

Mr. Speaker: and other Members also, and I shall give my ruling on this matter, after taking everything into consideration.

APPROPRIATION (VOTE ON ACCOUNT) BILL*

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of financial year 1956-57.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1956-57."

The motion was adopted.

Shri B. R. Bhagat: I introduce ** the Bill.

DEMANDS FOR GRANTS—RAILWAYS

Mr. Speaker: The House will now resume further discussion of the Demands for Grants in respect of Railways.

Demand Nos. 6, 7, 8, 9 and 10 were under discussion for which three hours have been allotted. Out of this, about 1 hour and 12 minutes have already been availed of and 1 hour and 48 minutes now remain. After the disposal of these Demands, the next group comprising Demands Nos. 11, 12, 13, 16, 17, 18, 19 and 20 will be taken up for which half an hour has been agreed to.

Shri T. B. Vittal Rao will continue his speech.

Shri T. B. Vittal Rao (Khammam): Mr. Speaker, I was very happy to learn from the Railway Minister that manufacturing of electric and mechanical signalling equipment is undertaken in our workshops. I hope that facilities will

be afforded at these workshops for the development of signalling equipment and also for research.

I venture to suggest that with a view to improve the operational efficiency, electric track circuit should be installed at the stations where the density of traffic justifies it. For instance, at Kazipet station the density of traffic justifies the installation of electric track circuit, but it has not been done. There are many advantages in installing this. One important advantage is that it prevents accidents and thereby it relieves us from so many other difficulties. Also, electric track circuit should be installed at stations where the density of traffic is likely to increase in the near future, say, in a year or two. This should not be postponed further, because by the time we undertake the work of installation, the remodelling of the station commences. Therefore, this is a work which will have to be spread over a long period. So, we may not wait for the density of traffic to increase; when there is a likelihood of an increase in the traffic density, the installation of electric track circuit should be done.

I now come to the point as to how opening of new stations will improve the operational efficiency. I will take a small track. For instance, on the Dornakal—Bhadrachalam Road route where the distance is 34 miles, there are only two stations in between. One station is at a distance of 14 miles and the second station is at a distance of 10 miles from the first station. At least now the Railway Board have wisely decided to open one station in between the stations which are 14 miles apart, although two years ago they turned down my proposal for opening a new station there. Opening of a new station will enable us to obviate the detentions of the goods trains at other stations. So, even though the traffic density does not justify at the present moment the opening of new stations, on operational grounds it should be done. Especially on the track which I have mentioned, at least two stations should be opened. Moreover, due to the congestion of traffic at these stations, firewood stocked at these stations is not being transported to cities like Bezwada, Rajahmundry

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** Introduced with the recommendation of the President.

[Shri T. B. Vittal Rao]
 etc. in the Andhra State. This track passes through thick jungle areas where there is enough firewood. Today there is a stock of 8,000 to 9,000 tons of firewood at the station. On the one hand we are not able to transport this firewood, and on the other hand, we are unable to supply firewood to Andhra cities where there is short supply of firewood. If firewood is to be carried by lorries, as is being done to some extent at the present moment, they have to pay freight charges at the rate of Rs. 22 per ton, whereas the charge will be only Rs. 6 or Rs. 7 per ton, if it is carried by rail. Therefore, I would earnestly request the Railway Board to consider the opening of new stations, even though the prospects of increased traffic do not look bright at the moment. Opening of new stations on this track will also relieve the congestion at the other railway stations.

There must be some principle laid down for running duplicate trains when the long distance trains are late by 8 or 10 hours. Even when the distance to be traversed is 1,000 or 1,300 miles and when the long distance train runs 8 to 12 hours late, you do not run any duplicate train from any intermediate station. Some sort of principle should be laid down—the circumstances and conditions should be laid down—under which duplicate trains from intermediate stations should be run, when the long distance train runs late by 8 to 12 hours.

Today from Kazipet to Wardha, there is only one passenger train running. The other two are expresses—the Grand Trunk Express and the Janata Express—which halt only at one or two stations. The traffic on this line justifies the running of an additional passenger train. I do not know whether the Railway Board will introduce that passenger train from 1st April, because the Minister, while addressing a Press Conference at Hyderabad, told that this would receive priority and the additional train would be run from 1st April. Of course, he gave a similar assurance about the Kazipet-Nellore track also, but now it has been taken away. I do not know whether the additional passenger train promised at the Press Conference will be run from 1st April.

I now come to the working of the joint standing labour machinery. The working of this has been recognised as

being very unsatisfactory. According to this, the Railway Board has to meet the Federations quarterly. But, the last meeting was held in July, 1955 and it is stated that another meeting will be held on the 10th April, 1956. 9 months have passed; 3 meetings could have been held during this period, but no effort has been made. I do not blame the Railway Board entirely for this. There are other reasons also, but the Railway Board cannot escape responsibility for this. This quarterly meeting gives an opportunity to the railwaymen to understand the administration's points of view regarding the demands of the workers and *vice versa*. Even though the demands may not be conceded by the Railway Board, at least the railwaymen will understand the Railway Board's views. Though the Railway Board may be happy because they are no more required to consider any memoranda necessary for these meetings, they have got a responsibility towards the railwaymen and the people to see that this machinery is run properly. It does not pay anybody to ridicule that the demands are pitched up high by the trade union leaders to outwit the rival unions. Those days are gone. The railwaymen know their leaders; they understand their responsibility. Those days are gone when the trade union leaders can be bought over by the administration by offering them posts of labour officers, labour welfare officers and so on, as was being done on the railways. Those days are gone and the railwaymen realise their responsibility. I only appeal to the Railway Ministry to see that to this joint standing labour machinery are invited representatives of both the Federations. At the Indian Labour Conference which is convened by the Ministry of Labour, representatives of four rival trade unions are invited: the A.I.T.U.C., the U.I.T.U.C., the H.M.S. and I.N.T.U.C.

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The fact that we belong to four different trade unions does not prevent us from coming to a unanimous conclusion. Why does the Railway Board fight shy of including representatives of both the bodies? They both have *locus standi*. Let them invite representatives of both the federations, discuss and come to some agreement. Until and unless you give all facilities for the healthy growth of a trade union movement among the railwaymen, I am afraid, the task that we have to

fulfil in the Second Five Year Plan will not be done. A healthy trade union movement is quite essential for the development of such a national undertaking. I am all too conscious of the fact that my suggestion will command little respect from those to whom it is meant. But, the day is not far off when we shall have to submit to the bar of the public.

