दर्जे न हों,

इतने वर्ग न हों और जो सीढ़ियां हैं, इनको कम किया जाये और मजदूर लोगों से मैं कहना चाहता हूँ कि वे भी अपने वर्गीय हित की तरफ ज्यादा ध्यान न दे कर साधारण हित और सामूहिक हित की तरफ ही ज्यादा ध्यान दें ।

अब मैं विभागीय भोजनालयों के बारे में एक बात कहना चाहता हूँ । जो बेटर लोग होते हैं, जो परोसने वाले लोग होते हैं, उन से कहीं कहीं पर बारह बारह और चौदह चौदह घंटे तक काम लिया जाता है । इस चीज की जांच होनी चाहिये । जहाँ जहाँ इन छोटे छोटे लोगों से ज्यादा घंटे काम करवाया जाता है, वहाँ यह चीज बन्द होनी चाहिये । इसका भी कोई हल आपको ढूँढ निकालना चाहिये ।

केटरिंग का बहुत जिक्र हुआ है और माननीय सदस्यों ने इस पर अपने विचार प्रकट किये हैं । भोजन की जो क्वालिटी है, वह गिरती जा रही है, यह शिकायत बार बार सुनने में आती है । इतनी शिकायत आने के बावजूद भी इस और कोई ध्यान नहीं दिया गया है और न ही कोई कदम क्वालिटी को सुधारने के लिए उठाया गया है । भोजन के मूल्य क्यों बढ़ा दिये गये हैं, यह बात भी समझ में नहीं आई है । भोजन की क्वालिटी को अच्छा करने के लिए, इसके मूल्यों को घटाने के लिए और जो बदइतजामी है, इसको दूर करने के लिए क्या क्या कदम उठाये गये हैं, इसका जवाब माननीय मंत्री जी की तरफ से हमें मिलना चाहिये । मैं आपको यह भी बतला देना चाहता हूँ कि भोजन के मूल्य में जो वृद्धि हुई है वह करीब चालीस प्रतिशत की हुई है । रेलवे का जो यह दावा है, मंत्री महोदय का जो यह दावा है और जो बाहुदुरी उन्होंने दिखाई है और जिसका श्रेय वह लेना चाहते हैं कि पैसेंजर फेयर्स में उन्होंने कोई वृद्धि नहीं की है, यह भी झूठा पड़ जाता है जब हम देखते हैं कि भोजन की कीमत में चालीस

प्रतिशत की वृद्धि कर दी गई है । अप्रत्यक्ष ढंग से पैसेंजर फेयर्स में ही इससे वृद्धि हो जाती है क्योंकि आखिर इस वृद्धि का प्रभाव पैसेंजर्स पर ही पड़ता है, यात्रियों पर ही पड़ता है । इस तरह से अप्रत्यक्ष रूप में किरायों में ही वृद्धि हो जाती है । मैं चाहता हूँ कि इस और आपका ध्यान जाये और आप कोशिश करें कि जो भोजन है, उसकी एक तो क्वालिटी अच्छी हो, दूसरे वह सफाई से बनाया गया हो और तीसरे उसकी मात्रा इतनी होनी चाहिए कि आदमी का पेट भर सके ।

दासप्पा साहब ने कहा है कि रूस में पांच दर्जे हैं, इसलिए हिन्दुस्तान में भी चार पांच दर्जे हो जाने चाहिये । यह जो उनका तर्क था यह बिल्कुल गलत था । मैं चाहता हूँ कि जितने दर्जे इस समय हैं, उन पर भी पुनर्विचार होना चाहिये । चार या पांच या दस दर्जे भी तभी तर्कसंगत हो सकते हैं जबकि सब से जो निचला दर्जा है, जिस में साधारण लोग यात्रा करते हैं, उस दर्जे में आप सुधार ले आयें । उस सूत्र में आप ऊपर पांच या दस दर्जे रखें भी तो उतना वह चीज अन्यायपूर्ण नहीं होगी । रूस में या अमरीका में निचले दर्जे की तरफ जितना ध्यान दिया जाता है, उतना ध्यान तो माननीय मंत्री महोदय को यहां पर भी देना ही चाहिये । इसलिए जब तक सब से निचले दर्जे में सुधार नहीं होता है तब तक ऊपर के दर्जों को रखना अन्यायपूर्ण होगा और उनको खत्म कर दिया जाना चाहिये ।

Shrimati Lakshmi Kanthamma (Khammam): Mr. Speaker, the hon. Railway Minister in his two-hour long budget speech has not mentioned anything about the formation of new zones. Later on, I heard that he has mentioned that he will not be moved by any political consideration. I welcome such a statement and I hope the Minister will stand by it and will never be moved by any political considerations.

Mr. Speaker: I have to make an appeal to the hon. Members to be very brief in their observations. Their observations should be confined mainly to their region, territory or constituency.

Shrimati Lakshmikanthamma: The Railway Accidents Committee has recommended a reduction in the size of the Central, Northern and Southern Railways and formation of smaller zones. The Committee also seems to have felt that by their size and length these railway zones were so unwieldy that it was not possible to take effective steps for the maintenance of operational efficiency or for prevention of accidents. For instance, the Chief Engineer of the Northern Railway could not even once visit a place of accident on a 2000-mile long metre gauge in that zone. At present the total mileage of the Northern Railway is 6,000 miles, of the Southern Railway again 6,000 miles and of the Central Railway about 5,500 miles which is very unwieldy. The Railway Board Chairman in the past has felt that there should be smaller railway zones and they should at least be regrouped into 14 zones. The former Minister of Railways who is also present here and is in charge of food will from the point of view of movement of foodgrains feel all the more that the formation of a new zone is more essential than even before because I feel that there is a close connection between railways and food.

The underlying principles for the formation of new railway zones have been established. For forming a new zone there should be a compact region in the interest of efficient administration; it should be of a size which is large enough to provide a headquarters organisation of the highest calibre capable of following and assimilating improvements and techniques, workshop facilities and statistical training and research institutions.

The new regrouping should not dislocate the present arrangements as regards efficiency.

Based on the above principles the Railway Passengers' Association, the chambers of commerce and other public bodies belonging to the area of Guntakal-Vijayawada-Secunderabad have all been agitating for a new zone for the past 13 years. Recently the Sholapur Consultative Committee has also unanimously passed a resolution on the 27th December, 1963 to the effect that they are not opposed to the suggestion of forming a new zone with Secunderabad as its headquarters. The Andhra State Government had in the past also asked for the constitution of a new zone with these four divisions which will be convenient from the point of view of efficiency.

