

Clause 27—(Amendment of Act of 1922.)

Amendment made:

Page 10, line 32,—
for "1965" substitute "1966". (3)
(Shri Bhakt Darshan)

Mr. Chairman: The question is:

"That Clause 27, as amended, stand part of the Bill."

The motion was adopted.

Clause 27, as amended, was added to the Bill.

The First Schedule was added to the Bill.

SECOND SCHEDULE

Amendment made:

Page 12, line 5,—
for "1965" substitute "1966". (4)
(Shri Bhakt Darshan)

Mr. Chairman: The question is:

"That the Second Schedule, as amended, stand part of the Bill."

The motion was adopted.

The Second Schedule, as amended, was added to the Bill.

Clause 1—(Short title and Commencement)

Amendment made:

Page 1, line 4,—
for "1965" substitute "1966". (2)
(Shri Bhakt Darshan)

Mr. Chairman: The question is:

"That Clause 1 as amended, stand part of the Bill."

The motion was adopted.

Clause 1, as amended, was added to the Bill.

ENACTING FORMULA

Amendment made:

Page 1, line 1,—
for "Sixteenth" substitute "Seventeenth". (1)
(Shri Bhakt Darshan)

Mr. Chairman: The question is:

"That the Enacting Formula, as amended, stand part of the Bill."

The motion was adopted.

The Enacting Formula, as amended, was added to the Bill.

The Title was added to the Bill.

Shri M. C. Chagla: I beg to move:

"That the Bill, as amended, be passed."

Mr. Chairman: The question is:

"That the Bill, as amended, be passed."

The motion was adopted.

17.35 hrs.

***DEMAND FOR SUPPLEMENTARY GRANT, 1966-67; AND DEMANDS FOR EXCESS GRANTS 1963-64 IN RESPECT OF RAILWAYS**

Mr. Chairman: The House will now proceed with discussion and voting on the supplementary Demand for Grant in respect of the Budget (Railways) for 1966-67 and discussion and voting on the Demands for Excess Grants in respect of the Budget (Railways) for 1963-64.

Demand for Supplementary Grant (Railways) 1966-67

DEMAND No. 14—CONSTRUCTION OF NEW LINES

Mr. Chairman: Motion moved:

"That a supplementary sum not exceeding Rs. 1,000 be granted to the president to defray the charges which will come in

*Moved with the recommendation of the President.

[Mr. Chairman]

course of payment during the year ending the 31st day of March 1967 in respect of Demand No. 14—Construction of New Lines."

Demands for Excess Grants (Railways) 1963-64

DEMAND NO. 3—REVENUE—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Chairman: Motion moved:

That a sum of Rs. 1,033 be granted to the President to make good an excess on the grant in respect of Revenue—Payments to worked lines and Others for the year ended the 31st day of March, 1964.

DEMAND NO. 5—REVENUE—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Chairman: Motion moved:

That a sum of Rs. 30,00,285 be granted to the President to make good an excess on the grant in respect of Revenue—Working Expenses—Repairs and Maintenance for the year ended the 31st day of March, 1964.

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

Mr. Chairman: Motion moved:

That a sum of Rs. 30,84,805 be granted to the President to make good an excess on the grant in respect of Revenue—Working Expenses—Operation (Fuel) for the year ended the 31st day of March, 1964.

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

Mr. Chairman: Motion moved:

That a sum of Rs. 60,17,172 be granted to the President to make good an excess on the grant in respect of Revenue—Working Expenses—Operation other than staff and fuel for the year ended the 31st day of March, 1964.

DEMAND NO. 12—PAYMENT TO GENERAL REVENUES

Mr. Chairman: Motion moved:

That a sum of Rs. 91,90,396 be granted to the President to make good an excess on the grant in respect of Payments to General Revenues for the year ended the 31st day of March, 1964.

DEMAND NO. 14—CONSTRUCTION OF NEW LINES

Mr. Chairman: Motion moved:

That a sum of Rs. 78,86,806 be granted to the President to make good an excess on the grant in respect of Construction of New Lines for the year ended the 31st day of March, 1964.

