

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

TENTH REPORT

Shri Krishnamoorthy Rao (Shimoga): Sir, I beg to present the Tenth Report of the Committee on Private Members' Bills and Resolutions.

CUSTOMS BILL

REPORT OF SELECT COMMITTEE

Shri Krishnamoorthy Rao: Sir, I beg to present the Report of the Select Committee on the Bill to consolidate and amend the law relating to customs.

EVIDENCE

Shri Krishnamoorthy Rao: Sir, I beg to lay on the Table a copy of the evidence given before the Select Committee on the Customs Bill, 1962.

BUSINESS ADVISORY COMMITTEE

EIGHTH REPORT

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

"That this House agrees with the Eighth Report of the Business Advisory Committee presented to the House on the 13th November, 1962."

Mr. Speaker: Motion moved:

"That this House agrees with the Eighth Report of the Business Advisory Committee presented to the House on the 13th November, 1962."

Shri Ranga (Chittoor): May we have some idea as to how long this session is expected to go on?

Shri Satya Narayan Sinha: As I announce the business of the House, I may be in a position to indicate at least the approximate date by which the House might adjourn.

Mr. Speaker: The question is:

"That this House agrees with the Eighth Report of the Business Advisory Committee presented to the House on the 13th November, 1962."

The motion was adopted.

12.04 hrs.

MULTI-UNIT CO-OPERATIVE SOCIETIES (AMENDMENT) BILL

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Cooperation (Shri Shyam Dhar Misra): Sir, on behalf of Shri S. K. Dey, I beg to move for leave to introduce a Bill further to amend the Multi-Unit Co-operative Societies Act, 1942.

Mr. Speaker: The question is.

"That leave be granted to introduce a Bill further to amend the Multi-Unit Co-operative Societies Act, 1942."

The motion was adopted.

Shri Shyam Dhar Misra: Sir, I introduce the Bill.

12.05 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS)*

Mr. Speaker: The House will now take up consideration and voting of the Supplementary Demands for Grants (Railways). The time allotted is two hours.

*Moved with the recommendation of the President.

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): Sir, in moving the Supplementary Demands for Grants for 1962-63 for the consideration of the House, I may say, by way of introduction, that these Supplementary Demands were framed before the present emergency, on the basis of the post-budgetary developments which had already taken place. For further funds as may be needed, Supplementary Demands will be moved in the next (Budget) Session of the Parliament.

The Supplementary Demands as now presented cover two demands under 'Works'—both for relatively small amounts and both representing "New Services"—and two demands under 'Revenue Working Expenses' Grants.

The Supplementary under Demand No. 15—Construction of New Lines—for Rs. 50,000/- is more or less a token provision, to facilitate making an immediate start on the construction of the Morwa-Singrauli-Katni line, the survey or pre-construction expenditure of which is already covered by Budget provisions under Demand No. 2. This line is to serve the Singrauli Coalfields which are being developed in the Third and Fourth Plans; the decision to construct this line as part of the 200 miles of "coal lines" provided for in Third Plan, was taken recently, in consultation with the Planning Commission. An immediate start on this project is necessary in view of the difficult nature of the construction.

The small Supplementary under Demand No. 16 for Rs. 2.25 lakhs—Open Line Works (Additions)—is to cover the purchase price of the Alnavar-Dandeli Railway branch line, which was acquired on 1st October, 1962, from the State Government of Mysore at this negotiated price. It was felt that the development and strengthening of the line—for which, as the House is aware, there have been demands from the growing local industry—could be done better if the

Central Government, who were managing or working the line, also owned the line, instead of having to approach the State Government, as owner, to undertake such measures.

Of the two Supplementaries under 'Revenue Working Expenses', the Supplementary under Demand No. 7—Operation (Fuel)—is to cover mainly the post-budgetary increases in the price of coal and partly the receipt by the Railways of a greater proportion of inferior grades of coal than allowed for in the Budget thus resulting in larger consumption of coal.

The increase under Demand No. 9—Miscellaneous Expenses—is mainly made up of Government contribution to the Provident Fund accounts of non-pensionable temporary employees in which such contribution will be credited even during temporary service; this corresponds to the benefit given to pensionable staff, on the Pay Commission's recommendations, by way of counting all temporary service—followed by permanent service—for pension, instead of only half the temporary service for pension as previously. This crediting of government contribution to the Provident Fund accounts of temporary employees will not arise in respect of railway employees who joined service since 16th November, 1957 and who, as the House may be aware, are compulsorily governed by the pensionary form of retirement benefits and not contributory Provident Fund.

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

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,55,08,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of Ordinary Working Expenses—Operation (Fuel)."

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker: Motion moved:

“That a supplementary sum not exceeding Rs. 2,10,41,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of Ordinary Working Expenses—Miscellaneous Expenses.”

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

Mr. Speaker: Motion moved:

“That a supplementary sum not exceeding Rs. 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, 1963 in respect of Construction of New Lines.”

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

Mr. Speaker: Motion moved:

“That a supplementary sum not exceeding Rs. 2,25,000 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, 1963 in respect of Open Line Works—Additions.”

These Demands are now before the House. Those hon. Members who wish to move their cut motions may pass on chits to the Table and I shall treat them as moved provided they are otherwise in order.

Shri Nambiar (Tiruchirapalli): Sir, my cut motions are 1, 2, 3 and 4. I move them.

In the first instance, namely in Demand No. 7 where they have sought permission for a grant of Rs. 4.79

crores, it is stated, as the Minister has explained, that due to the inferior quality of coal, more coal is being consumed by the Railways and it has cost more. Not only has it cost us more, this inferior quality coal has created dislocation in railway running. For instance, I know on our Railway, the Southern Railway, which is far off from the collieries, we supply such a bad sort of coal that even local passenger trains are delayed. One day, I was travelling from Tiruchirapalli to a place which is only 30 miles away. It took more than three hours for the train to reach the destination. When I enquired, the driver said that the coal supplied was inferior, therefore, the engine could not hold enough coal, the coal was exhausted *en route* and he had to borrow coal from another engine which was going about and then he had to continue. This happened in a local train by which I was travelling. If this is the position of small distance passenger trains, I can understand how much suffering this would have created in long distance trains and goods trains. Particularly in places where the collieries are far off, I would request the hon. Minister to supply better quality coal.

Then, he might say that due to shortage of better quality coal, we have no coal to supply. Now comes the question of shortage of wagons. We know particularly for the industries in the south, we are having short supply of wagons. For instance, I know that the total requirements of wagons per day for all the collieries is about 7,000 whereas we are in a position to supply only 4,900 and odd. It may be something like 5,000 wagons. With the shortage of 2,000 wagons per day, it has become very difficult to get coal to the industries far off from the collieries. Added on to that, this bad quality of coal also has increased our difficulties. Of course, the hon. Minister may say that we have shortage of wagons, we have shortage of good quality coal

[Shri Nambiar]

and we have to put up with that, this is all we can do.

It is not so simple. The Railway Minister has said that the first priority is given to the Railways. If that is so, proper allotment of wagons for the supply of coal to the Railways must be made. Secondly, a better variety—when I say better, better than the worst; that is all I should say; I don't say that the best quality should go to the Railways—of coal should be supplied. These are two requirements which could be met by adjustment. As to how best this can be done is a point which they alone can say.

The third point is, to alleviate the difficulties in wagon shortage, the Railways are constructing what is known as box wagons. With regard to these box wagons, construction is just in the starting. Secondly, even with regard to the box wagons supplied to the collieries, I have to complain from the colliery owners that these box wagons are not in a position to be weighed at the pit heads. We have not got weigh bridges. What happens is, these wagons, when they are not loaded, are not properly weighed, they have to be taken to different places and they have to be sent back again and so a lot of waste of energy and time is reported in the loading of box wagons. For instance, many colliery owners are saying that they do not want box wagons because under the existing arrangements these box wagons cannot be moved only as such and collection of box wagons at the collieries for proper loading and shunting also becomes difficult. Therefore I do not say that box wagons are to be scrapped or are not to be used. I say they must be used because of shortage of wagons. How best it can be done, how the bottle-necks could be avoided at the collieries, how the box wagons could be weighed properly, how delays could be avoided, how quickly in Moghalsarai and beyond

Moghalsarai these wagons can be moved, these are points which the Railway Operation department alone can solve. Anyhow, there is a widespread complaint from the consumers, from the factory owners as well as from the Railway officials that the supply of coal is far inadequate. Added on to that, in our present emergency and the necessity of running all rains, I need not emphasise the importance of solving this problem. I leave it to the Administration as to how best to do it. Much attention has to be concentrated upon this because this is a serious point.

Coming to the next point which is about payment of pensions and settlement of dues, here again, in Demand No. 9, some more amount is sought for the purpose. I must confess that with regard to the payment of pensions, there is so much of dissatisfaction. Firstly, fixation of pension and subsequently, the mode of payment. The correspondence, I can say, takes on an average more than a year after the retirement date. In many cases, even after one year, they do not get the pension properly fixed. When once it is fixed, payment is being arranged through the local treasuries, taluk or district treasuries. This is also very difficult for the pensioners. There is a request that the pension may be distributed through the Railway pay offices. If these local authorities could look to this, they can switch on to that method and it will add to the convenience of the pensioners. Their federation also has demanded that.

The second point which I would stress is about the payment of provident fund and gratuity and the dues. The other day, the Deputy Minister said that within 24 hours or 72 hours, payments are being arranged. In certain divisional offices, I also saw one of the demonstration payment arranged like that, in Tiruchirappally, where within 24 hours, half a dozen employees were paid. It is only an exhibition or if I may be permitted to

say so, a demonstration. It was not pursued. On the other hand, so much delay is being caused. Much correspondence is going on on that question and the employee finds it very difficult in some cases. I am not bringing this forward to find fault with the Ministry or to say that they are negligent to this. But, I say that more attention has to be paid to this question and whatever necessary has to be done.

The main difficulty which I can find in the Accounts offices is due to shortage of clerks and other employees. There is a ban on recruitment. Due to this ban, clerks who have to settle the accounts of the employees when they retire, are not available. I may also add,—it would not be a surprise to the Railway Ministry; it will be a surprise to the House—there is not even proper maintenance of accounts of the employees with regard to provident fund and gratuity. During the British days they used to give a slip every year stating as to what is the amount of provident fund at the credit of each employee. That used to be distributed. Now, for the last 5 or 6 years no employee is given a slip indicating the amount at his credit indicating the amount at his credit in the provident fund account. There are cases where the employees are told that they have got only a nominal amount when they are expecting to get tens of thousands of rupees because proper accounting is not done or information given. In my Railway, the Southern Railway, this distribution is not done. In other Railways, I have made enquiries and I have found that this is not done. There is much dissatisfaction in the minds of the employees due to this. If I am wrong, I shall be happy. Let the Railway Minister explain and tell us that arrangements are being made so that at least next year or the next year, slips will be distributed about the provident fund and there will be disbursement. There is so much of dissatisfaction. I request the Ministry to apply their mind to this and see that they are properly disbursed.

I think, especially now when the demand is more on the employees to do more work, their contentment also goes along with the turn out. We may say that due to the emergency, one should work more. I also as a representative of the trade union, may go and tell them, do that. But the question is asked 'You are keen on getting work from us, but you are not keen on getting our dues paid properly. What action have you taken in that respect?' If that question is put to me it is a difficult question for me to answer. Therefore, I would say that while the mentality of the officials would change due to the emergency and the necessary mutual adjustments and understandings would be automatically evolved as a result of the emergency, proper attention must be paid to this matter also.

With these words, I commend my cut motions for the acceptance of the House.

Shri U. M. Trivedi (Mandsaur): I take this opportunity of moving the cut motions which stand in my name.

Mr. Speaker: Two of his cut motions are out of order. He can speak on the Demands. Those cut motions are not connected with the Demand at all.

Shri U. M. Trivedi: Which one is not connected?

Mr. Speaker: Cut Motions Nos. 11 and 12 are not connected.

Shri U. M. Trivedi: According to me, they are connected.

Mr. Speaker: He can move the other cut motions standing in his name.