This demand for a new zone satisfied all the underlying principles. The new zone with Secunderabad as headquarters satisfies all the qualifications required by the Railway Board. They will have all the facilities if they have Secunderabad as the headquarters. The new zone with Secunderabad as the headquarters will be a compact one. It is almost equi-distant from the four divisions spreading around it with contiguous territory. All these four divisions though they belong to two States geographically constitute one area covering all the industrial belts of Hyderabad, Kothagudem, Sholapur, Vijayawada and Visakhapatnam.

Shri Tulshidas Jadhav (Nanded):
Excluding Sholapur.

Shrimati Lakshmikanthamma: Otherwise even Sholapur will not have a zone. I am talking from the point of view of what the Railway Board expects for the formation of a new zone. I am not talking from out of any zonal consideration but from

the point of view of convenience and efficiency of management.

This area will cover 3,993 kilometres. Secunderabad was once the headquarters of the Nizam State Railway and it has all the facilities, such as, signalling equipment, training centre, workshop at Lalaguda, statistical and traffic accounts offices etc. There are also huge buildings which can provide facilities for the offices. The Government of Andhra Pradesh have also said that they will give all the facilities, such as, land, water, electric power and ancillary needs.

The zone will also be of immense help to those who are in that area, that is, to the businessmen, industrialists as also agriculturists. As we all know, with the completion of the Nagarjunasagar Project, Andhra will be the granary of India and the movement of foodgrains will be there. Andhra has contributed nearly 2½ lakh tons of paddy to the country's resources and has also promised to procure more. I think, the formation of a new zone will help other States also, apart from Andhra Pradesh; if they have to get all the requirements. Apart from being the granary of India Andhra Pradesh is also developing as an industrial complex. To connect the industrial centres with ports and for the movement of these materials to the other consuming centres, this is very essential.

In the Third Five Year Plan none of the lines that we have been agitating for or have been asking has found a place. There are many lines but the most important are a broad gauge line from Kothagudem to Visakhapatnam via Bhadrachalam with a line between Bhadrachalam and Bailadilla in Bastar District of Madhya Pradesh as also a broad gauge line from Ongole to Hyderabad via Nagarjunasagar to be later extended by a broad gauge line to Sirpur Kagaznagar in Adilabad District. These are the two most important; of course, there are another three or four lines that have been

suggested. I think, the necessity for such new lines will not be overlooked by the hon. Minister himself and I hope that at least these two lines will find a place in the Fourth Plan.

Even for the electrification of the existing lines the Government has turned down all the suggestions. In some cases they have explained the difficulties but in other cases they have not even said as to why they have turned down such requests.

The hon. Minister when he was a Member of Parliament seems to have represented regarding pensionary benefits to staff retired prior to 1957. Now that he is the Minister, as he is aware of all the difficulties of these poor retired personnel, I am sure, he will take personal interest and help them.

In Secunderabad there is the Gandhi Hospital and the shunting line is very near the hospital. We would request the Railway Ministry to take over the hospital and pay the money so that they can have a hospital somewhere else. I heard that the hon. Health Minister had already made a representation to the hon. Deputy Minister of Railways.

I have got one or two requests to make to the hon. Minister regarding my own constituency. Since I have got an opportunity to speak now, I would like to bring to the notice...

Mr. Speaker: She comes to her constituency last, when her time is finished.

Shri Nambiar (Tiruchirapalli): So that in her constituency there may be a railway line.

Shrimati Lakshmikanthamma: Country first and the State next. I am viewing it in a broader perspective. Many people in my constituency have been agitating for long for an over-bridge at Madhira, because they are now put to a lot of inconvenience due to the shunting and so on. They have made this request to the Railway

[Shrimati Lakshmikanthamma]

Ministry since a long time, and I hope that I shall get a favourable answer in this regard from the hon. Minister.

From the district and the taluk, I shall now refer to the demands and needs of the villages. The villagers near Gangaram Thanda in Khammam district have been asking for a halt of the train at that point, but that request has been turned down on the ground that it was unsuitable from the engineering point of view. Now, the people are willing that it may be shifted towards the level crossing at Gate Karepalli. If this halt is introduced, it will be very convenient to about 35,000 people in the nearby villages. I hope that the hon. Minister will consider this request also favourably.

Now, I would like to narrate a personal experience of mine to point out how accidents could be averted. Last June, while I was travelling by the G.T. Express, between Balharsha and Kazipet, it was noticed by two people from Madras that the wheels were off the track, and then they pulled the alarm chain and the whole accident was averted thereby. I would request the hon. Minister to see whether any method could not be devised whereby if there is some mistake somewhere in the train, it could be detected in time and thereby accidents could be averted.

Mr. Speaker: I would just like to make a request to hon. Members, that we might call the hon. Minister just at this moment to reply to the debate on Demand No. 1. I realise that there are a large number of Members who are very anxious to speak, and their demand is legitimate, because they want to put forward the grievances of their own constituencies, and this is the opportune time for that purpose. But the number is so large that all of them or even a majority of them cannot be accommodated.

There was a practice here in Lok Sabha some time ago which has been discontinued for some time and may be revived. That practice is that when these Demands are being discussed, Members who have not participated in the discussion on Railway budget are allowed to put the grievances of their constituencies in writing on a sheet of paper in about fifteen to twenty lines and in any case not more than one page, and they can be passed on at the Table here, by tomorrow, and within two or three days, we shall ask the Railway Minister to have the replies to those points placed on the Table of the House. All those grievances would be given attention to by the hon. Minister and replies also given, and thereby the purpose would be served.

Therefore, I would now ask the hon. Railway Minister to reply to the debate on Demand No. 1.

The Minister of Railways (Shri Dasappa): Only yesterday, I had the opportunity to reply to the general discussion on the railway budget.

Shri Sinhasan Singh (Gorakhpur): May I just ask one question in regard to the discontinuance of the saloon? May I know whether the saloon is being used even now by the officers or its use has been avoided? May I know whether the hon. Minister himself has avoided the use of the saloon . . .

Mr. Speaker: The hon. Member might ask his question at the end of the hon. Minister's reply.

