

श्री ज० ब० सिंह : जो मारे गए हैं और तब जो हथियार पकड़े गए हैं, उनके बारे में मैं जानना चाहता हूँ ।

अध्यक्ष महोदय : वह दूसरी बात हो जाती है । जो हमारे सामने चीज है, वह यह नहीं है ।

श्री जवाहरलाल नेहरू : यह सही है कि कुछ हथियार पकड़े गए हैं । जो हथियार बे छोड़ गए हैं या जो कुछ हथियार दूसरी तरह से पकड़े गए हैं उनमें रेडियो सेट्स दो एक हैं तथा इस किस्म की और चीजें हैं । यह मुझे नहीं मालूम कि कहाँ के वे हैं । इसकी मुझे खबर नहीं है कि वे किस मुन्क के हथियार हैं । शायद बाद में आ जाए ।

अध्यक्ष महोदय : अगर इतिला आ जाए तो उसको भी हाउस को बतला दिया जाए ।

श्री जवाहरलाल नेहरू : जी हाँ ।

Mr. Speaker: Now, the hon. the Railway Minister.

Shri Hari Vishnu Kamath: What about the disposal of the adjournment motions, Sir?

Mr. Speaker: I did say that no useful purpose would be served by further discussing it. The information that was there, that has been passed on and there is no need further to discuss anything on these motions.

Shri Hari Vishnu Kamath: At this stage.

Mr. Speaker: Information would be passed on, not that they are kept pending. The information that the Government gathers would be passed on to the House.

Shri Hem Barua: I hope Government will pass on the information without our being forced to table an adjournment motion or give a Calling Attention notice.

Shri Hari Vishnu Kamath: From time to time

Mr. Speaker: I think what I have said is clear enough. It does not admit of any ambiguity.

Shri Hem Barua: Government want to keep us in the dark. That is the trouble.

Mr. Speaker: When he is forced to send a notice, that will also be considered. Now, the hon. the Railway Minister.

16.29 hrs.

DEMANDS FOR GRANTS—RAIL—
WAY—Contd.

Shri Priya Gupta (Katihar): Is the discussion on the Railway Cut Motions over?

Mr. Speaker: No, no.

Shri Swaran Singh: The Minister's reply is part of the discussion.

Mr. Speaker, Sir, about thirty-four or thirty-five hon. Members from different parts of the country have participated in this debate. And if the number of those hon. Members who took part in the general discussion on the Railway Budget is also taken into account, the total number touches about one hundred.

I have been greatly benefited by this discussion, because the impressions that have been formed by hon. Members about the working of the Railways have been made available, sometimes in a very vivid form, sometimes sarcastically, but all the same, a very living picture of the difficulties that are being experienced by the users of the Railways. I shall venture to make my submissions with regard to some of the important points that have been raised.

The first point that I would like to refer to is about the proposal for increasing passenger fares and goods freights. It is very interesting that, during this discussion on the Demands, very little has been said with regard to the proposed increase in goods freights. Some hon. Members have,

however, mentioned again certain points with regard to the proposed increase in passenger fares. If I may be permitted to divide these objections, they fall under three categories. One is the normal reaction against any increase of this nature where hon. Members have tried to link it with the provisions of amenities. I have every sympathy with that view. Many hon. Members, particularly belonging to the majority party, have rightly stressed the necessity and desirability of providing greater and greater amenities, particularly when an increase in the passenger fares is proposed. I would go a step further and say that, so far as provision of amenities is concerned, this should be attended to, increase in passenger fares or no increase. I repeat that so far as amenities are concerned, they should be provided. It has been the endeavour of the Railway Administration to go on providing more and more amenities. I do not contend that we have done all that could be done or should have been done. There are many deficiencies, and these deficiencies have been pin-pointed by hon. Members who have got first-hand information and knowledge with regard to the absence of such amenities. They fall under various categories, from the largest to the smallest. I will not try to answer with regard to each and every aspect. But, I would like to add that there is a provision even in this Budget, of a tidy sum. It is about Rs. 3 crores for the provision of amenities. This may not appear to be a large sum of money. But when year after year, this expenditure is incurred, the resultant effect is bound to produce a significant impact upon the total facilities that are made available to the passengers, particularly, third-class passengers.

Numerous points have been urged with regard to absence of a fan, a light going out of order, fastening arrangement not being in proper shape, rexin from seats missing, wagons not being in good condition, and numerous other matters. In an

undertaking of this nature, which serves a very large number of persons every day and for the entire range of production of our country, I can well imagine that there would be deficiencies of these types. But, I would like to assure that there is a constant endeavour to check these things and to rectify them as best as is possible, regard being had to the various depredations to which rolling stock is naturally exposed. May be by increasing the security arrangements too much, it may be possible to prevent

Shri Hari Vishnu Kamath (Hoshanabad): Why naturally exposed?

