

12.53 hrs.

DEMANDS FOR GRANTS—RAILWAYS, 1966-67
AND

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1966-66—
contd.

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1966-67 and Supplementary Demands for Grants in respect of the Budget (Railways) for 1966-66. Shri Lakhan Das may continue his speech.

Shri S. M. Banerjee (Kanpur): When is the hon. Minister going to reply?

Mr. Speaker: Just after this speech.

श्री लखनदास (शाहजहांपुर) : माननीय अध्यक्ष महोदय मैं इस बात के विषय में कल कह रहा था कि जब हमारी समाजवादी सरकार है तब उसके कर्मचारियों के वेतन में इतना अन्तर क्यों है इसकी ओर देखना चाहिये।

इसके अलावा हमारे यहां रेलवे में जो कुसी होते हैं न तो रेलवे मन्त्रालय उनको अपना नौकर समझती है और न जनता ही अपना नौकर समझती है और इस वजह से वे बेचारे गरीब बहुत ज्यादा परेशान हैं। उनके लिये रेलवे में नौकरी की व्यवस्था रखी जाय। यह जो कहा जा रहा है कि वे बदमाशी करते हैं, नालायकी करते हैं तो ऐसे आदमी कुसी न रखे जाय जो नालायकी और बदमाशी करते हैं।

मेरी एक विनती यह भी है कि रेलवे में जो एयर कन्डीशन या फ्रस्ट क्लास रखा जाता है उसमें केवल तीसरा दर्जा ही रखा जाय इससे रेलवे की बचत होगी और हम सब लोग जो मुफ्त-खोरे हैं और ज्यादातर इनमें मन्त्रालय के कर्मचारी लोग मुफ्त में सफर करते हैं भारत सरकार को इससे कोई फायदा नहीं

होता है बल्कि इसमें बचत होगी। चाहे प्राय तीसरे दर्जे में कुछ सुविधायें बढ़ा दीजिये लेकिन यह भेदभाव जो हमारी समाजवादी सरकार में है उसको खत्म किया जाय। आदमी जैसा बर्ताव सबके साथ करे यह नहीं होना चाहिये कि जो हमारे नौकर हैं वह तो फ्रस्ट क्लास में बैठें और जो मालिक हैं वह थर्ड क्लास में जायें। उनके साथ ऐसा व्यवहार नहीं करना चाहिये। इसको खत्म करने से रेलवे में बहुत ज्यादा फायदा हो सकता है इसको खत्म किया जाय और तीसरे दर्जे को ज्यादा अच्छा बनाया जाय ताकि भेदभाव की चीज समाप्त हो जाय। इन्सान के अन्दर समानता आनी चाहिये जैसी कि हमारी सरकार की भावना भी है।

इसके अलावा फ्रफ्रसरो के लिये जो अलग से बोगियां चलती हैं जिस पर बहुत फजूलखर्ची होती है उसको भी खत्म किया जाय। उनके लिये जो विशेष तरीके का इन्तजाम किया जाता है उस पर लाखों रुपया खर्च होता है रेलवे मन्त्रालय उनके लिये इतना खर्च न करे।

बगैर टिकट चलने वालों की तादाद ज्यादा बढ़ती जा रही है। अभी यह शुरूआत का मामला है फिर हमारी सरकार को इसमें ज्यादा मेहनत और परेशानी होगी। यह बगैर टिकट चलने वालों की तादाद क्यों शुरू हुई, पहले हमारे रेलवे वालों के बच्चे बगैर टिकट जाने शुरू हुए फिर उनके यार दोस्त बगैर टिकट जाने लगे फिर उनके यार दोस्तों के दोस्त जाने लगे उसके बाद गुण्डे बगैर टिकट चलने लगे और धीरे-धीरे यह समस्या इतनी बढ़ गई कि अब सरकार को कठिनाई होती है। गोलियां चलानी पड़ती हैं। यह बात इस समय नियन्त्रण के बाहर जा रही है इसका दूर करने के लिये इसको नियन्त्रण में लाने के लिये शीघ्र प्रयत्न करना चाहिये अन्यथा बाद में इसकी व्यवस्था करना मुश्किल हों जायगा। इसके लिये चाहे जितने कर्मचारी रखे जाय लेकिन इसकी फौरन रोकथाम की जाय

[श्री लखन दास]

नहीं तो इसमें बाद में बहुत हानि होगी। आप सब को मालूम है कि बिला-टिकट सफर करने वालों की तादाद काफी है और दिन पर दिन यह बढ़ती जा रही है।

अब मैं शाहजहांपुर की ओर आपका ध्यान खींचता हूँ। शाहजहांपुर से मैलानी एक लाईन अंग्रेजों के जमाने में सन 1914 तक थी। उसको 1914 की लड़ाई में तोड़ दिया गया था लेकिन उसके बाद 1914 में जो लाइनें लीं गई थीं उनको वापस कर दिया गया लेकिन शाहजहांपुर से मैलानी लाईन अभी तक वापस नहीं की गई। इसके लिये हमारे यहां बहुत से लोगों ने लिखा लेकिन अभी तक उसे नहीं दिया गया। शाहजहांपुर के साथ ऐसा सीतेले बच्चे की तरह का व्यवहार क्यों किया जा रहा है ?