There is one category of workers called time keepers working under the P.W. Inspectors. There were some reservations made for these people being promoted as P.W. Inspectors provided they pass a certain simple technical test. I do not know whether that reservation exists now. These people should be encouraged to appear in these tests to be promoted as P.W. Inspectors. At least some percentage of vacancies should be reserved for these people. We have got this system in the postal department in which class IV employees after passing some test are promoted to class III. Transfer, as a punishment should be given up. If there is any fault on the part of some people, I do not mind their being punished. But, transferring one man from one place to another 600 miles away, and that too in classes III and IV does not do any good at all. Discipline and appeal rules should be revised and they should be liberalised in favour of the railwaymen. In Assam, there is a station at Lumbding. About 2,000 people are working there. The staff who are working outside the signals of this station are given the special Assam allowance which is granted to some railway employees and central government employees in Assam. The staff at this station are not given this allowance. I believe a team of officers was sent to Assam to enquire into the cost of living in Assam and they have submitted a report. I do not know what the decision arrived at is. The fact that the cost of living in Assam is high has been proved and there are so many reports to that effect. I would request the Railway Board to consider this question of paying Assam allowance to all the people working in Assam and also the payment of compensatory allowance to the staff at Lumbding.

Shri Thanu Pillai (Tirunelveli): The other day, speaking on the Railway Demands, I made some observations about the Pay Commission. My hon. friend Shri Nambiar objected to it and made

some remarks. He said that the railways are earning a huge profit and so a Pay Commission is necessary. My hon. friend is a very intelligent and capable man as the party to which he belongs also consists of many people capable of understanding and also deliberate misunderstanding. Not only that. He wanted deliberately to misinterpret the whole question. This is in the fitness of things because they resort, time and again, to an appeal to the masses and working classes of this country to organise themselves and come into their fold. This is nothing new. They are precluded from right thinking though the capacity is there. I expected a change from Shri Nambiar, the Minister for Railways in the shadow cabinet of the Communist Party, or destined to be the shadow for all time and never to become a substance in this country.

Shri V. P. Nayar (Chirayinkil): Talk about the Budget.

Shri Nambiar (Mayuram): Kite flying.

Shri Thanu Pillai: What kite flying? Hear me.

Mr. Speaker: Let there be no interruptions. Hon. Members say so many things.

Shri V. P. Nayar: He is saying this in the year 1956!

Shri Thanu Pillai: What the Communist Party of Russia is to Russia, the Congress Party of India is to India.

Shri Kamath (Hoshangabad): On a par with the Communist Party of Russia?

Shri Thanu Pillai: My hon. friend, Shri Kamath has gone from this side. The doors are always open, because the prodigal son might some day come back.

Shri Kamath: Close the door. We do not want your open doors, Shut them, and bolt them.

Shri Thanu Pillai: Opinions may differ.

Mr. Speaker: Let there be no interruptions. Each hon. Member is entitled to welcome another to come back.

Shri Nambiar: We welcome him.

Mr. Speaker: Later, when he has a chance, let him welcome.

Shri V. P. Nayar: Say something about the cut motions.

Shri Thanu Pillai: That will come. I am constrained to make certain observations away from the cut motions because many things have been imported into the discussions which did not refer to the cut motions on the other side. It is not the monopoly of one party to say whatever they like and not receive a reply. They are deliberately trying to misinterpret the proposals from this side. The whole question is how they approach this problem of wages, wage structure and the labour problem. The railwaymen were the monopoly of the other party for some time. Now, it is cracking to pieces. They come here and say that Railway Ministry has done this and done that to divide the workers. I challenge them to go again to the railwaymen. They have seen their game. They have learnt a bitter lesson by following them. They have completely changed. Because their union is cracking, so many are coming out. His other friend here, the other Member from his constituency, has himself formed another union, counteracting the union to which Shri Nambiar belongs. It is not we who are trying to do this. The people have come to know the bogey about their party, how these people have been misleading them and misguiding them. It is very easy to promise; promises have been made nothing has been fulfilled. The railwaymen have come to see sense that these false promises were only instigations to allure them to follow their party: nothing else. That is the whole game.

I would only submit that, even at this late hour, when their political *gurus* elsewhere have taken a different approach to the international problem as the monopolistic violent method will not work in this world. I expected a change in this country also. The change can be, in the fitness of things, co-existence: the philosophy of communism for Russia and our own philosophy for ourselves. Not opposition to our philosophy, but an opposition party with a different programme, is always welcome. Otherwise in spite of co-existence, we are bound to fight and we are prepared to fight the other ideology wherever and whenever it attacks us.

Shri Nambiar: That is a policy statement.

Shri V. P. Nayar: Let us know something about the cut motions, for a change.

Mr. Speaker: Hon. Members also said so many things.

Shri Thanu Pillai: Hon. Members on this side are more responsible and reasonable and they confine their remarks to the motion. When my hon. friend Shri Nambiar or somebody like him goes out of the way and treads on our corn, we have to look after ourselves, to save ourselves.

Shri Kamath: Save yourselves?

Shri Thanu Pillai: Of course, save ourselves. You cannot insult us and go about without being answered. It is trying to misinterpret. Sir, when I said the other day it is vote-catching, they were afraid, they were angered. Definitely this is again a measure of vote-catching about which he is so anxious. I tell him Tanjore constituency is no more reserved for him.

Shri Nambiar: This is news. Is there a ban that I should not contest there?

Shri Thanu Pillai: You come to my constituency, I will meet you.

Mr. Speaker: Order, order. The hon. Member will kindly address the Chair.

Shri Thanu Pillai: Now I would like to make some observations.

Shri V. P. Nayar: At long last.

Shri Thanu Pillai: In the Loco department there is a rule newly introduced on 1-1-1949 that the firemen must have S.S.L.C. qualification to be promoted as drivers. There is a demand that the firemen who were employed in the service prior to that date should be promoted under the old rules of recruitment, and that this rule should not be applied with retrospective effect. It is a very simple demand. It is all right with the new comers, and they come highly qualified, but in regard to the men who entered the service at the same time prior to 1-1-49 when one man gets a promotion and the other is debarred, that is a very legitimate grievance. I appeal to the Railway Ministry to take into consideration the fact that those people entered service without knowing that this rule will come into force. They are entitled legitimately to get promotion. The rule

should apply to entrants on and after 1-1-1949 and not be the prior entrants.

About the other service people in the carriages and wagons department, there is an improvement in the railways, but I am forced to say that when people go to the lavatories, the water is dripping from the tank above and you cannot use the lavatory with comfort. These are all small matters which can be attended to without any expenditure or any investment. If the service men are properly directed and if the supervisory staff are a little more careful, these small difficulties in the carriages during the time of travel will not be there.

In the traffic department, the travelling ticket examiners do almost the same job as the railway guards, but they are not considered fit enough to enjoy the same privileges, pay scales and other amenities like the other running staff. I suggest that the Railway Minister should consider very seriously the case of these ticket examiners who do a very good job and who are very essential. They are like the C. I. D. watching over other people. They catch hold of the ticketless travellers. There is room for corruption more in such staff if they are not properly kept and adequately paid. Therefore, I submit that their case may be considered and they may be given the same promotions or emoluments as the other running staff of the traffic department.