Shri U. M. Trivedi: In that case I shall move cut motions Nos. 7, 8, 9 and 10. As regards the other two, I shall leave it to you; I feel that I could have moved them also. However, I feel that there is no justification why they could not be moved, because the head is 'Supplementary Demand', and I could have said something about

it. But if it so pleases you, I am not going to move them.

Shri Sonavane (Pandharpur): Is it a question of pleasure, or is it that they are out of order?

Mr. Speaker: Even if it is a question of pleasure there is no harm.

Hon. Members may now move their Cut Motions relating to the Supplementary Demands under the Ministry of Railways subject to their otherwise being admissible.

Supply of Inferior Grades of Coal on Railways resulting in undue delay and Dislocation of Train Services

Shri Nambiar: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,55,08,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100." (1).

Short Supply of Coal owing to inadequate Wagon Supply

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,55,08,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100." (2).

Failure to Grant Pension in Time to Retired Railway Employees

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,10,41,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (3)

Need to make Retirement Settlements and Grant of Pensions to Railway Employees within reasonable time

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,10,41,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (4).

Supply of Inferior Quality of Coal resulting in Higher Consumption of Coal

Shri Priya Gupta: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,55,08,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100." (5).

Lack of far sight in ascertaining financial implications of liberalized Pensionary Rules vis-a-vis Pay Commission's Recommendations

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,55,08,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100." (6).

Need to Effect Economy by Providing for carrying capacity for Empties and Buying Coal from Private Collieries

Shri U. M. Trivedi: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,55,08,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 50,00,000." (7).

Consumption of Different Grades of Coal and Use of Inferior Coal by Railways

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,55,08,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 50,00,000." (8).

Irregularities in the Catering Department

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,10,41,000 in respect

of Ordinary Working Expenses—
Miscellaneous Expenses be reduced
by Rs. 100." (9).

Reduction in the Travelling Allowance to Restaurant Car Staff on the Western Railway

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,10,41,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (10).

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

Shri U. M. Trivedi: The point that strikes me most is in regard to the movement of coal. For the last nearly seven years we have been trying to improve the movement of coal in a satisfactory manner. We have tried Movement by trucks has been suggested; movement by river has been suggested, and movement by sea-going or ocean-going ships also has been suggested, and some improvements in the matter of movement by road are also being suggested.

Unfortunately, in their enthusiasm some highly imaginative persons constructed what are known as BOX wagons. Everyone of us has not studied the mechanism of these BOX wagons. But it is so difficult that these BOX wagons cannot be shunted. If one BOX wagon goes wrong or gets sick, in the language of the railways, the detachment of that wagon takes a long time, and that stops sometimes the whole work.

The other difficulty about these BOX wagons is that they can carry only coal and nothing else. When they reach the destination, they have to be hauled back empty to a distance of about seven hundred or eight hundred miles from the place where they have been taken; for instance, from Ratlam, from Ahmedabad, from Indore etc. a full train of nearly 60 BOX

wagons is hauled empty all the way. There is no arrangement by which anything else could be carried in those wagons. These empties are made to run over a distance of about seven hundred miles or so at a very heavy cost to the country. My hon. friend Shri Nambiar was very hesitant to suggest that these BOX wagons should be scrapped. He would be justified in making that suggestion, but he did not make that suggestion to scrap them because we are already short of wagons. But I would say that something must be done immediately so that these BOX wagons may be utilised in these days of emergency for hauling other things also from the other end. As it is, once they reach the destination they become practically useless.

The other difficulty about these BOX wagons to which Shri Nambiar has referred, and which is a very pertinent point on which attention must be focussed is that the fact that no weighing is carried out in these wagons and this causes a good deal of loss to us, and sometimes a good deal of loss to the consumer at the other end. It has been said that sometimes as much as 11 tons of coal less is actually booked in these wagons; that is to say, less amount of coal travels, whereas full freight is charged, and the wagons go. That may either hit us or hit the consumer; that is immaterial, but it is a national loss that these wagons are made to run in this manner.

The other point that I would like to mention is regarding coal and fuel. For short distances, no arrangement has been made to take the coal by private means. We have got no co-ordinating agency in regard to this matter. There must be an attempt to move coal from the collieries in trucks also. The trucks may be owned by the railways also. That is quite immaterial, but for short distances of the order of 25 or 50 miles where the consuming centres are located, rail transport should not be used for transporting coal.

[Shri U. M. Trivedi]

The next point that I would like to state is this. Why is inferior grade of coal delivered knowingly to the railway loco-sheds? Because of the inferior quality of coal, enormous difficulty arises in running big engines. The ashes are quickly formed, and they are not let out, with the net result that even big engines like the WB and YB engines stand still and do not move. I have had experience of this on two occasions. Once, while moving from Ganapur, at a distance of about 30 miles, the engine of the Frontier Mail refused to work and had to be kept stand-still for a long time. The second occasion was about two weeks later when a similar thing happened at a distance of about 48 miles from Gangapur, although the coal was newly put. If this is the difficulty that is experienced even for running big trains like the Frontier Mail, one can imagine the difficulty that would be experienced by the engines running on the small branch lines. It not only causes delay and annoyance to the travelling public, but it causes us a good deal of money. So, this difficulty must be avoided at all costs.

I would suggest that low grade coal may be diverted for local consumption, for household purposes or for some other purposes for which it may be useful. In selecting coal for the railways, sufficient precaution must be taken to see that proper coal is carried to the loco-sheds at least.

Since this Demand also deals with expenditure on coal and other fuel, I would suggest that in view of the fact that we have got a large amount of crude oil now available,—and I am told that even in Gujarat, the oil wells have now started functioning—a greater number of diesel oil engines must be employed. Efforts must be made even in these days to import sufficient number of diesel oil engines to conserve the consumption of coal. That is all that I would like to say about cut motion No. 7.

Then, I would refer very briefly to the Catering Department of the railways.

The Minister of Railways (Shri Swaran Singh): I am doubtful if that would be relevant.

Shri U. M. Trivedi: That also comes under the Supplementary Demand.

Shri Nambiar: When the trains get delayed, unless catering facility is available, the passengers will be put to trouble. In that way it is connected.

Mr. Speaker: Because coal is not of a superior quality, therefore, the trains run late, and, therefore, it is suggested that the Catering Department also comes in. I think that we should not stretch it so remotely.

Shri U. M. Trivedi: I am not stretching it. I have moved cut motion No. 9 for this purpose.

Shri Bade (Khargone): There is an explanatory note referring to the catering department, under Demand No. 9.

Shri U. M. Trivedi: In regard to the Catering Department, there is one question to be considered. Very recently—I do not know whether that is the policy of the Railway Board which applies all over India—a complaint has been brought to my notice that a certain amount of monthly allowance which was being paid to those who were employed as waiters or as inspectors or as managers in the restaurant cars has been cut by half, the reason being that the railways have said that they must take their meals in the restaurant cars, that they must dine there compulsorily, and irrespective of whether they dine there or not, they have to pay for it. This is absolutely against any principle of employment of any servant. It is against the provisions of the Payment of Wages Act. Why has such a thing

been allowed to be done? It looks very miserly that this meagre allowance that was being given to these men who have to work continuously for 24 hours and without rest or having a rest of only 12 hours before working again for 24 hours should be stopped. To deprive them of that small pittance which was being given to them is very hard. I hope the hon. Minister will look into the matter and restore this cut which has been enforced in respect of these small people.

The other question is about catering. So far as this department is concerned, a uniform policy of giving out licences to vendors is not being followed. In certain divisions—I have written a letter to the hon. Minister about Baroda; I do not know whether my letter has reached him or not—even co-operative societies are sidetracked. Government says that it will always be ready and willing to issue catering licences to co-operative societies, but instead of that some influential person with some backing somewhere gets hold of this information that a particular licence at a particular station is available. An approach is immediately made and the big capitalist comes into the picture and monopolises; it is not one stall, but more; it is not one trolley but several. Then they sublet to the smaller man, to a poor employee, make him write down an agreement to remain in service just like a slave and then charge him Rs. 150 per month for working a trolley. This man does not pay to Government Rs. 150; he does not pay even 1/10th of it. In this way he exploits the poor man whom he calls a servant. This thing must be looked into by the department. It is a nefarious activity of these rich people who have come into the picture and are acting as vendors. They are not afraid or ashamed of calling themselves vendors and hawkers. The names stand there. Sometimes I wonder how it is happening. The licence stands in the name of a minor boy of two or three years. How is it that a contract is entered into with a party who is not capable of

entering into a contract? What type of licence is being given? After all, licence means a contract, and a contract is given to children in this case.

Shri Swaran Singh: It will be appreciated if he gives some more particulars. I shall certainly look into it because that is not permissible.

Shri U. M. Trivedi: I will give instances. I think Shri Narendra Singh Mahida has also written to him. I will give more particulars.

Shri S. V. Ramaswamy: Also about subletting.

Shri U. M. Trivedi: This exploitation should be stopped. This exploitation by the capitalist of ordinary servants who really work the day and night and sweat must be put a stop to.

While I am on this, I will seek your indulgence to point out that when there is this movement not only of coal but of other stocks—everything—when we are putting in money for buying new railways, we are not exerting ourselves in rehabilitating those railways which are not running with proper speed because rails are not available and sleepers are not available. Why should this be so? I do not want to prolong the discussion, but for some time past we are noting that there is a deterioration in the speed of our railways. This is so practically on all railways in areas where people are not noisy and do not create more trouble for you. You do not care for them—I am sorry I used the word 'you', but I meant the Minister.

Shri Swaran Singh: Does the word 'noisy' apply to the hon. Member?

Shri U. M. Trivedi: It does not. I have only one noise. I have not many. This noise must be from the Delhi Press and that Press is not very much concerned about the State I come from.

[Shri U. M. Trivedi]

I will, therefore, request the hon. Minister to look into these matters.

श्री बड़े : अध्यक्ष महोदय, जो कट मोशन नं० ७ का है उसे यहां प्रस्तुत किया गया है। इस डिमांड नं० ७ के बारे में जो एक्सप्लेनेटरी नोट है उस में लिखा है :

"115.54 lakhs owing mainly to receipt of greater proportion than allowed for in the budget, of inferior grades of coal by railways, resulting in higher rate of consumption of coal and necessitating larger total supplies to the Railways".

मैं मंत्री महोदय से विनम्र निवेदन करना चाहता हूँ कि वे हमें बतलायें कि इन्फीरिअर कोल की सप्लाई रेलवे में कब से हो रही है। और अगर होने लगी है तो क्यों होने लगी है इस के बारे में भी कोई एक्सप्लेनेशन नहीं दिया गया है। जब पिछली बार रेलवे बजट पेश किया गया था इस सदन में उस वक्त क्या इस बात का अन्दाजा नहीं किया गया था कि इन्फीरिअर कोल दिया जाता है और ज्यादा कोल लगेगा ? फिर इन्फीरिअर कोल की सप्लाई में इतना ही नहीं है कि वह ज्यादा लगता है, बल्कि रेलवे वर्कर्स की यह कम्प्लेंट भी है कि इस की वजह से गर्मी पूरी पैदा नहीं होती है और एनर्जी भी ज्यादा लगती है जिस की वजह से कंजमशन बढ़ता है। यदि अच्छे कोल और इन्फीरिअर कोल का टोटल देखा जाय तो इन्फीरिअर कोल की क्वांटिटी ज्यादा होती है। इन्फीरिअर कोल की वजह से एनर्जी ज्यादा लगती है और एंजिन्स भी खराब होते हैं, यह तो है ही लेकिन इस के साथ ही साथ ट्रैफिक का भी डिस्लोकेशन होता है। इस की ओर शासन ने बिल्कुल ध्यान नहीं दिया है। पता नहीं इस की क्या वजह है। क्या यह इन्फीरिअर कोल अभी ही उपयोग में लाया जाने लगा है ? अगर पहले उपयोग में लाते थे तो उस को पिछले बजट में क्यों नहीं दिखलाया गया ?

जो इस सप्लीमेन्टरी डिमांड में ११५ लाख रु० का अग्रामाउंट दिखलाया गया है वह पहले क्यों नहीं दिखलाया गया ?