हमारे यहां कटरा तिलहरा के बीच में एक हॉल्ट स्टेशन वीरमपुर था जो कि वहां पर बटलैया स्टेशन बनने के बाद तोड़ दिया गया था। अब वह बटलैया स्टेशन भी तोड़ दिया गया है लेकिन इस स्टेशन के तोड़ने के बाद उस हॉल्ट स्टेशन को फिर से चालू नहीं किया गया इससे बड़ी असुविधा हो रही है। मैंने डिबीजनल सुपरिन्टेंडेंट साहब मुरादाबाद से कहा था लेकिन उन्होंने कतई कोई ध्यान नहीं दिया। दिल्ली-इलाहाबाद पैसंजर को वहां आने तथा जाने में रोकना चाहिये—वीरमपुर हॉल्ट पर।

फर्रुखाबाद से गोला तक रेलवे लाईन बिछाई जानी चाहिये या फर्रुखाबाद से मैलानी तक बिछाई जानी चाहिये। इससे सरकार को बहुत ज्यादा फायदा होगा। इसका कारण यह है कि सड़की का लदान उस रास्ते से बहुत होता है ? रेलवे लाईन बिछाने से जो लोगों की तकलीफ है वह भी दूर हो जायगी और किसानों को भी बहुत ज्यादा फायदा होगा। इस वास्ते मैं कहना चाहता हूँ कि फर्रुखाबाद

से मैलानी तक या गोला तक एक रेलवे लाईन बिछा दी जाए।

13 hrs.

अन्त में मैं इतनी ही प्रार्थना करता हूँ कि वगैर टिकट जो लोग यात्रा करते हैं उसकी रोकथाम की जाए और देखा जाए कि इसको कैसे रोका जा सकता है। इससे भी आपकी भ्रामदनी में वृद्धि हो सकती है। अगर इसो को न रोका गया तो बड़ी परेशानी सरकार को होगी।

The Minister of Railways (Shri S. K. Patil): Mr. Speaker, Sir, the Demands for Grants, when they are discussed, naturally give an occasion for Members to draw the attention of the Government to various conveniences or the want of them and I am grateful to the House and the Members who have participated in the debate that they have pointed out many things. In the General Debate, while replying to it, I have dealt with the policy matters and I need not repeat them on this occasion. So far as the other matters are concerned, namely, somebody wants extension of the line, somebody wants some more trains and faster trains, this is a matter where the Railway has spread all over the country in all directions and naturally if all the suggestions which the hon. Members have made were very liberally accepted, I do not know how many thousands of crores of rupees would be necessary for that. Since I am limited by funds, surely, I have got to seek the priority as to out of the many demands that are made which should be accepted first and which should be accepted second and, therefore, if I could not satisfy everyone of them, it is not because I am less liberal and hence I am doing so but because I am so circumstanced that it is impossible to do so.

My colleague, Dr. Ram Subhag Singh, has already gone into details

about many points that have been raised. I do not want to cover that ground. I shall mention a few things and a few speeches that have been made after he delivered his speech. Also, there is another procedure that we have adopted, and we have repeated time and again, that if any particular request or demand that was made is not answered in our speech, we answer them in a special brochure which is always kept in the Parliament Library and for which we have got applause from the House.

Shri Hari Vishnu Kamath (Hoshanabad): Expedite it.

Shri S. K. Patil: Yesterday, a new point was raised by my colleague, Mr. Trivedi, that we did not refer or my colleague did not refer to the cut motions. Now, there are very many occasions during this debate, either the General Debate or the Demands for Grants or the Appropriation Bills that will come, etc., when the Members can refer to anything. It is not necessary that the person who has moved a cut motion should also speak—sometimes people speak—and, therefore, if we did not refer to any particular cut motion, the idea is not that we have got any disrespect for the hon. Members but because we covered the discussion as a whole and, therefore, there is no particular attempt that it should be so done.

My friend, Shri Trivedi, mentioned that the points raised in the context of the cut motions moved by the Members had not been covered. On going through the list of cut motions I find that many subjects like catering, provision of road-over-bridges, doubling of railway lines, conversion of lines to wider gauge etc. which form the subject of the cut motions were dealt with in the replies in appropriate groups. Many of the speeches covered a lot of ground apart from that of the cut motions and it was only natural and proper that rather than leave out the points which were actually made in the speeches and to touch on subjects

which were not mentioned at all, the priority was given to the former by my colleague while replying to the debate.

In any case, within the limited time available, we have tried to cover as many of the points made by the hon. Members in the discussions and points made in the speeches of hon. Members which are not covered in the reply will be dealt with individually and a copy of the replies placed in the Parliament Library as usual.

My hon. friend, Shri Trivedi, has as many as 20 cut motions against his name. Some of them have been described with such telegraphic brevity that I myself did not know what actually the Member wanted. The Member did not elucidate them in his speech. If there is any further elucidation necessary, either on his part or on my part, surely we can go into that and he would have satisfaction.