Shri Swaran Singh: For, it is a vast and expensive undertaking and we cannot police it to that extent, for, the law of diminishing returns would start operating then. If we incur too much expenditure by providing for fool proof arrangements by way of security, manning every nook and corner and making all possible arrangements, then the expenditure would be so great that it would be problematic as to whether the return would be commensurate with all those arrangements. So, having regard to the type of activity and the type of exposure to which the rolling-stock has got to be subjected, the risk is there, and it is in this respect that not only the precautions taken by the railways would be helpful—they should no doubt be strengthened, and improved, and any suggestions on the score would be welcome—but the co-operation and the right type of approach with regard to public property, which I think would be available, in an increasing measure, from among the public would also create a situation where these types of damage that are caused are not repeated and do not increase. But, at the same time the security measures are strengthened from time to time. It was not very long ago that Parliament approved of a legislation to give a certain measure of discipline and authority to the members of the railway security force.

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It is hoped that those provisions, resulting in greater discipline amongst the members of the security forces, and with greater willingness on the part of the States to discharge their responsibility under the Constitution, of maintaining law and order, including law and order in the railway precincts, will result in an improvement in the situation.

The important point which I want to mention in this connection is the existence of other forums where we can discuss these matters. Because some of the hon. Members here are new, it may be recalled that your predecessor, Sir, had directed that local matters, that is, matters of local interest and the like could perhaps be more fruitfully discussed in informal consultative committees for each zone. And Members of all parties in the House, belonging to that zone or living in that zone or interested in any particular zone, automatically become members of those informal consultative committees. Discussions are held in an informal manner with the General Manager, when members of the Railway Board are also present; and all these local issues, like the absence of shed at one place, or the desirability of having a level-crossing at another, or having the gate properly manned, or the availability of drinking water and so on are gone into in considerable detail in those informal consultative committees. I trust that we would be able to dispose of many of these points in the course of those informal discussions when the General Manager, when the Members of the Railway Board would also be there. That is not a sort of forum for debate or discussion only, but points are made or raised there, and replies are forthcoming on that very occasion, if the General Manager is fully briefed, or at the next meeting, the General Manager or the other executive authority who is there acquaints the members of the informal consultative committee about the action taken on the suggestions or the complaints made in the course of the earlier discussions, I would, there-

fore, venture to suggest that numerous points, very important points—because hon. Members thought it fit to mention them on the floor of the House—could perhaps be discussed with greater purpose and more fruitful results in informal consultative committees, meetings of which can be arranged with regard to each zone even during the current session.

There is one other aspect which I would like to dispose of, that is, about the provision of new lines. From the very nature of the circumstances, it will not be possible for me to say with regard to each line suggested, why it is not possible, or why it is possible or what other modifications should be there. But I would like to say that, so far as this matter is concerned, we have to view it in the general, overall context. While pointing out regional requirements and the like, we should at the same time keep in view the overall picture of the country. Sometimes it is imagined, or thought, that the provision of an additional railway line, or improvement of track capacity or doubling of line, in any particular area, is to the advantage, advancement or progress of that particular area. There is, however, an aspect which I would very strongly point out should not be ignored.

Take, for instance, our decision to export more iron ore. Naturally iron ore occurs only in certain areas, and it has to be exported to augment the overall national resources and earn more foreign exchange. One way of looking at it is that a new line has been provided, say, in Orissa or a new line is proposed in Baladilla, or as Mangalore-Hasan link, and, therefore, they are for the regional development of these areas. Whereas regional development is there, there is also another aspect—overall aspect—and its impact upon the national economy should not be ignored. The entire country derives benefit from that. That national aspect should be borne in mind.

Shri Yallamanda Reddy: Apart from that aspect, why is it that not a single line was provided in three States? In the first and second plan periods, 778 miles were constructed but not a single line was laid in Andhra Pradesh, Assam and another State. Are they not taking into consideration the necessity of giving at least some lines to these States?

Shri Swaran Singh: If I may say so, that was not a new point. The hon. Member gave us his valuable opinion when he was speaking. The burden of his entire speech was that nothing was done for Andhra Pradesh. I was making only one submission that, whereas the regional demands, requirements and aspirations were understandable, they should not be viewed in isolation but in the context of the country as a whole and the advantage that accrued by way of development in a particular State to the as a whole. The benefit of it goes to all States, including Andhra Pradesh, Assam or any other States.