इसके अलावा मैं यह भी कहना चाहता हूँ कि अगर आप इन्फीरिअर कोल उपयोग में लाते भी हैं तो उस को म्यानीय उपयोग में ले आइये। हमारे मध्य प्रदेश में जहां पर कोलिअरीज हैं चूँकि वहां से रेलवेज ही कोल लाती हैं इसलिए वहां कोल का डेफिसिट हो जाता है। प्राइवेट ट्रक से कोल का लाया जाना बन्द कर दिया गया है, सिर्फ रेलवे से ही लाने की परमिशन दी जाती है। जैसा श्री त्रिवेदी ने कहा कि कोल को कोलिअरीज से रेल के द्वारा लाने के बजाय अगर प्राइवेट ट्रकों से उसे सप्लाई किया जाये तो इन्फीरिअर कोल के उपयोग की जरूरत नहीं पड़ती और शासन के ऊपर जो खर्च बढ़ रहा है, वह भी न पड़ता।

जो पुस्तिका है उस के पेज ७ पर जो डिमांड नं० १५ है उस में लिखा हुआ है :

"To meet the needs of rail transport consequent on the development of the Singrauli coalfields, which is programmed during the Third Plan period and beyond, the construction of a railway link between Obra on the new Robertsganj-Garhwa Road Line and Singrauli coalfields was taken up in 1961-62".

लेकिन जो ह्वाइट पेपर बजट सेशन के समय दिया गया था उसमें मैं लिखा हुआ है कि राबर्ट्सगंज से गढ़वा रोड लाइन कम्प्लीट हो गई है और इस की कोई डिमांड नहीं मांगी गई है। मैं जानना चाहता हूँ कि उस का अन्दाजा पहले क्यों नहीं आया और यह नवीन डिमांड क्यों मांगी गई है। यह हम को जरूर बतलाया जाय कि इस की जरूरत क्यों हुई क्योंकि इस के बारे में कोई एक्सप्लेनेशन नहीं दिया गया है।

इसी तरह से केटरिंग डिपार्टमेंट की डिमान्ड के लिये रुपया मांगा गया है। इस के बारे में मेरा कहना यह है कि इस विषय में पहले ही काफी चर्चा हो चुकी है। मैं ने केटरिंग डिपार्टमेंट में देखा है कि जितनी अन्वयवस्था वहां है उतनी और कहीं नहीं है। जहां तक फर्स्ट और सेकेन्ड क्लास पैसेन्जर्स का सवाल है, उन को जो भोजन दिया जाता है वह बिल्कुल ठीक है, लेकिन स्टेशनों के प्लेटफार्म्स पर जो खाना दिया जाता है उस का कंट्रैक्ट जिम तरह पहले प्राइवेट ठेकेदारों को दिया जाता था, वैसे ही अब फिर शुरू कर दिया जायेगा। प्राइवेट सेक्टर और पब्लिक सेक्टर का कम्पटीशन चलेगा जब, मैं समझता हूँ कि तभी कस्टमर्स को अच्छा खाना मिलेगा। लेकिन जो अच्छा खाना है उस की केटरिंग पूरी तरह नहीं होनी है। केटरिंग डिपार्टमेंट पर ज्यादा ध्यान दिया जाना चाहिये। पहले जो केटरिंग चला करती थी उस में यह होता था कि पहले तो ८ आ० पाव पूरी मिलती थी लेकिन अब १० आ० पाव मिलती है और केटरिंग लाम पर चल रही है। फिर इन्स्पेक्टर्स और मुपगवाइजर्स को जो पगार दी जाती है उस का बोझ भी हमारी गरीब जनता पर पड़ता है। इस वाम्ने केटरिंग डिपार्टमेंट में सुधार होना चाहिए।

इसके अतिरिक्त मैं पैसेजर्स को जो कि रेलवे एक्सीडेंट्स में इनबाल्व होते हैं जो कम्पेन्सेशन दिया जाता है उसके बारे में कुछ कहना चाहता हूँ। जब से माननीय मंत्री जी ने चार्ज लिया है तब से एक्सीडेंट बहुत बढ़ गये हैं। आप रेलवे एक्सीडेंट्स के कारणों पर तो ध्यान देते हैं। पर मेरा मुझाव है कि इस और भी ध्यान दिया जाये कि मुसाफिरों को जो कम्पेन्सेशन देना है वह तुरन्त दिया जाये। ऐसी स्थिति नहीं होनी चाहिए कि एप्लआई एप्लआई एंड नो रिप्लआई।

इसी प्रकार से पेंशन के बारे में कहना है। मैं ने देखा है कि हमारे मध्य प्रदेश शासन ने

ऐसा प्रबन्ध कर रखा है कि जैसे ही आदमी रिटायर होता है उसी दिन उसको उसका पेंशन कार्ड मिल जाता है। इसी प्रकार का प्रबन्ध रेलवे में भी होना चाहिए कि जिस दिन कोई कर्मचारी रिटायर हो उसी दिन उसको उसका पेंशन कार्ड मिल जाना चाहिए।

मेरा मुख्य मुझाव यह है कि इनफीरियर किस्म का कोल इन्पेमाल न किया जाये क्योंकि इससे खर्चा भी ज्यादा आता है और एंजिन भी खराब होते हैं।

श्रीमती बसंत कुमारी (कंसरजंज) :
अध्यक्ष महोदय, रेलवे डिमांड की ग्रांट नम्बर २० पर मैं कुछ कहना चाहता हूँ।

लखनऊ, गोंडा, बहराइच और कतनीया की लाइन पर फोई डायनिंग कार नहीं हैं और केटरिंग की व्यवस्था भी नहीं है। इसलिए मेरी प्रार्थना है कि डायनिंग कार की व्यवस्था हो जाए और केटरिंग का प्रबन्ध हो जाए।

लखनऊ से गोंडा जाती हुई बहराइच कतनीय तक डीजल का प्रबन्ध किया जाए ताकि मुसाफिरों को तकलीफ न हो।

Shri Narendra Singh Mahida (Anand): I welcome the suggestion of opening new lines in the undeveloped State of Orissa, but these will be only coal lines. May I suggest that, in order to help the agriculturists and cottage industries, passenger trains may also be operated. That would help this backward area when we want our hinterland to develop fully. The rail lines are there. So, what is the obstruction to running passenger trains? At least one passenger train may be operated on these coal lines.

The Western Railways, particularly in Gujarat, are short of coal, and daily many coal trains are run from the coal fields to the Railway stations of Gujerat, especially to operate the steam engines. Now that oil is coming out of Ankleshwar, Cambay and other places, I request the Ministry to

[Shri Narendra Singh Mahida]

switch over as early as possible to diesel engines. Many coal wagons will then be freed. So, immediate attention should be given to this. At least some diesel engines may start operating on the Western Railway.

About catering arrangements, particularly on the Western Railway, I note that the foodstuffs used are of a very poor quality. Whenever I have taken rice, I have always found stones in it, and I have practically given up eating in the dining cars at all.

Shri S. M. Banerjee (Kanpur): I have never found stones.

An hon. Member: They are white stones.

Shri S. M. Banerjee: They are soft.

Shri Narendra Singh Mahida: For you, probably yes. My suggestion is that the quality of the food must be improved. There is wide complaint every time I travel.

The dining car in the air-conditioned de-luxe train between Bombay and Delhi is very small. The third class passengers travelling in air-conditioned coaches or otherwise have to wait for hours in their meals. In spite of payment, we have to wait for long. If we ask for lunch at 12, we cannot get it till about 4, and ultimately we have to give up.

Shri Sonavane: That is a very popular train with popular catering.

Shri Narendra Singh Mahida: The accommodation is only for about 32 passengers. This is insufficient when there are large numbers of passengers travelling between Bombay and Delhi

Shri Trivedi has referred to co-operative societies not being given a chance for running stalls etc., particularly in Baroda. That is true. I have also enquired into the matter. I have seen the representations, and those people have complained in frustration to the President. They have been

repeatedly approaching me and Shri Trivedi that their case may be heard properly. I request the Minister to pay attention to this. I have written to him, and I shall write to him again.

There is a certain cooly licence fee being levied particularly in Baroda and Anand. The Railway Board of the Ministry has imposed a cooly licence fee, saying that they will be given two kurtas costing Rs. 7-50 nP. or so. This facility is welcome of course; instead of their buying from the bazaar, they get the supply from the railways straightaway, but I do not see any reason why they should be charged extra, more than the kurta charges. They are made to pay extra, saying that this is for the arrangement and the staff to be engaged by the railways to supervise etc. I have discussed this with the local officials there, but I have not been convinced why this extra licence fee was levied on them. If the coolies can be included as staff of the railways, offered provident fund, medical facilities etc., then can charge even double the amount and they will be willing to pay it, but without making any extra facility available to them, to impose this levy of cooly licence fee is not proper. So, I request the Minister—I have already moved in the matter—to look into this and see that the poor coolies are not charged extra unnecessarily.

These are my submissions. Unless the railways improve their services generally, I shall not be able to give my consent to this grant. If they improve their services, lessen the accidents, remove the grievances.....

Mr. Speaker: When one is to precede, his consent or the improvement?

Shri Narendra Singh Mahida: I want them to improve. We read so often about accidents and other things. Unless the standards are improved..

Mr. Speaker: Consent is wanted today; improvement we can expect subsequently!

Shri Nambiar: Conditional consent.

Shri Narendra Singh Mahida: Of course, in the case of an emergency, I shall always support them, but they should always try to improve the services.

Shri Joachim Alva (Kanara): I am concerned as a Member elected from North Kanara, Shimoga and Belgaum, in regard to both Demands 15 and 16. As a Member elected for the last ten years during three elections, I cannot consent mentally and morally, to the opening of any new lines as long as consideration for a new line in my district of North Kanara is not given. I still repeat my charge that the very weighty and businesslike Members of the Railway Board have not found time to come to my constituency. Perhaps the tigers are too many there, or wild animals in the forests around! When I asked a very high official of the Railway Ministry he said that he had been there but he had gone to see the Jog Falls, the world's second largest falls. This is a very serious thing. I cannot sanction a single pie for a new line so long as my constituency is not served....

Mr. Speaker: If that were the attitude of the hon. Member....

Shri Joachim Alva: I shall be grateful, Sir, if you allow me to proceed uninterruptedly. Why do I say that my constituency is one of the wealthiest parts of the land? We have one of the greatest harbours of the world which poet Tagore admired. The Jog Falls in my constituency is the second largest in the world. When the former Minister of Railways, Shri Lal Bahadur Shastri went and saw it, he was so much impressed that he said that he would wish a house to be constructed there for all India University students to go and enjoy the unsurpassed scenery. I am grateful to his memory. He asked: how long a line do you want—50 or 60
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miles? He was seriously considering it; he was fired with duty as a great public servant. But to our ill luck, the Suez Canal war came and foreign exchange difficulties arose and we lost the line.

I come to Demand No. 16. They want Rs. 2-25 lakhs in connection with the taking over of Alnavar-Dandeli Railway line. For the last ten years we have been asking: what about this Dandeli line? Dandeli is going to be one of the great industrial centres of India. It is very rich in minerals, forest, land, water, resources, and what not. The Deputy Minister of Railways Shri Ramaswamy was good enough to go to Dandeli without giving me any letter of information. I am grateful to the present Railway Minister for having said that he would go and visit our constituency. It is a time of war; I do not press him. But he definitely said that he would visit this year. If he got into a steamer in Bombay he can get down at Karwar a journey of only 24 hours. He will find a lot of things. He being a man who had handled one great Ministry after another, he will be able to see many things of national interest. We have timber from which the Western India matchsticks which you and I use are made.... (*Interruptions.*) I never interrupt the hon. Member when he speaks; he should not interrupt me now. We have got manganese which is exported to many countries. Bombay would be poorer without fish from Kanwar. We have cashewnuts, cardamom and pepper and in large quantities they are exported. At Sirsi, their prices are decided. Mangoes and jack fruits in enormous quantities are there. Tiles are manufactured by enterprising young men. A legislator, Mr. Kamath by name, left his practice and he became an enterprising tile manufacturer; its quality is unsurpassed on account of the soil. Only yesterday the first barge had been floated. When I took the hon. Deputy Minister Shrimati Soundaram and showed her these barges, possibly each costing these huge barges, possibly each

[Shri Joachim Alva.]

costing about Rs. 50,000 or Rs. 60,000, I was told that these barges were not constructed in other sea port towns. It is Mr. Pai, a lawyer, who is engaged in the construction of barges. No encouragement is given, nor any subsidy, for such things. These are the things in my constituency. Yet the Railway Board members are so very busy that they find no time. One night I woke up, some Railway high-up at 8.30 in Delhi and nobody would take the telephone to tell him why the Frontier Mail had been so late. They are all public servants. When we get a telephone, we rush and take our phone, all the 24 hours except when we are in the bath rooms! Public servants should have a very high sense of duty. They should be ready to deal with the public at any time. Incidentally I may pay my tribute to the Railway Ministry for having introduced a very efficient service of railway tickets in Bombay. The young women who run the ticket services in Western and Central Railways do a wonderful job. I wish the Delhi station imitates them. Frankly I must say that sometimes when our compartments go empty, even M.Ps., not to speak of others, are told: no; there is no seat available. Even here, I am sorry the railway clerk in the Parliament when I rang him up at 11.20 the other day, I found he had not yet come to the work. I remember a young lady who led me into Peking station at 11.30 P.M. and showed me the whole Railway station, which foreign correspondents said, was one of the largest modern stations of the world which had then been just rebuilt. Unless our people are efficient in the discharge of their public duties, we cannot run our Government and our country, especially in wartime.