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

Mr. Chairman: Motion moved:

That a sum of Rs. 7,26,36,901 be granted to the President to make good an excess on the grant in respect of Open Line Works—Additions and Replacements for the year ended the 31st day of March, 1964.

DEMAND NO. 16—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Chairman: Motion moved:

That a sum of Rs. 19,50,965 be granted to the President to make good an excess on the grant in respect of Open Line Works—Development Fund for the year ended the 31st day of March, 1964.

DEMAND NO. 18—REVENUE—APPROPRIATION TO DEVELOPMENT FUND

Mr. Chairman: Motion moved:

That a sum of Rs. 11,48,54,317 be granted to the President to make good an excess on the grant in respect of Revenue—Appropriation to Development Fund for

year ended the 31st day of March, 1964.

The Minister of Railways (Shri S. K. Patil): As explained in the introductory remarks in the book on Supplementary Demands for Grants, which is a ready with the hon. Members, a charged provision of Rs. 20,000 now asked for is required to recoup an advance of an equivalent amount taken from the Contingency Fund in March, 1966. As the Grant available for charged expenditure under Demand No. 13 for 1965-66 was insufficient to cover payment of a court decree awarded against the Northern Railway and the payment could not be postponed, a sum of Rs. 20,000 was advanced by the Financial Commissioner from the Contingency Fund on 30th March, 1966 for the purpose. The Contingency Fund of India Rules provide that supplementary estimates for all expenditure financed from the Contingency Fund shall be presented to Parliament at the first session meeting immediately after the advance is sanctioned. That being so, this demand is now being made.

The second thing relates to the Supaul-Thurbhita section of the Northern-Eastern Railway....

Shri Priya Gupta (Katihar): It is not Northern-Eastern, but it is North-Eastern.

Shri S. K. Patil: The hon. Member was a railwayman, and, therefore, he knows the names very well.

Shri Priya Gupta: The hon. Minister should know it himself.

Shri S. K. Patil: It is a new thing and, therefore, this Demand is now being made. A length of 25.6 k.m. was closed to traffic and abandoned in 1937-38 due to the ravages of the Kosi river and other streams which were constantly shifting their course. Over the past few years, the people of the area have been repeatedly representing for the restoration of this line. The reason or justification ad-

vanced for this restoration is that the flood protection work which had been undertaken by the Kosi Barrage Authorities are now complete in all respects, and the river Kosi having been regimented between marginal bunds, there is no risk of any damage being caused to the line by floods in the Kosi river. The Planning Commission's concurrence for taking up the restoration of the Supaul-Thurbhita section covering a distance of 12.78 k.m. at an estimated cost of Rs. 21.63 lakhs has been sought. They have left it to the Railway Ministry to take a decision. It is proposed to commence work during the current working season, and the plans have been there for this purpose.

These are very technical grants, and there is nothing much to be said about them. If any point is raised, then I shall answer it.

Mr. Chairman: Two cut motions have been given notice of. Since they do not pertain to the Demands concerned, those two cut motions are ruled out of order.

Shri Dinen Bhattacharya (Serampore): Demand No. 14 is in connection with electrification. I wanted to say something on it.

Mr. Chairman: That does not pertain to the main Demand. Therefore, I have ruled it out of order.

Now, Shri Hanumanthaiya.

श्री हुकम चन्द कछवाय (देवास): इतने बड़े नेता बोलने जा रहे हैं, सदन में गणपूर्ति तो होनी चाहिये।

Mr. Chairman: There is no quorum. The bell is being rung—Now, there is quorum. Shri Hanumanthaiya may start his speech.

Shri Hanumanthaiya (Bangalore City): I rise to support the Demands made by the hon. Minister of Railways. Though the Demands relate to two particular items, the items themselves....

श्री हुकम चन्द कश्यवाय : अभी तक गणपूति नहीं हुई है। क्या बिना कोरम के कार्रवाई चलेगी ?

Mr. Chairman: Let the bell be rung—Now there is quorum. He may continue.