Shri Dasappa: My two hon. colleagues had dealt at some length with the question of overbudgeting in regard to expenditure and underbudgeting in regard to receipts, and, therefore, I thought that there was no necessity for me to dwell again on the same subject. But some of my hon. friends, particularly Shri V. B. Gandhi and others, have gone into that subject over again, and referred to a

number of figures to show that we were really doing some such bad budgeting. I must say that this is a thing for which there is no justification whatever.

It is true that my hon. colleague Shri S. V. Ramaswamy took the figures over a period of seven years and showed how in totality there was nothing much of under-budgeting in regard to receipts and over-budgeting in regard to expenditure. That, I think, was the correct thing to do and not to take the figures of just a particular year. But even so, in view of the fact that Shri V. B. Gandhi has taken certain years, in order to show that there was this virtue or weakness on the part of the railways, I think that it is necessary that I disabuse him and the House of misconception on this subject. My hon. friend has said, in justification of his view, that this 2 per cent surcharge on freight was unnecessary and could very well have been avoided if only we had taken note of the fact that there would be a large surplus towards the end of the year, 1964-65. This is a matter which I have referred to at some length in my budget speech itself.

Now, let me give a few figures to show how there was no such thing as that. Taking the particular years which my hon. friend himself has referred to, into consideration, the estimates have differed from the actuals only a little, sometimes plus and sometimes minus. As regards 1962-63, to which Shri V. B. Gandhi has referred, he has conceded the fact that it was an extraordinary year and the year of emergency. I would like to take the House into confidence and give a few more details. During the first nine months of 1962-63, that is to say, between April and December, 1962, the North-East Frontier Railway carried 4½ per cent more originating traffic than in the corresponding nine months of the previous year. But I would like my hon. friends to note that, after the emergency began, and when the river

route via Pakistan was cut off, the North-East Frontier Railway carried in January—March, 1963, 36 per cent more of originating traffic than in the previous year. In other words, that increase of 4½ per cent of traffic over the previous year was stepped up to 36 per cent. Making the comparison in ton-kilometres, 2.8 per cent increase in the first nine months was stepped up to 29.4 per cent in the final three months of the year. I do not think that the railways have to be apologetic over the fact that they were able to put up such a performance, exceeding substantially in a crisis what a sound carefully prepared budget estimate had provided for.

Shri V. B. Gandhi had referred to the question of surplus. My colleagues have already dealt with it indirectly, but let me give a few more figures. My hon. friend has referred to 1960-61 and 1961-62, not mentioning the fact that, in most years, 1956-63, that is to say, in four out of seven completed years, this surplus ultimately was less than the budget estimates. There is no special mystery on the question of surpluses. Other items also enter into this, besides traffic receipts and working expenses. One important element which I would like the House to note and which contributed to the surpluses, and which had nothing to do with either traffic receipts or working expenses, was the amount that stood at the credit of the provident fund of certain employees. Shri Nambiar also will take note of this fact. When these employees changed over to the pension system, exercising the option that was allowed to them, the provident fund bonus credits were transferred to the railway revenues and went to swell the surplus. This is an accounting matter and the ruling of the Comptroller and Auditor General is that such sums should be credited to revenues.

I may say this alone accounted for Rs. 2.50 crores more in 1960-61 and

[Shri Dasappa]

Rs. 2.60 crores more, in 1961-62. The budgeted figure was based on the last date initially given to the staff for opting for pension, but this date was extended from time to time on the request of the staff and organised labour. Ultimately, more people also opted for pension than were expected, and a large credit came to revenues. In the years 1960-61 and 1961-62, due to the difficulty in getting adequate supplies of material generated, the expenditure on works got reduced. What happens is that, when we do not spend on the capital budget as much as we have provided for, our liability to pay interest on the amount that has not been spent will to that extent be reduced. That is another factor which has gone into the calculation of reducing the revenue expenditure. Therefore, this is a simple enough matter. To that extent, the revenue expenditure got reduced. These factors and the fortuitous one about the staff opting for pension, already mentioned, increased the surplus somewhat.

The estimating of both traffic receipts and working expenses had been done quite carefully. In 1960-61 the actual receipts turned out to be lower than the budget estimate by 1.6 per cent and expenses by 3.7 per cent. In 1961-62, the actual receipts were 0.2 per cent more than the budget estimate and expenditure 1.8 per cent less than the budget estimate.

May I, in this context, make one point? If the railways were able to make actually a somewhat larger surplus than they had been hoping for, it was all to the good. So far as the railways are concerned, the entire surplus is not taken away by anybody for any other use except for increasing the amenities to the users of the railways or to staff. Whatever we are able to save by way of surplus goes to the development fund which, as I said, is utilised for increasing amenities for the users. Other things like quarters to staff and staff welfare works and various operating improve-

ments. Under the successive conventions adopted by the House, there is no other source of financing any of these items of expenditure. I see that there are friends here who are always demanding greater and greater amenities. They want sheds to be built on platforms, they want covering of various platforms, they want improvements by way of better sanitation and so on at railway stations; they want increased space for waiting rooms. Endless number of these things are demanded by our friends. So, if we had something more by way of surplus, that is a thing which I thought Members would congratulate the railways on. But unfortunately, for some reason or another, that was not so. Possibly the only reason I can think of is that a certain section of the public, certainly not the majority, but a very microscopic minority, were not happy over this levy of even a small 2 per cent surcharge. That is the only reason why certain Members chose to be critical of the 2 per cent surcharge. But others, I am glad to say, welcomed this little increase in tariff.

A number of things have been referred to by various Members. I am very thankful to you, Sir, for having thrown out a suggestion to hon. Members to send up short notes to me as to what exactly they would need. I would be glad to send them replies as early as possible.

Shri Bade (Khargone): For the last three years, I have been sending notes to his department. Both the MLA there and myself have represented the matter. This concerns Jawad. There is no shed at all in the station. Nobody looks to the metre gauge. Everybody takes care of the broad gauge.

Shri Dasappa: That is what some hon. Members said, probably it is himself. Why should the Indian railways be partial to broad gauge and not so to metre gauge? On the face of

it, it is not correct to say so. If the necessity was felt, the railways would have been only too eager to meet all the wishes of the hon. Members. Even now it does not prevent him from writing to me and letting me know exactly what is urgently required there.

One of the things referred to was again the question of overcrowding. I have requested hon. Members not to paint the picture too thick, because I know it as much as anybody else. It has been my personal experience in years past. So there is no need for them to tell me about it.