Take, for instance, the programme of development of coal fields or stepping up the production of coal. Production can be stepped up only where there is coal. With the best will in the world, coal cannot be found where there is no coal. In order to serve various parts of the country, including Andhra Pradesh, Assam, Gujarat, Maharashtra—all the States—which are situated at a distance further away from the coal fields, it is necessary that those bottlenecks at places where the movement is to originate have to be removed. One way of looking at it is that it is providing more lines to the Raniganj area and therefore, West Bengal gains, it is providing more lines in the Jharia coal field area and, therefore, Bihar profits by that, there is more electrification in some State, and so it is an advantage to that State; but it is very likely forgotten that the advantage of that is derived by regions which are

far distant from those particular States. Therefore, while I can understand and appreciate the regional aspirations, sometimes there is a tendency not to view the developments in any particular State in relation to their impact upon the national economy as a whole.

Now, what is the advantage? If you do not increase the track capacity in places of bottleneck where coal moves and coal originates, if you do not undertake electrification of large areas, if you do not increase the yard capacity and do a hundred and one other things, then those States which are now legitimately asking for more railways probably will not get the coal. This is one thing, and there are many other instances of the same type.

Take, for instance, a steel plant. It is true that it is said that, to feed the steel plant with the raw materials and to facilitate the removal of the finished products, certain new capacities are created. If a steel plant is in Orissa or another is in Madhya Pradesh and a third one is in Bengal—another is now being proposed in Bihar—naturally, in order to feed those steel plants with the requisite raw materials, a great deal of activity will have to be undertaken in that area, but the advantage of that is available for the whole of the country.

Shri Yallamanda Reddy: Who denies its importance? No one denies that. That is accepted, but what about this?

Shri Swaran Singh: I do not know why Shri Reddy is so impatient. I was not at all impatient when he was speaking.

The point is, these regional aspirations have to be seen in the context of the picture of the country as a whole.

Shrimati Vimla Devi (Eluru): May I ask a question?

Mr. Speaker: If he does not yield, I cannot compel him. I will allow her to put a question at the end.

Shri Swaran Singh: Sir, I have yielded.

Shrimati Vimla Devi: The hon. Minister says that this thing cannot be viewed as a regional thing. He asks us to see it in the context of the broad basis of national development. We have been doing that for the last ten years, but that has resulted in our State not having even a single line in the last ten years. We will not get anything for five years more.

Mr. Speaker: There might be difference of opinion, but we should hear him.

Shri A. K. Gopalan (Kasergod): The usual explanation is that. If we summarise what he says, it comes to this that where there is no coal and steel, there will be no railway.

Mr. Speaker: He does not say that.

Shri Swaran Singh: I am not saying that. I am fully aware of the putting up of what are called developmental lines, and in the State of the leader of the Communist bloc, such a line was constructed, and I think it was a good decision which has been appreciated by many hon. Members of the House. But between the provision of the essential lines, essential in the sense of meeting the new industrial requirements of new projects or new types of activity, and the purely developmental lines, some sort of balance has to be struck. It is true that, in our present stage of development, we cannot afford to spare that much provision of resources for construction of what are called developmental lines, as compared to what are essential lines to feed the economy and to increase the productive potential of the country and to build what is called the base

of industrial and economic development. I was saying that, while appreciating these regional aspirations, I would appeal to the hon. Members to keep this aspect also in view.

I need hardly remind them that, while a steel plant anywhere,—in Rourkela or Durgapur or at other places,—necessitates the intensification of railway construction activity in that area, it makes available steel at the same price at all rail heads including the farthest points in the country. So, these are the things which are purposely undertaken so that the advantages which, by nature or by other circumstances, are available to one part of the country may, as far as possible, be available to the other parts of the country. There is the particular overall Plan—the Third Five Year Plan. All this is mentioned there. There are also limitations of resources. I am not going in any great length into that aspect. But some responsibility is cast upon all of us to suggest alternatives and say: this particular activity could be cut down and within the resources that are available it can be switched on to some other place. If that suggestion is forthcoming, then it could be viewed, and some sort of an expression of opinion could be given on that basis. But almost all the hon. Members, who have participated, have only made some suggestion or the other with regard to their own particular constituencies. I may also have some suggestion with regard to my own constituency because, like other hon. Members, I also represent a territorial constituency, and all that I need tell the hon. Members is that there is no provision of any new line even in my own constituency . . . (*Interruptions.*) We have to fit in this desire of new lines in each constituency and in each State in the overall Plan. All the important groups are represented here; all the various States are represented. Whether it is the Communist bloc or any other bloc or even

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our Congress friends, I have still to find an hon. Member who cannot make a plausible case with regard to his own State, whether it is the State of Assam, or Andhra Pradesh or Madras or Kerala or Madhya Pradesh, or Punjab, or Rajasthan. If, within the resources that are available, a certain plan has been drafted and placed before the country and approved by the Parliament broadly, certain picture is there within the resources. No one has suggested that I could go out of that and divert the resources for putting up another line or providing another link. So, I suggest: let us view this natural desire for new railway lines or links, in the light of the overall plan of the country, and let us not try to take a view which does not lead us anywhere. I have already stated that our own feeling is that, in the course of the Third Plan, a greater transport effort will have to be made, and this matter is engaging the serious attention of the Government as to whether further new transport capacity could not be created beyond even the present Plan targets. If resources are forthcoming, then every effort will be made to make proper and effective use of those additional resources, and the various suggestions that were thrown up should be gone into with a view to evolve a final picture with regard to the new railway facilities.