Shri Hanumanthaiya: Though the Demands relate to one or two items specifically, the Demands themselves cover a very wide field of expenditure under the Railway Ministry. In fact, one of the Demands included here relates to expenditure on construction of new lines, electrification of railway lines, fuel etc. All kinds of expenditure are included within the scope of the Demands put before the House. Therefore, if I make some points which do not directly pertain to the Demands that we have to vote, I hope it will be in order.

Recently, there have been railway accidents. These accidents have not happened only just a few months ago. Ever since the laying of the railways, accidents have been happening. The very inventor of the railways, namely Stephenson, was a victim of a railway accident. Therefore, somehow the railways have inherited accidents from the very time they were invented in UK. The first victim was the man who invented them.

But we must remember that these accidents do not occur exclusively in India. I have come across cases of more serious accidents occurring even in Japan, which is known to have a very efficient railway administration, where railways run to the very minute, even to the second, such punctuality is observed. Every report that has been placed before the House after inquiry made regarding accidents has revealed the causes of the accidents.

श्री हुकम चन्द कश्यवाय : समापति महोदय, मदन में गणपूति नहीं है। कल तक के लिए बहस को स्थगित कर दीजिये।

Mr. Chairman: The bell is being rung... Now there is quorum.

Shri Hanumanthaiya: Every railway accident has been followed by an inquiry, sometimes departmental, sometimes judicial. I have not come across any report wherein Ministers have been held responsible for the accidents. But day in and day out I hear in some quarters the cry that Ministers should resign because accidents happen. If you go through the reports you will find that they themselves make it clear that sometimes it is the pointsman, sometimes it is the people engaged in the signal work, who are responsible, and they attribute accidents to some such human failure.

Shri Sheo Narain (Bansi): Say something about sabotage.

Shri Hanumanthaiya: Therefore, to demand the resignation of Ministers because some accidents do happen here and there is a very illogical argument to adopt.

The famous case of Shri Lal Bahadur Shastri is quoted, that he resigned because there was an accident. It is true, but let us look at the fact from what is called a broader perspective and from the realistic point of view. Merely because Shastriji adopted that attitude, subsequently accidents did not stop happening. If accidents do stop because Mr. Patil or Dr. Ram Subhag Singh resigns, I would request them, and probably even before we request them, they would resign in order to protect the railways and the lives that are being lost. Political motives make some people to repeatedly do propaganda that the Railway Minister should resign. This is a point of view which concentrates not upon the railways and their welfare or efficiency, but on political manoeuvre. They want to get some of their political opponents, so-called, imaginary political opponents, eliminated from office. This gave we have to see clearly.

I am not one of those people who praise people unnecessarily or for

what is called personal profit. I have never done it in all my life. But when I see that some people are doing good, even if they are my opponents, I will not be withholding from them the due meed of tribute. I should say, having watched the career of these two Ministers for a long time, that they are two of the most efficient leaders we have in this country. Their ability and drive are acknowledged or all hands except by those people to whom their efficiency means defeat, to whom their dynamism means putting them in the shade. In so far as administrative efficiency is concerned, this House has to develop a convention, a broader outlook. We must not bring politics into administrative efficiency. By all means fight it out in the streets and in the constituencies if you have got political differences; but to attribute all kinds of ills, inefficiency and all other evils to a person with whom you do not agree, is a kind of mental illness that has overtaken many a man in this country. Therefore, I am sure this House and the country as well, are not in favour of these two ministers resigning merely because some accidents have happened. On the other hand the measures they have taken with promptness and earnestness deserve the support and encouragement of the House, and we certainly give them in full measure.

I will close my speech with one suggestion. Ever since I entered this House I have been speaking now and then on the Railway Budgets. I have been urging continuously that there must be rationalisation. As the Ministers know, other countries there is one system, broadgauge or metregauge. In this country we have inherited a conglomeration of gauges and that is one of the main difficulties in making our railway system more efficient and economical. The Ministers also know that though initially it costs a little more ultimately the broadgauge is more economical and more efficient.

