

Shri Hari Vishnu Kamath: I am afraid this might lead to difficulties and complications if this latitude is given to the Treasury Benches because, I am sorry to say, if they are allowed to plead the excuse that they have not got the notice, in spite of our best efforts occasions may arise when one Minister or the other may say "we have not received intimation", even though we have done our duty.

Mr. Speaker: How can a Minister be expected to answer if he has not received the notice?

Shri Hari Vishnu Kamath: That is why I wanted to suggest that the communication channel must be made more efficient.

Mr. Speaker: I will find out where the deficiency has been. We might ascertain that so that in future we might not be put to any difficulty so far as communication from one to the other is concerned.

Shri Nanda: Even if the notice had been received, it was not necessary that we should be prepared immediately to give the information. In some cases, we might require some time.

Shri Hari Vishnu Kamath: You may ask for time and the hon. Speaker and the House will give it. That is a different matter. But here the plea was that intimation was not received.

Shri Swell (Assam—Autonomous Districts): I do not know how discussion has started on this once again but I may say for your information that I dropped the calling attention notice in the box outside the Notice Office at 9.50 A.M. this morning. The two Deputy Ministers were present in the House and one of the Deputy Ministers read out from the prepared statement. So, I assume that the Government were aware of this calling attention notice.

Mr. Speaker: That is a different matter. She made a statement be-

cause there was an adjournment motion also, of which they have received a copy. That is all right. We will take up the discussion on the railway budget.

13.54 hrs.

DEMANDS FOR GRANTS—
RAILWAYS—contd.

DEMAND NO. 1—RAILWAY BOARD—contd.

Shri Sinhasan Singh (Gorakhpur): Sir, with your permission, I may put a question on the saloons, which is rather incongruous or unrealistic and not in keeping with the socialistic pattern of society. I was told that the Minister himself was using a saloon. I do not know whether he has given it up. I am told that there are 8,000 saloons in the Indian railways. If these saloons are given up, they can be converted into 500 rakes and it will result in economy and reduction in over-crowding. Just for the use of a few officers, 8,000 saloons are being reserved, I am told. Is he going to take any action in that regard?

Mr. Speaker: He will consider that also.

Shri Alvares rose—

Mr. Speaker: Not at this stage.

Shri Hari Vishnu Kamath: Sir, he is an authority on railways.

Shri Alvares: I seek only one clarification. He was in the process of making an important policy statement in regard to victimised workers. He started by saying that in course of time if they have been punished or put off duty, the question would be considered. May I request him to make a complete statement in this respect, rather finish his sentence?

Mr. Speaker: He has still another opportunity to make that statement.

Shri Alvares: If it is made now it will help us in deciding whether to move or not to move our cut motions.

Shri Sivamurthi Swamy (Koppal): Now the pension scheme is applied only from 1957. There are so many employees who have served the department to the best of their ability and who have joined the railways before 1957. May I know whether the scheme will be applied to all railway employees? Has that aspect been examined?

Shri Dasappa: This question was answered at great length by my hon. friend, Shri Ramaswamy.

Mr. Speaker: Now, is it desired that I should put the cut motions to the vote of the House straightway?

Shri Nambiar: You may read out the cut motions.

Mr. Speaker: I want to know whether I have to put them to the vote just now.

Shri Nambiar: Yes.

Mr. Speaker: The first one is by Dr. Ranen Sen.

Shri Hari Vishnu Kamath: Not the whole of it.

Mr. Speaker: So, No. 1 is not being pressed?

Shrimati Renu Chakravartty: There are 30 or 40 sub-clauses. So, it would be better to take them one by one.

Mr. Speaker: I have no objection. I may be told as to which are being pressed.

Shri Nambiar: No. (15) of 4 and (1) and (2) of 13. Mine is only (15) of 4. The other is that of Shri Kamath.

Mr. Speaker: I am glad there is some agreement on this.

Shri Bade: I want to press cut motions Nos. 3 and 6.

Shri Sivamurthi Swami: I want to press No. 7.

Mr. Speaker: I will first put cut motions Nos. 3 and 6 to the vote of the House.

Cut motions Nos. 3 and 6 were put and negatived.

14 hrs.

Mr. Speaker: Now I will put cut motions Nos. 3 and 6 to to the vote of House.

Shri Hari Vishnu Kamath: Cut motion No. 13(i) can be put together with it. They are identical. These are regarding dearness allowance.

Mr. Speaker: The question is:

“That the demand under the head Railway Board be reduced by Rs. 100.”

[grant dearness allowance according to the rising cost of living. (4) (xv)]

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to grant dearness allowance according to the high cost of living.] (13) (i) ”

The Lok Sabha divided:

Division No. 8]

AYES

[14.08 hrs.

Aney, Dr. M.S.
Bade, Shri
Banerjee, Shri S.M.
Bhattacharya, Shri Dinen
Chakravarty, Shrimati Renu
Chatterjee, Shri N.C.
Chaudhuri, Shri Tridib Kumar
Daji, Shri
Gupta, Shri Indrajit
Gupta, Shri Kaashi Ram
Gupta, Shri Priya
Imbichava, Shri

Kamath, Shri Hari Vishnu
Koya, Shri
Kunhan, Shri P.
Laxmi Dass, Shri
Mehta, Shri Jashwant
Mohan Swarup, Shri
Muhammad Ismail, Shri
Nair, Shri Vasudevan
Nambiar, Shri
Pattnayak, Shri Kishen
Reddy, Shri Narasimhan
Roy, Dr. Saradish

Sen, Dr. Ranen
Shashank Manjari, Shrimati
Shastri, Shri Prakash Vir
Shinkre, Shri
Siddananjappa, Shri
Swami, Shri M.N.
Swamy, Shri Sivamurti
Swell, Shri
Umanath, Shri
Varakiaah, Shri Kolla
Vimla Devi, Shrimati
Warior, Shri

NOES

Achal Singh, Shri
Alva, Shri A.S.
Bal Krishna Singh, Shri
Barman, Shri P.C.
Barupal, Shri P.L.
Basappa, Shri
Basumatari, Shri
Brajeshwar Prasad, Shri
Brij Raj Singh-Kotah, Shri
Chandrasekhar, Shrimati
Chaturvedi, Shri S.N.
Chaudhuri, Shri D.S.
Chavda, Shrimati
Chuni Lal, Shri
Das, Shri B.K.
Dasappa, Shri
Deo Bhanj, Shri P.C.
Dubey, Shri R. G.
Dwivedi, Shri M.L.
Gandhi, Shri V.B.
Ganga Devi, Shrimati
Iqbal Singh, Shri
Jadhav, Shri M.L.
Jadhav, Shri Tulshidas
Jarnunadevi, Shrimati
Kamble, Shri
Kotoki, Shri Liladhar
Lakhan Das, Shri

Lakshmikanthamma, Shrimati
Laskar, Shri N.R.
Malhotra, Shri Inder J.
Masuriya Din, Shri
Mehdi, Shri S.A.
Mehta, Shri J.R.
Melkote, Dr.
Mishra, Shri Bibhuti
Mohanty, Shri G.
Morarka, Shri
Munzni, Shri David
Musafir, Shri G.S.
Muthiah, Shri
Panna Lal, Shri
Patel, Shri Chhotubhai
Patel, Shri Man Singh P.
Patel, Shri P.R.
Patel, Shri Rajeshwar
Pillai, Shri Nataraja
Raghunath Singh, Shri
Rai, Shrimati Sahodrabai
Raj Bahadur, Shri
Rajdeo Singh, Shri
Ram, Shri T.
Ram Sewak, Shri
Ram Swarup, Shri
Ramaswamy, Shri, S.V.

Ranjit Singh, Shri
Rao, Shri Krishnamoorthy
Rao, Shri Muthyal
Rao, Shri Thirumala
Roy, Shri Bishwanath
Saha, Dr. S.K.
Saigal, Shri A.S.
Samanta, Shri S.C.
Saraf, Shri Sham Lal
Satyabhama Devi, Shrimati
Sen, Shri P. G.
Sheo Narain, Shri
Shree Narayan Das, Shri
Sidheshwar Prasad, Shri
Singh, Shri K.K.
Singh, Shri R.P.
Sinhasan Singh, Shri
Sonavane, Shri
Subramanyam, Shri T.
Sumat Prasad, Shri
Tiwary, Shri D.N.
Tiwary, Shri K.N.
Tiwary, Shri R.S.
Upadhyaya, Shri Shiva Dutt
Venkatasubbaiah, Shri P.
Virbhadra Singh, Shri
Yusuf, Shri Mohammad

Mr. Speaker: The result of the Division is:

Ayes 36; Noes 82.

The motion was negatived.

Shri Hari Vishnu Kamath: May I suggest, Sir, that we should have a convention that the hon. Deputy-Speaker may not take part in the voting? He should rather abstain.

Mr. Speaker: Shri Kamath is usually opposed to such conventions. Why should he propose one? Now, have I put cut motion No. 13(ii)?

Shri Hari Vishnu Kamath: If the hon. Minister assures that he will consider the matter, we will not press it.

Mr. Speaker: That is always done.

Shri Dasappa: He is talking of the next one.

Shri Hari Vishnu Kamath: It is regarding reinstatement of all employees who were dismissed in 1960 after the general strike.

Shri Dasappa: I must make a difference. If it is those who have taken general part....

Mr. Speaker: He only wants to know whether the hon. Minister would consider this matter.

Shri Hari Vishnu Kamath: Afresh.

Shri Dasappa: We have always been considering.

Shri Hari Vishnu Kamath: Once again; otherwise, we will press it.

Mr. Speaker: The question is:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to reinstate in service all those who were victimised after the strike of Central Government employees in July, 1960.] (13)(ii)

The Lok Sabha divided:

Division No. 9

AYES

[14.9 hrs.