Coming back to the main issue, namely, the increase in the passenger fares and the goods freights, two new suggestions or aspects were put forward besides the general argument about the amenities, a view with which I have every sympathy. My esteemed friend, Shri Yajnik, said that he deliberately charged the Railway Board for under-estimating the income. He is a senior Member. It is surprising how this dawned upon the hon. Member when he was participating in this debate. It may be recalled that he participated in this debate at the time of the general discussion also. At that time, this deli-

berate charge of under-estimation did not occur to him. Or perhaps, he had second thoughts when he went to his own area, and when he comes back, he charges the Railway Board with deliberate under-estimating. I submit that it is something which one should hesitate to mention, unless one is fortified with facts and figures. What are the facts and figures that he has given? All that he has said is that, over the last two or three years, the average rate of increase in railway earnings was higher but in the present March, 1962 budget estimate for 1962-63 it is shown to be of an order which is less than the rate of increase over the last three years or so. It was a very simple matter, and if it had come from any new hon. Member who was not in the second Lok Sabha I could perhaps overlook it. But Shri Yajnik was here in the last House also. He conveniently forgets that during the year 1959-60, the first year that he mentioned, there was a full year's effect of increase in freight from the 1st of October, 1958. That was the first stage of implementation of the Mudaliar Committee. This alone gave about Rs. 10 crores by way of addition annually.

Then he mentioned another year—1960-61. There was then a five per cent surcharge on freight. This gave annually about Rs. 14 crores. The other figure that he mentioned is for 1961-62. The passenger fare tax was merged in the passenger fares, thus showing an apparent increase in earnings, against which Rs. 12.5 crores are paid by the railways to the general exchequer for transfer to the States annually. I have already indicated Rs. 12.5 crores, which was included in the increase which he read out. If these are excluded, then the order of previous yearly increase is also about Rs. 23 crores or so.

Then the hon. Member said that, on an earlier occasion, loans had been

taken by the railways which they were able to repay from their normal revenues. That again, I am sorry to say, is not correct. He forgets that there is a background for that. Those loans were not repaid from the current revenue; they were not paid from the normal surpluses, but in a special manner by an adjustment of expenditure booked under the development fund to capital as recommended by the 1960 Convention Committee. Therefore, all these three or four points that he mentioned do not stand the test of scrutiny. So, I submit that no new point has been raised, and I have no intention to repeat what I said while replying to the general debate about these financial aspects.

Another hon. Member also mentioned this aspect, but quite wisely for him, I think, he kept himself only at the political level, and he was trying to appeal to the conscience of some of my colleagues on this side saying that they were also opposing it. He did not have any new facts to show that resources could be augmented in this manner or the expenditure could be avoided in that manner. But he was trying to keep it only at the political level for which I do not think I need reply, because the general thing that has been suggested from this side of the House has been that, even if this increase is inescapable, more amenities should be provided, overcrowding should be lessened, etc. Those are matters with which I am in sympathy, and I feel every effort should be made and should continue to be made in that direction. Therefore, I submit that the increases are inevitable and should be allowed.

An Hon. Member: It is 5 O'clock.

Shri Swaran Singh: I am entirely in your hands, Sir.

Mr. Speaker: We have a half-hour discussion at 5 O'clock. If the Minister wants to finish his reply, he may.

Shri Swaran Singh: If it is not inconvenient to the House, I think it is better to finish my speech today.

Mr. Speaker: Yes.

17 hrs.

Shri Swaran Singh: Mention has been made by some hon. Members about the splitting up of certain zones. Here again I would like to say that this is a matter about which Government have not taken any static view. They have always been looking into organisational aspect and have not hesitated to constitute new zones wherever for reasons of efficiency, operational or organisation, it was found necessary to create new zones. The House is aware that a new North-eastern Zone and a new North-east Frontier Zone were created, which increased the number of zones from 6 to 8. If, as a result of further examination, it is found that, for operational reasons or efficiency purposes, it is necessary to reorganise the zones or to bifurcate some of the zones, or to make any other re-grouping or the like, we would undertake it,—not for regional reasons, but for reasons of efficiency, operational and organisational.