He has made a suggestion about the traffic survey between Kota and Chotgarh. Possibly, the hon. Member favours one of the alternative routes between the two points. This again cannot be discussed unless his views are more specific. I do not want to go into that because that will be made clear when specific questions are raised. The only other cut motion which can be answered is the one about the non-payment of arrears of up-graded posts on western Railway, particularly the commercial clerks. In respect of this, I would like to assure the hon. Member that while it has taken some time to finalise the allocation of Higher-grade posts and to complete the selection or suitability tests necessary before individuals can be appointed against them, instructions have been issued to see that such orders are implemented in future and arrears paid within three to four months of the date of receipt of such orders. That is a distinct improvement as against what was being done before.

[Shri S. K. Patil]

My hon. friend, Dr. C. B. Singh, stated that there should be a national policy for development of transport (road as well as rail) and mentioned that the northern portion of Uttar Pradesh is not properly served by the Railways. The idea seems to be that the policy of Railways should be that wherever there is no railway, whether it is justified or not, whether it should be remunerative or not, the Railways should go there. This is a good policy, no doubt, but surely if the Railways were to have that policy, it will cease to be a commercial organisation. Let us keep it as a commercial organisation. It is an organisation that gives you some return and the House is happy about it.

So far as the national transport policy is concerned, I am very much concerned about it as every hon. Member of this House is. I had the privilege of presiding over the Ministry of Transport and Communications and, therefore, I know what exactly the problems of that Ministry are and, therefore, when we have a national policy, integrated policy, then, surely, the Railways also become a part of it. It will not be correct to assume that there is no national policy in regard to the development of transport capacity in the country. Whatever expansion has taken place in the capacity of rail transport in the successive Five Year Plans has been effected in close consultation among the Ministries concerned and with the Planning Commission. Transport policy and co-ordination has been the subject matter of a study by a high power committee appointed by the Government and the Report of this Committee on Transport Policy was presented to this House only a few weeks ago.

To that I would add that there is a Cabinet Committee now specially appointed for all the transport, that is, the transport and communications, including aviation and navigation, and the railways, that there is a co-ordination committee where all these problems are put together and consider-

ed. The Railway Minister happens to be the Chairman of that Committee and, therefore, a policy which is concerted, which is coordinated, which is sufficiently competitive but yet not destructive or obstructive of each other, has got to be evolved and that should be the constant attempt of this Ministry to do so.

Shri P. G. Sen pleaded for the dieselisation of Assam Mail. The dieselisation of B. G. Assam Mail will be duly considered with the availability of diesel locomotives. With the present availability of diesel locomotives, it is not possible to dieselise this train. The dieselisation of M. G. Assam Mail is, however, under examination. I have said that this is a constant effort of the Railways that we should go from the steam traction to the dieselisation or the electric traction and if you see the progress that has been achieved during the last few years in this particular part of the Railways activity, you will see that the pace is faster than anywhere in the world and that is because we have got the technical know-how and we know how essential it is and, to a large extent, it solves the question of overcrowding also.

Shri M. L. Dwivedy mentioned corruption in connection with the reservation of berths in sleeping coaches. His remarks were of a general nature and it is difficult to act upon them. However, I may mention that apart from investigating specific complaints, frequent checks are being conducted against this type of corruption by the Vigilance Organisation and by the Central Investigating Agency of the Railway Board. I may assure the House that, whenever and wherever railway staff have been found guilty, severe punishment has been imposed. Speaking about corruption in general....

Shri Hari Vishnu Kamath: Before he comes to corruption, I rise on a point of order. I am sure you will

agree that it is very surprising, and regrettable, too that when the Cabinet Minister is replying to Demands for Grants running into crores of rupees, there should not be a quorum in the House.

Mr. Speaker: The bell is being rung.....

Now there is quorum. The hon. Minister may continue.

Shri Muthya! Rao (Mahbubnagar): I am glad there is quorum now. But not even one Leader of the Opposition is there.

Shri Hari Vishnu Kamath: That is no argument.

Shri S. K. Patil: I do not think what my hon. friend meant was part of corruption in any case.

Dr. C. B. Singh suggested the construction of new lines in Madhya Pradesh. The House is already aware that, for the development of Dandakaranya region, a major portion of which covers the backward areas of Madhya Pradesh, a broad gauge line—450 KM_s long—between Bailadilla and Kottavalva is nearing completion. Therefore, that province has already got a little because it is backward. I can quite understand that. It has been attended to just now.

Surveys are also under way for connections from Dantewara in the Dandakaranya region to Bhadrachellam and Kovvur to the south and to Dhal-li Rajhara in the north and from Lan-jigarh Road on the Raipur—Vizianagara line to Ambaguda. These lines are being investigated in connection with the integrated development of the Dandakaranya region based upon the mineral and other material wealth of the area. Therefore, so far as this part is concerned, it is being attended to.

Dr. C. B. Singh suggested that local people should have preference in recruitment to Class III and Class IV service. Class IV staff is normally recruited by the Divisional or District authorities of Zonal Railways and this,

in effect, gives the residents of the local area a good deal of advantage. Casual labour, which is always recruited locally on the divisions, get preference for absorption in regular Class IV service.