Alvares, Shri
Aney, Dr. M.S.
Bade, Shri
Banerjee, Shri S.M.
Bhattacharya, Shri Dinend
Chakravartty, Shrimati Renu
Chatterjee, Shri N. C.
Chaudhuri, Shri Tridib Kumar
Daji, Shri
Deo, Shri P.K.
Gupta, Shri Indrajit
Gupta, Shri Kashi Ram

Gupta, Shri Priya
Imbichibawa, Shri
Kamath, Shri Hari Vishnu
Koya, Shri
Kunhan, Shri P.
Laxmi Das, Shri
Mehta, Shri Jashvant
Mohan Swarup, Shri
Nair, Shri Vasudevan
Nambiar, Shri
Pattnayak, Shri Kishan
Roy, Dr. Saradish

Sen, Dr. Rane
Shashank Manjari, Shrimati
Shastri Shri Prakash Vir
Shnkre, Shri
Swamy, Shri M.N.
Swamy, Shri Sivamurthi
Swell, Shri
Umanath, Shri
Venkaiah, Shri Kolla
Vimla Devi, Shrimati
Warior, Shri

NOES

Achal Singh, Shri
Alva, Shri A.S.
Bal Krishna Singh, Shri
Berman, Shri P.C.
Barupal, Shri P.L.
Basappa, Shri
Basumatari, Shri
Brajeshwar Prasad, Shri
Brij Raj Singh-Kotah, Shri
Chandrasekhar, Shrimati
Chaturvedi, Shri S.N.
Chaudhuri, Shri D.S.
Chavda, Shrimati
Chhni Lal, Shri
Das, Shri B.K.
Dasappa, Shri
Deo Bhanj, Shri P.C.
Dubey, Shri R.G.
Gandhi, Shri V.B.
Ganga Devi, Shrimati
Iqbal Singh, Shri
Jadhav, Shri M.L.
Jadhav, Shri Tulshidas

Leakar, Shri N.R.
Malhotra, Shri Inder J.
Masuriya Din, Shri
Mehdi, Shri S.A.
Mehta, Shri J.R.
Melkote, Dr.
Mishra, Shri Bijbhuti
Mohanty, Shri G.
Morarka, Shri
Munzani, Shri David
Musafir, Shri G.S.
Muthiah, Shri
Panna Lal, Shri
Patel, Shri Chhotubhai
Patel, Shri Man Singh P.
Patel, Shri P. R.
Patel, Shri Rajeshwar
Pillai, Shri Nataraja
Raghunath Singh, Shri
Rai, Shrimati Sahodrabai
Raj Bahadur, Shri
Rajdeo Singh, Shri
Ram, Shri T.
Ram Sewak, Shri
Ram Sarup, Shri
Ramaswamy, Shri S.V.
Ranjit Singh, Shri

Rao, Shri Krishnamoorthy
Rao, Shri Muthyal
Rao, Shri Thirumala
Roy, Shri Bishwanath
Saha, Dr. S.K.
Saigal, Shri A.S.
Samanta, Shri S.C.
Saraf, Shri Sham Lal
Satyabhama Devi, Shrimati
Sen, Shri P.G.
Shree Narain, Shri
Shree Narayan Das, Shri
Siddheshwar Prasad, Shri
Singh, Shri K.K.
Singh, Shri R.P.
Sinhasan Singh, Shri
Sonavane, Shri
Subbaraman, Shri C.
Subramanyam, Shri T.
Sumat Prasad, Shri
Tiwary, Shri D.N.
Tiwary, Shri K.N.
Tiwary, Shri R.S.
Upadhyaya, Shri Shiva Dutt
Venkatasubbiah, Shri P.
Virbhadra Singh, Shri
Yusuf, Shri Mohammad

Kamble, Shri
Kotaki, Shri Liladhar
Lakhan Das, Shri
Lakshminathanamma, Shrimati

Mr. Speaker: The result of the Division is: Ayes 35; Noes 82.

Shri M. L. Dwivedi (Hamirpur): 'There is one mistake.'

Mr. Speaker: The other day we said that unless it influences the result, we would not take note of any mistake.

The motion was negatived.

Shri Hari Vishnu Kamath: We have won a moral victory.

Mr. Speaker: That he always has.

The question is:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce new railway lines and new trains in the developed areas particularly in Tungabhadra project area in Mysore State, and (ii) inefficiency in goods transport especially in mining areas.] (7)

The motion was negatived.

Mr. Speaker: Now, I shall put all the other cut motions to the vote of the House.

All the other cut motions were also put and negatived.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 1,09,50,000 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, 1965, in respect of Demand No. 1—Railway Board."

The motion was adopted.

Mr. Speaker: The House will now take up discussion and voting on the remaining Demands for Grants Nos. 2 to 16 and 18 in respect of the Budget (Railways) for 1964-65. Four hours
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are available for discussion and voting on these Demands. Hon. Members desirous of moving cut motions to these Demands may send slips to the Table within 15 minutes.

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,01,52,000 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, 1965 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 33,53,000 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, 1965 in respect of 'Payments to Worked Lines and others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 47,60,44,000 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, 1965 in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 151,58,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending

[Mr. Speaker]

the 31st day of March, 1965 in respect of 'Working Expenses—Repairs and Maintenance'."

**DEMAND NO. 6—WORKING EXPENSES—
OPERATING STAFF**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 92,79,16,000 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, 1965 in respect of 'Working Expenses—Operating Staff'."

**DEMAND NO. 7—WORKING EXPENSES—
OPERATION (FUEL)**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 104,19,59,000 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, 1965 in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND NO. 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF AND FUEL**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 31,12,02,000 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, 1965 in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND NO. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 29,61,25,000 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, 1965 in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10—WORKING EXPENSES—
LABOUR WELFARE**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 15,68,09,000 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, 1965 in respect of 'Working Expenses—Labour Welfare'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION RE-
SERVE FUND**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 83,00,00,000 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, 1965 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 11A—WORKING EXPENSES—
APPROPRIATION TO PENSION FUND**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 19,00,00,000 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, 1965 in respect of 'Working Expenses—Appropriation to Pension Fund'."

**DEMAND NO. 11B—WITHDRAWAL FROM
PENSION FUND**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,99,02,000 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, 1965 in respect of 'Withdrawal from Pension Fund'."

DEMAND NO. 12—PAYMENTS TO GENERAL REVENUES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 103,23,45,000 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, 1965 in respect of 'Payments to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 12,99,96,000 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, 1965 in respect of 'Open Line Works (Revenue)'."

DEMAND NO. 14—CONSTRUCTION OF NEW LINES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 80,84,00,000 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, 1965 in respect of 'Construction of New Lines'."

DEMAND NO. 15—OPEN LINE WORKS—ADDITIONS AND REPLACEMENTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 489,23,52,000 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, 1965 in respect of 'Open Line Works—Additions and Replacements'."

DEMAND NO. 16—OPEN LINE WORKS DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 33,00,94,000 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, 1965 in respect of 'Open Line Works Development Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 30,86,42,000 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 1965 in respect of 'Appropriation to Development Fund'."

Shri Nambiar: Sir, the other day we had the opportunity to refer to certain points to which hon. Minister gave a reply, particularly on the question of the administration and management by the Railway authorities. In his reply he was good enough to say that he would try his best to see that there is no nepotism or favouritism as also corruption in the Railways.

14:10 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

If the hon. Minister would have taken sufficient steps, corruption could have been reduced to the minimum possible. Unfortunately, I find that sufficient action has not been taken. Not only has sufficient action not been

[Shri Nambiar]

taken, but the hon. Minister himself had referred to the fact that some Member had made a reference to certain members of the Railway Board in a particular manner and he said that such remarks should not have been made since the members of the Railway Board were doing their job very well. If they are doing their job very well, we can have no grievance. But unfortunately, we have to submit that they are not doing their job well.

It was I who had stated that the Railway Board looked like a Moghul empire. The hon. Minister said that they were not like that, but I still continue saying that their behaviour is such. I am so sorry to make these remarks. Of course, there may be some people in the board who are better or who are good; I do not deny that some officers may be doing their job well. But the Audit Report (Railways), 1961 discloses a different picture. For instance on the question of imports of sleepers from America and from Australia, it has been stated in this report—it is the Audit Report of the Comptroller and Auditor-General, and it is not something connected with any of our publications or reports—that an amount of about Rs. 77 lakhs was in deficit or over-paid or wrongly paid by the Supply Department of the railways to the suppliers or the contractors. To be specific, the amount involved on one of the items is about Rs. 65 lakhs. I do not say that the Railway Board members or any particular officials were directly responsible for this. But I would like to know what Government have done in this matter. If it had been a mistake committed by an ordinary person he would have been punished and victimised and sent out. I would like to know whether Government have taken any action against the members of the Railway Board or the officials connected with this. It is no use saying here things in defence of the members of the Railway Board or saying that they are very good people, they are heaven-

born and so on. But it must be shown to us that action has been taken in these cases. Rs. 65 lakhs is not a small sum which can be ignored by us, Members of Parliament who have been sent here by lakhs and lakhs of voters. We are not here to curry favour with anybody. We would like to know what Government have done in these cases.

Then, I would come to another instance mentioned in the same Audit Report. This relates to excess payments to handling contractors for shipment of coal, made by the Southern Railway. This item is referred to in para 20 at page 19 of the Audit Report, Railways, 1961. The loss involved is to the extent of about Rs. 15.37 lakhs. We find that the contract in question was entered into in November, 1954, by the then Chief Mining Engineer, Railway Board, for a period of three years. The total loss incurred due to this was Rs. 15.37 lakhs, and this was the excess payment beyond what was actually intended to be paid. What action has been taken against this gentleman? That must be made known to us. It is no use saying that these people are good.

The other paragraphs in the audit report also narrate a similar tale. I do not have enough time at my disposal to go into all of them; otherwise, I would have been prepared to read out the whole thing. But I would request the hon. Minister to go through this report and ensure that so much of valuable money of the tax-payers who are already hard-hit is not allowed to be wasted in this manner.

Here is another report, namely Audit Report, Railways, 1964, where we find worse stories. Here is the story at page 10 of the report, dealing with the extra expenditure caused by changing the zonal contract system into the area contract system on the North-East Frontier Railway. We

find that the North-East Frontier Railway decided in October, 1961 to switch over to the area contract system and on account of this change-over, there was an extra expenditure of about Rs. 13 lakhs. I would like to know what action has been taken in this regard.

Then, I come to paragraph 15 at page 11 of the report, dealing with extra payment to a handling contractor on the Northern Railway. Then, there is another instance of loss on account of delays in finalisation of tenders, referred to in paragraph 16 at page 11 of the report, where we find that:

"In 16 such cases, which have come to notice, the result was that extra expenditure to the extent of about Rs. 90,000 had to be incurred, in obtaining the material from the same or other contractors by negotiation or due to higher rates quoted while retendering."

I would like to know what action has been taken in this case also.

Now, I come to paragraph 20 at page 14 of the Audit Report. This relates to non-utilisation of permanent way fittings—(loose jaws). This is a very big story. The paragraph states that:

"Steel Loose Jaws costing about Rs. 39.5 lakhs have been lying unused on the railways due to non-availability of steel sleepers for which these were purchased."

After detailing the case, the report goes on to point out that about Rs. 5.4 lakhs worth of loose jaws have been used since, and the loss will only be something like Rs. 30 lakhs.

Then, there is paragraph 21 at the same page, which relates to non-utilisation of materials fabricated for covering a transshipment platform, on the

North-Eastern Railway. This paragraph states that:

"An abstract estimate amounting to Rs. 18,79,000 for the execution of works required in connection with increasing the capacity at a transshipment point from 120 to 200 B.G. wagons per day was sanctioned by the Railway Board in March, 1955...."

But, later on, we find that the proposal for having a covering shed at that place was given up, and the materials fabricated are lying unused and are going waste. Surely, somebody must be responsible for this. If the Railway Board members are not responsible, it may be some under-dog who is responsible, and let that under-dog be shot; I do not mind if he is shot; or let so-and-so who is responsible be shot. Anyhow, we cannot allow these things to continue. We are answerable to the people, and we must have a very clear check over what is happening. We thought that by making a reference to the Railway Board and saying that they were behaving like a Moghul empire, we could make them understand things and change their behaviour and we thought that the hon. Ministers would not go to their rescue. But we find that without realising the seriousness of the situation, the hon. Minister unnecessarily went to their rescue and started pleading on their behalf and ridiculing us who were saying these things with eyes wide open.