About stationery, in certain stations the staff have no books to register the reservation. They do not have new registers supplied. They are entering on the back of the old registers for want of proper registration books and they are put to a lot of difficulty in the matter of stationery and forms which have not been supplied in time or adequately. My friend Shri Vallatharas was citing instances of difficulties. There are certain people whose behaviour at times is funny. And it is all again not a question of investment, but a question of the supervisory staff working and taking a little more interest in the well being of the passengers and their amenities. If these things happen to Members of Parliament, naturally one can understand what will be the position of the general public who go for reservation or other considerations at the hands of the railway officials. Not that they are very bad. They are generally good but exceptions are there and it

occasionally happens that when a person goes the exception is available to him and not the generality, and to that extent people suffer. So, these matters require only a sort of liaison between the staff and the public.

There is disgruntlement due to certain anomalies which I am sure the Ministry is aware of, and I hope they will pay due attention to remove all those anomalies. Then the good job that is being done will be made perfect, and there will be no occasion for remarks in future in this House.

Shri Mohiuddin (Hyderabad City): The remarks made by my friend who has just sat down regarding the labour organisations on the railways are of very great importance. Labour organisation has also been the subject of discussion in this House during the General Debate on the Railway Budget. I fully endorse the opinion just expressed that the most important part of labour welfare is the constructive leadership of the labour unions. Unfortunately every union is now disintegrating into various unions under different names and the unity of the labour force is gradually weakened. I hope that the labour leaders will come together and try to find out some solution for this very important matter which is of concern to a very large number of employees of the railways.

The railways employ a very large number of people, and I know that there are administrative difficulties in creating uniformity in the grades of pay and adjusting seniority and juniority according to service and pay over a large area after the integration of the various railways has taken place, but there must be some time-limit for this process of adjustment and amalgamation.

Recently I came across certain cases in which, if they are correct, there is real grievance. For instance, I was told that the medical officers of what was the *ex-B. N. Railway* are still in the grade starting from Rs. 150 while other medical officers in Bengal and other parts have a higher starting salary as well as a higher maximum. The frustration due to the lack of uniformity in the grades in spite of the fact that the qualifications are the same is very great; and it should as far as possible be avoided.

[Shri Mohiuddin]

The question of providing amenities for labour as well as amenities for passengers has been receiving very great attention during the last three or four years; and I am glad that considerable progress has been made in this direction. But the most important amenity for the passenger is punctuality in the running of trains. We are informed that the punctuality has increased by certain percentages, sometimes by 5.5 per cent. and sometimes by 10 per cent. I do not know what the basis is for the calculation of these percentages.

Recently, I had occasion to travel from Hyderabad to Calcutta via Nagpur. I reached there on 2nd March by the mail train. The train was four hours late at Calcutta.

Shri B. S. Murthy (Eluru): Only four hours?

Shri Mohiuddin: It was late by four hours.

An Hon. Member: Not much.

Shri Mohiuddin: Similarly I happened to travel in February to attend a meeting, and the Bombay Mail via Nagpur was late by more than two hours. So, for me, the late arrival of the trains both in February and in March is a hundred per cent. and not simply five or ten per cent.

I suggest that as far as long-distance trains are concerned, the method of showing the improvement should be changed. For instance, let us have the figures for twelve long-distance trains, say, the Madras-Delhi and the Delhi-Madras trains taken as one group, the Bombay-Delhi, the Delhi-Calcutta trains and so on, showing how many of these reached the destination half an hour late, how many one hour late, and how many two hours late and so on. That will give us a better picture of the improvement in the punctuality of the trains than what is given by certain percentages in the calculation of which perhaps a very large number of short-distance as well as long-distance trains are included. I hope that this method of showing how many long-distance trains were late by how many hours in the months of February and March will be adopted, so that it could give us a better picture.

So far as amenities for passengers as well as for others is concerned, the serving of food in the train has a certain importance. The catering in the

trains on certain parts of the Eastern Railway is done by the railways themselves, and I am sure the Ministers who travel by trains will also look into the type of service which is given to the passengers.

Once when I was travelling, I went into a dining car and found that the table-cloth as well as the dress of the servants were sooty and dirty. I asked the manager of the dining car why they were so dirty. He said that they had not had sufficient linen to replace them as and when necessary. Of course, I could not go into the details with him. But still I point this out to the Ministers to see that sufficient linen is made available for replacement as and when necessary.

The complaints about the Delhi-Hyderabad coaches that are attached to the G. T. Express have been repeated on the floor of this House many times. I do not think I should repeat them now, but I would content myself by saying that there has been no improvement. Just the same old coaches, that is to say, the old second class coaches which have been renamed as first class coaches are still running, with the leakage of water and other inconveniences that go with the old coaches. The quantity of dirt that comes in through the windows is enormous. I hope that at least a few of the new coaches, which we are told are coming, will be diverted on the lines that run towards the south.

Shrimati Jayashri (Bombay—Suburban): I appreciate the Ministry's desire to improve the traffic conditions of third class passengers, and possibly it is with that view in mind, I understand, the Ministry are anxious to abolish the third class. Therefore, I presume that the general standards of amenities of travel for this class of passengers will improve.

But there is a fear that perhaps the passengers will have to pay more fares on account of this; that will dishearten the people, though they have praised the present budget. If they have to pay the fares of the second class, then I feel that it will not help the third class passengers.

I also appreciate the Ministry's desire to give air-conditioned coaches for the third class passengers. But here too there is a fear that as the air-conditioned coaches will be more expensive, the passengers will have to pay more

fares. There is that fear in the minds of the public. I hope priority will be given to improving the present conditions by reducing over-crowding in trains. That should be given more attention. I am speaking specially on behalf of the passengers travelling in the Bombay suburban trains. I represent the Bombay suburb and I put their grievances before the Ministry. They say that during the peak hours there is so much over-crowding between Borivli and Churchgate that passengers get little opportunity to have space in the trains; especially at Khar, Santa Cruz and Vile Parle, they find it very difficult to get accommodation in the trains. There was a committee appointed to improve the conditions of travel of passengers of the suburban trains. As you are aware, thousands of passengers daily go from the suburbs to the City, and the Ministry gets a large amount of fare on account of this. I would therefore request the Ministry to improve the conditions of travel of these suburban passengers. May I repeat some of the suggestions they have made to the Railway Ministry? They have said in their representation that a proper supervision should be exercised with a view to ensure that the scheduled trains run to time, secondly, that the number of trains during the peak period of 9 A.M. to 10 A.M. should be increased, and thirdly, that the timings of the fast trains be so adjusted as to afford suitable connections at Bandra. As you are aware, Bandra is a station near Santa Cruz and Khar where people have to undergo great hardships due to over-crowding. So I would request the Ministry to take into consideration the recommendations of the Suburban Overcrowding Inquiry Committee.

Another grievance of the third class passenger is in regard to the facilities for refund. There also discrimination is shown between third class passengers and first class passengers. I would request that proper facilities for refund be given to the third class passenger, to the same extent as are given to the first-class passenger.