The day before yesterday I received a letter from an officer of the rail-

ways in the southern zone that the Ministry has ordered traffic and other surveys of the line from Bangalore to Guntakkal so that it could be made into broadgauge. That was welcome news. I had been urging that the real and true trunk line must be a broad-gauge line running from Cape Comoria to Delhi serving the capitals of all the States in the South. I need not repeat the arguments; they are on record. Hyderabad, Bangalore and Trivandrum all these must be connected. After the states reorganisation, the railways must have a new pattern in harmony with the reorganisation do not continue the old presidency city system of railways connecting only Calcutta, Bombay, Madras and Delhi. The railway Ministry having ordered the survey of Guntakal-Bangalore line, they can as well order the laying of broadgauge line from Bangalore to Salem which is under construction. A new line is being laid from Salem to Bangalore. When I urged that point on the previous Railway Minister, Mr. Dassappa, he said that they were constructing the line from Bangalore to Salem so that they could lay broad-gauge railways any time they wanted; the bridges and the roads were made for broad-gauge. If the order is now given for broad-gauge line to be laid from Salem to Bangalore, then from Salem to Delhi, it is a through broad-gauge line.

One can travel in broad-gauge from Salem to Delhi. This does not involve great expenditure. This is an opportunity for you to rationalise. Having now ordered the survey from Guntakal to Bangalore, by one stroke of the same pen the Ministers concerned can see that the broad-gauge system operates from Salem to Delhi.

Shri Joachim Alva (Kaurra): From Hubli to Darwar.

Shri Hanumanthaiya: This is the suggestion I make. I hope they are not, as I said, routine-minded people who ditto everything that comes from a note or a file. They will realise that

[Shri Hanumanthaiya]

this will make South India happy, the three States happy.

A little while ago, I was speaking about the Jawaharlal Nehru University Bill. Social justice is one of the objectives, and the very objective is not served when the university is located in Delhi, because the whole of South India has not been given a national university, while one more university is being added to Delhi. We have included social justice as one of the objectives, and we have to implement it. This kind of disparity will produce dissatisfaction in the minds of the people, and that is the cause of many an eruption that has taken place. Here is an opportunity for you to do things which will please the people, the people of three States. It will not give room for any agitation, if done in time. It will speak of impartiality of railway administration.

Shri Dinen Bhattacharya: Mr. Chairman, Sir, I take this opportunity, to bring before this House as well as the Ministers the pitiable conditions that thousands of workers are facing after the completion of the electrification projects in the Eastern Railway in the Howrah-Sealdah section as well as in the Allahabad section. For some time past there were agitations throughout this railway for the absorption of these workers in the electrification projects after the completion of the projects. There was also a strike on this very particular issue for the absorption of these unemployed railwaymen after the completion of the particular project both in Allahabad and Calcutta.

I know in Calcutta, after the strike, there was a good settlement between the railway authority and the union concerned and some understanding and agreement was reached there between the railway administration who are in charge of the electrifica-

tion project and the employees concerned, that the authority would take every care to see that all the employees who would become surplus would be automatically transferred either to the areas where the electrification work is extended or to the open line works. On this understanding, the strike was withdrawn, and even the railway authority on their own part circulated a notice containing this agreement throughout the areas where these workers are employed. After that, the workers expected that the agreement would be honoured. But what happened? We had a long discussion with Dr. Ram Subhag Singh, the minister of State in the Ministry of Railways, along with some Allahabad workers, and he was good enough to give us a patient hearing; he also assured us that he would try to see that no surplus employee was turned out of employment and that efforts would be taken by the authorities to retain the workers either in the open line works or in the areas where there will be extension of the electrification works. But on the 29th October, 1966, notices of retrenchment were issued in Neohatj in the Calcutta section, dispensing with their services. These are all unskilled workers and there are some who are skilled. I do not know what the reason was. It was done after the agreement was reached with the employees, by the railway electrification authorities, that there would be no retrenchment and that if there was any vacancy these retrenched employees would be given a chance. But now the authorities are raising the question of some difficulties regarding the provisions of the I.D. Act. So far as I know, there is no such barrier. These people can easily be transferred to the Rourkela-Durg section.

Mr. Chairman: He may continue tomorrow.