Then, I would draw your attention to paragraph 35 at page 23 of the Audit Report, relating to earnings on the Eastern and South-Eastern Railways. This paragraph refers to delay in the recovery of demurrage charges. This is a very sorrowful thing. The paragraph states that:

"On the Eastern and South-Eastern Railways, the realisation of arrear demurrage charges due from some big firms (both in the public and private sectors) has not been satisfactory inasmuch as

[Shri Nambiar]

charges aggregating to Rs. 161.42 lakhs relating to the period from 1956 to 1963 were outstanding on 30th June, 1963.”

This shows that a sum of Rs. 161.42 lakhs was outstanding as on 30th June, 1963, and relating to the period 1956—63. We find further that:

“The Railway Board have intimated that the outstandings have since been reduced to Rs. 123.08 lakhs (October, 1963).”

I would like to know the reason why the demurrage charges have not been realised from these big firms and why they are outstanding from 1956 onwards. I would like to know what action has been taken for the last eight years. I make this charge that somebody higher up in the Railway Ministry is hand in glove with the people who are cheating the exchequer of public money. Otherwise, how could this kind of thing happen? I want the person who is responsible to be traced and punished.

There are many such cases mentioned at page 29 of the Audit Report. For instance, paragraph 44 relates to frauds and losses on the Northern Railway. We find that the loss to the Northern Railway on account of fraudulent drawal of stores on forged requisitions was to the extent of Rs. 62,000.

These two audit reports alone are enough to show that something is seriously wrong with the railways. I do not know how many such cases have escaped the notice of the audit people. I think that the number of such cases would have been still higher. Therefore, I submit that it was not proper on the part of the hon. Railway Minister to defend the persons in charge who behave in this manner. Coming to the pension scheme, the hon. Minister said yesterday that he could not agree to extend the benefit of the pension scheme to staff who had retired prior to 1957. And the Deputy Minister,

Shri S. V. Ramaswamy, had pointed out that it would entail an expenditure of something like Rs. 100 crores or more, which I submitted immediately was fantastic. The total number of persons who are likely to claim pension, from among those who retired before 1957 and are still living, will be something like 25,000.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Our estimate is that it will be about 3 lakhs.

Shri Nambiar: Anyhow, I can also place those figures before my hon. friend, and the amount that would be involved would be a little less than Rs. 1 crore. Anyhow, the difference between my figures and the Deputy Minister's figure is about Rs. 99 crores. He says that it would be Rs. 100 crores, and I say that it would be only about Rs. 1 crore. Such a big difference cannot be there actually. I may be wrong or he may be wrong. Anyhow, I would request him to kindly look into this question and see whether he could not extend the benefit to those persons also.

On the South-Eastern Railway, there is a 34-km. line from Purulia to Khutsia, which is going to be demolished. But if it is converted into broad gauge, it can survive with better returns. I request the Minister to consider this question.

Regarding the Chittaranjan workshop, the recognition of the Union is a point which I would request the hon. Minister to consider. The workshop is a separate administration under a General Manager. Men are being transferred from the workshop line which is not proper. If it is not a victimisation, what else is it? One workman has been removed under article 311 of the Constitution by the President. I request that this sort of victimisation should not be resorted to. Just now the Minister said that they do not victimise. If this is not victimisation, what else could it be? So I

would request the Minister to reconsider this policy of indiscriminate transfer and victimisation.

On the question of trade union workers on the S.E. Railway, the matter has been brought to the notice of the Minister. No action has been taken. There the union officials are being transferred from place to place. This should not be done.

Another point I would drive home is about three small private railways—this is also concerned with fraud—running in the Eastern Railway. They are the narrow gauge AK, BK and BDR Light Railways. Together they come to 160 km. The Railway Ministry has an agreement with these private operators that if their income is less than 5 per cent, that amount will be subsidised by the Railways. Today I find that a subsidy of Rs. 10 lakhs every year is given for the maintenance of these railways. These railways are operating in a bad way. Therefore, my submission is that the Railway Ministry should take over these railways. They can be converted into MG or BG and then they can efficiently function. Otherwise, there is no justification for spending Rs. 10 lakhs by way of subsidy to these private operators who have no scruples to see that the railways run properly.

With regard to other subjects, I have given details in my cut motions. I request the hon. Minister to go through them and see what he can do. If he is not in a position to do anything, let him answer us. I do not want to repeat all those things here. But my submission that railwaymen in general feel that they are being neglected, that their grievances, thousands of them, are not being redressed. Class III and Class IV employees drawing Rs. 80 to Rs. 200 are not in a position to engage clerks for themselves. They cannot be writing letters and appeals every day. To the letters they write or appeals they make, no reply is received. The grievances are not redressed. There are cases of unnecessary trans-

fers. There are cases of overlooking of seniority. There are cases of serious punishments awarded for no fault of the employees. These things under the Discipline and Appeal rules must be very carefully dealt with. The staff should feel that they are serving a national undertaking for the nation's progress. At the same time, they must be given their due share. They should not be maltreated. The railway officials down below are behaving in a way more bureaucratic than humane. This must end so that the 12 lakh workers can work voluntarily with the feeling that they are serving the country. The railway administration must treat them in that way so that there would be willing co-operation on the part of the 12 lakh railwaymen. That feeling has to be roused not by talk or by patting here but by real action in terms of removing their grievances and allowing them to play their role.

I am interested in the progress and efficient operation of the railways. Let it not be understood that because I am pleading for railwaymen, I am against the railways. Far from it. I am pleading for them because if their grievances are redressed they will be able to give full co-operation, so that together all can work for the progress of the railways. So my pleading is first and foremost for the benefit of the railways. It is not a partisan attitude I am taking. It is for the country's benefit and the benefit of the railways to give better performance that I am making these suggestions.

I mention certain cases of fraud, cheating, inefficiency etc. involving several lakhs of rupees. These are the findings of the audit department, not mine. Let the railway administration come forward and say what action they have taken. There may be blacklegs. If they misbehave, they must be punished. But they should not be given general support or patting by saying 'all are well; everything is well'. By doing so, these frauds and misbehaviour will continue. We cannot rectify them.

[Shri Nambiar]

Therefore, I would request the hon. Minister to take the House into confidence and tell us what they have done so that we at least can be satisfied that things are moving in the correct way.

Shri Muthiah (Tirunelveli): Mr. Deputy-Speaker, the Railways are the biggest public undertaking in the country employing 12·12 lakh workers. They constitute the major transport system in the country. I feel sure that the railways will fare well under the able stewardship of our new Railway Minister, Shri Dasappa, who is a dynamic personality with an intimate knowledge of public undertakings.

The Minister has disclosed a surplus of Rs. 30·8 crores. There is no increase in railway fares or per cent rates. This is a great relief to all people. There is a slight increase by 2 per cent in the surcharge on freight, yielding an income of Rs. 7·5 crores. But I feel that this will not entail any hardship in view of the increased allocations for staff welfare and passenger amenities.

I find a number of laudable aspects in the Budget, e.g., the institution of a pension fund of Rs. 19 crores benefiting about 10 lakh employees, an allocation of Rs. 4 crores for passenger amenities, an allocation of Rs. 15 crores for labour welfare, an allocation of Rs. 370 crores for expansion and development programmes, an allocation of Rs. 1·5 crores for increase in dearness allowance and house rent allowance, and sufficient contributions to the depreciation reserve fund, and development fund. I submit in this connection that in view of the increase in the interest rate from 4·5 per cent to 5·75 per cent for new capital to be borrowed from general revenues, it is not quite good to depend too much on general revenues for capital in future.

I come to new railway lines. The first is the Meelavittan-Tuticorin harbour line. I feel happy to say that it is nearing completion. The embankment is completed and lines are being

laid. The bridge over the Korampalam surplus course is in quick progress. On this occasion, I express deep gratitude to the Railway Minister and his colleagues on behalf of the people of Tuticorin and Madras State and the whole country for expediting the work.

For the Tirunelveli-Kanyakumari-Nagercoil-Trivandrum line, I find that a sum of Rs. 3½ lakhs has been allocated for 1963-64, and a sum of Rs. 2½ lakhs has been allocated for 1964-65. The preliminary survey work is not yet over. The Railway Minister gave an assurance in the meeting of the Consultative Committee that the entire survey work will be over by May 1964. The traffic survey and the final location survey have to be taken up soon. I request the Railway Minister to speed up the work and to include the line in the Fourth Plan.

Then I would like to plead for the construction of a new broad-gauge line from Tiruchirapalli to Tuticorin in view of Tuticorin harbour becoming a major harbour in the near future, a bigger harbour than even Madras harbour. And I plead that this also should be included in the Fourth Plan.

Now I come to my constituency needs. There is imperative need for an overbridge at Tirunelveli Junction level-crossing. The Deputy Minister Shri Ramaswamy must be aware of the heavy road traffic at the level-crossing at peak hours, between 9 and 11 a.m. During these peak hours the entire traffic on both sides of the gate comes to a standstill when the gate is closed, and the traffic is held up for half an hour and it causes a lot of hardship and inconvenience to hundreds of people—teachers, students, clerks and other government employees and employees in shops, as also the general public. This overbridge is long overdue, but it has not been taken up till now. Therefore, I make an earnest request to the Railway Ministry to take up this matter as early as possible.

Then, I would also make a request to the Railway Ministry to arrange for a through shuttle train from Tirunelveli to Shencottah starting from Tirunelveli Junction at about 9 a.m.

I also plead for a through Madras coach in the passenger train leaving Tirunelveli Junction at 11-30 a.m. to be attached to the Tuticorin Express at Maniyachi to avoid inconvenience to through passengers.

About reservation, I like to say one or two words. I find a lot of difficulty with regard to reservation, particularly at the Madras Central Station. I have made a representation to the Minister with regard to this. Sometimes, during the off-session period, we suddenly get notices from the Central Government to attend certain important meetings. And we get these notices just three or four days before the date of the meeting. It is not possible to give twenty-days' notice. I therefore plead that a special concession should be given to M.Ps in view of this.

I want to say a few words about the better performance of the Railways. It is gratifying to note that the production of wagons has increased considerably in recent years, and this year it has come to 3,000 wagons per month. The number of trains also has increased in order to relieve overcrowding in trains, and more sleeper coaches have been provided for through trains.

With regard to staff welfare, the Ministry is doing a lot for the welfare of the railway staff in regard to their educational, medical and recreational facilities. A large number of schools are being run by the Ministry, as also hospitals which are very good hospitals. The Ministry should also be congratulated for building 11,000 houses per year for the railway staff. A new feature this time is the provision of free educational tour for deserving workshop employees with their families from this year onwards, that is from 1964-65.

The labour relations between the Railway Ministry and the employees are very cordial.