Now, I was saying that the Alnagar Dandeli line was passing through the richest forests of the land. Assam, Nepal and North Kanara are supposed to have the best forests of India. The most poisonous cobras are found there because of the coolness of the

forests. I am mentioning the cobra to prove the coolness of the forests; there are plenty of such forests in our area. The hon. Deputy Railway Minister found time to visit an industrial town and not go beyond. The top Ministers are all sympathetic to our demands. Better late than never. Government has decided to take over this line. That will not do. They must run it from Dandeli via Haliyal and take it to Sirsi, a big commercial centre and thereon take it to Hubli. It will be just over 40-60 miles. They can do it and the people there will then come into their own. There are the various lines I would suggest: Hubli to Karwar by Sirsi or Talgoppa-Sirsi-Halival-Dandeli or Talgoppa-Bhatkal-Karwar and then to Bhatkal. In the last century according to the report of the British experts, Bhatkal can build up three or four ship yards. It was neglected. Nobody has gone there because it is difficult for any officer to reach there. It is lying in a little corner of the land. Here is wealth in my constituency for the mere tapping. But public servants have no time to go their and see these things probably they will go when it is more attractive. These are our difficulties. We want higher officers of the land to take interest in these things. These demands mean something to us. They become nothing if for ten years or more you think of paying Rs. 2.25 lakhs and take ten years to decide on that. You could have paid this sum easily, four or five years ago. In the Belgaum district, Khanapur trains, there are some difficulties. The officials and the station masters do not look into these things. I am again grateful to Shastriji who then asked the General Manager of the Southern Railway to look into the grievances. They have not looked into them fully yet. The passengers complain at Khanapur about water electricity overbridges and all these things. Khanapur is also on the track on the rich forest area. Dandaali is growing into one of the most im-

portant industrial centres of India. It has the largest factory in paper production. There is one of the largest plywood factories in India. The largest ferro manganese factory of South India is also there. We are also going to get an aluminium factory. On every piece of land that you put your foot, you get materials as costly as gold. So, there are very big possibilities and they cannot be explored fully unless the railways come. They say we have no harbour. Then, the Transport and Communications Ministry says: you have no railways. As long as I am an M. P. here, it will be my duty year in and year out to place my grievances of my constituency before Parliament, even if the Ministers and the Railway Board get disgusted. I also wish to point out that thus one of the best parts of our land still lies unexploited or unexplored. One of the great portions of the land still lies untapped. This portion of India has grown up by itself, because we could not help it. North Kanara is now in Mysore State. Formerly, it was in the old Bombay State. They never put any money into it for developing it. The old Bombay State never touched it. They were not interested in it and they were interested in other parts of old Bombay. So, this part of the present Mysore State has grown by itself, by the force of circumstances, by the forces of history and geography. But the Government machinery has not yet moved. While crores of rupees are spent, and go down the drain on many worthless projects, we do not give enough attention nor money for developing this area. We must remember that ships from Karwar could ply into the great oceans beyond, and that from the wood, from the thick forests of North Kanara masts were built for ships in Scotland. It was in the last century.

13 hrs.

I shall say something about Goa before sitting down. Before referring

to it, I should like to pay my tribute to the young ladies who run the service—the work of booking—at Churchgate, Bombay Central, in the Western Railway. They are the best in India.

About the traffic police, they are now very well regulating the taxis at Bombay, due to the interest taken by the Railway Minister and the Chief Minister of Bombay who intervened on my representation.

Now, I shall say a few words about catering. My hon. friend Shri Narendrasingh Mahida also referred to it. I must say that the Railway Minister was very responsive when I wrote to him a long letter about food and other arrangements. The kitchen in these trains is dirty. If you see the kitchen, you would not eat anything. The kitchens must be kept clean. If we are not interested in such details—they may be small details—we cannot put our country right. When we talk of V.I.P....

Shri D. N. Tiwary (Gopalganj):
 Sir, on a point of order.

Shri Nambiar: Point of order means a disturbance to the hon. Member who is speaking.

Shri D. N. Tiwary: All these points were discussed during the discussion on the general budget. In a supplementary demand, these are not discussed. The hon. Member is referring to all those matters here, which had already been discussed during the discussion on the general budget.

Shri Joachim Alva: My hon. friend was not wide awake when my hon. friends on the other side spoke on this very topic.

Mr. Speaker: That does not give him the justification for it. I have been watching. I have allowed him so much time. He should finish now. I shall give him just one minute.

Shri Joachim Alva: I want two or three minutes.

Mr. Speaker: I cannot give him so much time.

Shri Joachim Alva: I want to refer to Goa. It is a very important subject.

Mr. Speaker: It is important but is it relevant?

Shri Joachim Alva: It is my misfortune that I did not get the time to place my points before the House on the China debate especially on the Air Force on Tuesday and the hon. Prime Minister was good enough to refer to the point that I raised.

Mr. Speaker: Therefore, if he did not get the time yesterday, does he want that time should be given today?

Shri Joachim Alva: I am sorry we waited for six days without lunch and yet.....

Mr. Speaker: That does not matter. That cannot be a grievance. He will now finish in one minute.

Shri Joachim Alva: We had a very good grievance, but because we all stand as one man during this crisis of war and as that discussion was momentous, we forgot all the grievances against the Chair.

Mr. Speaker: If he wants to say anything connected with the supplementary demands for grants, he can say it now in one minute.

Shri Joachim Alva: Let me now mention about Goa. My hon. friend Dr. Gaitonde, referred to it. I mention Goa because the points raised by my friend.....

Mr. Speaker: Order, order. That cannot be done now.

Shri Sham Lal Saraf: On a point of information. My hon. friend men-

tioned that the Karwar forests abound in tigers. It is very important to me. I want to know whether they are panthers or tigers.

Shri Joachim Alva: They are both—panthers and tigers. May I submit that I shall be grateful to you if you allow me to say a few words about Goa?

Mr. Speaker: Goa need not be brought into this matter.

Shri Joachim Alva: I was mentioning about the difficulties....

Mr. Speaker: If Goa was so important, why was the hon. Member speaking so much about his constituency all the time?

Shri Joachim Alva: It is my duty.

Mr. Speaker: That is not so. In the supplementary grants, we are emphasising on matters relating to those grants.

Shri Joachim Alva: I refer to Demand No. 15 and 16.

Mr. Speaker: That is not connected with this at all. He has been only saying about his own constituency. I will give him one minute if he would confine himself to the supplementary demands.

Shri Joachim Alva: Thank you, Sir. In regard to Goa, after Goa has come within the ambit of the Indian union, trade has increased but the stations are not being so well looked after. There is only one metre-gauge railway there. I am grateful to my hon. friend Dr. Gaitonde—I was ignorant of those points—for having instructed me on various points about Goa. Now, since Goa is our next-door neighbour on the Karwar coast, we shall be grateful if the hon. Minister of Railways will attend to the people's grievances there,—the grievances of the people

of Goa—and put some representatives from Goa on the Railways Committee to represent their grievances.

Shri D. C. Sharma: (Gurdaspur): Mr. Speaker, Sir,.....

Mr. Speaker: He should now confine himself to the points that are relevant. Otherwise, he is likely to be interrupted because he has interrupted Shri Joachim Alva!

Shri D. C. Sharma: I submit very respectfully that I am the most respectful listener to Shri Joachim Alva's speeches, because they are so good.

I submit that these demands are unexceptionable. I do not know what kind of points we can raise about these demands. But there is one thing that makes me unhappy. It is the problem of coal supply to the railways. I feel that more harm has been done to the railways on account of the transport of coal than by anything else. I also feel that great damage has been done to the reputation of our railways on account of the use of coal than anything else. I think most of the accidents are due to the fact that the railway has started using a kind of coal which it should not use. I would ask the hon. Minister why he is so keen on using this inferior grade coal. The very fact that a certain kind of coal is called inferior coal should make us shiver when it is being used on the railways. I submit that the railways should use the best kind of coal which can be used for such purposes. I find that they are using medium-grade and low grade and inferior grade coal. I think this practice should be done away with. While the railways can switch over to diesel or to electrification, I think it should be one of the biggest Don'ts in the Railway Ministry, namely, they should not use inferior grade coal. It makes for slow motion; it makes for accidents and it makes for all kinds of mishaps on the railways. That is the first point that I want to make.

Now, I want the Railway Ministry to accept one suggestion. That is about the recoveries of the cost of cinders and coal ashes. Of course, I do not have the break-up. But I think that a lot of waste is going on so far as the coal and ashes and cinders are concerned. I think the Railway Ministry should devise some method by means of which these things come back to us. After all, this is a kind of recovery which the Railways can make, but unfortunately, this is one of the neglected sources of recovery in the Ministry. The Railway Ministry deals with crores and crores of rupees. Therefore, it does not care for things which bring lakhs of rupees or hundreds of rupees. But I think in this crisis, or even if there was no national crisis, we have to practise economy and see to the husbanding of our resources and to see to the recovery of whatever money we can get out of these things.

I would therefore request the Minister to tell us the break-up and say how much they have recovered from cinders and ashes and how much they have from other sources. The most unfortunate thing is that this source of income, whether it is small or big, is being neglected.

Then, I am very happy that temporary employees will also get the benefit of provident fund when they become permanent and that the pension and provident fund will be counted from the day that they join service even as temporary people. I think this is a measure of social welfare, and I congratulate the Ministry on that. They have only acted upon the advice given by the Pay Commission and they have taken a long time to come to the decision, but I compliment them on that, and I hope that this will be utilised not only by the temporary but by other employees also. The Railway Ministry should become a model employer in giving amenities to the people and its servants.

[Shri D. C. Sharma.]

The catering department has been very much with us. I would suggest very humbly and respectfully to the Railway Minister that the catering department should be nationalised. It should be taken over by the Railway Ministry. I know there might be certain corruption and dishonesty there. But I can assure him that when the catering department is in the hands of contractors, sub-contractors, sub-sub-contractors, absentee contractors and nonexistent contractors, there is a lot of corruption going on. If you walk along the railway platform of any big station, you will hear so many complaints about these contractors. We have done away with absentee landlords and absentee managers. I do not see any reasons why absentee contractors cannot be done away with also.

This contract business has become hereditary. If the husband dies, the wife comes in; if the wife dies the daughter comes in, if she dies, her husband comes in. It is a never ending chain of corruption. I would request the hon. Minister to do away with it. Sometimes I am told that such and such lady is contractor. But when I ask where is that lady, she is not there. She has sub-let the contract. This should be given the go-by as soon as possible. My friend says, the kitchens are not all right. I would put up with had kitchens; I would put up with food which is not delicious, but I cannot stomach the corruption that is going on in vending contractors under the Railway Ministry.

My friend, Shri Alva, is a fine person, because he prompts us to say things which we would not have said otherwise. Regarding new lines, he was talking about his constituency. Therefore, I feel encouraged to talk about my State. I would request the hon. Minister not to stay

his hand, because he comes from Punjab that he should not give Punjab a railway link between Jagadhari and Chandigarh. I know he is hesitant in doing so because he comes from the Punjab.