Recruitment to Class III posts is made through Railway Service Commissions and vacancies are advertised through the newspapers of the regions served by the Commissions, so that the residents of the region have every opportunity to be selected.

The other day when there was a demand that there should be some kind of a Public Service Commission of Railways in Bihar, I have gone to the extent of explaining that, although it is not a new Commission, the offices of both the Commissions would be in Patna or Dhanapura, so that they would get the advantage and the local people, the local talent, would be discovered there, if it was not already discovered elsewhere.

Shri A. P. Sharma (Buxar): Unless there is an office, how can there be two?

Shri S. K. Patil: Surely there will be. They will have the advantage of both—what is for Calcutta and what is for Allahabad. The offices of both would be there because it serves both the things. That is much better.

Shri Balmiki stated that the quarters provided to sweepers are generally unsatisfactory and require improvement. The quarters provided to them are not generally unsatisfactory, but they have sometimes the knack of making them unsatisfactory after occupation. I have found this experiment in the city of Bombay for forty years and I exactly know how these quarters, even if they are given in a good condition, are turned into a bad condition. With the spreading of education, sanitation, etc. all these things will improve. But it is not that the Railways know that the quarters are unsatisfactory and those are specially given to the sweepers because they are unsatisfactory. I do not admit that

[Shri S. K. Patil]

this kind of thing is being done. Sweepers get the same accommodation as other Class IV staff and this includes a living room, a bath room, a kitchen and a verandah. Quarters built earlier to different specifications are being gradually improved to bring them up to the current standards but the hon. Member will appreciate that these improvements have to be phased over a number of years as the need for new quarters has also to be met concurrently from limited funds.

As I have said in reply to the general discussion, so far as housing is concerned, Railways are doing more than any other Ministry. In fact, we want to have more and more, so that these fringe benefits which are of immense value to our employees would be made available to them.

Shri Omkar Lal Berwa suggested that casual labour should not be subjected to medical examination when appointed to permanent jobs. Medical examination is prescribed for all categories of railway staff in the interest of public safety, their own personal safety, the safety and health of their co-workers and the efficiency of service. It is precisely because casual labour are not subjected to medical examination when they are first engaged that they have got to be subjected to it when they are put on permanent employment.

13.16 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Shri D. C. Sharma stated that a survey should be carried out for a rail link from Ludhiana to Chandigarh. Surveys for this rail link have been carried out in the past and they showed that such a line would not be justified financially. With the limited funds available in the Fourth Plan for new lines, it is unlikely that this project can secure high priority for inclusion.

Shri N. N. Patel desired that the Bilmora-Vaghai narrow gauge line

should be converted into broad gauge and extended to Nasik for exploiting timber from the Dang Forests and a rail link should be constructed from Magdalla Port to Surat. My colleague has already replied to that. Therefore, I do not go into that, but the matter is under investigation and when that is done, it will have its due priority.

Shri Kashiram Gupta stated that Rewari-Khalilpur Section should be doubled. Of the 82 KMs long section between Delhi and Rewari, only the section between Garhi Harsaru and Khalilpur, which is only 31 KMs, is now single line. Doubling of this section is not necessary to handle the traffic offering now but will be taken up when further development of traffic justifies it.

Shri Shankar Alva suggested many things, to which the replies have been given by my colleague, but there are one or two points to which I would make a mention. He suggested that electrification in Mysore State should be taken up on a large scale as electricity is available in plenty from the Sharavati Valley Project. He will no doubt appreciate that, while cheap electric power is a prerequisite, the heavy capital investment on electrification can be considered reasonable only after taking into account several other important factors such as traffic density, availability of resources, indigenous production, capacity of locomotives, etc. There seems to be an impression that, because there is electricity available and it is cheap, the track should be electrified. But that is only part of the expenditure. The process of electrification itself is so costly and unless it is justified by the circumstances, surely it is not done. Therefore, it is a question of priority. If it is justified there, surely we shall take advantage of the cheaper electricity available there and will no doubt do so.

Shri Shankar Alva stated that there should be no rethinking regarding remodelling of the Bangalore City Station building. He is not here just now. I am happy to say that we are paying so much of attention to it that there is no rethinking about it. The Station will be remodelled and it will be really in keeping with the dignity and beauty of the City and surely we will not do anything there which will not be in fitness to the surroundings which the Bangalore City affords.

Many members urged that level crossings at a number of places should be replaced by overbridges, to which a reply has been given by my colleague. But I can once again reiterate this thing because very many questions come here about level crossings. On that there is a firm policy of the Railways. As soon as a request comes from the State Government and they are prepared to do their part of the job—approach roads, etc., on which they have to spend—Railways are always ready and the plans are made in advance. There is no reluctance on the part of the Railways that they will not do it . . .