Sir, I would like to conclude my speech with a reference to the report of the World Bank team. The World Bank team in their report say much in praise of the performance of the Indian Railways. They have said that the performance of the Indian Railways compares very favourably with the performance of the Railways of more developed countries.

Shri M. R. Masani (Rajkot): Mr. Deputy-Speaker, Sir, I speak in support of Cut Motion No. 46 on Demand No. 14, and I would appreciate the Minister looking into the five separate items that form part of that cut motion.

I should like to speak in particular about item (ii) namely the "need to expedite the construction of the Jhund-Kandla broad-gauge link on the Western Railway and to provide its alignment along the most appropriate route". This matter, Sir, figures on page 133 of the Demands for Grants. It shows that the present estimated cost of this line, which has been sanctioned, is eighty million rupees. All except eight thousand rupees of this have still to be spent. Unfortunately what is disappointing is that the budget estimate for 1964-65 appears to be only to the extent of Rs. 1 lakh—I hope the Minister will correct me if I am wrong—and I hope that the one lakh which has been allotted in the budget estimate of 1964-65 does not mean that the bulk of the work will not be undertaken during the coming twelve months. Because, if that is so, it will cause intense disappointment to the people of Saurashtra.

Sir, according to the President of the Gujarat Chamber of Commerce, in Saurashtra there are only fourteen miles of broad-gauge railway. It is a shocking thought. I myself was not aware of it till I read it in the papers the other day. But if it is true, it

[Shri M. R. Masani]

shows gross neglect of an important part of the country with great potential. Fourteen miles of broad-gauge railway! It is true that there are 1,250 miles of metre-gauge. But we know the very great limitations of the latter variety. Therefore it would be agreed that there is a need for the development of the broad-gauge system in Saurashtra and that the need is urgent.

Dr. M. S. Aney (Nagpur): That is the only broad-gauge line, between Ahmedabad and Viramgaon.

Shri S. V. Ramaswamy: You know the historic background, Mr. Masani.

Shri M. R. Masani: The development of both Gujarat and Saurashtra requires that Saurashtra should be linked to the rest of Gujarat by a broad-gauge railway, not only to Gujarat but also to the hinterland of Rajasthan. Because, if Kandla is to be a major port, as we all hope, there is no good having a major port when it cannot be connected expeditiously with the hinterland of Gujarat and Rajasthan. I would therefore urge and request that whatever be the difficulties, a sense of urgency might be imported into this matter, where there has been, I think, enough delay. I am not blaming any one, but there has been delay. And I do hope that this does not mean that in the coming year only token progress will be made with this line—I hope there is some mystery about these figures and I will be grateful if the Minister will clear it up when he replies on Saturday morning.

This matter was raised at a meeting of the Gujarat Transport Parishad in Ahmedabad on 31st January this year. I did not have the opportunity to be present, but the hon. Minister of Transport, Shri Raj Bahadur, addressed that gathering and he promised that the implementation of this

scheme would be taken up soon. But the people want to see things moving and feel they have had enough of verbal assurance.

Apart from the question of expediting the scheme, the question of the route is something which I understand is causing some hesitation on the part of the railway authorities. It seems that there are two possible routes for this line. One proposal was that it should take the shortest possible straight line from Jhunda to Kandla across the map. If that is done, the line will pass through the northern perimeter of Saurashtra leaving the bulk of Saurashtra unaffected by this development; and the bulk of the benefit of this broad-gauge line will not be made available to the people of Saurashtra. Therefore there is a general demand in Saurashtra, of which I believe the Railway Ministry is aware, that the line should pass through the heavily-populated and industrial centres like Morvi, Wankaner and Surendranagar.

Shri Man Sinh P. Patel (Mehsana): We do not agree.

Shri M. R. Masani: You may not agree, but that is what the people of Saurashtra want. This route is supported by public opinion in all the intermediate towns which would then be brought into contact by the railway line with Kandla on the one hand and with the hinterland of Gujarat on the other.

Now that some hon. Member has questioned the representative nature of my statement, let me read a telegram that has been sent to the Railway Minister by the Rajkot Chamber of Commerce, whose Chairman is a leading Congressman, Shri J. Modi:

“Urge expeditious implementation of broad-gauge connection Kandla Jund stop Broadgauge line via Surendranagar Morvi

malia far superior alternative to original proposal via Dharangadhra because it will ensure very good traffic and will contribute to rapid industrialisation of major portion of Saurashtra region which has very good Industrial potential stop second alternative will be more economical and possible to implement much earlier and will be more paying to the national exchequer stop however request that second alternative should not mean delay in implementation."

This is the telegram that has been addressed by the Rajkot Chamber of Commerce which, as I said is a body dominated by the members of the ruling party, with a Congressman as its Chairman. They have listed in their telegram the advantages, namely, more people will be served, the centres of population will be affected and influenced and helped, it will help rapid industrialisation of Saurashtra, which all of us want, it will be more economical, and it can be implemented earlier. This is a powerful combination of reasons why this should be the alignment and not the straight line which bypasses the bulk of Saurashtra

Indeed, I understand, subject to correction, that there is already a survey made by the Western Railway themselves in regard to this alternative route, and, if I am not mistaken, the survey of the Western Railways prefers the route through Morvi, Wankaner and Surendranager on technical grounds, so that, even the railways' own preference, on merits, is for this route which public opinion is demanding.

Shri S. V. Ramaswamy: With extension to Rajkot.

Shri M. R. Masani: I am glad the hon. Minister has mentioned it. I did not want to mention my own constituency, I was not trying to do anything improper for the people of the constituency I represent, I was only trying to give expression to what is an accepted view of the people of the

whole area. I am glad to hear that there will be a possible extension to Rajkot also. If this is the case, then the Minister's task will be easy, because both the technical report of the Western Railway and the wishes of the people happen to coincide. In that case, I hope very little more time will be wasted in pondering over these alternatives further. Like the proverbial donkey between two stacks of hay, Railway Ministry, I am sure, will not dally further in deciding the route, but make progress with it.

Shri S. V. Ramaswamy: Why compare with the donkey?

Shri M. R. Masani: I am just saying that it will be wrong if we just go on looking at both, each looking equally attractive.

Shri Hari Vishnu Kamath: Like the donkey, not that you are the donkey.

Shri M. R. Masani: It is just a proverbial reference, it has no reference to the qualities of the Ministry. I hope the Ministry will make up its mind. The main thing is that the line should be constructed, and it is also important that it should be constructed where the people want it, where it can be of major service. I do hope that on Saturday the Minister will be able to assure the House, and through it the people of Saurashtra, that this matter is being attended to, that the expert opinion of the railways themselves will prevail along with that of public opinion, and that no extraneous considerations will be allowed to delay the scheme further.

श्री क० ना० तिवारी (वगहा) :

उपाध्यक्ष महोदय, रेलवेज के बारे में बहुत सी बातें कही गई हैं। मैं उन में नहीं जाना चाहता हूँ, लेकिन मैं जोर देना चाहता हूँ कि केटरिंग की व्यवस्था में जरूर सुधार होना चाहिए। इस बारे में मेरा सुझाव यह है कि मिनिस्टर, डिप्टी मिनिस्टर और बड़े बड़े आफिसरों के द्वारा सरप्राइज विजिट्स की जानी चाहिए और मैं समझता हूँ कि केटरिंग के सुधार पर इस का असर काफी पड़ेगा।

[श्री क० ना० तिवारी]

माननीय सदस्य, डा० लोहिया, ने जो एक बात कही है, वह बड़े महत्व की है। वह यह है कि जहाँ जहाँ रेलवे लाइन्स हैं, वहाँ से पानी के निकलने की व्यवस्था होनी चाहिए। खासकर उन जगहों में जहाँ से पानी निकाल कर कृषि के लिए पटवन का इन्तजाम किया जा सकता है, पुल बनाये जाने चाहिए। मेरी अपनी कांस्टीट्यूएन्सी में नरकटियागंज के नजदीक मटीरियाग्राम के पास एक पुल बना देने से हजारों एकड़ जमीन का पटवन हो सकता है। करीब दो बरस हो गये, वहाँ के लोगों ने यह पुल बना देने की डिमांड की थी, लेकिन इंजीनियरिंग डिपार्टमेंट और रेलवे के सम्बन्ध विभागों ने इस और कोई ध्यान नहीं दिया। मेरा खयाल है कि अन्न के उत्पादन को बढ़ाने के लिए, अन्न की कमी को दूर करने के लिए और देश के हित का खयाल रखते हुए यह बहुत जरूरी है कि कम से कम ऐसी जगहों पर पुलों के निर्माण या पानी के निकास की ओर सर्वप्रथम ध्यान देना चाहिए।

जहाँ तक मेरी कांस्टीट्यूएन्सी का सम्बन्ध है, मैं कहना चाहता हूँ कि बगहा से भंशालोटन तक जहाँ गंडक प्राजेक्ट बन रहा है, रेलवे लाइन बनाने का सरवे हो चुका है। गंडक प्रोजेक्ट के लिए बड़ी बड़ी मशीनरी ले जाने के लिए यह रेलवे लाइन बहुत जरूरी है और इसलिए यह लाइन जल्दी से जल्दी तैयार होनी चाहिए। गंडक प्राजेक्ट अपनी बैराज पर एक पुल दे रहा है, पैसेज दे रहा है, जिस से हो कर, नेपाल टैरीटरी को होते हुए ५० पी० में सिसवा बाजार को वह लाइन कनेक्ट कर देगी। लखनऊ से नेफ्रा की तरफ जो रेलवे लाइन जाती है, इमर्जेन्सी के दौरान उस पर बड़ी भीड़ और कंजेशन मालूम हुई। पहले बगहा में गंडक नदी पर एक पुल था, जिस को टूटे हुए करीब ४५ बरस हो गये हैं। अगर यह लाइन बन जाती है और गंडक ब्रिज से सिसवा बाजार मिला दिया जाता है, तो पंजाब से नेकर नेफ्रा, आसाम तक डबल

लाइन हो जायेगी, जो कि नेपाल के बांडर से हो कर जायेगी। यह लाइन डिफेंस परपज के लिए भी और दूसरे खयाल से भी बड़े महत्व की है और मैं उसकी ओर मिनिस्ट्री का ध्यान आकर्षित करना चाहता हूँ।

मैंने पिछले रेलवे बजट के समय भी रेलवे मंत्रालय का ध्यान इस ओर खींचा था कि ५० पी० में पडरौना से मधुवनी (चम्पारन) बारह मील की दूरी पर है। मधुवनी, जो कि घनहा थाना में पड़ता है, जिसकी आबादी डेढ़ लाख है और वहाँ पर ४० लाख मन शूगरकेन होता है। वहाँ के किसानों को अपना शूगरकेन बहुत दूर दूसरी मिलों में ले जाना पड़ता है, जिस से उन को काफी घाटा रहता है। अगर यह बारह मील की लाइन बना दी जाये, तो को-आपरेटिव आघार पर या प्राइवेट सैक्टर में वहाँ पर शूगर मिल लगाई जा सकती है। उससे सरकार को काफी रेवेन्यू भी मिलेगा और देश में शूगर प्रोबलम को साल्व करने में भी सहायता मिलेगी।