The position is fairly happy so far as goods traffic is concerned. It will be possible now to turn our attention more and more to the convenience of passengers, and amenities to them. I am hoping that it will be possible to do all that. Besides this, I said yesterday that we would be thinking of more trains, more janata trains and other facilities which will help passengers.

So far as overcrowding is concerned. I may mention another point. As a solution, one of the suggestions made was: why have this classification? I think Shri Kishen Pattnayak was saying that. Why have this classification when there is overcrowding not so much, as he says in other classes as in third class? A very heroic measure, no doubt. But how many in the House will subscribe to that view, that there should be only one class?

After all, as I said, there are two things. We are working in a democracy. We have got to go by the wishes of Parliament. Secondly, we work not merely as a utility service but also as a commercial concern. We have got to cater for the demands, requirements and conveniences of all the people in the land, and even those who come from abroad. Are we to lose the entire tourist traffic by abolishing the higher classes? Would my

hon. friend countenance such a suggestion? I do not think he will.

Shri Kishen Pattnayak: Would you agree to have third class and a tourist upper class only, no other class?

Shri Dasappa: I am glad he has modified it at least to that extent.

Shri Kishen Pattnayak: Not for myself. It was because you raised the question of facilities that I have made this suggestion.

Shri Dasappa: The generous consideration he wants to bestow on the tourists from abroad he wants to deny to some of his own kith and kin here in the land. Is that again a fair way of dealing with this matter? socialist State in the world, Russia, having five classes. Somebody here asked me for the authority. I've got a mighty big book here called *World Railways*, and that also shows that there are classes, apart from the study made by one of our railwaymen who was sent to Moscow, Shri Vasist. So, let not the Members here dispute facts when they come out after a study. I do not know whether they have studied. There are those classifications there. Let us not confuse the issues and connect overcrowding with the various classifications we have got.

13.00 hrs.

Shri Bade: You may have many classes, but at least third class may be given more space.

Shri Dasappa: That is perfectly right, I entirely agree. Where there is no controversy, let us not create one.

Shri Sinhasan Singh: How do those five classes in Russia differ from each other, and what are the amenities in each?

Shri Dasappa: I do not think that is at all necessary. We are now dealing with this question of doing away with classification. On that, I suppose even my hon. friend Shri Sinhasan Singh is agreed that there should be the various classes, though all of us are agreed on the fact that the hardships

[Shri Dasappa]

of third class passengers should be obviated. That is why yesterday I said we were doing so many things.

I think that in some places this overcrowding may be due—I am not trying to be very categorical and assertive—to the fact that there are a number of ticketless travellers. What are we to do in such a case as that? Yesterday I appealed to all Members to co-operate in that matter.

Shri Nambiar: If I am not disturbing him, generally the practice is not to have division after 1 p.m.

Mr. Speaker: That is gone.

Shrimati Renu Chakravartty (Barrackpore). It is a convention we have built up all these years. Has the House decided this?

Mr. Speaker: Yes. Objections were raised, and the House took a decision that there ought to be quorum at every moment.

Shrimati Renu Chakravartty: This House has no convention at all? A convention that was built over eleven years goes in one day?

Mr. Speaker: When the House does that, what can we do?

Shri Nambiar: It was just one or two minutes to 1 O'Clock and I thought we could have the division. That is why I mentioned it.

Mr. Speaker: He does not want to listen, but only have a division?

Shri Nambiar: We want to listen.

Mr. Speaker: Then, let us listen. If, after he finishes, the House desires postponement of the division, that is for the House, or, even after completing the debate, we can take up the other Demands, and then we can have the division.

Shri Nambiar: All the divisions can be taken up at the end.

Mr. Speaker: That also can be done.

Shri Dasappa: I have got some figures here to show that more than 80 per cent of this alarm chain pulling is unjustified and is not for any legitimate purpose. In the last five or six years it has been alternating between 80 and 90 per cent—all unjustified chain pulling. And here are my friends who find fault with me for unpunctuality. I ask you; if there is 90 per cent of unjustified chain pulling, how can there be any punctuality? It is not possible.

Shri P. Venkatasubbaiah (Adoni): What do you mean by unjustified chain pulling? They do it just for the mere fun of it?

Shri Dasappa: I linked this matter with ticketless travelling. They force themselves into the crowded third class compartments, and then they pull the chain and get off wherever they want.

13.05 hrs.

[SHRIMATI RENU CHAKRAVARTTY in the Chair]

Shri Sinhasan Singh: What is the remedy for it?

Shri Dasappa: Yesterday I placed it before you. I beg of you all to co-operate in the matter and see that nobody who resorts to this kind of malpractice is in the least countenanced or encouraged. That is just what I want. If the railway staff choose to take some drastic action, there should be no part of the public sympathising with the wrongdoers. That is just what I want, and that will itself be a great boon to the railways.

Shri Sinhasan Singh: Can you not pass some deterrent legislation on the point?

Shri Dasappa: We are legislating enough. Even now there may be legislation, but the point is that the practice is becoming a little wide-spread.

Shri K. N. Pande (Hata): Is it not due to not giving punishment to the culprits?

Shri Dasappa: Another thing which was referred to by quite a large number of friends here was catering. I was trying to see whether I could get some clear guidance from the hon. Members as to what we should do with this departmental catering in the first place. Do they want departmental catering to be continued and improved upon as my hon. friend Shri P. Venkatasubbaiah was saying the other day, or is it the view of any Members here that this departmental catering should be done away with, and that we must get back to the old position. I say this, because some Members also said that there was some caterer, Kellner, who was doing something very much better and so we should get back to the old practice.

Dr. Ranen Sen (Calcutta East): We want better food to be catered by the catering department of the railways. That is the main idea.

Shri Dasappa: That is right. I am glad.

Shri Bade: Better tea for third class passengers should be provided.

Shri Dasappa: I am glad there is nobody here who is anxious to do away with departmental catering. If there is anybody and it has to go to that extent it will ease the burden on the railways, and we will be happy, but the people here want departmental catering to continue and to be improved upon. That is a matter with which I entirely agree.

Dr. Ranen Sen: But do something.

Shri Dasappa: This is not a matter on which we only express some nice,

platitudinous words. We have already taken steps in the matter.

Shri K. N. Pande: With what result?

13.08 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Shri Dasappa: We are just now taking steps in the matter, and I hope things will improve. The Railway Board have created a new directorate headed by a senior officer for this specific purpose only, whose business will be to go round and see that things improve. The entire organisation, the machinery for this purpose, will be geared up.