I come to another point, which could perhaps more fruitfully be discussed in the informal consultative committees. But as it has been mentioned by a fairly large number of hon. Members, I would like to state the position. This is the inconvenience that has been mentioned by many hon. Members with regard to level crossings. The general policy has been that the railways are always willing to do their part, provided the State Government provide the approach roads. The railways are, and will be, prepared to put up the bridge structure and undertake the expenditure which is legitimately to be borne by them, but the responsibility of providing the approach roads of the overbridges or underbridges, for a variety of reasons, rests with

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the State Government, because the new lands outside the railway premises may have to be acquired and the approach roads have to be built. So, the railways will not be found wanting, if the necessary matching arrangements of the State Governments are there.

We ourselves also approach in many cases the State Governments, and make suggestions that they should provide the approach roads and the railways would provide the bridge, so that this inconvenience that is caused to users of roads is eliminated or reduced. As the House would be aware, in most of the national highways, there is this programme of providing overbridges at all important crossings. This would answer many of the points that have been mentioned by hon. Members from different parts of the country.

Hon. Members feel naturally perturbed about incidents of law and order character that come to their notice. It is true that so far as these incidents are concerned, they would be irritating, and no one would like them. A full effort should, therefore, be made to eliminate these incidents and to take the necessary steps and measures, so that these incidents do not take place. One hon. Member, however, did mention the responsibility of the State. It is not with a view to escape responsibility, but to state the correct constitutional and legal position that we should keep this aspect always before our mind, viz., that, so far as the general law and order arrangements and the necessary steps and measures, punitive and preventive, are concerned, that is the responsibility of the States, under our Constitution. Even if we desire to have our own police or our own arrangements, I am not sure whether the State would very much like that. And, we should not have that feeling that the States do not co-operate with the Railway Administration in check-

ing these acts of crime or in taking necessary steps for investigation and bringing the culprits to book. There is constant co-ordination and understanding between the State Government machinery, which is in charge of law and order, and the Railway Administration. The steps that have recently been taken with regard to the strengthening of the security forces are very welcome so far as railways are concerned, and some new power has also been taken, at the instance of the Railways to protect railway property or the property in the premises of the Railways. But for the general law and order, for protection of persons, investigation of crime, taking preventive action or punitive action etc., we have to depend upon the State machinery, and I have no reason to complain on that score. Whereas these incidents get a publicity which is slightly more than what ordinary acts of crime get, on the whole, I think, we need not take an alarming view if we keep in view the large number of passengers, running into 40 lakhs or 45 lakhs, who use the railways every day.

One point I would like to mention, and that is about Rule 149. I would like to assure the House that this rule is never invoked to put down any trade union activities as was mentioned by an hon. Member belonging to the Communist bloc. We have issued instructions to the General Managers to exercise the powers under Rule 149 in the following circumstances;

(i) assault of a supervisory official while on duty or the use by railway servants of abusive language to a supervisory official in the presence of others while on duty which is considered to amount to gross indiscipline;

(ii) corruption, where it may not be possible to establish the charge under the normal rules, but where

the General Manager is satisfied that the person is guilty; and

(iii) in cases where the safety of train running is involved.

Then there is the further safeguard that the General Manager does not take action under this rule, until he refers the matter to the Railway Board and they show the papers to the Minister in charge. And, if we look at the figures of cases in which this action was taken, in the whole year of 1960 the total number was 41. By no stretch of imagination can this be regarded as aimed against trade union activities, unless there is some other interpretation of trade union activities according to my hon. friend opposite (*Interruptions*). I have not yet finished. Another legal and constitutional issue was raised, when it was said that the Rule is *ultra vires* of the Constitution and that, under the Constitution, it is necessary that a show-cause-notice should be given. That matter also has been examined by the highest judicial authority, namely, the Supreme Court, and they have come to the conclusion that, if there is a contract of that type, that is valid and it should be upheld. So there is no use raising a purely legalistic or constitutional issue. If it were *ultra vires*, illegal or unconstitutional, surely we would not have taken recourse to this provision. But it is provided in the contract, and the way that it has been worked and the type of activity that is sought to be curbed by having recourse to this rule, is based upon contract; the legality and the constitutional validity of that has been upheld by the highest judicial tribunal, namely, the Supreme Court. Now, on merits as to whether this is a proper method or not, I think this is good, conducive to maintenance of discipline, unless anyone wants to encourage the type of activities that are sought to be curbed, namely, assault of supervisory official, corruption, breach of safety of running trains etc.

Shri Daji (Indore): If the hon Minister is prepared to go into each case, we are prepared to send him individual cases.