मैं एक और बात की तरफ रेलवे मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। अगर देश के एक प्वायंट से दूसरे प्वायंट तक—बिहार से मद्रास या पंजाब या किसी भी जगह तक—गल्ला या सीमेंट जाये, तो उस पर रेलवे भाड़ा एक ही चार्ज किया जाता है। और खाने के जो पदार्थ हैं, उन पर यह नियम लागू नहीं है। बढ़ते हुए भावों के सम्बन्ध में इस सदन में और अखबारों में दिन-रात हल्ला मचा हुआ है और इस तरफ काफी लोगों का ध्यान है। मेरा निवेदन है कि जितने तरह के अन्न हैं, उनके सम्बन्ध में वही नियम लागू होना चाहिए, जो कि सीमेंट और गल्ले के सम्बन्ध में लागू हैं। इस सदन में और अखबारों में खासकर खाद्यान्नों के सम्बन्ध में कहा जाता है कि उन के दाम बढ़े हुए हैं। मैं कहना चाहता हूँ कि केवल खाद्यान्नों के ही दाम नहीं बढ़े हुए हैं, बल्कि लोग बाजार में जो और खाने की चीजें खरीदते हैं, मांस,

मछली, भ्रंश, सब्जी, उन सब की कीमतें बढ़ी हुई हैं। इस में रेलवे फ्रेट का भी पार्ट है, फ्रेट भी काफी हद तक दामों को बढ़ाने में सहायक होता है। इसलिए मेरा निवेदन है कि खाद्य पदार्थ जितने हैं जैसे सब्जियां, भ्रंश, मछली, मांस आदि, इनके ऊपर भी वही नियम लागू किये जायें जो सीमेंट और कोल के सम्बन्ध में लागू किये जाते हैं। स.मेंट, कोल, लोहा आदि के रेलवे फ्रेट में समानता इसलिए है कि ये उद्योग की चीजें हैं और खाद्य पदार्थों पर यही नियम इसलिए लागू नहीं किये जाते हैं कि ये किसान की चीजें हैं। किसान द्वारा उत्पादित चीज का हर आदमी उपयोग करता है, ४७ करोड़ आदमियों के उपयोग की ये चीजें हैं। इस वास्ते यह और भी जरूरी है कि इन खाद्य पदार्थों की तरफ ध्यान दिया जाये।

बिहार, नार्थ बिहार और साउथ बिहार में बंटो हुआ है। नार्थ बिहार तो एग्रिकल्चरल पार्ट है, बिहार का और साउथ बिहार इंडस्ट्रियल पार्ट है। साउथ बिहार में इंडस्ट्री के साथ साथ एग्रिकल्चर का भी महत्व कम नहीं है। नार्थ बिहार की उन्नति तभी हो सकती, नार्थ बिहार की घनी आबादी है, उसको फायदा तभी पहुंच सकता है जब पटने को आप नार्थ बिहार से मिला दें। पटने के पास गंगा पर जब एक पुल हो तभी उसकी उन्नति सम्भव हो सकती है। राजेन्द्र पुल आपने बनाया है और उससे थोड़ा बहुत फायदा हुआ है, यह मैं मानता हूँ। पटना बिहार का कैपिटल है। इधर जितना पंजाब, दिल्ली या उत्तर प्रदेश का हिस्सा है, इससे उस हिस्से का बहुत लेन देन है, इससे उसको बहुत अधिक सरकारी है और जितनी जल्दी हो सामान नार्थ बिहार का मिले और नार्थ बिहार का सामान जितनी जल्दी हो इधर आ सके, इसके लिए यह जरूरी है कि गंगा पर पटने के नजदीक पुल बना दिया जाये। तब इस काम में तेजी आ सकती है। अगर ऐसा नहीं किया जाता है तो सामान का इधर उधर जल्दी आना जाना सम्भव नहीं

हो सकता है। नार्थ बिहार के डिबलेपमेंट का खयाल करते हुए इस मुद्दा पर आप गम्भीरतापूर्वक विचार करने की कृपा करेंगे, ऐसी मैं आशा करता हूँ।

करपशन के बारे में बहुत सी बातें कही गई हैं। माननीय मंत्री जी ने कहा है कि यह एक सामाजिक बीमारी है और यह कहना कि यह बीमारी रेलवे तक ही सीमित है, दूसरी जगहों पर नहीं है, सही नहीं है। मैं इसको मानता हूँ। समाज की हालत तो आज यह है कि न दूध अच्छा मिलता है, न तेल अच्छा मिलता है और न ही आटा अच्छा मिलता है। मछली या मांस खरीद करने के वक्त यदि सिर दूसरी तरफ कर दीजिये तो जो हिस्सा आप लेना चाहते हैं वह न मिल कर दूसरा ही हिस्सा आप को दे दिया जाता है। माननीय मंत्री जी ने कहा है कि देने वाले को भी रोकना चाहिये। यह सही है। लेकिन आप को मालूम होना चाहिये कि एक रेट बंधा हुआ है जिसको मामूली कहते हैं और इसको हमारे जो लेबर लीडर हैं, वे भली भांति जानते हैं। रेल के जितने भी कर्मचारी नीचे के हैं, उनकी मामूली बंधी रहती है, एक गांठ के ऊपर कितनी मामूली होगी, दो पर कितनी होगी, सिमेंट के लिए जब वैन ली जायेगी तो उस पर कितनी होगी, चीनी के लिए कितनी होगी, यह सब बंधा रहता है। इस वास्ते मैं कहूंगा कि कुछ तो आप को नीचे के तबके के लोगों के ऊपर ध्यान देना है और कुछ जहां से वैन का एलाटमेंट होता है, उसके ऊपर आपको कड़ाई बरतनी है। यह बहुत आवश्यक है और इस और आपका ध्यान शीघ्र जाना चाहिये।

Shri Man Sinh P. Patel: Sir, on page 32 of the explanatory memorandum there is a provision of one lakh of rupees, as my learned friend Shri Masani pointed out for Jhunda-Kandla, Western Railway. If I remember right, a similar provision was there in the last year's budget also and I am surprised at the evasive

[Shri Man Singh P. Patel]

policy of the Government in not providing the full provision in the fourth year of the Third Plan. It also says here that further evaluation of likely volume of traffic and its routing is in hand prior to undertaking the construction. Government has no desire to see that this project is completed before the Third Plan period. From the speech of Shri Masani, I am further afraid that indirectly and otherwise, political and commercial pressures are brought in to see that the work is not carried out. With due respect to my hon. friend Shri Masani from Rajkot, I have to say that he is new to Gujarat and with his limited knowledge and with the papers made available to him by the Rajkot Chamber he says that the approved project is uneconomic. They have the limited interest of Rajkot or Saurashtra in view. But Jhund-Kandla project is not a project only for Saurashtra or Gujarat or for Rajasthan; it is a national project. We want the development of Kandla; it is going to be a free port. If it is not linked by rail to Rajasthan or Gujarat, the potentialities of its development will be slackened. Now, a re-survey is suggested of an approved project by some people from Rajkot District with very limited information about Saurashtra. It is my misfortune to say that the same thing happened regarding Bhavanagar—Tarapur. In spite of repeated surveys, that line was much more contemplated in the past but that line was also dropped. If we are serious about the development of Kandla port, we must implement the project quickly. Hypothetical considerations of what would be the income of the newly suggested line of 40 miles in addition should not come in way of the approved project. My hon. friend Shri Masani talked of the recent transport conference attended by Shri Raj Bahadur, State Minister of Transport. I have got the papers and we only desire that the Gujarat Chamber wants a specific declaration from the Government of India that as to when they are likely to start this project

of Jhund-Kandla; it should be preferably finished with the remaining two years of the third Plan. Unless a declaration is made, I am afraid that, since we are having only two more years of the third Plan and if we do not initiate it now, the expenditure of Rs. 1 lakhs which has been provided for is an indirect and evasive provision.

15 hrs.

I find certain survey of new railway lines in the Explanatory Memorandum. In my speech during the general discussion on the last railway budget, I suggested the linking and survey of Himatnagar-Vijapur line. It is nowhere found in the list of new surveys which are now contemplated. The Udaipur-Himatnagar line is under construction since the past three years and it is likely to be completed in the current financial year. The line that I have suggested would link the eastern part of Rajasthan and some areas of North Gujarat. There is a small span of only 14 miles to be linked in between Himatnagar and Vijapur whereby the distance to eastern Rajasthan will be shortened by about 40 miles up to Jhund-Kandla linking the three district headquarters with a population of 35 lakhs of people. Mehsana is a district with 19 lakhs. Banaskantha has eight lakhs and Sabarkantha has eight lakhs. I suggested a survey in my speech last year, but it is my misfortune that even a survey is not contemplated. No doubt the railway line from Vijapur to Himatnagar is likely to be a metre gauge railway, but that should be taken up by the Railway Ministry.

Now I come to the small problems of my constituency which is also in the interests of the Railway Ministry. My hon. friend the Deputy Minister, Shri

Ramaswamy, is not present in the House at present. I wrote one letter to remove the small curve of a nullah in Mehsana headquarter town. A definite assurance was given that it would be carried out before 31st March, 1963. Now, it is the main passage joining the western portion of the town. Now, it is under construction in February, 1964. If this is the way in which the Railway Board is functioning, I say it cannot claim to be efficient, being the largest public undertaking in the country as a whole. The hon. Minister also gave a definite assurance that it would be done as early as possible. But, if it takes about a year to start the work, I think this is not the way in which the Railway Board and the higher officials should work.

I can give another example in which the same is the case, and that is about a foot-bridge in Mehsana. Mehsana has got five branch lines. Two watchmen are permanently located just near the railway godown crossing. Normally that crossing remains closed for about seven hours in 12 hours. We have suggested that there should be a foot overbridge there and not a normal overbridge which will definitely reduce the cost of the existing recurring expenditure of the railways. A small wooden foot-bridge about ten feet wide would satisfy about one-third of the population of Mehsana town, residing in that part of the town which is the main business centre on that railway godown side.

Now, I would like to refer to the contribution made for railway crossings, etc. The idea is that the public authority, say, the municipal authority or any other body should necessarily give a 50 per cent contribution wherever a new proposal comes. But, for an existing level crossing, if an alternative like a foot bridge is suggested as a measure of economy, I think the Railway Ministry should accept it as a whole.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Man Singh P. Patel. Two minutes, Sir. Sometimes, some philanthropic people also come forward with grants for either a passenger shed or water-huts. It is an accepted policy of the Government not to accept any contribution or a grant for water huts. But there are some people who have promised to donate grants for passenger sheds on platforms. The Railway takes pride in not accepting such contributions. At the same time, they do not accept the feasibility of such a passenger shed. For the Maka Khad railway station on the Kalol-Vijapur railway line, a philanthropist donated Rs. 5,000 four years ago. What happens? If the donation is already accepted, they retain it for about three or four years and then subsequently return it! I would like to say, let not the Railway accept the donation; let them put up the passenger shed in the normal way through normal channel. But then, the philanthropic attitude of the people should be appreciated and at least the zealous desire of the donor for whatever amenity is to be afforded must be fulfilled.