The other thing I would like to draw attention to is about new flag stations that are usually recommended to be opened by the Ministry. I would like to point to the delay that is caused in opening these stations. Usually the people of a certain village make a representation. The committee decides to open up the flag station. Then again it changes its mind. It takes such a

long time that the villagers find great difficulty. They have this grievance that after a certain time, the Ministry changes the place and opens a station at some other place, where the people of that place bring pressure to bear on the authorities. I would quote an example. Near Surat, a flag station was to be opened at Gothan, between Sayan and Utran. A decision was taken to that effect. After sometime, the authorities changed their mind. Now, I hear they are going to open a flag station at Kosad. On going through the representation, I find that the original place, Gothan, is more suitable to the villagers and it would give more benefit to the residents of those places. So I would like to request the Ministry to see that once they have made a proper investigation into these cases and decided on opening a flag station at a place, they do not change the place frequently.

Then there is another case, where I was asked to serve on that committee. They had selected Naigaon between Bhainder and Bassein for opening a flag station, but it took nearly ten to twelve years because the authorities wanted to change the decision. Another flag station was selected. The people had grievances; representations were made. All this took nearly ten to twelve years. Now, they have come to a decision. So I would like to bring to the notice of the Ministry all these cases.

As regards the exemption from the surcharge given to Khadi, newspapers etc. I congratulate the Ministry. But I would request that other articles, eatables like vegetables, fruits, milk and milk products also be given the benefit of exemption. It is necessary that most essential things like vegetables, fruits, milk and certain other perishables should be exempted from the same.

The last point is about the funds assigned for amenities. I think in the First Five Year Plan they had assigned Rs. 3 crores per year by way of an amenity grant. This has not at all been increased in the Second Five Year Plan. I would request the Minister to increase this amount.

Shri Sadhan Gupta (Calcutta South-East): I would draw the Minister's attention to three flagrant cases of injustice to railway workers and also two other cases of injustice to passengers.

The first case I have in mind is regarding the question of the treatment of

[Shri Sadhan Gupta]

a large number of railwaymen who had provisionally opted for Pakistan. I know that on what now forms the Eastern Railway and formerly formed the East India Railway, there were about 500 people who had provisionally opted for Pakistan and had later on changed their minds. Now, those 500 people were removed from service, although there was a solemn assurance at the time the employees were asked to fill in their option forms that by reason of exercise of their option, there would be no prejudice to their services or to their claims for seniority etc. If we go back to those dark days immediately preceding and immediately succeeding the Partition, you cannot blame anyone for opting for one State or another. Those were the days when we had not yet been able to establish an order in which we could assure the minorities that they would have full protection and could live in this country with honour. Immediately preceding the Partition, there was an era of communal riots where both communities felt unsafe in the two Dominions that were created by Partition—the Hindus felt unsafe in Pakistan and Muslims felt unsafe in India. Now, we have improved the position of India considerably, but that was not the case up to 1950. I remember that up to February or March or even April 1950, there had been considerable massacres of minority community in West Bengal and also massacres of the minority community in East Bengal. Under these circumstances, I think, no one could blame a person for opting for any particular State and, in particular, no one could blame Muslim employees for having opted for Pakistan. But the fact that they have changed their minds is proof enough that they were really attached to their original homes and hearths. Who would not be attached to his original home and hearth and who would like to go away to another place if he could stay in his native land with honour? In these circumstances, there was no justification for removing them because of having exercised a particular option.

I know it will be said that the removal was not due to the exercise of the particular option but the removal was due to adverse police reports. I would request the Ministry not to take such a technical view or such an unpractical view of things because, after

all, the police in those days were reeking with communalism and a Muslim employee who had opted for Pakistan would *prima facie* come under suspicion even among the Police. That is very clear from the fact that these reports that were given by the police up to about 1949 generally went against the employees and the reports that came later on, say from 1950 onwards, they were generally in favour of the employees. What does that show? It shows that in that period, in the period immediately succeeding partition, the police worked with a bias against the minority community and gave the reports on communal lines. Many of these staff have met me and I see that although they have been removed from service, they have never gone to Pakistan and have stuck to their native places and are enduring very great hardships.

I wrote to the Railway Minister a letter about a year and a half back pointing out these things and I am extremely sorry to say that either through his own fault or through the fault of his colleague, the Minister of Communications, I had not been favoured with a reply—I had not been favoured with even an acknowledgement of the letter.

Now, I would ask the Railway Minister to reconsider these decisions, to reopen all those cases because one should not rely on police reports given in those periods, when the police were known to be rank communal and it was very clear that they were not taking an impartial view of things. Actually, I pointed out an instance in the report of one particular employee who was reported to have participated in riots in Calcutta at a time when he was serving at Tatanagar and when he was present at Tatanagar in the railway service. Such were the kinds of reports that were given in those days. Therefore I would request the Railway Minister even at this stage to redress the injustice done to these helpless employees and even at this late stage to show justice and sense of fairplay.

The other case of injustice has been done to a large number of railwaymen working in the *ex-Assam* Railway. About more than 400 workers in the *ex-Assam* Railway were arrested in connection with 2 cases which are known as Nalliapool cases in July 1949. They were arrested in connection with two cases; one of them was a case of rioting involving 420 persons. The case was tried by a judge, who is now a

judge of the Assam High Court— as a Special Judge. He convicted about 375 of them and acquitted the rest. In convicting them, the Special Judge made a request that the conviction should not affect their services. Even in spite of it, after the conviction, most of these workers were discharged. Then the High Court held that the court of the Special Judge was *ultra vires* of the Constitution and there was no jurisdiction in him to pass any order of conviction. One would have thought that the railwaymen would be reinstated and kept under suspension pending the decision of the Assam High Court whether to put them on retrial or not. The Assam High Court has disposed of the case. But the Assam Government, apparently, has not yet decided whether to put them on their trial again because although the High Court gave their judgment in 1952, up to today no steps have been taken for trying them again afresh under the ordinary law. Under these circumstances, I do not see how they can be kept without service and allowed to endure hardships. The law is that unless a person is convicted by a competent court, under the Constitution you are bound to allow him an opportunity to show cause why he should not be removed. That is not done. And, now, when the Court itself—which pronounced the conviction—is declared to be without jurisdiction, even then the Government do not obey the law and they do not do them justice by reinstating them and letting them have their wages. That is a flagrant breach of the law—not to speak of being a flagrant injustice. I hope the Railway Minister will look into it and give the employees redress. The employees have run from pillar to post; they have appealed to all kinds of officers from the local authorities up to the Railway Minister without any response from them. I would ask the Railway Minister to move about it and to see that justice is done to them. Unfortunately, I cannot make submissions on the merits of the two cases because one of the cases is pending before the High Court. Otherwise I would have made many references.