Mr. Speaker: The simple question here is that a very small line is being purchased. This question is not here whether those funds can be diverted for other lines.

Shri D. C. Sharma: I am on Demand No. 15. I congratulate him on constructing this Morwa to Katni line and hope he will connect other coalfields also in the same way. He has to connect other coalfields also in the same way. He has to connect industrial centres with the capital, Ludhiana and Jagadhari are two industrial centres in Punjab and they should be connected with the capital, Chandigarh.

I have been telling the Railway Ministry in season and out of season; every time I have opened my mouth, that they should do away with private lines.

The Minister of Railways (Shri Swaran Singh): We are taking over a private line.

Shri D. C. Sharma: You are slow in taking them over. You will take over one line in 10 years and we should have a plan of 150 years to take over all the lines. This kind of slow going is not in conformity with the pace of development that is going on in our country. I would request him that he should efface the private lines from the railway map of India. It should be of one colour and that is the colour of the Government of India. All the private agencies which are working these railway lines should be taken over. My friend, Shri Ramaswamy, the hon. Deputy Minister, who has not cared to go to Mr. Alva's constituency because he was afraid of

tigers and cobras, said to me, "We cannot do that. Why should we take over uneconomic lines?" What is this railway economics? You cannot take over uneconomic lines?

Mr. Speaker: The hon. Member should address the Chair.

Shri D. C. Sharma: This gentleman has been replying to my question that "We cannot take over uneconomic lines." I would submit that these lines should be taken over by the Government as soon as they can, because in the time of emergency every line we have in India, whether branch line or main line, subsidiary line or auxiliary line, all these lines have to be worked to the utmost efficiency. I believe these private lines are another name for inefficiency and they should be taken over.

Shri Basumatari (Goalpara): Sir, we are very grateful to the Railway Ministry for having given us one railway line from Tezpur to Lakhimpur, which is a strategic line. We are also grateful that they have given us one bridge on the Brahmaputra line. That too will help Assam. We have been pressing for this for a long time and Government could not appreciate our difficulty. But now of their own accord, they have constructed that line from Tezpur to Lakhimpur from defence point of view.

There is another line for which we have been pressing and submitting representations to the Government and to the Minister also. That is, to have a small line from Bangaigaon to Jogighopa and from Jogighopa to Goalpara and from Goalpara to Gauhati with necessary arrangement for ferry crossing at Jogighopa to Pancharatna. We have been pressing for this line because, looking to the present emergency, as I said the other day, this tiny railway line from Siliguri to Gauhati remained under suspension last August. I had written to the Minister a private letter also. He was kind enough to inform me that some step has been taken and due to that step, it does not remain under sus-

pension. From 20th August it was under suspension for 5 to 6 days. I would plead that this line which is a tiny line, should be changed to broad gauge from metre gauge.

Looking to the emergency, when fighting is going on in Assam itself, if we do not have a line from Bangaigaon to Goalpara, I doubt how they will run the railway in monsoon season, because from Bangaigaon to Gauhati, there are very big rivers like Ai, Manash, Biki and others, which break the railway line during the monsoon. Therefore, there should be an alternative line as a standby from Bangaigaon to Jogighopa and from Jogighopa to Goalpara. If that is not done I do not know how they will manage the war, if they are depending only on air or steamers. As I have said, the steamer service is already under suspension due to the conspiracy of Pakistanis and strike by the crew. So, I would request the Minister to construct this tiny line, from Bangaigaon to Jogighopa, which is only 18 miles. In the last war also, that was surveyed. I received a letter yesterday, to confirm it myself, that there was a track also laid at the time of last war for meeting the same emergency in the war-time. Therefore I beseech the Government, particularly the Railway Minister, to take up this tiny line, the emergency and change this line which I have mentioned from, metre gauge to broad gauge from Siliguri to Anungan at least.

Shri Sonavane: Sir, I want to speak mainly on Demand No. 7. In the explanatory note that has been given to us it has been stated that on account of the increase, on three occasions, in the price of coal they have come forward with a supplementary demand under that head. Increase in the price of coal is there, but I want to know what justification is there when they say that they get inferior coal. What machinery is there with Railways, when they pay the full price, to ensure that the proper kind of coal is received by them for which

[Shri Sonavane.]

they have paid? That is one of the duties, I think, which the department has neglected as a result of which we have sustained a great loss.

Shri Nambiar: No, Sir. Coal consumption has increased and the price is going up. It is not because superior coal's price is paid for inferior coal. The consumption has increased for which more price has to be paid.

Shri Sonavane: That is only one aspect of it. This is one aspect, and the other aspect is also there. As a result of receipt of inferior coal greater consumption is there and that also results in further payment. That is another aspect and I was referring to the first aspect of it.

Another thing, in respect of coal, which is neglected is theft of coal. All over the country coal is stolen in small quantities and also in big quantities. It has come to my knowledge that in some parts of my district this coal is being used by the villagers for their daily use. This happens not in one village but in several villages. As a member on the committee for combating corruption, thefts and other anti-social acts, I have pointed out all these when the committee was sitting and a lot of light was thrown by the Deputy Minister who was presiding. But what I wish to stress is, the RPF people who are there to prevent these thefts of coal and other things are in league with these people or they connive at these thefts. Many of the employees also use this coal. So there is a lot of pilferage of this coal. Because of this sort of wastage of coal is there and our people who are meant to prevent these thefts etc., are not doing their duty, I think the attention of the Railway Board should be directed to that end.

Now, in order to conserve coal I suggest that electric traction be resorted to by extending electric traction from Poona to Sholapur as the supply of electricity from Koyna would be available in the near future. I have

made this suggestion since long, and I do not know whether the Minister for Railways has applied his mind to this proposal.

Again, hundred per cent utilisation of coal is not done in the engines. I have found that hundred per cent utilisation of coal is not allowed in the engines. Before coal is fully burnt it is stirred and in that process big and small cinders fall resulting in wastage of coal. I think this should be prevented. If instructions are passed on to the drivers that hundred per cent consumption of coal should be done, I think there will be a lot of saving in the consumption of coal.

With these words, Sir, I thank you for giving me time to speak on these Supplementary Demands.

Shrimati Sarojini Mahishi (Dharmwar North): Sir, I am thankful to you for having given me a few minutes to say a few words on the Supplementary Demands placed before the House by the Ministry of Railways.

First of all, I congratulate the Central Government for having taken up the line between Alnavar and Dandeli, which was for long in the possession of the State and where there were not many facilities. At the same time, I wish the Railway Ministry would pay more attention towards giving more facilities also on this line now that Dandeli is a big industrial centre and is going to become a still bigger industrial centre.

One point that I want to stress is, now that new lines are being constructed and with the open line works additional works are also being undertaken, I wish the Railways had paid more and more attention for doubling the line from Poona to Bangalore which is a metre gauge line and where there is heavy traffic. Now that Bangalore has been the capital of Mysore State there is heavy traffic. Also, taking into consideration this big

accident that took place near Hubli a few days back. I think it is better that double line is provided between Poona and Bangalore.

As far as construction of new lines is concerned, it has already been stressed by one of the hon. Members that Hubli-Karwar line should be constructed. And, in order that we should have some better wagons I suggested last time that Hubli should have a coach manufacturing factory after the model of the Perambur Integral Coach Factory. Apart from the question of providing jobs for many people, we can have better wagons and better coaches also.

As regards the passenger amenities funds kept at the disposal of different zones, I do not know why there should be some difference in the amounts allotted to different zones. I want to know whether the allocation of different amounts depends upon the demands of the different zones or there is equal distribution or the amount is allotted after the expenditure has taken place. The Southern Railway, I think, has been neglected as far as this passenger amenities fund is concerned.

About provision of approach roads and good sheds.....

Shri Shahnawaz Khan: Under what head does this come?

Mr. Speaker: Everything is being smuggled into this discussion because the temptation cannot be resisted.

Shrimati Sarojini Mahishi: With regard to construction of goods sheds and approach roads etc. many of the stations have not got all these amenities and passengers are put to lot of difficulties due to want of good goods sheds, approach roads etc.

Then I come to the question of catering. I would like to say that proper attention should be paid towards better catering facilities both on the Southern Railway and also on the Western Railway—of course, I have

travelled on these railways. I do not wish to enter into the details, but better and efficient service in catering must be provided.

There are many stations which have not got the facility of electricity. Even though electricity is available in places very near to the stations, there are many stations which have not got electricity. Many stations are there which have not been provided with drinking water and other facilities. I do not want to enter into details, but I hope greater attention would be paid towards this and also to the question of construction of new lines especially in the southern zone from Hubli to Karwar so that the forest resources could be properly exploited and full encouragement given to the industrial centres there.

As regards the railway services to Goa, I referred the point to the hon. Minister and he has given the reply that for the present it will not be possible to consider this, that is, the running of another train between Londa and Goa. There is only one train and that also leaves Londa at a very odd hour. Now that Goa is merged into India, I think, some more trains should be run.

Mr. Speaker: Order, order. All things which are not relevant here should not be said.

Shrimati Sarojini Mahishi: I would also request the hon. Railway Minister that local trains between Dharwar and Hubli, now that it is a Corporation, should be started.

Shri Priya Gupta (Katihar): Mr. Speaker, Sir, I express my gratitude to the Ministry of Railways for saying for the first time that the supply of coal was of an inferior quality and therefore there was more consumption of coal and delay in train services. I say this because in the Katihar and other mechanical districts the drivers, firemen etc. who complained against the inferior quality of coal supply had been charge-sheeted for more consumption of coal as well as for late running of trains. They had been giving the same plea that the

[Shri Priya Gupta.]

coal supplied was of an inferior quality but nothing was heard and they were punished because the Railway Board's orders were, "Take it up wherever the coal consumption is high and wherever the train is late". So, they punished the drivers, firemen etc. and informed the Railway Board that they had taken action. There was no appeal against this injustice. The Railway Board itself controls wagon movement and Government has got some State collieries also; therefore, I fail to understand why better type of coal as was required for running the engines is not being brought in time and is not given the first priority.

In the Domohani power-house in N.E. Railway a damaged boiler is being utilised as a prime mover to run the electric generator which could have been replaced by a diesel generator and which could have saved the cost of generation by some hundred times. This is being reiterated for years together but it has not been replaced as yet though it is having very high coal consumption.

Moreover, high coal consumption is due to the defective condition of engines. The drivers and the firemen have to work more because of the bad type of coal supplied. Often, the firemen have got to break the clinkers and due to bad quality of coal and other auxiliary things, the engine requires more attention and, therefore, the work becomes more intensive.

This is a time of emergency and the running of trains should not be delayed on any plea either due to any lack of supply of coal or due to anything else. We must give our consent to these Demands for Grants to cope up with the work. But my submission to the Railway Ministry and to the Railway Board is that they will kindly go through such cases of unwarranted punishments as I have

narrated in the different railways, specially in the North Eastern and North East Frontier Railway.

Now, I come to Demand No. 9. I am not an accounts-man but switching over from the provident fund form of retirement benefit to the pensionary form does not require more money readily. The money required under the provident fund scheme is more than that under the liberalised pensionary scheme. So, I do not understand how this could be the plea, namely, that due to the implementation of the pension scheme and giving more men the chance the total amount has fallen short of the Budget provision. Of course, the accounts people in the Railway Board would give their explanation, but what I want to say is this. I have asked starred questions in this connection in this House and even the rules and directives of the Railway Board are categorically clear in this regard but some hundreds or thousands are not getting their provident fund, gratuity and pension in time after retirement. Widows do not find forms to fill and do not know as to what pension they are entitled to. The final provident fund settlements of most of the traffic operations staff are being held up—I do not know what for, late finalisation of handling charges reports or for something else. But they allow it to linger on for years together. This is the state of affairs in regard to their provident fund also.

CPC introduction and implementation will require more staff in the Accounts Department. I say that to practise economy is not to retrench a clerk here or a peon there. For effecting economy it needs reducing the top heavy administration, the highest stage officers and other forums, and not retrenchment of a clerk or forgoing a post of a clerk here or of a peon there.

