

श्री धूसिया (जिला बस्ती—मध्यपूर्व व जिला गोरखपुर—पश्चिम-रीढ़त—अनुसूचित जातियां): मैं एक सवाल पूछना चाहता हूँ। मिनिस्टर साहब ने बहुत से सवालों का जवाब दिया लेकिन मुझे दुःख है कि उन्होंने रेलवे सर्विस में शिद्द्यूल्ड कास्ट और शिद्द्यूल्ड ट्राइब्स की भर्ती के बारे में कुछ नहीं कहा। प्रॉविसेज के एक्जेशन मिनिस्टर और सेंटर के एक्जेशन मिनिस्टर कहते हैं कि हम शिद्द्यूल्ड कास्ट और शिद्द्यूल्ड ट्राइब्स के सड़कों की मांग पूरी नहीं कर सकते क्योंकि उनकी तादाद बहुत ज्यादा हो गयी है। इसीलिए वह सब को स्कालरशिप नहीं दे सकते। दूसरी तरफ हमारे लड़के जो रेलवे सर्विस के लिए एप्लाई करते हैं तो रेलवे आथॉरिटीज कहती हैं कि हमको आपके ठीक आदमी नहीं मिलते हैं। इसीलिए मैं रेलवे मिनिस्टर साहब से प्रार्थना करूंगा कि वह बतलाने की कृपा करें कि अब शिद्द्यूल्ड कास्ट और शिद्द्यूल्ड ट्राइब के रिफ्रूटमेंट के बारे में उनकी क्या नीति रहेगी।

श्री एल० बी० शास्त्री : मैं ने इस चीज पर इसीलिए ज्यादा नहीं कहा कि कम्पोजिशन में यह सवाल उठने वाला है और उस पर काफी बहस भी होगी। लेकिन मैं यह बतलाना चाहता हूँ कि हमारी पालिसी इस सम्बन्ध में बहुत साफ है, और हम चाहते हैं कि जो कोटा हरिजन भाइयों के लिए मुकरर है वह पूरा किया जाय। उनको यह भी मालूम है कि इस सिर्लासले में इधर रेलवे में काफी तरक्की हुई है और जो नियुक्तियां हुई हैं उनमें शिद्द्यूल्ड कास्ट वालों की तादाद काफी बढ़ी है।

**Shri Dhusiya:** But not upto the mark.

श्री एल० बी० शास्त्री : यह तो मैं खुद मान रहा हूँ। मैं यह नहीं कहता कि पूरा हो गया। मैं यह कहता हूँ कि संख्या बढ़ी है। और माननीय सदस्य को यह भी मालूम है कि हमने लगभग साठ साठ जगहों के लिए विज्ञापन किया है और उसमें कहा है कि उनमें केवल

शिद्द्यूल्ड कास्ट के लोग ही लिए जायंगे और दूसरे नहीं लिये जायंगे, ताकि कमी को पूरा किया जाय। तो हमारी कौशिस निरन्तर उसी तरफ है। उनको यह भी मालूम है कि हमने कमीशन में शिद्द्यूल्ड कास्ट को मम्बर भी बनाया है ताकि भर्ती के बारे में यह शिकायत न रहे कि उनकी तरफ ध्यान नहीं दिया जाता। जब यह सिलेक्शन का, इंटरव्यूज का और इन्तैहान का मामला ऐसा नहीं है कि जिसमें आप यह आशा रखें कि जितने आपके आदमी जाते हैं वह सब के सब ले लिये जाएं। इन्तैहान होगा, नम्बर मिलेंगे। फिर कुछ लोग रह ही जायंगे। तो इस भावना से प्रेरित होकर बात नहीं कहनी चाहिए कि जबरदस्ती हो रही है और बेइन्साफी हो रही है। मैं यह नहीं कहता कि जितना करना चाहिए उतना हो चुका है। उसमें कमी है उसको मैं मानता हूँ। उससे मुझे इन्कार नहीं है। लेकिन आपको अपने दिल में यह ख्याल नहीं रखना चाहिए कि मेरे दिल में कुछ और है या मैं यह नहीं चाहता कि हरिजन भाइयों का जो कोटा है वह ज्यादा से ज्यादा पूरा न हो।

**Shri T. B. Vittal Rao:** As the Railway Minister has not said anything about publishing the original report of the Accidents Enquiry Committee, may I know whether he is going to reconsider his decision or not?