श्री ब्रज बिहारी मेहरोत्रा (बिहार) :
कानपुर माल रोड पर दो लेवल क्रॉसिंग बैसे हीचने घ्रा रहे हैं। कानपुर कारपोरेशन अपने हिस्से का काम करने को तयार है।

Shri S. K. Patil: It is not enough if the District Board is ready; they must also be ready to pay their part of it; it is not merely willingness that is required; in that way, everybody is ready in this country for everything. But surely a part of it has got to be paid by them. Now it has been made more possible. As I have already indicated in the budget speech, a couple of crores, a little less than Rs. 2 crores, have been diverted from the Central fund to the State funds for this precise purpose so that they could also pay their part of it. It is not big enough and I understand that. But, surely, that particular thing should get a priority, if it ought to.

Shri Muthiah stated that more money should be spent on passenger amenities. As you are aware, from Rs. 3 crores we have now lifted it to Rs. 4 crores. This will go on increasing more and more because it will create conditions where I do not see any reason why we should not go upto Rs. 5 crores or even Rs 6 crores. It cannot be done all of a sudden; it has got to go too slow. Yesterday my colleague said about the minimum amenities that are to be provided to thousands of stations. Nearly 7,000 stations are to be provided with minimum amenities. This is being attended to and wherever it is not provided, he has assured that it would be done within the next two years.

Shri P. K. Deo mentioned that the Delhi-Rajpur through coach should have been routed via Nagpur instead of Katni. This route was selected to meet the demand actually made earlier. The route via Nagpur is only 245 K.Ms longer. Many Members, when they make a suggestion seem to think that possibly the ticket cost will remain the same and therefore, the route has got to be changed. But, they forget that if the route mileage increases, the passengers will have to pay for it and it will be added to that ticket. That is not exactly what the Railway Ministry should do because many Members will not like to do that and pay this additional money.

Shri Jwala Prasad Jyotishi referred to the introduction of a fast train service between Bilaspur and Delhi. The existing level of through traffic between Bilaspur and Delhi is not such as to justify that. But, surely, when there is anything by which the traffic increases etc. that will always be taken into consideration and it is done.

Shri Amar Singh Saigal wanted a new train from Waltair to Delhi via Allahabad or via Bina. I am afraid the traffic between Waltair and Delhi is too small to justify a direct train. Limited terminal facilities at Delhi and line capacity on the route also make it difficult to run another train.

[Shri S. K. Patil]

However, a composite first and third class through coach between Rajpur Bilaspur and Delhi is being introduced via Katni and Bina very shortly. With effect from 1st April, 1966.

Shri Onkar Lal Berwa referred to the Air-Conditioned coach running between Kota and Dehra Dun by Bombay-Dehra Dun Express as an uneconomic proposition which is being continued at the expense of first class traffic. The partially Air-conditioned coach having first and Air-conditioned accommodation runs on two days in a week between Kota and Dehra Dun by Bombay-Dehra Dun Expresses. An analysis of utilisation of Air-Conditioned portion of the composite coach has shown that it is well patronised between Kota and Delhi. Accordingly, it has been decided to operate the service only between Kota and Delhi from 1st of April, 1966 and to raise its frequency from bi-weekly to tri-weekly. Having regard to the utilisation of Air-Conditioned accommodation on Kota-Delhi section, there is justification to continue this service.

Shri Warior spoke of limited transport capacity in Kerala especially from Cochin Harbour towards Coimbatore. The present capacity on the Cochin Harbour Coimbatore section is quite adequate for current traffic; and for handling the new traffic anticipated from the refinery and other industries in the Cochin area, a number of line capacity works like additional loops, tokenless block working etc. are in progress. Diesel traction which is to be introduced for all through goods services between Erode and Cochin Harbour....

Shri Warior (Trichur): It is not Erodey but it is Erode.

Shri S. K. Patil: Its name is Erode. There is no erosion about it. Cochin Harbour will itself raise transport capacity by 15 to 20 per cent when this dieselisation is done. More crossing

stations and loops have also been sanctioned between Ernakulam and Quilon to meet future traffic needs of Southern Kerala. Kerala is—I don't say probably in a bad sense—as far as traffic is concerned, surely a problem because it has got a higher density in the line. Therefore special consideration will always be given to it because the entire population has got to be catered for.

Dr. L. M. Singhvi referred to the need for an additional train between Delhi and Jodhpur because, according to him, Jodhpur is probably a kind of intellectual capital of Rajasthan. I quite understand that probably the Member, instead of saying that he hails from that intellectual capital (laughter) wants the introduction of an additional train between Delhi and Jodhpur. It is not feasible to do that at present for want of spare line capacity on the saturated single line portion of Delhi-Rewari Section and because money is almost very necessary. The available capacity has been further strained by introduction of an additional train between Delhi and Bikaner from 1st October, 1965. It has been in operation since then.

Shri Kashi Ram Gupta stated that in the newer design of coaching stock the number of bath rooms is being reduced. That has also been a complaint in several fields. There has been no change in scale of number of passengers per lavatory for the last 15 years. The scales are:—

One lavatory for 6 passengers in the first class;

One lavatory for 16 passengers in the second class; and

One lavatory for 20 passengers in the third class.

If this is really small and after careful examination also it is found to be so, when the new coaches will be built up, something else would be done about this. This is what I am telling that for the last so many years this is what is existing and that we have not made any special attempt to reduce that number.