Shri P. Venkatasubbaiah: Even among the contractors, the old contractors should not be continued for ever. They have created certain vested interests.

Shri Dasappa: I will come to that, I will answer that point. I was telling the House that we were already on the move so far as catering is concerned. Members will appreciate this fact that catering is not a direct responsibility of the railways. We have got to move traffic, to move the passengers. This catering is a thing which we have taken up in order to provide additional facilities to the people. So, the railways not being what are known as expert hoteliers, there may be some deficiencies here and there, I do not deny that. We are trying to build up a machinery which will be adequate enough and which will be competent enough to look into this question, which is a big enough affair. I must also tell the hon. House how catering has grown. Formerly, the dining car used to cater to just a few select people. The other people would rush into some other way-side caterer and manage that way. Today many of the people travelling in third class go to the dining car. I am told that one train, the GT Express, caters to as many as 600 meals in one journey.

Shri Sonavane (Pandharpur): In the de luxe they cater more than 800 meals.

Shri Dasappa: I am glad. That only shows how popular it is in spite of the criticism here and there. Popularity is one of the tests of the utility of a service.

Shri Umanath (Pudukkottai): There is no other go except to rely on the dining car.

Shri Sonavane: You can have your own tiffin carrier.... (Interruptions)

Shri Dasappa: I agree there is room for improvement. There was some complaint about quantity also. I do not know whether the quantity is really that poor. In any case, there is room for improvement in quality and in quantity of food. I also attach a lot of importance to the way it is presented to the passengers. Service must be by people who are very clean and tidy; they must also be extremely courteous. We realise all these things and we will try to do our best with regard to these matters. My hon friend here said that the same man—non-departmental contractor—should not be continued for too long because he develops vested interests and to that extent catering may suffer. The opinions of hon. friends who write to me on this matter are widely different. Here is a man who has got all the equipment necessary and experience and so on; why disturb him. what has he to do if it is taken away—that is what one set of people say. Hon. friends like Mr. Venkatasubbaiah to whom I must pay equal respect and regard say: better change the contractor periodically. We are striking a golden mean: We want to keep the tenure sufficiently long to encourage people to take to that contract; after that period, we call for tender so that more competent people, if any, may quote and give us better terms.

Shri Sonavane: Why have the Wheelers who have been given the monopoly on the railways for ages together and how long will it be continued?

Shri Dasappa: The question of bookstalls at Railways seems to be a hardly annual. But I may say that I have not looked into this matter. I feel that the procedure that we have to adopt should serve a useful purpose. What money he is making or how he is making—is not a thing which I want to pry into. If a certain practice is serving a purpose well and there are no complaints with regard to that service, generally I do not want to interfere with it. If I were to get any complaints about it, I will see what to do.

Shri Sonavane: Why a monopoly should be given? Let there be some others also if they can serve the people equally well.

Shri Dasappa: I said that I had not studied the matter in detail. If there is a monopoly of the sort that my hon. friend is trying to make out, I am not too anxious to encourage that monopoly. But as I said, if they have got to be replaced, persons who replace them must be able to give at least as good a service as the Wheelers. Although I am not quite so sure, I will go into that if my hon. friend can say that there are people who can render as good a service as wheelers can on better terms.

There were some criticisms about corruption in the Railways. Maybe, it is wide spread. Though our Railways cover practically the whole country, it does not mean that all the corruption is on the Indian Railways. There are other people who share in the practice of corruption.

Shri Nambiar: Well-said.

Shri Dasappa: Therefore, I do not think that my hon. friends will expect

me to put an end to corruption everywhere; that is not possible. My impression about the Railways is that the younger officers who are coming up and who are taking over many key places are giving a very good account of themselves. I hope I am not wrong. If there is anything like that, I will be glad to be told about that. But this is the impression that I have got, not merely as a Minister but as a man wide-awake and who is seeing how things are being done.

Shri Kishen Pattnayak: Are the older ones more corrupt?

Shri Dasappa: I did not say that. I will take every step to see that this corruption that may be there is put down with an iron hand. I may look very soft and rather gentle, but I tell you that I may tolerate even want of intelligence and some amount of inefficiency but I cannot tolerate dishonesty and corruption. If I can get some amount of proof about any person resorting to corruption, you can rest content that I will take the most drastic action against him. My hon. friends who welcome this pronouncement—there is nothing extraordinary about it—should they not, by the same token, see that the public also will not become participants in encouraging corruption? The public who deal, day in and day out with Railways they are a class of people and not all the general public. Who are continuously in touch with the parcel clerk and goods clerk and so on with these railway offices, have some obligation on their part also to be honest and not to resort to this kind of thing. I hope my hon. friends will decry it equally. It is an evil that curses him that takes as much as it curses him that gives. I hope that my hon. friends will help me in the matter.

One or two hon. Members referred to certain contracts. I refer to the engineering contracts. They said the lowest tender was not accepted in one

case and the lowest tender was rejected in favour of the next higher one. You are aware of the fact that there is no obligation on the Government or a Government department to accept the lowest tender merely because it is the lowest. There must be so many other factors which should be taken into consideration in entrusting a work to a person, especially a work like a bridge work as in this case. Here was a case which has come to my notice as a Minister, and my friend referred to it—I think it was Shri Bade who did it.

Shri Bade: I do not want to interrupt and after sometime I will say something about this, because there is one contractor who is old and his tender was the next lowest, while the lowest tender was that of a contractor who is new but he was given the contract.

Shri Dasappa: I do not know that, but I am referring to the case to which you referred. I believe Shri Tulmohan Ram also referred to it. I have tried to ascertain the facts, and in this case I have got the facts. The facts no doubt go to show that the lowest tender was Rs. 78,000 less than the next lowest, in a tender of about Rs. 6 lakhs. I believe that was a bridge work.

Shri Bade: Two construction works.

Shri Dasappa: In the case of the construction of a bridge, we would like to have a person who is competent to perform the Job well. In this case, the person who quoted the lowest tender met me also. The facts that I have got go to show that there were a number of complaints against him, in three or four of which he went to court for contesting the arbitration award. One case, I believe, has not yet ended in his favour, and in another case, in the court, he lost with costs. He had not

[Shri Dasappa]

13:23 hrs.

taken up any large contract like this, and therefore, naturally, the person concerned—not the people who were immediately on the spot but others, and very senior people—two Deputy Chief Engineers and the Deputy Financial Adviser—dealt with this subject of this tender and they decided . . .