The third point of injustice done to railwaymen is regarding the use of the Safeguarding of National Security Rules. We have always been contending from this side of the House that these are most undemocratic rules and it is unworthy of any democratic government to resort to. But those contentions

have fallen on deaf ears. But, may I not appeal to the Railway Minister at least to see that these rules are properly used even from their own point of view, even according to the law as it is in the country? We have found instances where High Courts have held that these rules have been misused. For example in a typical case, where a person was removed simply because he was suspected of being connected with the Communist Party, the Madras High Court has held that the crux of the Safeguarding of National Security Rules is not that a person should be connected with the Communist Party but that a person should be associated with some subversive organisation in such a manner as to raise doubts about his reliability and to make out that it is unreliable to keep him in railway service. Even these aspects are stringent enough because it is all left to the discretion of the Government how to determine the test of reliability. Even within these stringent limits, these rules are abused and people are being penalised not really for any subversive activity but absolutely *mala fide* for what are described as political beliefs which the Government does not regard with favour. I can tell you that it is not really the political beliefs even which prompt the Government. The fact is that the Railway Authorities really cannot tolerate the trade union activities of the persons concerned. And when they do not like the trade union activities, they dub them as communists and check them out. Here is a double injustice. First of all, you penalise a political belief which you have no right to do under the law. Secondly, even that political belief you allege in order to check trade unions which you do not like, trade union which really work for redressing the grievances of railwaymen. I ask: Is that the kind of justice railwaymen are to expect? I hope the Railway Ministry will see to it that these rules are repealed or at least these rules are applied in the spirit of observance of the law.

Next I come to the case of passengers. I would make a plea for the re-introduction of the system of return tickets. We know that return tickets were an ordinary feature on the Railways up to about 1942 when wartime stringencies compelled the Railway Administration to abolish return tickets. Return tickets were abolished in those days when advertisements used to appear "Travel as little as you can",

[Shri Sadhan Gupta]

"Carry only so much luggage as would go under the seat", "Travel when you must" and so on. Everyone thought that it would be a temporary measure and it is not right that it should not be a temporary measure. On any transport there is a system of return tickets; if you travel by air, you can get return tickets; if you travel by boat to a foreign country or perhaps even inland, you can get return tickets. There is no reason why the Railways should deny the passengers their return tickets. The Railway Minister has introduced a system of return tickets but only on a limited scale, between 15th July and 30th September. It should be introduced for the whole year and on every Railway.

The last case of injustice I mentioned is the system of rounding off. My friend Shri K. K. Basu has raised the point but on a misapprehension of facts. What happens in rounding off is this. If you travel by first class, your fare is rounded off to the next higher quarter rupee, that is to say, if your fare is 32 pies, it will be rounded off to 48 pies, and it is in this way that it is rounded off. If you travel third class, it will be rounded off to the next higher anna. For instance, if you travel 3 miles, and have to pay 15 pies, you do not pay 15 pies but pay 24 pies, that is, two annas. In this way a big chunk of money is taken away from passengers on a most unfair basis on a basis which is not relevant to the fair rates. That should not be there. If you round it off, you round it off in a manner which is necessary for your accounting or for your convenience. For instance, you can round it off to the next higher pice, which is a unit of account which is necessary in order to give changes. But why round it off the next higher anna or next higher four-anna? I would, therefore, request the Railway Minister to abolish this system which was introduced, I think, in 1948 and which has no where been in vogue because this way of trying to take money by devious means is extremely vexatious to passengers and is unbecoming of the Government. After all, how much revenue you earn by the system of rounding off?

These are the points I want the Railway Minister to consider and I hope he will consider and do justice to them. In particular I would urge the case of those who provisionally opted for Pakistan and I think he will re-open their

cases and take in everyone of them unless on independent enquiry he finds that there is any case of unreliability—and I am sure he will not find it. Secondly, I hope he will remedy the injustices done to those who were on the Assam Railway who were arrested in connection with the Naliapool cases and will reinstate them. Thirdly, I hope he will abandon the safeguarding of National Security Rules or at least strictly regulate their application. Fourthly, I hope he will introduce the system of return tickets. And lastly I hope he will abolish the system of rounding off.

Shri V. Muniswamy (Tindivanam): I would like to remind the hon. Minister about one or two important issues which have been pending for a very long time. The Minister is aware that in 1950 the pension system for the Railway was recommended by the Central Pay Commission, and a reference was also made by the Royal Commission. I do not know how far the question was taken into consideration and how long it will be hanging fire. I hope the hon. Minister would make an announcement today regarding the recommendations in regard to the pension system. As a matter of fact, in all cases, except Railway employees, people are getting pension. Some forty years back, I believe, the system was in practice. Even in the recommendations of the Central Pay Commission, it is stated "We believe that the pension system is the one generally in vogue both in the U.K. and U.S.A.". This recommendation is given in paragraph 198 of their Report. I want to know whether the Government will take any interest in recommendations made by such high power committees like the Central Pay Commission and the Royal Commission. When the recommendations made by such important commissions and committees have not been given any consideration so far, how are we to have confidence in the Ministry that they will pay attention to most of the ordinary representations made by the public?

1 P. M.

I have some personal knowledge of these retired railway employees. For example, take the case of a locomotive driver. At the time of retirement he gets about Rs. 15,000 to Rs. 20,000. After putting in thirty years of service the man gets about Rs. 20,000 at the time he retires, with which he builds

a house, purchases certain things and becomes a beggar within four or five years. It is a great sin for the Railway Ministry to let its *ex-employees* wander in the streets and become beggars. I would earnestly request the Minister to give serious consideration to this matter and accept at least the recommendations made by the Commission. This is an important matter and they should introduce at least the new pension scheme. It will be in the interest of the public and in the interest of the Government to come to a decision and make an early announcement. I know that the Government or the Railway Ministry is not against this proposal; but it is being delayed. That is why I feel that if the Railway Minister gives serious consideration to this important issue, something can be done in this direction.

Another important matter is the inadequate protection or safeguards given to the subordinates. I have seen many cases where the subordinates of the railways suffer a lot because of public complaints. This may appear to be a very minor matter, but it is very serious. Some public man makes a report against an employee. No enquiry is held, no investigation is made, the man is punished immediately. How can you expect him to be faithful to your administration? As a matter of fact, there was a TTR who was working in Egmore. He has been transferred and he is working in Villupuram Junction. I do not want to give his name. A passenger was travelling with a lot of luggage. This TTR detected him and excessed him and he was made to pay something like Rs. 15 or Rs. 20. It so happens that this particular passenger was the relative of a rich man of Madras. After two or three days that gentleman wrote a letter to the General Manager saying that this particular TTR demanded Rs. 2, which he refused to pay and that was why he was excessed. Do you know what happened? The very next day this man was given a serious punishment and was transferred to Villupuram. I have gone through the whole correspondence. He has appealed to the G. M. But nothing has happened. How can you expect him to be faithful to his service? I have also written a personal letter.

Shri B. S. Murthy : With no results?