13.35 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

On Demand No. 15, I have nothing to add except to make two suggestions which I have got in view of this period of emergency. One is that on the Siliguri-Kalimpong-Guellikhola section of the North-East Frontier Railway where the earthwork is already complete a line can be re-laid. If a narrow gauge line linking Siliguri to Guellikhola is constructed, that will help in the supply of military necessities. Then, the Siliguri-Alipore Duar Broad Gauge line, the survey for which is already complete, can go upto Pandu and it can facilitate supplies in this emergency.

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

Shri Priya Gupta: On Demand No. 16 I have got only a few submissions. The Katihar railway station in N.E. Railway has got its broad gauge service opened but the broad gauge station is far away from the metre gauge station. Each passenger has to walk about a mile or so to go to the broad gauge station. If only it is brought near that station, it will facilitate travelling public. All the labourers from my State of Bihar who go to Assam find a great deal of trouble because of this. They miss their trains also. Therefore, this broad gauge station should be in the main station of Katihar.

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

Shri Priya Gupta: The Katihar station requires remodelling. It was said that it will be shifted to a new site and will be remodelled. I do not know what has happened to the scheme of remodelling of Katihar railway station.

Then, I would request the hon. Minister that the Howrah-Amra railway line may be nationalised. Then, from Sealdah to Barasat only a few miles are left to make it a double line system because all the loop lines in

the intermediate stations have been extended. Only six miles portion is required to be constructed. The Basirhat-Barasat-Sealdah section is a busy section and there should be direct trains over it.

Mr. Deputy-Speaker: I have rung the bell twice.

Shri Priya Gupta: I have moved cut motions to these Demands. Other hon. Members have spoken for 20 minutes. I would make only one point about the catering staff at Katihar. The proprietors of the catering there are private people. They have not paid the wages of the employees there. I do not know whether it is within the jurisdiction of the Railway Board or not to intervene, but I may submit that even at the Puja time no pay was given to them. When an employee asked for his pay the contractor discharged him and said, 'I do not care for you. I know the Railway Department. I will try to victimise you if you press for it.' This is what is happening in the private catering department there. What I submit is that the catering department there should be a corporation with 50 per cent private and 50 per cent railway share.

Mr. Deputy-Speaker: Shri Shivaji Rao S. Deshmukh. He will get only five minutes.

Shri Shivaji Rao S. Deshmukh (Parbhani): Sir, I rise to speak on the Supplementary Demands for Grants in respect of the Railways, particularly on Demand No. 15. Pertaining to this Demand I have one small statement to make. In the book of Supplementary Demands for Grants which the Railway Ministry has supplied to us on page 6 the demands are mentioned in thousands of rupees and they are mentioned as 51,000 and odd thousands of rupees. That means that the Railway Ministry while asking for a total demand of Rs. 4 crores and odd have made a demand of Rs. 51,000 and odd thousands, that is, Rs. 51 crores more or less under this Head alone. I

[Shri Shivaji Rao S. Deshmukh.]

think, such errors should not occur in the papers which the Railway Ministry sends to this Parliament.

The Demand is for the Morwa-Katni line in order to facilitate the development of Singrauli coal and to connect it with a broad gauge system of railway. I have got a further submission in this regard that these supplementary demands do not give even an outward impression of being supplementary demands consequent upon the emergency situation that is prevalent in the country. We would have been too glad had we been called upon to sanction additional supplementary grants for the Railways to meet the requirements of the emergency situation with which the nation is faced. We are too sorry to note that a paltry sum of Rs. 4 crores which has been submitted for our vote is by way of routine. If we are to pay tribute to the Railways, it is this that the Railway Ministry has failed to assess correctly their requirements when their demands were submitted before the House at the time of the General budget for the Railways.

In this connection, I wish to point out that one vital rail link which has not so far received any justification at the hands of the Railway Ministry, deserves special consideration in this emergency situation because this relates to the military requirements of the nation. This is the Goa-Gondia rail link. After the Goa action, in spite of our tributes to the Railway for handling more than 100 trains a day in the Manmad station, we still feel that Goa should be connected with the rest of India by an additional rail link. This rail link is not going to cost the exchequer any amount more than is usually claimed for a small new line. This rail link can be achieved in this way. Castle Rock to Londa is already connected. Londa to Miraj is also there. Miraj to Latur Road is narrow gauge. There is a proposal before the Rail-

way Ministry that Miraj-Latur Road should be converted into metre gauge. If this Miraj-Latur Road is converted into metre gauge, then, it is only a question of 18 miles to connect it with Parli Vaijanath which is the metre gauge railhead. Parli Vaijanath to Latur Road, proposed rail link is only 18 miles. From Parli Vaijanath to Adilabad, there is still metre gauge. From Adilabad to Chanda is another 30 miles. With 48 miles of new line,

Mr. Deputy-Speaker: The hon. Member has to confine his remarks only to the supplementary demands. This is not a general debate on Railways.

Shri Shivaji Rao S. Deshmukh: New lines—we are expected to....

Mr. Deputy-Speaker: New lines mentioned in the supplementary demand.

Shri Shivaji Rao S. Deshmukh: We are called upon to sanction money for 30 miles of new line to connect the coal fields in order to facilitate movement and complete that broad gauge map. In order to make that picture complete, I am making my submission. Goa, which has got iron ore and which is lacking in coal should also be connected with the coal fields in Central India. If it is to be connected with the Central Indian collieries, only 48 miles of construction of new line will connect Goa and Gondia. This particular rail link will be vital from the defence point of view, because it will connect seven Indian States and it will facilitate military movement, when we require it. It will be connecting Goa with the whole railway map of India in a better way.

Mr. Deputy-Speaker: All this is irrelevant.

Shri Nambiar: It is a very good suggestion.

Mr. Deputy-Speaker: May be a very good suggestion.

Shri Warior (Trichur): It will connect Western India with Central India.

Shri Shivaji Rao S. Deshmukh: Excuse me, the requirements of defence are paramount. Purely from a defence point of view, I would only request the Railway Ministry to forward this proposal to the Defence Ministry for their remarks. I do not entertain any doubt whatsoever in my mind that the construction of 48 miles of new link by the metre gauge and conversion the other line will connect Goa with the rest of India and the entire defence requirements will be met.

Further, I have only one request to make. There are shuttle trains between Basin and Akola. If these shuttle trains are extended to Purna, it will meet the additional traffic requirements in my constituency.

Mr. Deputy-Speaker: Order, order.

Shri Swaran Singh: Is this also connected with the emergency?

Mr. Deputy-Speaker: It is quite irrelevant.

Shri Shivaji Rao S. Deshmukh: We have run ten military trains a day in that line. It is only an extension of the railway. Not an extension of a line, but extension of a railway.

Mr. Deputy-Speaker: Your remarks have to be confined only to the new line mentioned in the supplementary demand: not to other new lines.

Shri Shivaji Rao S. Deshmukh: It is not a new line. It is only an extension.

Mr. Deputy-Speaker: It is not relevant. Sorry.

Shri Shivaji Rao S. Deshmukh: With these I submit that the Railway Ministry may give its sympathetic consideration for the new rail link, particularly in the present defence

set up and particularly because Goa is being developed as a naval base and and all weather port, this link is very vital and therefore I hope the Railway Ministry will give its due consideration. With these, I support the demands.

Mr. Deputy-Speaker: I want Members to be relevant. In supplementary demands, debates have to be confined only to the items mentioned in the supplementary demand.

Shri Shivaji Rao Deshmukh: Construction of new lines is mentioned.

Mr. Deputy-Speaker: Order, order.

Shri Tyagi (Dehra Dun): Sir, I will not take a long time. I have only to make two small suggestions.

Firstly, I must congratulate the Ministry and also the Railway staff and officers. They have decidedly made some improvement in the running of Railways. Punctuality is also coming in. The Railways will have now to face a much greater responsibility than they have done so far. It is a time of emergency, I think it is time to consider if it would be possible to have stricter regimentation in the service. I do not know if it could be militarised in case of an emergency so that they may have the best discipline. That is the first point. I do not want to dilate on it. In a time of emergency, the President might be asked to promulgate a law, so that enforcement of military discipline could be there all over the Railways. They are the life line. If we are ultimately to go to war, every little line of the Railways shall be the life line of the war. In fact, if the Railways do not come up to the mark in a time of emergency, everything will be lost. I am glad there have been two or three occasions when the Railway Administration have been put to test and they have stood it successfully well. This is the first point that I wanted to mention. Another thing is they should do away with smaller types of wasteful expenditure which are still going on. That is by way of

[Shri Tyagi.]

criticism. They must see to it, and they must economise all expenditure.

Only one word more. There has been too much of ticketless travelling in the Railways. That goes to show indiscipline both in the service and the people. I wonder if in this emergency, the hon. Minister may be pleased to promulgate a law whereby ticketless travelling may be declared a criminal offence, involving punishment, not of fine alone—the magistrates impose a fine of one rupee or two rupees—but direct imprisonment. Unless such stiffer attitude is taken, Railways will never be in a proper order. I, therefore, emphasise that the time has come when the people must know that misuse of public vehicles like this and this type of swindling with the authorities will be penalised. It must be penalised whoever he may be. Only the other day, I was shocked to hear that in some line, 30 per cent of the people are travelling without ticket. How can the Railway administration run if the people do like this. If this practice goes on for a few years more, it will become a convention establishing that anybody can travel. Fakirs can travel because they have no money; others, sick man, etc. There is no question of merciful consideration on the part of the officers. It must be seen that nobody is allowed to travel without a ticket. Stiffer measures have to be taken. I hope the hon. Minister will take suitable action.

Shri D. N. Tiwary: Mr. Deputy-Speaker, at the outset, I shall assure the Railway Ministry that I am not going to make any demand for my constituency or elsewhere. In this time of emergency, the needs of defence are paramount. We have seen in the North Eastern and North East Frontier Railway, trains were detained for 9 hours and 10 hours because of military reasons and people had to suffer. Also military equipment and military personnel were not sent as fast as they should have been sent. This is because the line after Sonepur is not

doubled. The line up to Sonepur has been doubled. After Sonepur up to Katihar and beyond is not a double line. There are traffic jams and movement whether it be civil or military is checked there. During this period of emergency, we cannot afford to be complacent and let things remain as they are. If we are going to have any double lines, in addition to new lines, then we have to take into consideration only those lines, for the present, which are conducive for the ease of transport of military personnel and military equipments. So, doubling of the line between Hajipur and Katihar and Siliguri is very essential for military reasons. I would request the hon. Minister to take this matter into consideration, and even if it means the stopping of other works we should undertake the extension of the line and the doubling of this line in the first instance, because, otherwise the NEFA area may not be protected as we want it to be protected.

Much discussion has been made about the catering department. I have experience of this catering department.

Mr. Deputy-Speaker: I think catering is not covered by the Supplementary Demand.

Shri D. N. Tiwary: May I submit that when you were not here, a little earlier, discussion on this subject has been allowed in respect of the other Members who had spoken before me. So, I should not be debarred from referring to it.

Shri Deputy-Speaker: What is the Demand on which the hon. Member is speaking?

Shri Narendra Singh Mahida: There is a reference to catering in the explanatory note under Demand No. 9.

Shri D. N. Tiwary: A few years before, it was decided by the railways to allot only two units to a particular

contractor at a particular station. But some persons have got eight or ten units with them, and now they are hoodwinking the railways by dividing those units among their friends or their relations or their sons and daughters. This should be checked, because corruption sets in or subletting is done only in the case of those contractors who have got so many units under them that they cannot manage. So, I would submit that small contracts for catering and other things should be given to poor men or middle-class men so that they can manage the units themselves. My hon. friend Shri D. C. Sharma has deprecated the contract system. I also want the railways should take over the catering themselves, but they should at the same time see that they manage it well. What is the use of the railways taking over catering everywhere, if they cannot manage it well? I find that already in certain areas, the railways have given up departmental catering, and also there is a proposal to allot the dining cars to private persons because the railways are not able to manage it. So, I am not one of those who want that catering should be taken over by the railways without proper or efficient management being ensured thereby. Even in the railway catering department I feel that there is much scope for improvement, because there is bickering from passengers, and there are often complaints of bad food being supplied even at bigger stations.