13.23 hrs.

[MR. SPEAKER in the Chair]

Shri Bade: There is one difficulty. I may explain the difficulty so that the hon. Minister may reply after taking that into account. The person concerned is the old contractor and he still continues there.

Shri Dasappa: I know. But we are not saying anything except that he was found not competent for this job. We do not say he is a bad fellow or he is placed on the black-list. We are not saying that. Why should anyone ascribe to us something which we did not say? He still continues to be a contractor and he is on the register, but he was deemed not fit enough for a work of this nature. That is one reason that was there. Those people who decided on the tender are not people who had immediately anything to do with him. They were the people who were very senior and they have decided that the next higher one must be taken up. (Interruption).

The difference is today not Rs. 78,000. It was given to the other man who had previously taken up larger works—may not be railway work—and it was by negotiation. The difference came up to Rs. 32,000 only. It was reduced to Rs. 32,000. So, it will be seen that the particular case referred to by both the hon. Members does not deserve very much sympathy at the hands of anybody. I do not want to say anything more except this . . .

Shri Bade: We want that the railways should not be put to any loss.

Shri Dasappa: We are anxious that the bridge must survive more than

anything else. It must serve its purpose. What is more, the Public Accounts Committee itself has in certain cases stated that there is no obligation on the part of the Government to accept the lowest tender. If that much latitude is not to be left to the railways, I do not think the question of going through the tenders need be restored to. It will be reduced to a farce if it is to be stated that the lowest tender must be accepted always.

Mr. Speaker: Is he likely to take more time yet?

Shri Dasappa: The suggestions that hon. Members have made are so many and that it might take a longer time. I would like you tell me how much time I am allowed and then I will confine myself to it.

Mr. Speaker: It is for him to see.

Shri Dasappa: I might go on for another 20 to 25 minutes, if you so like.

Mr. Speaker: Not my liking.

Shri Dasappa: 20 minutes. Would that be all right?

Mr. Speaker: He may try to be brief. If he could finish earlier than that, it will be good.

Shri Dasappa: 15 minutes.

श्री शिव नार.यण (बांसी) : मैं चाहता हूँ कि मिनिस्टर साहब इस चीज को क्लियर करें। यह जनरल क्वेश्चन है, यह हमारी मांग है।

I wish he explains it to the House openly.

श्री तु० राम (सोनबरसा) : आप ने जो फरमाया है कि कंट्रैक्टर के खिलाफ शिकायत है तो मैं जानना चाहता हूँ कि क्या शिकायत है, और जिस कंट्रैक्टर को वह मिला है क्या वह पुराना कंट्रैक्टर है।

Shri Shiv Narain: I want your protection, for a second. The application of Shri Surat Singh is with me. I have given it to Shri Nanda, the Home Minister. I will give you a copy of it.

Mr. Speaker: That could be handed over. I shall see whether I can do anything.

Shri Nambiar: What about the division, Sir?

Mr. Speaker: I cannot anticipate the division before the Minister concludes his speech.

Shri Dasappa: One of the important things which my hon. friends probably are very anxious to hear from me is the question of zones, the zonal reorganisation. I thought I had made my position very clear so far as the zones are concerned. Even my hon. friend Dr. Singhvi asked, what is the particular method that we have, to ascertain the need for separate zones, the assessment of the work loads and so on. In my budget speech itself I had stated that we have in the Railway Board itself, a department known as the Efficiency Bureau and that is continuously dealing with this subject of working out workload and efficiency indices of all the various divisions and the zones. I cannot have a more efficient organisation than the Efficiency Bureau for this purpose.

Shri Venkatasubbaiah said that another zone was almost at the point of being created. I have not gone into all the papers. It is just possible that a certain movement was initiated with regard to this question of having more zones. But I have only come to this conclusion: that, in view of the fairly efficient work that is going on now and the good account that Railways are giving of themselves, this is not a thing which was

so urgent at this moment of time. I may tell Shri Venkatasubbaiah that possibly, if the emergency had not arisen, we might have been inclined to take up this subject, consider it in all aspects and come to some decisions, either for or against. But when the emergency is on, is it the most important thing that the country should have, or for the railways to embark upon?

Shri P. Venkatasubbaiah: The Members of Parliament met your predecessor and he gave us the impression that because of the emergency this carving out of a new zone has been held up. The impression which he has given us was that if the emergency had not been there, a new zone would have come into being. But you have been telling . . . (Interruption)

Shri Dasappa: That is what I have said. I have just now said the same thing: that but for the emergency, we would have been more inclined to go into this question in all its details and come to some decision.

Shri Nambiar: It is quite the reverse. What he said was had it not been for the emergency the question would not have arisen, and that because of the emergency the transport should move better and therefore bifurcation is necessary. That is the point.

Shri Dasappa: We differ from that point of view, because if emergency has created a demand for an additional zone, the quarters from which the demand would have come could not have been only one or two. It would have come from the Defence as well saying that, in view of the emergency, we want such and such things to be done. I am still awaiting any such indication—not any pressure, but indication of that sort from that Ministry.

Shri Hari Vishnu Kamath (Hoshangabad): Without pressure, you will not move; mere indication is not enough.

Shri Nambiar: Without steam, how can the locomotive move?

Shri P. Venkatasubbaiah: Can he give any categorical assurance? He has just passed over the subject.

Shri Dasappa: I have said it yesterday, and I do not want to take the time of the House by repeating it. However much my hon. friend may be interested in it, I do not want to take the time of the whole House for the sake of that.

Shrimati Lakshmikanthamma: Does it mean that the hon. Minister is not interested in it?

Shri Dasappa: I am interested in the whole country and not only in a particular region. I want to consider this question from a wider aspect. She herself told me that the Northern Railway have got much bigger mileage than the Southern Railway. What am I to do in that case? I must do something for the Northern Railway also to see that its mileage is brought within a sizeable limit.

The question of level-crossings has been referred to by a number of hon. Members not excluding Shri Venkatasubbaiah. As I said, we will certainly give a manned level-crossing wherever justified. So far as we are concerned, the principle is very simple and very clearly laid down.

Shri Hari Vishnu Kamath: Manned or unmanned?