**Shri L. B. Shastri:** Well, the hon. Member has heard the speech of Shri Shahnawaz Khan. Having heard his speech very closely yesterday, if he has anything else to suggest, he can suggest that to me. I do not think that Shri Shahnawaz wants that his original report should be published.

#### DEMANDS FOR GRANTS FOR 1955-56—RAILWAYS

**Mr. Chairman:** So, we may now go to the second stage, the voting on Demands for Grants. A large number of cut motions to various Demands have been tabled by Members. As usual, the hon. Members and Leaders of Groups may hand over the num-

bers of those cut motions, which they select, to the Secretary, say within 15 minutes.

**Shri M. S. Gurupadaswamy** (Mysore): On Monday, Sir.

**Mr. Chairman:** That will be considered later.

**Shri Nambiar** (Mayuram): As regards the submission of the numbers of the cut motions, we must get some time more. There are about 300 cut motions; we have to pick and choose.

**Mr. Chairman:** All right; on Monday also, some time may be given for that but, as far as possible, Member's can give the numbers now.

**The Deputy Minister of Railways and Transport** (Shri Alagesan): There will be no great difficulty in choosing the cut motions. It will help matters and Members may like to concentrate on certain cut motions so that full replies can be given. If the discussion is to be full and satisfactory, Members can easily choose the cut motions now and hand over the list to the Secretary. It will simplify matters.

**Mr. Chairman:** Those Members who are ready today may give the numbers today because it will facilitate, as the hon. Minister said, discussion and also the Minister's reply. If there are a few left, they may be considered later. I will take those cut motions as moved if the numbers are given and if the hon. Members are present in the House and the motions themselves are in order.

**Shri Nambiar:** The cut motions may be treated as moved for the purpose of discussion. We will give the numbers and they may be treated as moved. But, we may start the discussion on Demand No. 1—Railway Board.

#### DEMAND NO. 1—RAILWAY BOARD

**Mr. Chairman:** Motion is:

"That a sum not exceeding Rs. 42,43,000. 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, 1956, in respect of 'Railway Board.'"

**Shri Nambiar:** Sir, I have got a large number of cut motions on Demand No. 1—Railway Board. I do not want to read out the cut motions since I am going to give the numbers. But, I would like to make mention of a few points, which are very relevant.

[**SARDAR HUKAM SINGH in the Chair**].

Unfortunately, we could not discuss in detail the administrative aspect of the railway management during the general discussion due to want of time. But, particularly with regard to administration, we want to focus attention on certain factors. The Railway Board is such a big body that we can rightly claim that the railway administration as such can be discussed under this head. There are various points which can be brought under other heads, but Railway Board being a subject which covers all of them, I can discuss the various points of administration under this head. We have got all respect for the members of the Railway Board who have gone out and also for the new members who have come.

**Pandit D. N. Tiwari** (Saran South): After the question time this morning it was decided that those Members who have already spoken on the general discussion of the Railway Budget will not be given a chance, but others would be given chances to speak. Is that going to be adhered to?

**Mr. Chairman:** That could not be an absolute rule. When we have to take into consideration the Demands, those who have moved cut motions, are to be given some time, and when the Chairman was here and called Demand No. 1, Shri Nambiar stood up and so Shri Nambiar has to be given his time. But I must make it clear that Demand No. 1 as well as the cut motions on Demand No. 1 are open for

[Mr. Chairman.]

discussion. The hon. Member who gets his chance now shall have no second chance on the same Demand.

**Shri Nambiar:** But on subsequent Demands, he may have.

**Mr. Chairman:** Certainly, there are no restrictions so far as the other Demands are concerned. Demand No. 1 and the cut motions thereon are now open for discussion.