Sardar Swaran Singh: I have already said that it is not some officer in the lower formation that take a decision I have mentioned that orders have already been issued by Government that the General Managers who, in many cases, are the appointing authority, could take action under rule 149; contract being the appointing authority, could take action under rule 149; only a further safeguard has been provided in that they make a report to the Railway Board, where the Minister sees those papers; and confirms the action proposed. If there are any individual cases which are brought to the notice of the Minister, I have already said, he will look into those cases. There is nothing which prevents anybody from bringing any case to the notice of the Minister in which they feel a decision has not been taken correctly.

Shri Priya Gupta: I want to know whether the points narrated by the hon. Minister warranting application of Rule 149, do not tantamount to come under the provisions of the Discipline and Appeal Rules. May I also know whether this rule 149 obtains in any other Department of the Central Government?

Sardar Swaran Singh: I am sorry, it is not a new point. I know he has been connected with the union and, therefore, he has got his forum at the district level, divisional level, at the General Manager's level. These are points of detail, and they are provided in the contract that has been invoked, and they are not against any constitutional provision.

Shrimati Renu Chakravartty (Barrackpore): Regarding the three points mentioned by the hon. Minister, nobody is objecting to the termination of services of anybody on charges of

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corruption or physical assault. But the point is that there are cases which are not covered by either of these three points in which notice of termination of service has been given, and they are generally trade union people. Therefore, I would request the hon. Minister to look into those cases.

Mr. Speaker: That was the explanation given by the Minister himself because a question has been put.

Sardar Swaran Singh: I am not aware of which particular case, or which particular group of cases, the hon. Members are referring to, but if there is some feeling with regard to the cases that arose as a result of the strike about two years ago, . . .

Shri Nambiar: Not that.

Sardar Swaran Singh: If there are other cases, as I have already stated, those cases come to the Minister. We should presume that the Minister in charge, my learned predecessor, must have applied his mind, and must have come to the conclusion that they were fit cases in which action should be taken under rule 149.

Shri S. M. Banerjee: He has not answered the point which I raised.

Shri Nambiar: I have given a specific cut motion, No. 156.

Sardar Swaran Singh: As there are many cut motions, I am venturing to reply to some of them. Another colleague from your bloc, or from your party, raised this matter, and that is why I am giving this information to the House.

Shri Nambiar: The reply is not adequate.

Sardar Swaran Singh: I know I am not able to convince the hon. Member, but there are others to be convinced, and I am sure they will be convinced.

Shri Nambiar: I shall be satisfied with a full answer.

Sardar Swaran Singh: With regard to certain other matters of detail, it is not my intention to give individual replies with regard to over-crowding

Shri K. R. Gupta: Sir, he has not replied to my point. I have stated that if some of the over-crowding is taken away by the road transport, there will be a fall in revenue to the railways. What is his remedy? Will he again increase the fare?

Sardar Swaran Singh: That contingency will not arise, because every year the actual volume of traffic is increasing.

Mr. Speaker: Order, order. I should now proceed with the cut motions. May I know if any particular cut motion is to be put to the vote of the House?

Shri Nambiar: My cut motion No. 156 is not for voting, but it is for an answer wherein I said, "Need for review..." etc. This comes under rule 149.

Mr. Speaker: The hon. Minister has said that about 100 hon. Members have spoken. Each individual question that has been taken up could not be answered by a speech lasting an hour or 45 minutes. He has said that there would be many things that he might not have answered. He would prefer meeting hon. Members in the Consultative Committee and he would be prepared to discuss those questions with the individual hon. Members. It would be rather more useful if those are discussed there. Therefore, at this time if there is any cut motion that I am required to put separately, I might be given the number. I am prepared to put that to the vote of the House.

Shrimati Renu Chakravartty: No. 8.

Shri S. M. Banerjee: Nos. 5 and 6.

Mr. Speaker: Any other?

Shri Umanath: Nos. 105 and 112.

Shrimati Renu Chakravartty: No. 15.

Shri Nambiar: No. 156. It is for an answer.

Mr. Speaker: I am now asking whether I should put it to the vote of the House.

Shri Nambiar: It is related to the question of rule 149 to which he referred. In my cut motion I wanted all these cases to go to the tribunal.

Mr. Speaker: Order, order, I have got Nos. 8, 5, 6, 105, 112 and 15. Am I required to put No. 156 also separately?

Shri Nambiar: Yes, Sir.

Shri Yajnik: May I suggest that all cut motions regarding the increase in freights and fares be put together?

श्री रामसेवक यादव : ११, १२ और
१३ भी ।

Mr. Speaker: I am going to put them separately one after the other.

Shri Nambiar: No. 105 may be separated from the rest. It is about the increase of fares and freight on which we want to have a division.

Shrimati Renu Chakravartty: No. 5 also.

Mr. Speaker: I will put No. 105 separately. Can I put the others together?

Some Hon. Members: Yes, Sir.

Shri Renu Chakravartty: I would like you to put No. 8 also with No. 105. It is the same thing.