श्री बड़े : उपाध्यक्ष महोदय, यह जो डिमान्ड चल रही है उसके पहले माननीय मंत्री जी ने जो भाषण दिया था उसमें उन्होंने कहा था कि रेलवे बोर्ड मोगल एम्पायर नहीं है। जब वह ऐसा कहते हैं तो मैं भी कहना चाहता हूँ, मेरा चार्ज है, कि उनका जो वर्ताव है वह तो एक मोगल एम्परर से भी ज्यादा खराब है। मोगल एम्परर जो होता था वह कम से कम घंटा बजाने के बाद बाहर आकर पूछता तो था कि क्या बात है।

डा० मा० श्री० अणु: एक ही बादशाह ऐसा था ।

श्री बड़े : कम से कम एक बादशाह तो ऐसा था। लेकिन यहाँ तो इस तरह से

[श्री बड़े]

चलता है कि नीचे से आई, आगे को धकाई। नीचे से किसी ने कह दिया कि यह गुनाहगार है और दूसरा टेन्डर ठीक है तो बोर्ड ने उसे मंजूर कर लिया उसका फिर से परीक्षण होता नहीं। कोई सुनने वाला नहीं है। मेरे कम्यूनिस्ट मित्र ने आडिट रिपोर्ट सन् १९६४ का हवाला दिया। मैं भी उसी की तरफ आपका ध्यान दिलाना चाहता हूँ। हमने जब कहा कि एक कंट्रेक्ट के लिये आपने लोएस्ट टेन्डर एक्स्पेक्ट क्यों नहीं किया तो मंत्री जी ने डिफेंस दे दिया कि लोअर टेन्डर जो था वह ठीक नहीं था, वह ब्रिज बनाने का कठिन काम था वह ठेके पर ब्रिज का कार्य नहीं कर सकता था। इसलिये उसको नहीं माना गया। लेकिन मैं आपको दूसरी बात बतलाता हूँ। १९६४ के आडिट रिपोर्ट के पेज २४ पर जो केटरिंग और वेंडिंग का पैराग्राफ है, उसमें हमने देखा कि आइस-क्रीम का ठेका किस प्रकार दिया गया है। उसमें बतलाया गया है कि इस काम के लिये टेन्डर नहीं मांगे गये। पहले एक प्राइवट फर्म को एक साल के वास्ते आइसक्रीम तैयार करने का ठेका दिया गया और उसके बाद दो साल के लिये एक्स्टेंड कर दिया गया। इस काम के लिये टेन्डर क्यों नहीं मांगे गये इसका कोई भी एक्सप्लेनेशन नहीं दिया गया है। जब यह मामला पी० ए० सी० के सामने आयेगा तब देखा जायेगा।

इसके बाद आडिट रिपोर्ट के पेज ३३ पर लिखा गया है कि :

“Rs. 64,000 due to loss in three cases of accidents; Rs. 42,000 due to write off of depreciated value of 8 wagons which could not be traced.”

That is a great ninth wonder that wagons are missing.

वैगन्स भी ट्रेस नहीं होते हैं। कुछ वैगन्स के ट्रेस न होने के कारण ४२,००० रु० को

राइट आफ कर दिया गया है। इस तरह की अन्यायुक्त चल रही है रेलवे में। इसका एक कारण तो यह है कि यह बहुत बड़ा विभाग है और दूसरा कारण है रेलवे बोर्ड। The Railway Board is after all human and to err is human.

तो भी मिनिस्टर साहब कहते हैं कि बोर्ड गलती करता नहीं। रेलवे बोर्ड गलती करता है फिर भी मंत्री जी कहते हैं कि यह भोगल एम्पर नहीं हैं। उन्होंने उसका बचाव किया है। उनका बचाव करने की पालसी ठीक नहीं है। हम लोग जो मिस्टेक्स यहां बतलाते हैं वह किसी की झोफ ले कर नहीं आते हैं। जनता में जो भ्रशान्ति होती है, उनका जो क्षोभ होता है उसे ही हम यहां पर प्रस्तुत करते हैं।

इसके बाद मुझे मेडिकल सर्टिफिकेट्स के बारे में कहना है। अगर किसी रेलवे सर्वेंट को मेडिकल सर्टिफिकेट लेना हो तो जहां पर रेलवे डाक्टर होता है वहां जाकर उसे मेडिकल सर्टिफिकेट लेना होता है। जैसे इंदौर के पास खंडवा है। बीच में केवल दस बारह स्टेशन का अन्तर है, और म्हाऊ में रेलवे डाक्टर होता है। अगर कहीं पर कोई स्टेशन मास्टर या अन्य रेलवे कर्मचारी बीमार पड़ गया तो उसे रेलवे से पैसे लेने के लिये या बीमारी की छुट्टी लेने के लिये गवर्नमेंट डाक्टर का सर्टिफिकेट काम नहीं देगा। उसे म्हाऊ में जाकर ही रेलवे डाक्टर से सर्टिफिकेट लेना होगा। रेलवे डाक्टर के पास उसे जो कुछ कहना पड़ता है वह मुझे मालूम नहीं। कुछ पान सुपारी का प्रबन्ध तो करना ही पड़ता होगा। तब कहीं जाकर उसे दवाइयों के बिल पर मेडिकल सर्टिफिकेट मिल पाता होगा। इस प्रकार की आफतें आज उनके सामने हैं। उन लोगों ने याने रेलवे कर्मचारियों ने खुद हमसे कहा है कि इस तरह की उनकी आफतें हैं और उनकी दूर किया जाये।

इससे आगे चल कर मैं कहना चाहता हूँ कि भोपाल मध्य प्रदेश का कैपिटल है। लेकिन कैपिटल होने पर भी भिलाई के लिये, जहाँ पर कि बड़ी भारी हमारी प्रोजेक्ट है, भोपाल से जाने के लिये कोई डायरेक्ट ट्रेन नहीं है। भोपाल से भिलाई जाने के लिए दो जगह गाड़ी बदलनी पड़ती है। इसके लिए मैंने एक कट मोशन भी दिया है। आगे सबसिडी के बारे में कहना है।

दूसरी मेरी शिकायत यह है कि आप प्राइवेट रेलवे कम्पनीज को सबसिडी क्यों देते हैं। इनमें भ्रष्टाचार होता है और बिना टिकट लोग चलते हैं, इससे ये लास दिखा देती हैं और गवर्नमेंट इनको सर्वासिडी देती है। यह उचित नहीं है।

फतेहपुर चुरू के बारे में मैं यह कहना चाहता हूँ कि वहाँ के लोगों ने रेलवे कांस्ट्रक्शन के लिए डोनेशन दिया, लेकिन आप वहाँ के लोगों से डबल किगाया लेते हैं। इसके बारे में रेलवे मंत्री ने कोई जवाब नहीं दिया है।

गन्ने के बारे में काफी भ्रष्टाचार होता है। गन्ना स्टेशन से निकलता है और शुगर फैक्टरी में जाता है। जो गन्ना इंस्पेक्टर रहता है उसके पास उसका बेट बराबर रहता है कि इतना टन गन्ना स्टेशन से भेजा। फिर जब गन्ना शुगर फैक्ट्री में जाता है तो वहाँ उसका बेट लिया जाता है और उस को गेट पास में दर्ज किया जाता है। लेकिन फिर भी इसमें भ्रष्टाचार होता है। मैंने एक पत्र रेलवे मंत्रालय को भेजा था जिसमें कहा था कि रेलवे को चार लाख का लास हुआ है। लेकिन उसके बारे में मेरे पास कोई उत्तर नहीं आया। यही हाल लकड़ी के बारे में होता है जो कि हमारे यहाँ से भेजी जाती है क्योंकि हमारे यहाँ जंगलात है। मगर उसमें तो जांच करना कठिन है। पर गन्ने की तो जांच की जा सकती है क्योंकि इसका वजन स्टेशन पर होता है

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और फिर शुगर फैक्टरी में होता है। इस भ्रष्टाचार को रोकना चाहिए।

दंडकारण्य किरिबूरु रेलवे लाइन के बारे में योजना थी लेकिन वह फाइनलाइज नहीं हो पायी। हम अपने यहाँ जाते हैं तो लोगों को कहते हैं कि रेलवे लाइन आने वाली है, लेकिन वह फाइनलाइज ही नहीं होती। अगर उसके बारे में मंत्री महोदय आश्वासन दें तो बहुत अच्छा हो।

हमारे क्षेत्र में झाववा, खारगोन, खंडवा के नर्बदा क्षेत्र में रेलवे लाइन नहीं है। दो प्लान हो चुके और तीसरा प्लान चल रहा है। इस प्लान में भी इस लाइन का काम नहीं हाथ में लिया गया। इलेक्शन के जमाने में लोगों से कहा जाता है कि रेलवे लाइन निकालेंगे। हमारे यहाँ दाहोज से झाववा, धार, बड़वानी, खारगोन, खंडवा लाइन की बड़ी आवश्यकता है। इलेक्शन के समय लोगों को इस लाइन का नक्शा बना कर दिखाया गया और कहा गया कि यहाँ बिजली की रेल आवेगी, अगर लाइन चाहते हो तो हमको वोट दो। लेकिन उस बारे में कुछ नहीं किया गया। उस वक्त श्री लाल बहादुर शास्त्री से आदिवासी और कांग्रेस के एम० एल० ए० मिले थे। उन्होंने कहा कि यह रेल बहादुर शास्त्री है। जरूर यह रेलवे लाइन लावेंगे। लेकिन वह चले गये और दूसरे मिनिस्टर आए लेकिन वह लाइन नहीं बनी।

मेरा कहना है कि ट्राइवल एरिया में और इस क्षेत्र में जहाँ कि काटन और ग्राउंड नट ज्यादा होती है वहाँ रेलवे लाइन होनी चाहिए। इसके बारे में मैं कई बार कह चुका हूँ। आपने जो नई लाइन्स के लिए डिमान्ड रखी है उसमें यह खुलासा नहीं किया है कि इस क्षेत्र के लिये लाइन बनाई जाएगी। मेरी यह विनती है कि आप इस क्षेत्र की ओर अवश्य ध्यान दें।

[श्री बड़े]

दूसरी बात मुझे यह कहनी है कि शिकायतों की एनक्वायरी सालों तक नहीं की जाती, इससे भ्रष्टाचार बढ़ता है और लोगों में असन्तोष फैलता है। मैंने एक शिकायत की थी, उसको डेढ़ साल हो गया, अब उसकी एनक्वायरी हो रही है। डेढ़ साल पहले एक आदमी को सस्पेंड कर दिया और अब जब एनक्वायरी का समय आया तो उससे कह दिया गया कि जिस अफसर के सामने का मामला है उसका ट्रांसफर हो गया, वही एनक्वायरी करेगा। इसलिए जो पेशी थी वह आगे के लिये एडजोन कर दी गयी है। इस तरह से देरी होती है। इससे कर्मचारियों में असन्तोष होता है और साथ साथ लोगों में भी असन्तोष उत्पन्न होता है।

अन्त में मुझे सिगनेलर्स, गार्ड्स और ड्राइवर्स के बारे में यह कहना है कि ड्राइवर्स को जो एलाउंस दिया जाता है वही एलाउंस गार्ड को भी मिलना चाहिए, और जो सिगनेलर्स की पोस्टें वैकेंट रखी हुई हैं, उनको भरना चाहिए। इसके लिए मैंने पहले भी अपने भाषण में कहा था लेकिन मंत्री जी ने जवाब नहीं दिया।

मेरा विशेष निवेदन है कि फतेहपुर शुरु का जो ज्यादा किराया लिया जाता है उसको कम किया जाए और ड्राइवल एरिया में रेलवे लाइन बनायी जाय ताकि उस क्षेत्र की जनता को संतोष हो।

Mr. Deputy-Speaker: According to intimation since received from members, the following cut motions are desired to be moved to the Demands other than Demand No. 1 in respect of Railways. So, they will be treated as having been moved.