**Shri Nambiar:** I have already submitted that we have got all respect for the members of the Railway Board who were there and we anxiously wait for the new Railway Board to give us a better and satisfactory performance, in the sense that we had several issues which we could not have satisfactorily dealt with by the last Railway Board.

Taking staff matters first, we know pretty well that the entire staff, with the exception of a very few, are dissatisfied today with the way in which they are treated by the Administration at the General Manager level and the Railway Board level. I know there are several instances wherein representations which were made to the Railway Board or to the General Manager or to the next immediate superior were never replied to. Seven or eight representations or reminders might be sent by the staff on various matters but with no reply whatsoever. Recently, some class IV staff told me that, "It looks as if we shall have to employ a clerk for each of us to deal with correspondence with the Administration because the Administration never replies" This is the sort of administrative control that exists today. For instance, travelling allowance arrears are not paid to the extent of eight to twelve months on the Southern Railway. In various departments whenever applications or petitions are sent, nobody takes care of them. That is why I submitted during my remarks on the general debate that there is an intolerable in-

crease of inefficiency in the Railway Administration. Merger has taken place, of course, but to what extent it has been successful is a point yet to be decided. Some 6,000 miles of railways are grouped together, as for instance, the Southern Railway is made up of the ex-S. I. Railway, ex-M.S.M. Railway and ex-Mysore Railway, and the whole Railway is grouped into one starting right from Poona up to Tuticorin. It travels across five different regions—the Tamil, the Telugu, the Malayalam, the Kanarese and the Maharashtra languages. All these are grouped under one Railway, having a General Manager, and the General Manager is considered to be a superhuman being sitting in Madras and dealing with the administration of all the 6,000 miles of railway lines. In theory it is good, but in practice the efficiency has gone down and control has gone down. Of course, there are regional administrators, called Regional Mechanical Engineers, Regional Traffic Superintendents and so on and so fourth. I am speaking of the Southern Railway where the divisional system has not come into operation, with which I will deal later on. These staff do not have even a chance of getting a reply from the Administration. Workers from Tuticorin, for instance, can be transferred to a metre gauge station somewhere in Poona. A Tamilian is transferred to a Maharashtra area and he is kept in a new seniority list. It is a list in which say for instance, all the clerks in the administrative side of the Traffic Department are put; which is a combined seniority list for the entire Southern Railway, but there is not even a differentiation of regions. So also with regard to drivers, fire-men and guards. A driver may be working in Madurai and he can be posted to Bitrakunda or Guntakal on a petty promotion with an increase of Rs. 5 in his wages. Therefore, the efficiency has gone down and that is why I submitted earlier that the question of regrouping must be considered in all seriousness.

With regard to management and administration I have to submit that the railwaymen as such have got serious grievances with regard to the Tribunal. The Tribunal has been appointed and two or three years have gone by but nothing has happened. The Tribunal is still supposed to be sitting and, of course, it is a one-man Tribunal. Yesterday, Shri Frank Anthony submitted that there were three thousand petitions presented to the Tribunal and it will be impossible for the Tribunal to sit in judgement over these petitions. The issues raised in the Tribunal, as everybody knows, are very limited; for example, whether workshop or loco-shed men can take leave less than half a day. Nobody worries seriously about this issue. There are a hundred and one issues concerning the entire railwaymen and those issues are not included. Nobody seemed to have cared about the question whether the Central Pay Commission's recommendations are implemented properly or not. Those are not included in the terms of reference of the Tribunal. On the other hand, what is included is whether leave for a period less than half a day can be granted. This is the sort of Tribunal that we have and its terms of reference are so narrow that it cannot say whether the anomalies dealt by the Joint Advisory Committee can be adjudicated upon or not. They simply say that they have to see whether, according to the Joint Advisory Committee, report, everything was done properly. The question whether the anomalies are right or wrong never comes out in the terms of reference of the Tribunal and that is the difficulty. The terms of reference are so limited that it requires some expansion. If the Minister is prepared to include some more items, I would suggest to him some points for consideration. There should be a proper gradation of staff in pay scales according to the nature of their work. Gradation is not done properly now. One worker may be doing a skilled worker's job, but he is graded as a

semi-skilled man or unskilled man. The wheel tapper and gauger is a worker who attends to the trains on the platform. He does the same work as a fitter known as R.S. fitter. Whereas the R. S. fitter is termed a skilled worker, the other man is termed a semi-skilled worker. Both do the same type of work and yet there is differentiation in their pay scales. This sort of thing is not included in the terms of reference of the one-man Tribunal.