Mr. Speaker: Nos. 8 and 105 to be put together.

Shri S. M. Banerjee: No. 4 also along with these two.

Mr. Speaker: What is the use? It is on the same subject.

Shri S. M. Banerjee: Yes, Sir, it is on the same subject.

Mr. Speaker: I am putting Nos. 4, 8 and 105 together because that is the unanimous desire of the House.

The question is:

"That the demand under the head 'Railway Board' be reduced to Re. 1." (*Increase in railway freight and fare from 1-7-1962*). (4).

"That the demand under the head 'Railway Board' be reduced to Re. 1." (*Increase in railway fares and freights*). (8).

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (*Need to give up the contemplated increase in fares and freights as indicated in the Budget speech*). (105).

Those in favour may kindly say 'Aye'.

Some hon. Members: Ayes.

Mr. Speaker: Those against may kindly say 'No'.

Several Hon. Members: No.

Mr. Speaker: The Noes have it; the Noes have it. The cut motions are lost.

Some Hon. Members: The Ayes have it.

Mr. Speaker: Let the lobbies be cleared.

Hon. Members may remember the instructions: they should be in their own seats, both hands to be kept in readiness for use, the 'ayes' or 'noes' button to be pressed with one hand and the push switch with the other hand.

Shri Hem Raj (Kangra): Sir, I have not been allotted any seat so far.

Mr. Speaker: I will record his vote separately. He need not push any button.

*The Lok Sabha divided.**

Shri Hem Raj: Sir, I am for 'Noes'.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): My vote has not been recorded. I am for 'Noes'.

Shri U. M. Trivedi (Mandsaur): I am for 'Ayes'.

Shri Daljit Singh (Una): My machine is not working. I am for 'Noes'.

The Deputy Minister in the Ministry of Education (Shrimati Soundaram

Ramachandran): My machine has not worked. My vote is for 'Noes'.

Mr. Speaker: One more 'No'. The faults of the machine will be known. We have the record. That will be decided.

Shri Sham Nath (Delhi—Chandni Chowk): My machine did not work. I am for 'Noes'.

Shri Niranjan Lal (Nominated—Andaman and Nicobar Islands): My machine did not work. I am for 'Noes'.

Shri D. B. Raju (Narsapur): My machine has not worked. I am for 'Noes'.

AYES

17.23 hrs.]

Bade, Shri
Banerjee, Shri S. M.
Barua, Shri Hem
Barua, Shri R.
Berwa, Shri?
Chakravartty, Shrimati Kenu
Chatterjee, Shri H. I
Daji, Shri
Elias, Shri Mohammad
Gopalan, Shri A. K.
Gounder, Shri Muthu
Gupta, Shri Indrajit
Gupta, Shri K. R.
Gupta, Shri Priya

Imbichibava, Shri
Jha, Shri Yogendra
Kamath, Shri Hari Vishnu
Kapoor Singh, Shri
Karni Singhji, Shri
Keishing, Shri Rishang
Kumaran, Shri M. K.
Kunhan, Shri P.
Mohan Swarup, Shri
Nair, Shri Vasudevan
Nambiar, Shri
Pandey, Shri Sarjoo
Patnaik, Shri K.
Rajaram, Shri

Reddi, Shri K. N.
Reddy, Shri Eswara
Reddy, Shri Yallamanda
Sezhiyan, Shri
Singh, Shri J. B.
Singh, Shri Y. D.
Swamy, Shri M. N.
Swamy, Shri S.
Trivedi, Shri U. M.
Umanath, Shri
Vimla Devi, Shrimati
Vishram Prasad, Shri
Yadav, Shri Ram Sewak
Yajnik, Shri

NOE

Achal Singh, Shri
Achuthan, Shri
Akkamma Devi, Shrimati
Alagesan, Shri
Alva, Shri A. S.
Alva, Shri Joachim
Azad, Shri Bhagawat Jha
Bakliwal, Shri
Basappa, Shri
Basumatari, Shri
Baswant, Shri
Bhagat, Shri B. R.
Bhargava, Shri M. B.
Bhatkar, Shri
Borooh, Shri P. C.
Brajeshwar Prasad, Shri
Chandrasekhar, Shrimati
Chandriki, Shri
Chaturvedi, Shri S. N.