Shri V. Muniswamy : I know nothing will come out of it. No enquiry

is held. The only proof against him is the statement of the affected party that he demanded Rs. 2 and the man is punished. I have myself asked him : "Why should you be sincere to your administration? Nobody takes care of you". Whenever I have occasion to go to the platforms, I have seen many TTRs who do not even care to collect the tickets. They simply stretch their hands like beggars. Whoever has got a ticket puts it in their hands; whoever has no ticket goes away. They are afraid lest they might antagonise some big man, big man in the sense that he is travelling without ticket. Why should he bring about his enmity and get himself punished?

I would therefore impress upon the Minister that this sort of treatment of the staff would only demoralise them. Among such complainants I include the MPs also. Some MPs make reports. Such complaints should be properly investigated and then only punishment meted out. This particular subordinate to whom I have just now referred is losing about Rs. 3,000. He has been pushed down the list and half a dozen fellows have gone up. I would request the Minister not to take these things lightly.

Then I come to the question of lack of co-ordination in the Railway Ministry. For example, I mentioned in my last budget speech, that there should be a large number of postal vans of a modern type constructed. I have received representations from people and I have also had discussions with certain high officials of the Communications Ministry and they say that it is because of the non-co-operation of the Railway Ministry that nothing could be done.

There was a representation by the RMS officers of the Villupuram Junction. I took the case to the P.M.G. and also a talk about the building of the RMS office in Villupuram Junction with the D.G. It was found quite essential to construct at least a moderate building at the Villupuram Junction for the RMS. At present they have no space at all. It was brought to the notice of the Railway Board; letters were sent to the Ministry, I believe; but nothing has happened. Some proposal was put up, the estimates were prepared, plans were submitted and everything is now kept safe in the Railway

[Shri V. Muniswamy]

Board. I request that something should be done in this matter.

Regarding compensation, we have got the Compensation Act. Some twenty days back when I was in Egmore, an accident took place, when an electrician was run over. I learnt that compensation will be paid according to the Act. As a matter of fact, I know the family personally. I request the hon. Minister to give special attention to this particular case and use his discretion to give something more to this person. Of course, the General Manager has got full powers; but he does not generally do anything, because he is too general.

The hon. Member on the other side made a mention about some pending matters which the hon. Minister knows very well. Regarding the case of A grade firemen, I have been repeatedly requesting him to go into it. I think some discussions were held at the Railway Board level and the Board have come to some decision, regarding absorbing these B grade people into A grade. Whatever may be the decision, whether it is good or bad, it is no use holding it up for a long time and keeping them in suspense.

Another suggestion made was the absorbing of the TTRs in the running staff. These things have been mentioned here repeatedly. Not all people who travel in trains are classified as running staff. The TTRs have represented that they should be treated as running staff. I do not know how far this matter has been given consideration. But even the smallest facilities have not been given to them. I have mentioned this on the floor of this House twice or thrice. These poor TTRs have no place to keep their boxes, leave aside their uniforms. You call something as uniform which is not at all a uniform. I have personally seen these things. They are always at the mercy of the officers, ATS and DTS. Whenever we bring these things to the notice of the Railway Minister, he says these are minor things. To whom are these TTRs to go?

There was an ATS at Villupuram—I do not want to mention his name—who was recently transferred to Trichinopoly. He got wild with poor TTRs and transferred all of them to Katpadi, to Villupuram and to Madras. When they met me I asked them the reason why

they were transferred. They told me that the ATS was wild. This is a serious matter. The wife of one of these TTRs who was transferred, is in the family way, his boys are reading.

You know the familiar Tamil proverb. I need not explain it to the hon. Deputy Minister. The Sessions Judge in one sentence says: "Sentenced to death". He disposes of the case, goes home and goes to play tennis. But what would happen to his dependents?

You may think that a person is a subordinate. He is afraid of coming and seeing even the ATS. The DTS does not want to see him. What can he do? That is why I say that these are matters which call for the immediate attention of the Railway Minister.

There is another thing. Gingee is a very important place; it is a centre of historic importance. The hon. Minister knows very well about it. I have made representations twice about putting one out-agency between Tindivanam and Gingee. Nothing has taken place so far. The General Manager of the Southern Railway could not expect me to go and stay in his place for one week. Whenever I happened to meet him, I have been urging him. Even if one or two requisites for having an out-agency there were not there, I requested him to have it. Perhaps he wants me to go after every two or three days to him and ask him something about this out-agency. I am not prepared to do that. I have mentioned it once or twice and I hope the Railway Minister will do something regarding this.

Then I come to electrification of the Villupuram railway staff quarters. It starts from the big officials but never reaches the lowest level. The big officials in Bangalore have themselves arranged for electrification. Very big officers arrange electrification privately but the department once again goes and asks them whether they require electrification. They say: "Look here, we have already got it done". The Railway administration should look into these things.

Mr. Speaker: I have allowed sufficient time to the hon. Member.

Shri V. Muniswamy: I am finishing. Pension and safeguards—I hope the hon. Minister will give due consideration to these and make some announcements, if possible, now.

The Deputy Minister of Railways and Transport (Shri Alagesan): Very many points have been made by hon. Members in the course of this discussion. I am afraid I may not be able to do justice to all the points that have been raised. I shall, however, try to cover a few of the points that have been raised. I may assure the House that the other points that are not dealt with by me today will be very carefully examined and action will be taken on all those points.

The discussion on this group of Demands has ended on a humorous note by a humorous speech from my hon. friend, Shri V. Muniswamy. I can only tell him that any representation, small or big, made by hon. Members will be looked into with the care and attention it deserves and even in the past we have taken action wherever necessary. I think other hon. Members will bear me out when I say this.

Shri Barrow in his speech on the administration of railway schools, as one who is intimately connected with the working of those schools, made various points. He also has said that the railways think that the running of schools is not very much their business and somehow these schools are being tolerated. I should immediately like to remove any such misunderstanding from his mind. I have seen railway schools as well as other schools run by other agencies. I do not mean to say that there is no scope for improvement but I have found the railway schools—many of them—better with regard to accommodation, equipment, staff, playing facilities etc. There are other schools run by various agencies like the local bodies, private managements, etc., where these facilities are not upto the level of the railway schools. It is a matter of common experience. But still we would like to assure all that we would do everything possible to see that these schools are really useful and get all the facilities such as increase in accommodation etc. We will not give them any lefthanded treatment.

He also raised the question of opening up hostels. It is true that this matter has been pending for some time. The decision was taken some time back to open four hostels in some places where the children of the railwaymen can go and stay. I am glad to inform the House that proposals for the opening up of these hostels have been received from all the railways and there

will be one on each of the seven railways. The Railway Board is going into this question and in the course of the next financial year we will be able to begin work on all these hostels.

While speaking about the school committees, he said that they had not been functioning well. He mentioned in particular some of them—Kazipet, Nainpur etc. He also said that the chairmen of these committees where they functioned were overzealous and interfered in the running of these schools. If there are any such cases, I should like him to bring them to our notice and we would see that no such interference takes place and all help is accorded to them.