Shri V. B. Gandhi mentioned that industrial accidents had increased to 42.4 per 1000 workers in 1962. That has been answered by my hon. friend and I do not want to take the time of the House. But, I can merely point out that in 1952-53 they used to be 95 per 1,000 employees. In 1964-65, after 13 years, they have gone down to 44.5. Therefore, there has not been any increase but it is less than half. Constantly that progress is being maintained.

At present Safety Committees and Accident Prevention Committees function in the Workshops under the guidance of Works Managers. These Committees review accidents and their causes and take suitable measures to eliminate such causes. The question of setting up a separate organisation for minimising the incidence of accidents in Railway Workshops has been considered but it was felt that the most effective means of controlling this would be through the officers and supervisors who are daily in intimate contact with the workshop staff and who can during their rounds notice and prevent any unsafe methods and practices being adopted. Also since there has been a very marked and steady improvement in the incidence of accidents, the present organisation seems to be producing the results expected. A case has not been made out for starting any additional organisation. That does not solve the difficulty.

Shri D. C. Sharma mentioned that the strength of the Research, Designs and Standards Organisation is not commensurate with the needs of the Railways. He also stated that more money should be spent on research and the Research Wing should be separated from the Designs and Standards Wing.

We are fully alive to the importance of research on Railways and we have taken steps to extend its scope. The expenditure on this organisation which used to be of the order of Rs. 30 lakhs in 1956-57 has been rising steadily and is about 1.3 crores now. It is not

merely the expenditure that has increased but many other things have gone in that direction. New coaches are being built; along with that, other problems crop up. The strength of the technical officers and staff in this organisation has also steadily been increasing. As against 70 officers and 312 staff in 1961, we have to-day 133 officers and 900 staff in this organisation and that organisation is doing very excellent work indeed.

Shri Subodh Hansda said that for the private school at Kharagpur, the Railway should give land for school building. I think that has not been considered necessary. That would mean we have to get the land from somewhere and make it available. That could not be done. As far as lands are available with the Railways, they would always be ready to give that.

Shri Onkar Lal Berwa said that Scheduled Castes were being discriminated against on flimsy pretext and are reverted for failure to pass re-entrance courses and medical tests. He also said that there is discrimination in the grant of leave and passes.

It is very difficult for me to deal with such sweeping general accusations. I can assure him that if he has any specific cases in mind and if they are brought to the notice of the Administration, they will be looked into carefully and necessary action taken.

Shri Ganapati Ram (Machhlishahr): What about the fulfilling of the reserved quota for the Scheduled Castes in Class I, II, III and IV services?

Shri S. K. Patil: That will also be taken into consideration. The question is not one of merely filling up the posts. But the proper people must be made available. If there is any genuine complaint about it, surely it will be looked into. I am really grateful to the hon. Member that this has been pointed out to us.

There are two more questions generally to which I shall refer and then I shall have done.

Shri Daljit Singh (Una): No reply has been given regarding the taking over of the Rupar-Nangal Dam line. I also wanted a direct train from Delhi to Nangal Dam.

Shri S. K. Patil: Reply has been given already. When I started my reply I had already said that wherever replies were not given, they would be given in writing and placed on the Table of the House or in the Library. That is the reply. In the same way I could not reply to hundreds of things that had been raised. The replies to all of them would be given in writing.

But I shall deal with two general questions that are there. One is about catering and the other is about corruption. The question of corruption was raised by my hon. friend Shri U. M. Trivedi, and I had replied to his points to some extent earlier when he was not here. The subject of corruption really makes me very very uneasy. Although the Railway Administration is excellent, its performance is excellent and all that, and that is a thing that gladdens my heart, when I come to the question of corruption, I must admit that I have not been able to make a sort of significant dent upon it. It is no use merely stating figures and giving statistics and saying that there have been only so many cases, and we have done so many things; at any rate, that does not satisfy me, much less can it satisfy the hon. Members. We are doing everything in our power to remedy this. The mere setting up of an organisation of vigilance does not automatically mean that from the time the organisation comes into being, corruption goes down. It has been crystallised, and, therefore, it has got to be broken.

Shri Hari Vishnu Kamath: It has been solidified.

Shri S. K. Patil: It is a great effort that has got to be made everywhere. I am not going to run away by merely

saying 'Oh, there is nothing; it has not been brought to our notice.' Whether it is brought to our notice or not, if the thing exists, though it is not seen, it has got to be removed, because the railways being a pioneer, being the largest public undertaking, it is our duty to see that we set some example so that the public sector undertakings and also the other Ministries can learn something out of it. That is a subject that is constantly engaging my attention, and surely I would remain uneasy until on that question, though it may not be finally solved, we make some kind of a significant dent, as I said earlier.

Shri Hari Vishnu Kamath: Minimise it.