Cut motion Nos. 14, 15, 18, 19, 21, 24, 25, 31, 32, 33, 34, 37, 38, 40, 41, 47, 48, 50, 52, 55 and 56, as shown in List No. 3.

Shri Bade: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced to Re. 1."

[(i) Final location survey of Udaipur-Himmatnagar line, and (ii) delay in the finalisation of Dandakaranya-Bolangir-Kiriburu Railway. (14)]

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for adequate survey throughout the country about the balanced development of lines in all regional areas. (15)]

Shri Bade: I beg to move:

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Need to check increasing amount of subsidy given to private companies. (18)]

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head payments to worked lines and other be reduced by Rs. 100".

[(i) Need for scientific survey of worked lines and bridges before actual payment, and (ii) need to nationalise all railway lines working under private or other public agencies (19)]

Shri Bade: I beg to move:

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 1,000,00,00."

[Need to effect economy by standar-

dizing intertreking and line clear instruments. (21)].

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to (i) provide more medical facilities for wayside stations, (ii) prevent increasing number of accidents, (iii) introduce passenger trains instead of Express trains during night time between Ajmer and Ratlam, (iv) connect Bhopal with Bhilai and Raipur via Nagpur, (v) effect economy in catering department. (24)].

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Policy regarding direct recruitment to the higher grade posts. (25)].

Shri Bade: I beg to move:

"That the demand under the head Ordinary Working Expenses-Operating Staff be reduced by Rs. 100."

[(i) Failure to apply Shankar Saran Award to Signallers Cadre and grant of proficiency allowance to them, (ii) failure to pay night duty allowance to telegraph peons, messengers and signallers, (iii) need to reduce passenger fare from Fatehpur to Churu station. (31)].

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Need to check the wastage and theft of coal and other fuel throughout the country. (32)].

Shri Bade: I beg to move:

"That the demand under the head Ordinary Working Expenses-Operation Other Than Staff and Fuel be reduced by Rs. 100."

[Need to (i) change over to A.C. traction, (ii) provide better clothings and stores. (33)].

Dr. M. S. Aney: I beg to move:

"That the demand under the head Ordinary Working Expenses-Miscellaneous Expenses be reduced by Rs. 100."

[(i) Need to improve catering arrangements on the fast trains running between Delhi and Madras and on Howrah-Bombay Express, (ii) unsatisfactory provision of invalid-chairs. (34)].

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Ordinary Working Expenses-Labour Welfare be reduced by Rs. 100."

[Need for (i) compulsory insurance of labourers in the Railways, (ii) payment of bonus to staff when the profit earned is more than 5 per cent of the capital investment in Railways (37)].

Dr. M. S. Aney: I beg to move:

"That the demand under the head Appropriation to Pension Fund be reduced by Rs. 100."

[Need to grant pensions to Railway employees who retired on accepting bonus before the Railways introduced the Pension Scheme. (38)].

Shri Bade: I beg to move:

"That the demand under the head Withdrawal from Pension Fund be reduced by Rs. 100."

[Need to grant pensionary benefits to railway staff who retired prior to April 1, 1957. (40)].

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Withdrawal from Pension Fund be reduced by Rs. 100."

[Need to give the benefit of new scheme to the remaining employees who joined before 1957 and to those who have not been included in the new scheme. (41)].

Shri Bade: I beg to move:

"That the demand under the head Construction of New lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for (i) new Railway line joining Neemuch and Kota via Javad in Mandsaur District Begun in Chitor District and Kota in Rajasthan, (ii) railway lines in Vanvasi tribal areas particularly a railway line joining Khandawa and Dahod via Khargore, Barwani, Dhar and Zhabua. (47)]

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[(i) Need for a railway line from Hubli to Karwar and from Karwar to Mangalore, (ii) need for a railway line from Raichur-Sindhnur-Kustagi to Gadag, (iii) neglect in the construction of new lines in Mysore State, (iv) need for a new line to connect Mangalore Port from Kottur to Haroponalli and Hadagali and Harihar, (v) need for a broad gauge line from Hubli to Bangalore and Hubli to Hutagi, (vi) need to deve-

lop railway lines on the border areas, (vii) need for a broad gauge line connecting Hospet-Kottur-Hadagali-Harihar. (48)].

Dr. M. S. Aney: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to (i) construct a new line from Amraoti to Narkhed, (ii) re-construct a line from Darwhar to Pusad dismantled in the first World War (iii) expedite the construction of the line from Buti Bori to Umred (50)].

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Open Line Works—Additions and Replacements be reduced by Rs. 100."

[Need to replace all narrow and metre gauge lines by broad gauge lines throughout the country. (52)]

Shri Bade: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

[Need for a passenger's shed in Javad Road station. (55)]

Shri Sivamurthi Swamy: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

[Need for (i) one more morning local train from Bellary to Gadag, (ii) one more direct train from Bangalore to Bijapur via Gunthakal. (56)]

Mr. Deputy-Speaker: These Cut Motions are now before the House.

Shri Jashvant Mehta (Bhavnagar): Mr. Deputy-Speaker, Sir, first of all, I would like to draw the attention of the House to Demand No. 14. In this statement there is a provision for Kandala-Jhund railway. I am surprised to hear the contradictory views presented here a few minutes before by my two friends. As far as Gujrat is concerned, this is the most important vital link required for the development of Kandla port, which is an important port of the country from the point of view of defence. It is necessary that this Kandla-Jhund railway should be taken up immediately. This problem is pending since the last 10 years. The survey is completed and yet there is no progress. As Gujrat is short of broad gauge railway, the people of Gujrat want an immediate decision by the Railway Board on this issue. We have come to know that there are contradictory reports. There is confusion in the mind of the people. There is no clear-cut policy of the Railway Ministry as to which way they want to decide.

I would request the hon. Minister to clarify in this House on this occasion as to what is the final decision of the Government of India on this issue. This controversy should be closed as early as possible. As the controversy is going on whether this line in better or that line, people are more perturbed, because our past experience is such that by this controversy we are losing on both fronts. I would like to remind here that the Railway Board had taken a decision regarding the Bhavnagar-Tarapore railway. That project was surveyed and an amount was also sanctioned. When the Baroda Railway merged with the Western Railway, they had also deposited special amount. But up till now there is no clarification as to what is the policy of the Ministry in this regard also. I would like to have a clear-cut statement from the Minister whether they have finally decided on this Kandla-Jhund Railway. When the Communications Minister attended the last transport conference in Ahmedabad, he said "we have already

taken a decision on this issue". But up till now, there is no clarification. Even the budget provision made in this demand is so meagre that we do not know when this project will be completed. The speed with which the Railway Board is moving is also perturbing. So, I would request the Minister to clarify this point.

Secondly, what has happened to the Bhavnagar-Tarapore Railway? The survey report is lying with the Railway Board for the last five years. We would like to know from the hon. Minister whether the Government is having any re-thinking on this issue or not. I want to know whether this project will be taken up at least in the Fourth Plan? That is the demand of the people of Gujrat, because this Bhavnagar-Tarapore Railway will minimise the distance between Saurashtra area and the distance between Madhya Pradesh and central India. Therefore, this project also requires immediate attention by the Government.

I want to draw the attention of the Railway Board to another important point. The Anti-Corruption Committee headed by Acharya Kripalani has recommended many things. There is a separate Anti-Corruption Bureau in the Railway Ministry. When the Government of India have decided to appoint a Central Vigilance Commission, why is it that the Railway is insisting on a separate anti-corruption branch? This anti-corruption branch should also be merged with the Central Vigilance Commission. Another important point, in this connection, is that the railway authorities should not transfer officers from the anti-corruption department to other departments. We come to know that experts from other departments like the engineering department, the commercial department and others, have been deputed to this anti-corruption branch, but after some time those very officers while investigating cases against responsible officers are being transferred to their departments. There is no security of service. The

[Shri Jashvant Mehta]

result is that they will not be functioning with any independent authority. If you want the anti-corruption department to function effectively, officers from this department should not be transferred back to their department.

Then I come to the question of priorities. The Railway Board has decided upon certain priorities. I would like to make a point with regard to the priority in which the Railway Ministry is spending the amount sanctioned by this House. We have seen that during the last ten years re-modelling of stations has cost us crores of rupees. If the Railway Minister visits other countries he will realise that they have also decided upon certain priorities. The hon. Minister has said that railways is a commercial department. The question is whether it is functioning efficiently as a commercial concern. If it is functioning as a commercial concern, the priorities should have been altogether different. As I said, the Railway Board is spending crores of rupees on re-modelling of stations, but they are not giving priority to important lines which badly require change of sleepers, increase in facility for third-class passengers and all those things. They should follow a policy of 'first thing first'. First of all, in the mofussil areas the railways should try to convert the metre gauge and narrow gauge lines into broad gauge lines. The hon. Minister said that it will take some time, due to financial difficulties, for converting the narrow gauge and metre gauge lines into broad gauge lines. If we accept this contention of the hon. Minister, we must also think that the Railway Board is going on with a definite programme for conversion of these into broad gauge lines. But he must also clarify as to what they are going to do with the narrow gauge lines for the present. They are not even looked after properly. We suggest, either end them or mend them. If you do not want to end them now, at least mend them; They require some alterations and additions. The Railway

Ministry always send a reply saying that they have decided not to spend on narrow gauge lines and therefore they cannot change anything, they cannot bring new engines and so on. My suggestion therefore, is, if some railway lines do not come within a time-bound programme of conversion from narrow gauge to broad-gauge, then the Railways should decide to mend it. But the Railways are looking at this problem with apathy. This attitude should go and the Railway Ministry should move in this matter.