He also said something about the inspection reports not being attended to by the General Managers. The same point was made by him at one of the Anglo-Indian school board meetings at which a representative of the Railway Board was present. He was then told that if there were any such cases they could be brought to the notice of the Railway Board, and action would be taken. I understand that he has not brought any specific case to the notice of the Railway Board. Even now, he may bring any such specific cases that he may have so that we may take action in such cases.

He also made a plea for the investigation into the administration and functioning of these schools. That has been engaging the attention of the Board and it is proposed, almost immediately, to appoint experienced educationists to inspect all the railway schools and make suggestions for their proper functioning and on matters connected with the running of these schools.

He also suggested that the Railway Minister should adapt these schools to multi-purpose or technical schools. I may submit here that it is not so easy as is imagined. We have after all to fit in our syllabus with the syllabus of the State Governments. It may be one Railway Administration but the railway runs over various States and the syllabus etc., are not uniform or the same in all the States. Wherever we have to run our schools, we have to fall in line with the instructions of the respective education departments of the States concerned. Therefore, where the States themselves are not running these technical schools, it becomes a little difficult.

[Shri Alagesan]

I have a case in point where the railway employees themselves were anxious that the curriculum of the railway school should not be different from that observed in the other schools in the State, because they feel that when they are transferred their children naturally have to go with them and they may not fit in in the other schools. That is the difficulty. Though we may have sympathy in that proposal these are the difficulties we are faced with. But, I may tell the hon. Member that we would like to establish such schools where the State itself is running such schools and we would like to fall in line in those cases. I may also state that in the next year propose to have some extra-curricular technical course in railway schools which will give a sort of additional benefit to the children of Railwaymen studying in these railway schools.

While on this matter of education I should like to deal with the point raised by my hon. friend Shri T. B. Vittal Rao. He was mentioning about the school in his place, namely Lallaguda. I have got the information on this point. I find that it is a very big school, a boy's high school, where about 1484 boys, all railwaymen's children, are reading. It was proposed to have extension to this school. It was—I should like to just give for the information of the House so that it may be known as to what we are doing with respect to this school—proposed to provide 32 rooms of 400 square feet each, 6 rooms of 800 square feet each, a big hall of 3400 square feet and also other accommodation for other purposes. It was found that the whole thing will cost about Rs. 6 lakhs. But, when the godown fell vacant as a result of the grain shops having been abolished, they thought that they could make suitable alteration to this godown and provide the same amount of accommodation at a lesser cost. Even this remodelling and alteration is estimated to cost about a lakh of rupees. I think when we spend a lakh of rupees the altered accommodation will be quite suitable and it will not be unsuitable as the hon. Member expressed the fear the other day.

Then, Shri Nambiar criticised the programme of construction of houses and said—of course, that was also an exaggeration as he is making so many exaggerations—that it is going to take

us a hundred years to complete the construction of houses. But, the following information will dispel any such opinion.

There will be by the end of March, 1956—for almost a million men employed on the railways—houses provided for 3,37,000. During the First Five Year Plan a little over 40,000 quarters will have been built for the staff at a cost of just over Rs. 20 crores. If it is contended that everyone of the 10 lakh employees should be provided with a quarter the total cost would be over Rs. 300 crores and if it is further contended that quarters should be provided within a short period of five years then the implication is that three-fourth of the expenditure during the First Five Year Plan should have been allotted for the construction of quarters for the staff and we would not have been able to rehabilitate our assets. It is obvious, therefore, that the programme for construction of houses must be spread out over a reasonable period or that while increasing houses became available for staff the programme of industrialisation, or rehabilitation and of development of transport and industry is not interfered with. Against a little over 40,000 quarters which will have been built during the First Five Year Plan almost 70,000 to 80,000 will be built during the Second Five Year Plan; that is, we will be building double the number. There is no reason why this increasing tempo should not be continued during the succeeding Plans as well. Bearing this in mind, as also the fact that many railway employees live in their own houses and many do not desire accommodation to be allotted and that quarters need not therefore be eventually provided for all railway employees, I do not see why we should take such a long time as Shri Nambiar threatened us with. I may remind him that a total provision of Rs. 35 crores including the new townships has been made for staff quarters during the Second Five Year Plan and that in addition to quarters built against this allotment there will be number of quarters built as part of schemes for opening of new crossing stations etc. I hope this should give satisfaction to all reasonably minded people.

Shri Nambiar: It looks like a 50 years' programme.

Shri Alagesan: I am glad he has immediately reduced it by half.

Shri Nambiar: If you can convince me further I will reduce it further. Convince me that it will be done in 10 or 20 years.

Shri Alagesan: Then, Sir, the question of running sheds was raised. This is not a new question; it has been raised several times. It was asked why the running sheds were not brought within the purview of the Factories Act. I thought this question was fully discussed by Justice Rajadhyaksha who gave the award on this matter. In fact, when he was going into this question representations were made regarding this matter and he found that there were many anomalies existing. In the same Railway, some workshops were under the Factories Act whereas other workshops were governed by the Hours of Employment Regulation. Not only that, in the same factories some employees were governed by the Factories Act and others were governed by the Hours of Employment Regulation. It was to remove these anomalies that he suggested,—and it was accepted by the Government,—that all these running sheds should be brought under the Hours of Employment Regulation as revised by him. This was accepted and given effect to. For instance, the position that was obtaining from 1-1-1950 was that bare overtime was paid to continuous workers for work in excess of 48 hours per week and overtime at one-quarter times the hourly rate of work in excess of 60 hours a week. That was the position that existed from 1-1-1950 and the calculation was made averaging it over the month. Then, after the Award was accepted and implemented the position that obtained from 1-4-1951—that is to say, this Award was given effect to from 1-4-1951, much earlier than when the hon. Member thought of the Bill that he moved the other day—was bare overtime to continuous workers for work in excess of 48 hours a week, overtime at 1½ times instead of 1¼ times as before of the hourly rate in excess of 54 hours a week. Again, it was averaged over a month and not over a week. Then in July, 1953 a Bill was brought in the other House by Shri Guruswamy. He wanted that the Factories Act should be amended in a manner to bring under its purview the railway running sheds also. Then an appeal was made to him by the hon. Railway Minister, and also by Shri V. V. Giri who was then the Labour Minister, that this matter might be discussed between the Federation and the

Railway Board at one of their meetings under the negotiating machinery set-up—which was criticised so much by hon. Members—and we would come to a decision on that point. Then discussions took place as a result of which the position obtaining from 1-4-1954, now nearly 2 years, is overtime at 1½ times hourly rate for all work in excess of 48 hours a week to be paid on weekly basis. The averaging will not be over a month but it will be over a week. This has been obtaining from 1-4-1954. The only difference, it will be realised, is that overtime is not two times as in the Factories Act but it is 1½ times. Barring that, the progress made with regard to the service conditions of the workers working in the running sheds, I think will be realised and appreciated by all those who will not close their eyes to facts.