The second item is "equal pay for equal work." The International Labour Organisation has accepted and the whole world has accepted that equal pay must be given for equal work. Even men and women, when they do the same work, must be paid equally. But, unfortunately, on our Railways, after the advent of freedom, this principle has been flouted to its nakedness. I submit that a locomotive driver, who is manning an engine, is paid differently as compared to another driver employed on a goods train or a passenger train because one has passed the matriculation while the other has failed to pass the matriculation. The responsibility is the same. He takes the engines whether of the passenger trains or not. He is supposed to take precautions with regard to the signals. Everything is the same. And that driver—because he did not pass the matriculation or a particular academic qualification and not a technical examination for which he should be qualified before he becomes a driver—is put to a disadvantage. The same is the case with the firemen.

**Dr. Lanka Sundaram:** It seems to be a matter of relative intellectual speeds.

**Shri Nambiar:** I do not know. Intellectual speed comes into the question when the selection takes place. The fireman, or what you call the Agwala becomes the driver. Before then, he has passed a technical examination. He must qualify himself.

[Shri Nambiar.]

He has to pass block training. He undergoes all this agony and he does it. If that is not enough, what is the necessity for .....

**Mr. Chairman:** I suppose the hon. Member wants some more time.

**Shri Nambiar:** Yes.

**Mr. Chairman:** Now, we take up private Members' business.

## COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

### NINETEENTH REPORT

**Mr. Chairman:** The House must be aware that we have to take up further discussion of the following motion moved by Shri Altekar on the 24th December, 1954:

"That this House agrees with the Nineteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 22nd December, 1954."

This motion had already been placed before the House. It deals with the Nineteenth Report. There was an amendment also, moved on the 24th December, 1954, by Shrimati Renu Chakravartty, in the following terms:

"That the Electricity Supply (Amendment) Bill moved in the name of Shrimati Renu Chakravartty and that of Shri Sadhan Gupta be placed in category 'A'."

That was placed before the House, but the votes were not taken because one of the hon. Members objected that perhaps that might not be an intelligent vote, because the Members did not know what was being put to the House. Therefore, he wanted some time and the then Chairman gave time and said that Members might be informed what that motion was; and then the vote might be taken. I find that there is an identical Bill today also, and there is an identical amendment

also. Shrimati Renu Chakravartty is not present. But I will allow any other Member who has tabled an amendment today, to speak now, because I am afraid that if this is disposed of, one shall have no further opportunity, especially when the other Bill is identical and the amendment is also identical.

**Shri Tushar Chatterjea** (Serampore): I shall speak.

**Mr. Chairman:** I will allow the hon. Member to explain to the Members what he wants. Then I can put it to the vote of the House.

**Shri Tushar Chatterjea:** The Bill deals with a matter that is intimately related to the national economy of the country. The Bill is not a very ordinary Bill. It seeks to determine the profit of electric supply companies, in a new way, and it seeks to include the employees' demand of bonus in the matter of determination of the profit. So, the Bill wants to determine the profit of electric supply companies. It has a bearing not only on the employers' earnings; but also the entire national economy. So, it is a very vital matter that concerns the entire nation and it deserves to come under category 'A'. That is the simple point that I want to make.

**Shri Altekar** (North Satara): May I say a few words on behalf of the Committee?

**Mr. Chairman:** Perhaps the hon. Member has already had his say.

**Shri Altekar:** It was only on this categorisation that the vote of the House was to have been taken, and some hon. Members objected that it should not be. I would like to point out that this Bill—the Bill of Shri Sadhan Gupta—was discussed by the Committee on the 22nd November, 1954, but he was not present at that time. The Committee, however, went into that Bill and put