The third point that I want to bring to the notice of the hon. Minister is in regard to the scrap of the railways. Some categories of scrap have now been decontrolled, and the railways auction those scraps to the public. What happens is that sufficient number of persons do not have information about it, and just a handful of persons go to the station for bidding, and the whole thing goes for a song. Actually, there are several persons who want to take it at controlled rates. If the Railway authorities get applications

from such persons who want to take the scrap at the original controlled rates, they should be given that quantity of scrap and no auction should be made which results in the sale of the scrap at prices less than what are prescribed for them. Since the commodity has been decontrolled now, there is no binding on the railways that they should sell it at controlled rates; they may sell it at lesser or higher rates. This auction system is very harmful to the interests of the railways. So, I would request the Railway authorities to allot such scrap only to those persons who are ready to buy this scrap at the original controlled rates or even at a rate which is 2 or 5 per cent more.

Then, I come to the question of waste of cinders. As my hon. friends have said already, cinder and coal go waste. I have seen that in my own *ilaka* round about Pahljaghat, coal is sold by the railway employees. There was recently a case at Pahleaghat in which a large amount of coal was captured, and it was railway coal, but the railway authorities denied that it was railway coal, but actually nobody came there to claim that coal. So, steps should be taken to see that smuggling of coal or illegal sale of coal is stopped.

Shri Sham Lal Saraf (Jammu and Kashmir): While supporting the Supplementary Demands for Grants which have been moved by the hon. Minister before this House, I would like to make one or two observations. First of all, I would like to congratulate the Department on one thing. After the country got freedom, this Department has been put to test twice, once during the Goa operations and now during the present operations. Till now, in both the cases, our railways have come off with flying colours, and, therefore I congratulate them.

Secondly, I am very happy to find that at this moment when there is an emergency in the country, every man and every woman is playing his or her

[*Shri Sham Lal Saraf.*]

part properly and helping in solving the present emergency, and helping in the war effort.

I am very happy to find that in this supplementary budget, the Railway Ministry have taken particular care in regard to the man-power. For, after all, the human material which is working in the railways should be given adequate attention, especially those who are meagrely paid. Provision has been made in this supplementary budget in regard to their provident fund contributions, benefits to temporary staff etc. and also in order to implement the Second Pay Commission's recommendations and so and so forth.

My submission is that during the coming days, the workmen who may be working in the railways all over the country will be put to very severe tests. Therefore, the first attempt on the part of the Railway Department and also on the part of all of us should be to see that these people are happy and well cared for. After all, during the period of emergency, they have to put in work round the clock. Ordinarily also, the men who work in the railways have to put in longer and harder hours of work, but when there is an emergency, one can very easily imagine how much of work they have to put in, and how much strain they have to undergo.

Therefore, while on the one hand, we must take particular care to see that the staff who are working in the field, or in the offices or anywhere else are looked after well, we should see that one or two other things also are taken particular care of. Firstly, corruption should be eradicated root and branch in the department. Of course, it is not an easy thing. But conditions ought to be created whereby it can be rooted out. It is for the hon. Minister and his colleagues to see that during these days of emergency, no such atmosphere is prevalent in the railways. Dealers, busi-

nessmen and workers and even manufacturers have all taken vows at the moment that they will not allow hoarding, blackmarketing etc. I would submit that in the railways also, attempts should be made right from top to the bottom to see that no such thing is encouraged, that people are not encouraged in doing such things or in resorting to such malpractices as hoarding, blackmarketing and so on. After all, while movement of commodities takes place from place to place, particularly in a country like India, railway transport has to play the most important role. Therefore, while we must on the one hand keep the railway staff happy and contented by giving them all the reasonable facilities for work and by looking to their emoluments etc., we must have a severe watch on the working of every employee, so that he does not resort to corruption by encouraging businessmen or traders to resort to hoarding, blackmarketing etc.

Only if that is done our war effort can be pursued successfully, as far as the railways are concerned.

14 hrs.

श्री बरवा (कोटा) : उपाध्यक्ष महोदय, जो रेलवे ने यह सप्लीमेंटरी ग्रांट्स की मांग की है इस सम्बन्ध में मैं कुछ सुझाव देना चाहता हूँ ।

एक तो यह है कि जो कोयला दिया जा रहा है वह घटिया किस्म का दिया जा रहा है जिससे इंजिन भी खराब होते हैं और वह ज्यादा भी जलता है और गाड़ियां भी लेट आती हैं । मैं ने कई दफा पूछा कि गाड़ियां क्यों लेट आती हैं, तो उन्होंने जवाब दिया कि घटिया कोयला दिया जाता है कि जिससे डिग्मे बंध जाते हैं और इंजिन स्टीम नहीं पकड़ता इससे गाड़ी लेट हो जाती है ।

दूसरा सुझाव यह है कि जो एयर कंडीशन्ड डब्बे चलते हैं उन पर जो खर्चा

होता है उनसे उतनी आमदनी नहीं होती । इसलिए इनको बन्द करके इन पर खर्च होने वाला रुपया धीरे-धीरे तरफ लगाया जाये । आजकल हवाई जहाज धीरे-धीरे एअर कंडीशन्ड के किराये में कोई अन्तर नहीं है, वह बराबर है । इसलिए कौन उसमें बैठ कर तीन चार दिन खराब करेगा जब कि हवाई जहाज से कुछ घंटों में वह यात्रा की जा सकती है । इसलिए इन डिब्बों को चलाने से कोई फायदा नहीं है, नुकसान ही है ।

तीसरी बात यह कहनी है कि जितने भी रेलवे की लाइन के नीचे से लाखों की तादाद में स्लीपर निकलते हैं उनका सही उपयोग नहीं होता । उनको स्टेशनों के बंगलों के आस पास या दूसरी जगहों पर गाड़ दिया जाता है । इस तरह उनको रद्दी की टोकरी में फेंक दिया जाता है । इन स्लीपर्स का उपयोग फरनीचर बनाने में और कम से कम ईंधन के रूप में किया जा सकता जो कि किया जाय तो रेलवे को काफी आमदनी हो सकती है । अभी तो इनको रद्दी की टोकरी में ढाल दिया जाता है ।

इसके अलावा भेरा यह मुझाव है कि रेलवे कर्मचारियों को उनका प्राविडेंट फंड और ग्रेच्युइटी का रुपया जल्दी मिलना चाहिए । इसके लिए उनको तीन तीन और चार चार साल तक दफ्तरों का चक्कर काटना पड़ता है । कोई उनकी मुनवाई नहीं करता । इस और ध्यान देने की आवश्यकता है ।

स्टेशनों पर जो वैगन दिय जाते हैं उनका ठीक तरह से वितरण नहीं किया जाता । इस बात की कोई गारंटी नहीं दी जाती कि माल खराब नहीं होगा और ठीक समय से पहुंच जायेगा । खास कर फलों के वेगन को जल्दी भोजना चाहिए । मैं ने केले के वैगन सड़ते देखे हैं । इस कारण लोगों को अपना माल दूसरे तरीके से ट्रकों से भोजना पड़ता है जिससे रेलवे को घाटा होता है । अब तो रिश्वत देने पर ठीक समय पर वैगन नहीं मिल पाते ।

हमारे क्षेत्र में अनेकों मंडियां हैं जहां काफी व्यापार होता है । पत्थर का भी काफी काम होता है । हमने देखा है कि पत्थर के व्यापारियों को तो वैगन मिल जाते हैं क्योंकि वे ज्यादा मालदार हैं लेकिन दूसरों को नहीं मिलते । इसलिए दूसरे लोग ट्रकों से अपना माल भेजते हैं । अगर लोगों को वैगन मिलने लगे तो व्यापारियों को भी सुविधा हो सकती है और रेलवे की भी आमदनी बढ़ सकती है ।

डाइनिंग कार का प्रबन्ध अच्छा नहीं है । अब तो कोई यह पूछने ही नहीं आता कि तुम को क्या चाहिए और अगर आता भी है और उससे कुछ लाने को कहा जाता है तो चार पांच स्टेशन बाद आकर पूछता है कि आपको क्या चाहिए । इसका भी इन्जिनाम ठीक होना चाहिए ।

हमने देखा है कि जो बाजार स्टेशन के पास है वहां पूड़ी ६ आने पाव मिलती है लेकिन स्टेशन पर दस आने पाव मिलती है । पता नहीं इन लोगों की क्या साठ गांठ है ।

एक बात और कहना चाहता हूं । अभी भी डिब्बों में पानी भरने का पुराना तरीका चालू है जिससे मुसाफिरों को बड़ा कष्ट होता है । जिस वक्त मुसाफिरों का गाड़ो में आने का या उससे निकलने का समय होता है उसी समय पानी भरा जाता है जिससे सारे कपड़े भी भीग जाते हैं । इसमें सुधार होना चाहिए ।

श्रीमती लक्ष्मी बाई : (विकाराबाद) : डिप्टी स्पीकर साहब, मैं अपने क्षेत्र के बारे में कुछ मुझाव देना चाहती हूं ।

आन्ध्र प्रदेश में तीन करोड़ की आबादी और हैदराबाद वहां का कमीटल है, लेकिन वहां से कोई ट्रेन डाइरेक्ट दिल्ली को नहीं आती । इस क्षेत्र में माइनिंग आदि का बड़ा काम है और काफी विजनेस भी होता है, इसके अलावा फूड के मामले में यह एरिया सरप्लस है । मगर यहां पर व्यापारियों को अपने माल के लिए वैगन नहीं मिलते जिससे उनको बड़ी कठिनाई होती है ।

[श्रीमती लक्ष्मी बाई]

हैदराबाद से जो बोगीज दिल्ली के लिए आती हैं और जो कि जी० टी० में लगायी जाती हैं उनका टाइम बड़ा इनकनवीनिएंट था। यह हैदराबाद से साढ़े सात बजे निकलती थी। इससे खाने आदि में कठिनाई होती थी। इसके लिए हम मिनिस्टर साहब के पास डेपूटेशन लेकर गये कि इसका टाइम ठीक कर दिया जाय। मगर नतीजा यह हुआ कि उसका टाइम साढ़े ७ के बजाय साढ़े ५ कर दिया गया जिससे और भी ज्यादा दिक्कत होती है। इसको ठीक किया जाना चाहिए।

इसके अलावा मैं यह कहना चाहती हूँ कि पहले हैदराबाद से बम्बई को कोई डाइरेक्ट गाड़ी नहीं थी। अब एक गाड़ी कर दी गयी है, लेकिन वह तांडूर पर नहीं ठहरती जो कि एक बहुत महत्वपूर्ण स्टेशन है। यह तीन तालुकों के बीच में एक स्टेशन है, दो तालुकों में कोई स्टेशन नहीं है। इसलिए इन तीन तालुकों के आदमी इसी स्टेशन से गाड़ी पर बैठ सकते हैं। यहां पर गाड़ी को अवश्य रोका जाना चाहिए। इसके यहां न रुकने से जो लोगों को तकलीफ होती उसको रेलवे वाले सुनते नहीं। एक से कहा जाय तो यह कहता है कि दूसरे से कहो, दूसरे से कहते हैं तो कहा जाता है कि तीसरे से कहो। लेकिन कोई सुनवायी नहीं करता। इस पर एक्शन लेना चाहिए।

हमारे लिए हैदराबाद से जी० टी० में स्लीपिंग कोच नहीं है इससे बड़ी दिक्कत होती है। हमको काजीपेट में काफी देर तक पड़ा रहना पड़ता है। तो इस तरफ भी ध्यान देना चाहिए। इस स्लीपिंग कोच के न होने से बड़ी दिक्कत होती है। हमारी बहुत सी तकलीफों को दूर करने के लिए रुपये की जरूरत नहीं है, अगर रेलवे विभाग थोड़ा दिमाग खर्च करे तो हमारी बहुत सी दिक्कतें दूर हो सकती हैं।

आप सप्लीमेंटरी ग्रांट में इतना रुपये लेते हैं लेकिन मैं देखती हूँ कि रुपये का ठीक उपयोग नहीं होता। बड़ा हिस्सा तो एसटैबल-लिशमेंट पर खर्च हो जाता है और काफी बेस्ट होता है। कोयले के बारे में तो मैं नहीं कह सकती लेकिन मैं ने देखा है कि लोहा आदि बहुत बेस्ट होता है, कोई देखने वाला ही नहीं है, ऐसा मालूम होता है जैसे रेलवे विभाग यतीम खाना हो गया हो न कोई देखता है कि किस प्रकार रेलवे का सामान बेस्ट हो रहा है, और न कोई देखता है कि मुसाफिरों को कितनी दिक्कत होती है।