Shri S. K. Patil: So far as catering is concerned, I could assure hon. Members that the standards of catering and the standards of society somehow or other go together. When it is a private caterer, sometimes it is said that we can punish them or we can do this or that and there is a hue and cry and it is said that it must be departmentally done; but after all, I would submit, that the question of personnel is just the same. A man does not become an angel because he comes into the public sector and it is not as if he remains a devil when he is outside that sector. If things were so easy as that, then we could have made everything into a public sector where only angels could be seen. What I am pointing out is that there is good and there is bad in everything; there are some contractors that are very good and a lot of them who are bad. Similarly, so far as our catering is concerned, there are some officers in some places.....

Shri A. P. Sharma: What about competition?

Shri S. K. Patil: Therefore, we have kept the competition. We have purposely kept the competition, and we do not want to destroy the system lest

one system should become crystallised and we cannot improve upon it. But I do agree with my hon. friends when they say that on some railways, perhaps, in the Western Railway the thing is slightly better but in other railways it is not so good. No doubt, there is a difference in this matter. Therefore, that will constantly engage our attention. Besides, there are advisory committees for catering at the zonal and at the national level etc. Therefore, whether there is a debate or not, if any suggestion which is practical and which can be put into operation is brought to my notice, I shall not be loath to take action in that behalf, because that is one thing which goes to make the travel either comfortable or otherwise. It is not enough if the train goes fast, but even the food is necessary.

There is very little further that I can add. I am grateful to the House once again. Though they had pointed out some difficulties and some defects, by and large, there has been a general tone of appreciation of what the railways have been doing, and I am grateful to the hon. Members for this.

Some hon. Members rose—

श्री हुकम चन्द कछवाय (देवास): अध्यक्ष महोदय, रनिंग स्टाफ के बारे में मंत्री जी ने कुछ नहीं कहा ।

Shri U. M. Trivedi (Mandsaur): I want to ask one question....

Mr. Deputy-Speaker: We have had a long debate just now. I think we should go on to the next item.

Shri U. M. Trivedi: It is true that we have had a long debate. But there was one point made in regard to the cut motions.

I would just tell the hon. Minister that if he would read my cut motions, he would very quickly understand them. He is a very intelligent man, and it would not require any intelligence from me to put meaning to the cut motions that I have tabled. I

hope that he will look into the cut motions that I have moved in the spirit in which I have moved them.

Shri S. K. Patil: I can assure you that I have seen all the cut motions. When I used the expression 'telegraphic language', it was just a way of saying it. I merely said that if my hon. friend would elucidate and point out anything at any time, surely I shall be only too willing to do that. I was not criticising the method in regard to cut motions.

Mr. Deputy-Speaker: Does any hon. Member want that any of his cut motions should be put to vote separately?

श्री सरजू पांडेय (रसड़ा): एक सवाल मैं पूछना चाहता हूँ, एक फिट सुन लिया जाय ।

Mr. Deputy-Speaker: If I allow the hon. Member, then I shall have to allow others also.

The cut motions which have been moved are as follows, namely cut motions Nos. 20 to 43, 93 to 99 and 104 to 110, 152 to 165 and 236 to 253 in the name of Shri Warrior, cut motions Nos. 46, 47 to 51, 60, 63, 66 to 75, 82, and 83 in the name of Shri U. M. Trivedi, cut motions Nos. 44 to 46 in the name of Shri Yashpal Singh.

Mr. Deputy-Speaker: In that case, I shall call only Shri U. M. Trivedi.

Shri Shree Narayan Das (Darbhanga): If you call one hon. Member, you should call others also.

Shri U. M. Trivedi: As regards the cut motions, the hon. Minister was perfectly right in his assertion that the cut motions were more or less in a telegraphic language and they did not convey all the arguments that lay behind them. But in the present set-up of things in regard to the debate that goes on here, the time is limited; there is only limited time at the disposal of any Member to enable him to apply his mind to the various aspects of each

[Shri U. M. Trivedi]

of his 20 or 30 or 40 cut motions; in view of the limited time, he shall have to utter only one sentence on each of them and say that such and such cut motions have been moved by him. That is why we have the debate divided into two parts, namely the general discussion and the discussion on the Demands and the cut motions. But, unfortunately, what happens is that on account of the party basis for allocation of time, the cut motions are not discussed after the general debate is over.....

Mr. Deputy-Speaker: I thought the hon. Member wanted to seek some clarification.

Shri U. M. Trivedi: I am just explaining it....

Mr. Deputy-Speaker: That can be discussed separately.

Shri U. M. Trivedi: Where?

Mr. Deputy-Speaker: The hon. Member may meet the Speaker and tell him. Cut motions Nos. 85 to 92, 184 and 185 in the name of Shri P. K. Deo, cut motions Nos. 111 to 130, 166 to 183, and 270 to 280 in the name of Shri Priya Gupta, cut motions Nos. 139 to 150 in the name of Shri Muhammad Ismail, cut motions Nos. 186 to 188 in the name of Shri Kashi Ram Gupta, cut motions Nos. 189 to 220, 212 to 221, 263 to 269 in the name of Shri Madhu Limaye, and cut motions Nos. 281 and 282 in the name of Shri Kishen Pattanyak.

Shri Krishnapal Singh (Jalesar): There has been no reply in regard to my cut motions.

Shri S. K. Patil: The hon. Member will get it.