Chaudhuri, Shrimati Kamal
Chavda, Shrimati
Chettiar, Shri Ramanathan
Daljit Singh, Shri
Das, Shri B. K.
Dasappa, Shri
Dass, Shri C.
Desai, Shri Morarji
Deehmukh, Shri B. D.
Deehmukh, Shri S. S.
Dhulshwar Moena, Shri
Dighe, Shri
Dinesh Singh, Shri
Dube, Shri Mulchand
Dubey, Shri R. G.
Dwivedi, Shri M. L.
Ganga Devi, Shrimati
Gupta, Shri Shiv Charan
Hajarnavis, Shri

Harvani, Shri Ansar
Hazarika, Shri J. N.
Hem Raj, Shri
Jadhav, Shri M. L.
Jagjivan Ram, Shri
Jamanade V, Shrimati
Jedhe, Shri
Jyotishi, Shri J. P.
Kabir, Shri Humayun
Kamble, Shri
Kappen, Shri
Karuthiruman, Shri
Kayal, Shri P. N.
Kedaris, Shri C. M.
Khan, Shri Shah Nawaz
Kindar Lal, Shri
Kishan Veer, Shri
Krishna, Shri M. R.
Lakshminthamma, Shrimati

*The result of the Division is applicable to all the Three cut motions.

2491 Demands for Grants VAISAKHA 13, 1884 (SAKA) Major and Medium 2492
(Railways) Irrigation Projects

Laxmi Bai, Shrimati
Malaichami, Shri
Malhotra, Shri Inder J.
Mathur, Shri Harish Chandra
Mehdi, Shri S. A.
Mehrotra, Shri B. B.
Minimata, Shrimati
Mirza, Shri Bakar Ali
Mishra, Shri Bibhuti
More, Shri S. S.
Mukherjee, Shrimati Sharda
Muthiah, Shri
Naidu, Shri V. G.
Naik, Shri Maheswar
Nanda, Shri
Nayn, Dr. Sushila
Nesamony, Shri
Nigam, Shrimati Savitri
Niranjan Lal, Shri
Pande, Shri K. N.
Pant, Shri K. C.
Patel, Shri Chhotubhai
Patel, Shri Man Singh
Patel, Shri N. N.
Patel, Shri P. R.
Patil, Shri S. K.
Patil, Shri T. A.
Patil, Shri V. T.
Patil, Shri Vasantrao
Pattabhi Raman, Shri C. R.

Raghunath Singh, Shri
Raju, Shri D. B.
Ram Sewak, Shri
Ram Subhag Singh, Dr.
Ramaswamy, Shri S. V.
Rane, Shri
Rao, Shri Jaganath
Rao, Shri K. L.
Rao, Shri Krishnamoorthy
Rao, Shri E. Madhusudan
Rao, Shri Ramapathi
Rao, Shri Ramaeswar
Rao, Shri Thirumala
Rawandale, Shri
Reddiar, Shri
Reddi, Shri K. C.
Sahu, Shri Rameshwar
Saigal, Shri A. S.
Samanta, Shri S. C.
Sarojini Bindurao, Shrimati
Satyabhama Devi, Shrimati
Satyanarayana, Shri
Sen, Shri A. K.
Shakuntala Devi, Shrimati,
Sham Nath, Shri
Shastri, Shri Lal Bahadur
Shinde, Shri
Shree Narayan Das, Shri
Shrimati, Dr. K. L.

Siddananappa, Shri
Singh, Shri K. K.
Singh, Shri R. P.
Singh, Shri S. P.
Singh, Shri Y. D.
Sinha, Shri B. P.
Sinha, Shri Satya Narayan
Sinha, Shrimati Tarkeshwari
Sinhasan Singh, Shri
Sonavane, Shri
Soundaram Ramachandran
Shrimati.
Subramaniam, Shri C.
Subramanayam, Shri T.
Swamy, Shri M. P.
Swaran Singh, Shri
Tahir, Shri Mohammad
Thimmaiah, Shri
Thomas, Shri A. M.
Tika Ram, Shri
Tiwary, Shri D. N.
Tiwary, Shri K. N.
Tula Ram, Shri
Upadhyaya, Shri Shiva Dutt
Valvi, Shri
Verma, Shri B.
Verma, Shri K. K.
Vyas, Shri Radhelal
Wasnik, Shri Balkrishna
Yadava, Shri B. P.

Mr. Speaker: The result of the division is:

'Ayes' 42, 'Noes' 141. The Cut Motions are lost.

The Cut Motions were negatived.

Mr. Speaker: Now I can put all the other Cut Motions together.

All the other cut motions were also put and negatived.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 81,84,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st

day of March, 1963, in respect of Demand No. 1—Railway Board."

The motion was adopted.

17.25 hrs.

MAJOR AND MEDIUM IRRIGATION PROJECTS*

Shri Yallamanda Reddy (Markapur): Sir, out of the answers given on the 30th April to Starred Question No. 286 regarding major and medium irrigation projects, some important factors came to the notice of the House. Under the First and Second Plan periods, we had spent nearly Rs. 670 crores under irrigation which create 12.9 million acres irrigation potentiality by 1961-62. But, out of that only 9.8 million acres were brought under cultivation. That is, there is a short-fall of 3 million acres. This is not the first