हम फर्स्ट क्लास में सफर करते हैं, जब हम को तकलीफ होती है तो जो लोग तीसरे दर्जे में सफर करते हैं उनकी क्या हालत होती होगी। खास कर बहिनों को बहुत तकलीफ होती है। कोई उनकी बात नहीं सुनता। टिकट कलेक्टर देखता रहता है पर कोई तबज्जह नहीं देता। यह तमाम रवया बदवा जाना चाहिए।

डाइनिंग कार की हालत बहुत खराब है। इतना पैसा लेते हैं पर खाना खराब देते हैं। खाने को ढकने का कोई इन्तिजाम नहीं है, नेपकिन्स नहीं है। जब उन लोगों को मालूम होता है कि पार्लियामेंट का सेशन होने वाला है और मेम्बर जायेंगे तो दो चार दिन अच्छा इन्तिजाम रखते हैं, बाद को फिर वही हालत हो जाती है।

इस विभाग को ८८ प्रतिशत ग्रामदनी तीसरे दर्जे के मुसाफिरों से होती है लेकिन उनके लिए कुछ नहीं किया जाता, उनकी और से शिकायत की जाती है तो उसकी कोई सुनवाई नहीं होती। उनके लिए पानी का इन्तिजाम नहीं है, खाने का इन्तिजाम नहीं है, सफाई का इन्तिजाम नहीं है। उनसे रेलवे इतना पैसा लेती है पर उनके लिए कुछ नहीं करती। इस तरफ ध्यान देना चाहिए।

मान्द्र प्रदेश में नाम के लिए दो तीन डबल लाइन्स की हैं । में इस बारे में पिछले १५ सालों से मुझाव दे रही हूं लेकिन इस और ध्यान नहीं दिया जाता कि हमको क्या दिक्कत है । समझ में नहीं आता कि आप इस काम में पैसा क्यों नहीं लगाना चाहते । रेलवे तो अगर दो पैसा लगायगी तो चार पैसे की उसको आमदनी होगी । फिर भी इस काम में पैसा क्यों नहीं लगाया जाता जिससे लोगों को सुविधा हो और रेलवे की आमदनी भी बढ़े ।

आपने जो मुझे समय दिया उसके लिए धन्यवाद देती हूं ।

उपाध्यक्ष महोदय : श्री शाहनवाज खां ।

श्री विभूति मिश्र (होतिहारी) : उपाध्यक्ष महोदय, मुझे भी बोलने का अवसर दिया जाय ।

Mr. Deputy-Speaker: Two hours were allotted.

श्री विभूति मिश्र : बहुत से माननीय सदस्य बोलना चाहते हैं । इसलिए टाइम और बढ़ा दिया जाय ।

Mr. Deputy-Speaker: I have extended the time by half an hour.

श्री शिव नारायण (बांसी) : दिल्ली से पूर्व के क्षेत्रों की जो कठिनाइयां हैं, उनको यहां पर रखने का अवसर नहीं मिला है ।

उपाध्यक्ष महोदय : श्री शाहनवाज खां ।

Shri Shahnawaz Khan: I am grateful to the hon. Members who have taken part in this discussion. I am particularly grateful to those hon. Members who have appreciated the services of the railways.

Shri Sonavane: We also appreciate the services of the railways, but we have in addition pointed out something else also.

Shri Shahnawaz Khan: One hon. Member said that there was some delay in the movement of military traffic during this emergency. I must say that was a complete surprise to me because from what I gathered after talking with the military authorities and others, my impression was that the services rendered by the railways have been greatly appreciated by the Ministry of Defence, and that the whole affair has worked like clockwork. We did not have to cancel any passenger trains, and on the whole this movement has gone on very smoothly. That is the first thing which I would like to clear.

A number of hon. Members referred to the inferior quality of coal that was being used by the railways, and the consequent detentions to trains. My hon. friend Shri Priya Gupta, who is not here, said that the staff were being victimised because the trains were not running to time on account of inferior coal. The House is aware that there was a time when the railways had the choice. We could pick and choose, and we got the best available coal in the country. Now there is shortage of metallurgical coal, and the best type of coal is required for the steel plants, which must naturally have the priority, and therefore we have to use coal of a lower grade. We are doing our best to get better type of coal. An inspection organisation has been set up, and it is the job of that organisation to go round and see that we do at least get the lower type of coal that we should get, that we do not get anything lower. It is quite true we have been getting sometimes very poor quality of coal, and in order to eliminate that, as the hon. House knows, a number of washeries are being set up, and I think that with the completion of those washeries, the situation will improve.

Shri Warrior: But are the railways amenable to pay more for the washed coal?

Mr. Deputy-Speaker: Please hear him.

Shri Priya Gupta: Just a clarification.

जो कोयला खराब है, क्या वह भी घोने से बचछा हो जायगा। उस की इस्ट तो चली जायगी, लेकिन जो पत्थर है, क्या वह भी बचछा हो जायगा ?

Shri Shah Nawaz Khan: I would like to place some facts before the House. In spite of the poorer quality of coal that we have been getting, I would like to tell the House that the railways, as a result of the efficiency of maintenance of locomotives and other steps taken, have been trying to counteract the effect of inferior coal. For instance, one very good index of train operation is engine-miles per engine failure. This is a good index both of maintenance and of the quality of fuel. In 1956-57, the engine miles per engine failure on the broad gauge was 61,201 and in 1961-62 the figure is 64,762. Similarly, on the metre gauge in 1956-57, the figure was 42,052 miles and in 1961-62 the figure is 64,218. This is, if I might say so, a remarkable improvement. From 42,000 the figure has gone up to 64,000 on the metre gauge; that is the result of the steps that have been taken by the railways to improve the maintenance and also improving the draft etc.

Also, some hon. Members said that the punctuality of trains had suffered as a result of the inferior type of coal. In the first five months of 1961-62 on the broad gauge the over-all punctuality of trains was 76 per cent, and on the metre gauge it was 79 per cent. In the first five months of 1962-63 on the broad gauge, the figure is 75.3 and on the metre gauge 77.8.

Shri Priya Gupta: Is there any change in the running time, any increase in running time?

Shri Shah Nawab Khan: Not during the period to which I have referred. There is no change. These are the actual figures, and the House will appreciate that in spite of the poor quality of coal, the efficiency of train operations and punctuality has been kept at a reasonably high figure. We are always trying to improve the punctuality and efficiency of our trains, and that will continue.

A number of hon. Members desired that in certain regions we should extend dieselisation and electrification. It is a very desirable objective, but as the House knows, foreign exchange is involved in this, and we introduce dieselisation and electrification only where it is absolutely necessary, where the saturation point in carrying traffic by steam locomotion has been reached. That is the only criterion.

A number of hon. friends, a large number of them, referred to delays in the settlement of dues. The performance of the railways has improved considerably in this respect. This is because we have been laying special emphasis on early settlement of dues. We have issued instructions that six months before an employee retires, action should be initiated to complete his records, so that when he retires there is the minimum delay in the settlement of his dues. We have also issued instructions that during the last year of a person's service he should not be transferred from one station to another except for very unavoidable reasons. Action in regard to pension is initiated a year ahead. In the initial stages there were certain delays in computing and sanctioning the pension but that was primarily due to the fact that our personnel in the accounts and personnel branches were not familiar with the procedures. We have arranged special training for them and now the situation has improved considerably. My hon. friend Shri Nambiar said that for purposes of exhibition we had made arrangements to settle the dues on the date of retirement of a person. I may say

that in the Railways, we are not very fond of exhibitionism. Whatever we do is with the object of rendering service to the staff or to the public. Our attempt has been to settle the dues within ten days of the retirement of a person. In certain cases difficulties arise: the records are not complete. In spite of our best effort some records are not still available from Pakistan. Certain categories of staff are subject to the recovery of commercial debts; debts have to be realised from persons who have been in unauthorised occupation of quarters. These are some of the difficulties. Succession certificates have to be obtained where an employee dies. Where necessary we even depute our railway welfare inspectors to go and contact the dependents of the deceased railwaymen, such as their widows, etc. and help them to obtain succession certificates.

Shri Priya Gupta: In how many cases of retirement have full payments been made.

Shri Shahnawaz Khan: In a large number.

Shri Priya Gupta: In a microscopic number. I mean full payment.

Mr. Deputy-Speaker: Order, order. He cannot make a running commentary like this... (Interruptions) It is not a question hour. You made a speech.

Shri Priya Gupta: I do get a chance.

Shri Shahnawaz Khan: I will give some figures for the benefit of my hon. friend. The number of employees awaiting for three months or more for payment of their provident fund dues on the Central Railways on 30th June 1960 was 537; there were only 249 cases on 30th June 1962. On the Western Railway the corresponding figures are 195 and 83. There are about eleven lakh employees on the Railways and thousands retire each year. These are thus very insignificant numbers. On the South

Eastern Railway, dues were settled on the very day of retirement in the month of July 1962 in 13 cases and within three days in 45 cases. On the North Eastern Railway between January and July 1962, 54 cases were settled within 48 hours.

Shri Priya Gupta: Were they casual labour or permanent employees?

Mr. Deputy-Speaker: We have to take up non-official business at 2.30.

Shri Shahnawaz Khan: Yes, Sir. A number of hon. members referred to catering. We have departmental catering and the services are appreciated. In order to keep up a certain element of competition, we have not eliminated all contractors. We hope departmental catering will set up standards for other caterers to follow.

Shri K. N. Pande (Hata): That is not the point. Your catering itself is not up to the standard.

Shri Shahnawaz Khan: We have issued instructions to all the officers. Even Ministers go and make surprise checks of the standard of catering. Where necessary we do take disciplinary action; we have taken very drastic action. It was alleged that we do not give preference to poorer people but give licence to rich people by ignoring co-operatives. The only criterion is that service must be good. Keeping that in view, we take necessary action. In the name of co-operatives some people want to take contracts but these are not real co-operatives of workers. Some people from outside give themselves the name of co-operative societies. They are no better than ordinary contractors. They are not actually workers whom we prefer.

I will now refer to the reduction of TA to the catering staff. Where we give free food, the normal practice in all departments is to allow half TA; where we give free food and free lodging also, it is one-fourth.

[Shri Shahnawaz Khan]

That applies to everybody, even in the gazetted ranks. We are running losses on these dining cars. Therefore, there is no reason why we should go and supply free food and give full T.A. also to the people.

I can assure my hon. friend who referred to corruption in Railways, that it is our earnest desire, and we make every effort, to root out corruption as much as we can. In the present emergency, I am sure already the Railwaymen have taken a vow that, if there is any corruption they will not indulge in it and they would render efficient service to the country. With these words, I move that these Demands may be passed.

Mr. Deputy-Speaker: Shri Nambiar is not here. I shall put cut motions to the vote of the House. Cut motions Nos. 1, 2, 3 and 4.

The cut motions were put and negatived.

Shri Priya Gupta: In view of the assurance of the hon. Minister, I withdraw my cut motions.

Mr. Deputy-Speaker: Has the hon. Member leave of the House to withdraw his cut motions Nos. 5 and 6.

Cut motions Nos. 5 and 6 were by leave withdrawn.

Mr. Deputy-Speaker: Shri Trivedi is not here. I shall put cut motions Nos. 7, 8, 9 and 10 to the vote of the House.

The cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to de-

fray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of the following demands entered in the second column thereof—

Demands Nos. 7, 9, 15 and 16."

The motion was adopted.

14:30 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS
NINTH REPORT

Shri Hem Raj (Kangra): Sir, I beg to move:

"That this House agrees with the Ninth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 12th November, 1962."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Ninth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 12th November, 1962."

The motion was adopted.

14:31 hrs.

RESOLUTION RE: BAN ON COMMUNAL ORGANISATIONS—contd.

Mr. Deputy-Speaker: Resolution regarding ban on communal organisations. Shri Raghunath Singh was speaking on this resolution.

Shri Daji (Indore): Sir, I would like to request that in view of the present situation . . .

Shri Raghunath Singh (Varanasi): Let me have my say first.