I want to say a word about the conversion of the Ahmedabad-Delhi metre gauge line into broad gauge. This railway is connecting two capitals of States to the capital of India—Ahmedabad and capital of Rajasthan are connected with Delhi. One of the demands of the people of Rajasthan and Gujarat is that this Ahmedabad-Delhi line should be converted into a broad gauge section.

Then, there is a demand of the people of Saurashtra to have a Janta train from Bombay to Saurashtra side. After Viramgam there is not a single Janata train. There is a heavy demand for such a train and if there is one Janata train to this area the people there will be greatly benefited.

Lastly, I want to make an appeal to end the monopoly of book-stalls. There is a circular and the Government have given the monopoly of holding book-stalls to some people. There should not be any such monopoly. When we have decided to end monopoly system why should this monopoly continue. I would suggest that the monopoly in book-stalls should be abolished. There should be free competition and other people also should be invited to open book-stalls so that a lot of people who are unemployed will also be benefited with the opening of new book-stalls.

Mr. Deputy-Speaker: I am informed that cut motions Nos. 22, 27, 30, 35 and 39 are also to be moved. These cut motions also may be treated as moved.

Shri Nambiar: I beg to move:

“That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100.”.

[Need to (i) give promotion to commercial clerks of Howrah Division of Eastern Railway on seniority basis as in other Railways, (ii) re-introduce the working hours that were existing prior to declaration of emergency in Lillooah, Kanchrapara and Kharagpur workshops on Eastern Railways, (iii) strengthen Railway Security Organisation, (iv) introduce Workmen's Co-operative Canteen in Golden Rock Workshop, Southern Railway, (v) adhere strictly to the principle of promotion by seniority of all employees in the non-selection category, (vi) implement the Class IV Promotion Committee's recommendations and promotion of class IV employees to class III posts in all Railways, (vii) absorb permanent way gangmen from among the casual labour on seniority basis, (viii) check indiscriminate transfers of certain Trade Union office-bearers from Salem, Southern Railway, (ix) abolish twelve-hour working day system for stationary employees in Railways, (x) grant Central Pay Commission's scales to casual labour of Kharagpur Workshop, (xi) abolish contract labour system in Stores Department of South-Eastern Railway, Kharagpur, (xii) change nomenclature of 'Shrofls' employed in Cash Departments of Railway Offices, and (xiii) discarding of claims of seniors for promotion as Commercial Publicity Inspectors and Assistant Welfare Inspectors of Olavakkot Division in Southern Railway, (xiv) transfers of officials of South Eastern Railwaymen's Union, (xv) insecurity of employment of Railway Electrification Project staff and need to make their posts permanent (22)].

“That the demand under the head Ordinary Working Expen-

ses-Repairs and Maintenance be reduced by Rs. 100.”

[(i) Need for repairs and proper maintenance of the rolling stock, (ii) need to sanction sufficient strength in local sheds for repairs and maintenance of engines to reduce engine failures, (iii) need to promote unskilled and semi-skilled workmen to skilled posts in all railway workshops, (iv) need to revert to the system of three-mile gangs instead of four-miles in permanent way so as to accomplish safety working on the railway track (27)].

“That the demand under the head Ordinary Working Expenses-Operating Staff be reduced by Rs. 100”.

[(i) Need for incentive scheme in Railway Workshops to increase production and quality turn out, (ii) recovery of house rent from station masters and others who were granted rent-free quarters prior to 1955, (iii) failure to pay arrears of wages to casual labour and khalasis in the Signal and Telecommunication Workshop, Podanur on the Southern Railway, (iv) need for strict adherence to 12 hours limit of engine footplate work for drivers and firemen. (30)].

“That the demand under the head Ordinary Working Expenses-Labour Welfare be reduced by Rs. 100.”

[Need to (i) improve labour welfare measures, (ii) give the benefit of Central Pay Commission scales of pay, weekly rest, leave privileges to casual labour who have put in six months of continuous service, (iii) check discrimination in the grant of complimentary passes to Class IV staff, (iv) construct five thousand quarters yearly for each Zonal Railway, (v) provide amenities of ventilators, taps, latrines and other facilities in the staff quarters in the old Railway Colony, Trichinopoly,

[Shri Nambiar]

Southern Railway, (vi) introduce co-operative staff canteen in the Railway Workshop at Golden Rock, Southern Railway, (vii) remodel old and uninhabitable staff quarters in Golden Rock and certain open line stations on the Southern Railway, (viii) allot uniform work to sweepers of the Railway Colony, Golden Rock, Southern Railway, and (ix) need for repairs and maintenance of staff quarters and Railway colonies, (x) need for supply of adequate medicines to Railway Hospitals and Dispensaries on the Southern Railway, (xi) need for payment of ex-gratia grants to T.B. patients equal to their monthly emoluments for a period of one year. (35)].

"That the demand under the head Withdrawal from Pension Fund be reduced by Rs. 100."

[Need to (i) extend the pensionary benefits to employees retired before 1-7-1957 also on the present conditions, (ii) grant adequate dearness allowance to Railway pensioners, (iii) dispose of promptly the applications for option to pensionary benefits. (39)].

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

श्री ड० जी० नायक (पंचमहल) : उपाध्यक्ष महोदय, अंग्रजी में बोलने के बदले मैं हिन्दी में बोलूंगा। मुझे आपने जो बोलने का मौका दिया है उसके लिए मैं आपका आभार प्रदर्शित करता हूँ।

कई माननीय सदस्यों ने झंड-कांडला रेलवे लाइन के लिए कहा है। मैं भी उममें आपनः सुर मिलाउंग और मैं कहूंगा कि झंड-कांडला रेलवे लाइन को जल्द से जल्द शुरू करना चाहिए। कोई कहते हैं कि गवर्नमेंट आफ इंडिया दूसरा एलाइनमेंट करे लेकिन मैं समझता हूँ कि जो पुराना एलाइनमेंट

किया हुआ है वह ही काफी ममझा जाय और रेलवे मिनिस्टर साहब को मेरी बिनती है कि इस लाइन को जल्द से जल्द बनाना चाहिए। एक लाख रुपया जो दिया गया है इस साल में वह बहुत कम है। वह बढ़ाना चाहिये।

यह भी कहा गया है कि इसका वोलुमन होगा, कितनी ट्रेफिक होगी, क्या होगा और कैसे होगा? अब जहाँ तक ट्रेफिक का सवाल है वह तो बहुत होगी ही क्योंकि कांडला को मेजर पोर्ट डेवलप करने की बात है। ट्रेफिक वैसे आज भी वहाँ पर बहुत है। इसलिए यह कांडला-झंड की श्रौडगेज लाइन कर देनी चाहिए।

दूसरी बात जो मुझे कहनी है वह यह है कि गोधरा टू आनन्द की रेलवे लाइन बहुत पुरानी रेलवे लाइन है। शुरू में ही उसका रिप्लेसमेंट नहीं हुआ और ४५ मील का जो अन्तर है उसमें करीब-करीब रेल को चार, पाँचे चार घंटे जाने में लगते हैं। ४५ मील का फासला कवर करने में ४-५ घंटे लगते हैं। स्पीड वह ले नहीं सकती। ट्रेक जो है उसे मुध्राना चाहिये और रिप्लेस कर देना चाहिए ताकि गाड़ी अच्छी तरीके से स्पीड ले सके।

गोधरा टू आनन्द लाइन पर डकोर का एक बड़ा प्रसिद्ध पिलग्रीमेज सेंटर है। वहाँ लोग बहुत जाते हैं अतः इस कारण भी उस लाइन की महत्ता है। दूसरी बात यह है कि बिहार का जो कोयला है वह सारा कोयला अहमदाबाद इस लाइन से जाता है इस दृष्टि से भी इस लाइन की बड़ी उपयोगिता व महत्ता है। इसलिए मेरा आग्रह है कि इस लाइन का ट्रेक रिप्लेस कर देना चाहिए। ताकि गाड़ी अच्छी तरह से उस पर स्पीड पकड़ सके

*Police Patrol men
by Pakistani Troops*

Mr. Deputy-Speaker: The hon. Member may continue his speech on Saturday.

Kashmir, either in the northern or in the eastern sector of our frontier.

This outrage has a sinister sequence which must not be lost sight of. It was within a few hours of the joint communique signed by General Ayub Khan and Mr. Chou En-lai that this outrage was carried out. We do not know what exactly is incorporated in the Pindi-Peking Pact, but one end, one object of this Pact is clear, to hurt the vital interests of this country. I do not know how far they are going to honour their mutual exchanges of camaraderie, friendship and loyalty, how far Peking is going to stand by Pindi but I think one aspect, one part of their agreement to hurt this country, to humiliate this country, is being very faithfully implemented, and the proof of it was given within a few hours. May be Mr. Chou En-lai had told something to General Ayub Khan that "with impunity we can make a mockery of the defence of India" and General Ayub wanted to show "we are not lagging behind you". In any case, the sinister significance of this episode must not be lost sight of, as it comes so closely, within a few hours of the signing of the joint communique by Mr. Chou En-lai and General Ayub Khan

15.30 hrs.

**MOTION RE: AMBUSH OF INDIAN
POLICE PATROL MEN BY PAKIS-
TANI TROOPS**

Mr. Deputy Speaker: The House will now take up the motion to be moved by Shri Nath Pai.

Shri Nath Pai (Rajapur): Mr. Deputy Speaker, I beg to move:

"That the statement made in the House by the Minister of Defence on the 24th February, 1964 regarding the ambush of Indian police patrol men by Pakistani troops on the Indian side of the cease-fire line in Kashmir and the situation arising out of the further Pakistani incursions into the eastern and western borders of India be taken into consideration."

Mr. Deputy-Speaker, the adjournment motion, which subsequently was converted into this motion, was necessitated by the ambush carried out by Pakistani forces on Indian patrol men carrying on their legitimate duties well within the Indian side of the frontier with Pakistan in Kashmir. This latest outrage carried out with such impunity on our soil raises certain very vital issues, and among them the most important is, I am constrained to say, that it shows the alarming state of unpreparedness that prevails even now on our vast frontier, where we are confronted not at one side but on three sides of them. The existence of an enemy across one border, one frontier, is bad enough but when you have an enemy—or, unfortunately, we are having rather two enemies—facing you in combat readiness, not on one frontier but on three frontiers, north, east and west, it requires the combat readiness of a far greater order and degree than is being shown, demonstrated or proved by our Government today in

I think this incident is not to be dismissed as one of those usual border incidents. I think these incidents have behind them the grand strategy, and I saw some kind of that realisation in the statement made by the Defence Minister yesterday in the Rajya Sabha. I hope our armed forces, "the Defence Minister and the Government as a whole are taking the significance of these incidents which fit into a grand strategy that Pakistan is adopting towards this country, and the strategy, Mr. Deputy Speaker, is a very simple one for anybody to understand who is not blind or who is not blinded by his own illusions and prejudices. The strategy is to divert, to divide India's defence, to put as much strain as they can; with these hit and run tactics Pakistan wants to keep India's defence on tender hooks. There is another thing. They want to go on testing