Shri Dasappa: Let me take up the question of over-bridge or under-bridge first. Whichever State wants an over-bridge or under-bridge over a railway track, we are prepared to play our part in so far as putting up the bridge portion proper is concerned. The rest of the work, of bringing the approach roads, is the job of either the Municipal Corporation or the State Government or any other local body or road authority.

Shri Hari Vishnu Kamath: Who begins first?

Shri Dasappa: The moment they indicate they will give us the money, we will take up the work. The cost of bringing the approach roads to the over-bridge or under-bridge is all that we are interested in. The very next day we shall take up the work.

Dr. Ranen Sen: Will the Railway Ministry take measures to bring the State Governments into this thing? Otherwise, merely building up a small bridge over the railway line without having any connection on either side is no use.

Shri Dasappa: I am in continuous touch with the State Governments. The moment they indicate their priorities, we immediately take up such works. They have got to place at our command the cost of bringing the approach roads for the over-bridge or under-bridge. Can I be more liberal, more sympathetic or more reasonable than that? If Mr. Venkatasubbaiah can get his State Government to say that this is a matter of priority, we are prepared to do it. (Interruptions). The same rule applies to under-bridges also.

Shri Hari Vishnu Kamath: What about unmanned crossings?

Shri Dasappa: My friend, Mr. Kamath, is interested in that subject particularly. I have got enough information from various other countries to show that unmanned level-crossings exist as a matter of course and there is nothing extraordinary in it. Every country has got these unmanned level-crossings. In the first place, let us not have any impression that, in India alone, we have got these unmanned level-crossings.

Shri Hari Vishnu Kamath: I am sorry to interrupt, Sir. But I recollect that occasion when you, ensconced in that high chair, offered to man an unmanned crossing. He

says it is not necessary, in spite of your grand offer.

Mr. Speaker: There are thousands of such crossings. Even if all the 500 of us go there, the problem will remain.

Shri Hari Vishnu Kamath: If you lead the way, we will follow you.

Shri Dasappa: Mr. Kamath thinks that I am not in touch with you and I have not obtained your good views on this subject.

Mr. Speaker: Mr. Kamath can manage more than one crossing.

Shri Hari Vishnu Kamath: It is physically not possible. I wish I could.

Shri Dasappa: You will remember my discussing this matter with you, Sir. If I remember aright, the suggestion was, why not ask the State Government to meet the non-recurring initial expenditure and the railways trying to do the manning. The first proposal was sharing the cost of a manned level-crossing fifty-fifty. The State Government meets half the cost and the railways meet the other half—both initial and recurring. We have further liberalised this. If only the State Government or road authority incur the non-recurring expenditure of building up the gate and the gate lodge necessary, then the entire recurring cost of manning it will be borne by us. I feel this pronouncement by me should not be very much advertised or broadcast because the result will be that everybody will fall in line with this idea. All the same, we are here for national service, and if a State puts up the necessary structure and meets the initial or capital expenditure, we shall meet the regular recurring expenditure. The capital expenditure may not be very much; it may be about Rs. 10,000 per level-crossing. If the road authority gives Rs. 10,000, there is no more expenditure so far as the State is concerned.

Another suggestion of yours was that we must put up a stop board at the road itself. In some of these roads, the local authorities also co-operate, and they have got signs. Now we have issued a circular that every unmanned level-crossing must have a stop sign-board on the road on both sides. Whistling by the locomotive is always done where there is an unmanned level-crossing. The board is there for whistling, at a certain distance. We have again brought this to Railways' notice. I think *everything that need be done is being done.*

Shri Hari Vishnu Kamath: Halt and proceed signal as in Bangalore.

Shri Mohan Swarup (Pilibhit): How many level-crossings have been manned during the last 3 or 5 years?

Shri Dasappa: Quite a number of them.

Regarding the suggestion of Shrimati Renu Chakravartty about foot over-bridge, we will consider it by all means sympathetically so far as the railway premises is concerned. Whether it is Dum Dum or any other station, certainly we shall do our best; but, if it is to serve the non-railway people and not passengers, then the responsibility will not be of the railways. It is of the public at large. If they meet some portion of the cost, then I have no objection to having a foot over-bridge if they want. But in no case should it be possible for the people from outside the platform to get into the platform and get into the trains.

Shrimati Renu Chakravartty: They are all suburban passengers who will be coming from outside into the platform with their tickets.

Shri Dasappa: Then there is no trouble. So far as electrification is concerned, I have already said that we have already electrified the suburban area of Calcutta. Shrimati Renu Chakravartty was saying that the speed is more or less the same as before.

Shrimati Renu Chakravartty: The time taken is more or less the same.

Shri Dasappa: In a new electrified area we cannot take liberties with the track. I am sure, in course of time, it will certainly improve. On the Sealdah-Ranaghat section, for instance, so far, 54 electric trains have replaced an equivalent number of steam services, out of a total of 55. Acceleration has been possible in the case of electric services on Sealdah-Ranaghat section, the maximum acceleration being 29 minutes in the case of up trains and 25 minutes in the case of down trains. On Sealdah-Bongaon section, 22 electric trains have been introduced and 14 are still to be replaced. So, we have got a fairly good account to give her already.

Shrimati Renu Chakravartty: The maximum may be 29 minutes, but the average is much less.

Shri Dasappa: From April, 1964, suburban services on the various sections—about eight in number—of Sealdah Division would provide not only increased accommodation but cleaner and more comfortable journey. The other sections on the Sealdah Division like Sealdah-Diamond Harbour, Sealdah-Budge Budge, etc., are expected to be electrified within about 2 years, and when the electrification is completed, electric suburban services will be introduced there also. The Howrah-Burdwan chord section is also likely to be electrified and electric services introduced on it by early 1965.

The other question, I think, that she and some other hon. Members also referred to, was about the question of employing casual labour or labour who serve on projects. The policy of the Indian Railways is very clear so far as this is concerned. Whenever there is any new recruitment to class IV, preference will be given to those who have worked either as casual labour or on projects. Therefore, I do not know on what basis she should nurse a grievance that, in preference to the temporary labour, new recruits are being taken.

Shrimati Renu Chakravartty: That is one point about class IV. But, regarding the railway electrification staff—they are not all class IV staff—because they were recruited for a project, they are naturally facing retrenchment and new staff are being taken.

Shri Nambiar: It is not only in the case of class IV staff, the same practice is adopted by the Railway Administration in the case of class III and other staff also. The policy laid down by the Railway Administration is good, but in effect it does not come about. What is told here is not put in practice. That is why the trains get derailed. The trains always start properly but when they have run for some time they get into ditches.