Mr. Deputy-Speaker: I shall now put the cut motions to vote.

All the cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in

the third column of the Order Paper 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, 1967, in respect of the following Demands entered in the second column thereof: Demands Nos. 1 to 11, 11A, 12 to 16, 18 and 20."

The motion was adopted.

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 defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of the following Demands entered in the second column thereof: Demands Nos. 1, 4 to 9 and 12 to 15".

The motion was adopted.

[The motions for Demands for Grants, 1966-67 and Demands for Supplementary Grants, 1965-66 in respect of Railways, which were adopted by the Lok Sabha, are reproduced below—Ed.]

DEMAND No. 1—RAILWAY BOARD

"That a sum not exceeding Rs. 1,26,17,000 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, 1967, in respect of 'Railway Board'."

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 3,89,14,000 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, 1967, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 49,65,000 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, 1967, in respect of 'Payment to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 58,22,22,000 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, 1967, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 1,87,01,26,000 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, 1967, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 1,19,96,68,000 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, 1967, in respect of 'Working Expenses—Operating Staff'."

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

"That a sum not exceeding Rs. 1,16,62,63,000 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, 1967, in respect of 'Working Expenses—Operation (Fuel)'."

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

"That a sum not exceeding Rs. 34,60,54,000 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, 1967, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 31,93,65,000 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, 1967, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES—STAFF WELFARE

"That a sum not exceeding Rs. 21,07,40,000 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, 1967, in respect of 'Working Expenses—Staff Welfare'."

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 1,00,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

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

"That a sum not exceeding Rs. 13,60,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND No. 12—DIVIDEND TO GENERAL REVENUES

"That a sum not exceeding Rs. 133,49,78,000 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, 1967, in respect of 'Dividend to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS (REVENUE).

"That a sum not exceeding Rs. 12,00,38,000 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, 1967, in respect of 'Open Line Works (Revenue)'."

DEMAND No. 14—CONSTRUCTION OF NEW LINES

"That a sum not exceeding Rs. 49,08,51,000 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, 1967, in respect of 'Construction of New Lines'."

DEMAND No. 15—OPEN LINE WORKS—CAPITAL DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

"That a sum not exceeding Rs. 523,72,77,000 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, 1967, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND No. 16—PENSIONARY CHARGES—PENSION FUND

"That a sum not exceeding Rs. 3,60,80,000 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, 1967, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND No. 18—APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs. 22,18,87,000 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, 1967, in respect of 'Appropriation to Development Fund.'"

DEMAND No. 20—WITHDRAWAL FROM REVENUE RESERVE FUND

"That a sum not exceeding Rs. 2,39,35,000 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, 1967, in respect of 'Withdrawal from Revenue Reserve Fund.'"

Supplementary Demand for Grants (Railways) 1965-66

DEMAND No. 1—RAILWAY BOARD

"That a Supplementary sum not exceeding Rs. 2,74,000 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, 1966, in respect of 'Railway Board.'"

DEMAND No. 4—WORKING EXPENSES—ADMINISTRATION

"That a Supplementary sum not exceeding Rs. 3,31,01,000 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, 1966, in respect of 'Working Expenses—Administration.'"

DEMAND No. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a Supplementary sum not exceeding Rs. 11,03,24,000 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, 1966, in respect of 'Work-

ing Expenses—Repairs and maintenance.”

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

“That a Supplementary sum not exceeding Rs. 7,23,41,000 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, 1966, in respect of ‘Working Expenses—Opening Staff.’”

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

“That a Supplementary sum not exceeding Rs. 5,81,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of ‘Working Expenses—Operation (Fuel).’”

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

“That a Supplementary sum not exceeding Rs. 2,30,91,000 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, 1966, in respect of ‘Working Expenses—Operation other than Staff and Fuel.’”

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

“That a Supplementary sum not exceeding Rs. 1,36,22,000 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, 1966, in respect of ‘Working Expenses—Miscellaneous Expenses.’”

DEMAND No. 12—PAYMENTS TO GENERAL REVENUES

“That a Supplementary sum not exceeding Rs. 38,82,000 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, 1966, in respect of ‘Payments to General Revenues.’”

**DEMAND No. 13—OPEN LINE WORKS
(REVENUE)**

“That a Supplementary sum not exceeding Rs. 30,97,000 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, 1966, in respect of ‘Open Line Works (Revenue).’”

**DEMAND No. 14—CONSTRUCTION OF NEW
LINES**

“That a Supplementary sum not exceeding Rs. 2,73,07,000 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, 1966, in respect of ‘Construction of New Lines.’”

**DEMAND No. 15—OPEN LINE WORKS—
CAPITAL, DEPRECIATION RESERVE FUND
AND DEVELOPMENT FUND**

“That a Supplementary sum not exceeding Rs. 14,80,74,000 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, 1966, in respect of ‘Open Line Works Capital Depreciation Reserve Fund and Development Fund.’”

13.39½ hrs.

**APPROPRIATION (RAILWAYS)
BILL,* 1966**

The Minister of Railways (Shri S. K. Patil): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways.

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