Shri Dasappa: I would like my hon. friends, instead of merely generalising like this, to give me one or two instances.

Shri Nambiar: We can give you bundles.

Mr. Speaker: Hon. Members may pass on those instances to the hon. Minister.

Shri Dasappa: Another thing that Shrimati Renu Chakravartty referred to was about a foot-bridge to connect a girls' school and a boy's school. I do not know whether that is the responsibility of the Railways. These are things which have grown up, and it is not connected with the passengers who come in and the passengers who go out. If it is a question of level crossing or a bridge. I think the local government or road authority should also take some interest in the matter and refer to us. We will certainly consider it and do what best we can—I think she wanted it at New Barrackpore or somewhere there.

Then, the question of victimisation was raised, a thing with which, of course, my hon. friends are greatly

exercised. The Railways never resort to victimisation. We have no pleasure in victimising anybody. But you will understand that a big organisation like this requires discipline, some amount of discipline and I hope, it does not matter, however sympathetic we may be towards the labour, it is not the idea of my friends here that we must weaken that discipline. Therefore, where there might have been, what are known as—due to temporary aberrations—strikes or misconduct, we do not want to victimise them. But we want to give some period for them to keep good behaviour and....

Shri Hari Vishnu Kamath: *Praya-schitham?*

Shri Dasappa:thereafter we consider the matter.

Shri Sheo Narain: May I ask a question of the hon. Minister?

Mr. Speaker: He is not giving in at this moment, therefore, hon. Members need not interrupt.

Shri Sheo Narain: He said that there should be discipline.

Mr. Speaker: That is why I want the hon. Member to resume his seat.

Shri Alvares (Panjim): He wants to keep them out for a period.

Mr. Speaker: Order, order. The hon. Minister is not giving in.

Shri Dasappa: He was one of those hon. friends who wanted a hundred per cent neutralisation, so far as the rise in dearness allowance is concerned. Now that Shri Alvares had said that there should be hundred per cent neutralisation, Shrimati Renu Chakravartty thought why should she not also ask for hundred per cent neutralisation.

Shrimati Renu Chakravartty: Up to Rs. 150 it should be neutralised.

Shri Dasappa: There was the second Pay Commission, which was appointed with the consent and willing co-operation of all parties and all the labour representatives. The Commission suggested that the neutralisation should be of a portion and not hundred per cent. Anyway, that does not relate to me directly. Still, I do not think my hon. friends would be justified in trying to ask for hundred per cent neutralisation. If they get the proper neutralisation to which we have all agreed, I think that ought to be enough.

May I, Sir, in winding up, say that we are anxious, now that the goods traffic has shown a certain easy position, to turn our attention to the passengers. It is not only quantitatively we want to improve matters but qualitatively also. To sum up, I might say, the need for punctuality, to obviate overcrowding, acceleration and suitability of timings to which people have referred, prevention of accidents, ensuring safety, ensuring proper cleanliness, showing courtesy, providing water facilities, maintenance of coaches etc., better catering, and all other things are going to be attended to with as much of zeal and enthusiasm as possible. In no case will there be any relaxation of the efforts we are doing.

The Railway Board's comments on the recommendations of the Accidents Committee have been laid on the Table with our comments thereon. Some hon. friends have referred to the Research Department—I think Dr. Singhvi referred to it. We are now taking steps to strengthen the Research Department. But the one difficulty is, we do not readily get the proper technical personnel. It is not so easy to find the proper personnel. I am even prepared to go and have persons from abroad if they can man that fine organisation. The question is, we must get the proper personnel.

As regards accidents, I might say that the percentage that is due to human elements is not a peculiarity of India. The Kunzru Committee

[Shri Dassappa]

has referred to it. It is so even in an advanced country like the United Kingdom. There you will find that, out of 652 collisions and derailments,—after all, these are the most important—381 are due to failure of human element—as much as 58.4 per cent. So, let us not unnecessarily underrate the good work that is being done by the Railways.

I am very thankful to all the hon. Members for having taken the trouble of giving so many suggestions.

Shri Hari Vishnu Kamath: Useful suggestions.

Shri Dasappa: I may say that I will do my best to implement as many of them as is practicable and possible within our resources.

Mr. Speaker: Now what is the desire of the House? Shall I put the cut motions to the vote of the House just now?

Some Hon. Members: Yes:

Shri Alvares: There is a clarification that I would like to ask.

Mr. Speaker: That can be done later on.

13.50 hrs.

RE: CALLING ATTENTION NOTICE

Mr. Speaker: The Home Minister wanted to make a statement.

The Minister of Home Affairs (Shri Nanda): In the question hour today I was in the Rajya Sabha and at the end of the question hour I had to make a statement there which detained me for some time. After that when I came here, I learnt there was a calling attention notice to be answered by the Home Ministry. I ascertained afterwards the position and I may say that neither myself nor my Ministry received any intimation or inkling of this till the close of the question hour.

Shri Hari Vishnu Kamath (Hoshangabad): It needs an enquiry, Sir, I hope you will hold it.

Shri Nanda: It may be ascertained. That is the fact of the matter. Later on, I would like to make a statement and give all the information that is required.

Shri Nambiar (Tiruchirapalli): How could the Deputy Minister make a statement later on if they had no information about it?

Mr. Speaker: There were two notices—one was a motion for adjournment and another a calling attention notice. The Ministry got notice of the adjournment motion and so they prepared a statement for that. Since I had disallowed that adjournment motion, there was no need for that statement to be made at that moment. Ordinarily, we presume that the notice is given in time. In this case, Shri Swell gave notice to us in due time, at 10.10. We have received it also before 11 o'clock. That is perfectly all right. Every hon. Member is expected to deliver three copies of such notices one to the Minister of Parliamentary Affairs, and one to the Minister concerned besides the one to the Speaker, in due time, before the sitting starts. If Shri Swell has given that notice in time then, certainly, he is not to be blamed. We will have to find out where the fault lies; it has to be ascertained. But I would like to say one thing, which I suggested at that moment also. If for any reason or any fault anywhere the Minister does not get that intimation in proper time, he has only to say that he has not got the notice and the House would show that indulgence every time.

Shrimati Renu Chakravartty (Barackpore): I think at one stage she wanted to say "we have not received the notice" but, then, she got a piece of paper and she read it out.

Mr. Speaker: If only she had said that then the position would have been different.