Shri Nambiar: That is a substantial difference.

Shri Alagesan: I would like to go on. He will get all the replies, but only my time is short. I thought I have dealt with Shri Kamath's points the other day in another context. I need not go through it again; he wanted to know when this job analysis was conducted in regard to the particular gateman. I have ascertained the facts and I understand that the job analysis was made only in February, 1955, and it showed that the gateman was legitimately placed in the excluded category.

Then, Shri Nambiar mentioned that there are not less than a thousand anomalies in pay fixation. It is again an exaggeration. He specialises in it. This, I submit, is not correct. It is true that a number of anomalies did arise when the C.P.C.'s recommendations were initially implemented and it led to a large volume of complaint from the staff. The Government, therefore, appointed a Joint Advisory Committee. I know he used to make fun of that Committee and call it 'Anomalies Committee'. This Committee consisted of representatives of the Railway Board and of labour with a neutral Chairman. This Committee considered over 3,500 representations from the staff and unions and framed over a thousand issues. Nearly 500 of them were held not as anomalies. About 520 positive recommendations were made. Government accepted and implemented 500 of those recommendations rejecting only the remaining 20. If the member had referred to the demands of various

[Shri Alagesan]

categories for higher grades of pay or an increase in the number of posts in higher grades, that is understandable. But this was already covered by the hon. Minister in his speech. It has already been announced in the House that this will take up a little time, but whatever decisions are ultimately reached in consultation with the Federation will be given effect to from 1-4-1956. This should set at rest all doubts on this question.

I am sorry to occupy myself with too much of Shri Nambiar's points, but since he tried to mislead the House so completely, I have to deal with his points at some length. He criticised the medical facilities in the Golden Rock colony at Trichy. In fact, he has been asking for a lady doctor. That lady doctor was appointed. Still he now says there is only one lady doctor. In fact he was asking for only one lady doctor. I do not remember his having asked for five lady doctors. He says there are only 100 beds for a population of 20,000. Actually, that hospital serves the whole of that medical district with a population of roughly 40,000. There is, therefore, one bed for every 400 persons against the all India figure of one bed for 3,000 persons. This shows that the railwaymen are much better off in regard to medical facilities than the general run of population of the country. I would appeal to him to see things in their proper perspective.

Incidentally, I may inform the House that additional hospital accommodation at Madura and Villupuram is already under consideration. Shri Muniswamy may be interested in it, but, at the same time, I may say that he is not interested in such vital things.

Shri V. Muniswamy : I am interested. I mentioned it last time also.

Shri Alagesan : This will improve the availability of beds in that area.

There was also the question of treatment of T.B. patients. Dr. Rama Rao is not here. He has spoken on the subject year after year. This has been dealt with in the hon. Minister's speech. As far as the Southern Railway is concerned, I may inform the House that 25 beds have been reserved for T.B. patients in the hospital at Golden Rock,—I am giving the break-up now—and 50 beds were reserved

in other sanatoria. A scheme providing for chest clinics has recently been sanctioned, as mentioned by the hon. Minister in his speech.

My friend, Pandit C. N. Malviya, was asking for reservation of beds in the hospital at Bhopal. I may tell him that it has been decided to reserve 40 beds there, but I am told that it is being held up because the hospital authorities demand much more than what we are paying elsewhere. I hope the hon. Member will contact the authorities concerned and ask them to be reasonable so that there could be no delay in reserving 40 beds in the hospital at Bhopal.

Shri Digambar Singh was pleading for appointment of more watermen. This has been taken up by the Railway Board in right earnest, and instructions have been issued that watermen should be appointed in sufficient numbers. I should also observe, with a little disappointment, that though the watermen are in sufficient numbers, when passengers really want water, it so happens that the watermen are not at hand readily to serve water to the passengers. But this is being taken care of.

Shri Digambar Singh also referred to concessions being granted to *kisans* for travelling by special trains and suggested that the family members of the *kisans* as also labourers working under them on the farms should be granted similar concessions. I should like to state that the term '*kisans*' will embrace not only the peasants owning and working on the land but also those agricultural workers who may not possess any land themselves. Also, the expression will not exclude members of the family who also participate in agricultural operations. Perhaps there was some difficulty regarding the definition in this matter. There should be absolutely no difficulty in taking all these people under the broad definition of *kisans* and they should be entitled to the concessions.

The question of trade tests was referred to in regard to the promotion from unskilled to semi-skilled and from semi-skilled to skilled grades. This was done according to the tribunal which was set up some time ago wherein a labour representative also sat, and the recommendations of the tribunal were given effect to in this regard. There is also no question of a workman who passes a trade test having to appear for a trade test again. That was the point

trade test again. That was the point made by Shri Nambiar. Once the worker qualifies, he goes on to the panel, and remains there. I am also not aware of a person who fails to qualify, having to wait for seven years. That was another misstatement made by Shri Nambiar. Every man gets more than one chance at specified intervals of six months. If he is in a position to give concrete cases where this has not been observed, I shall be prepared to look into it. I may inform the hon. Member that those specimens which are given and on which the workmen work, are kept, and they have also got a right of appeal. I have gone into the figures, and I find that these trade tests are carried on as per the rules laid down and no injustice is being done to the workmen. Appeals have also been taken in some cases and decided. There is no reason to fear that this examination imposes a hardship on workmen.

Shri T. B. Vittal Rao referred to the bad climatic condition in Assam and referred in this connection to a particular place. We, in co-ordination with the Ministry of Finance, have deputed a committee, consisting of the Director of Finance and the Director of Establishment, together with the Joint Secretary, Ministry of Finance, to make an on-the-spot enquiry with a view to rationalise and standardise as far as possible certain bad climate or similar jungle allowances already enjoyed by railway and the Post and Telegraph and other Central Government staff at some of the places in Assam. Perhaps the hon. Member knows that in this matter we follow the concerned State Governments. They have declared certain areas as unhealthy and they have been giving some allowances. I went into this question at some length. There are a number of allowances under various names that are being paid and there is no regular yardstick observed in these matters. Therefore, this committee has been appointed. The report of this committee is expected by the end of this month and I may assure the hon. Member that as soon as it is received, we will quickly examine it and take decisions.

Shri Vittal Rao also mentioned about the opening of one or two new stations. Some time back, I remember, he wanted a new station to be opened; I sent a reply to him and told him that prospects were too poor for the opening of a station there. I have no objection

to go into this question again and find out whether on grounds of operational efficiency that station can be opened in that place.

Shri T. B. Vittal Rao : According to the Budget for 1956-57, that station is being opened.

Shri Alagesan : If it has been done already, then he should have thanked me, instead of making a complaint about it on the floor of the House.

Shrimati Jayashri has spoken about the overcrowding in the Bombay section. Perhaps she is aware that already a committee is going into this question. They have completed their examination and study with regard to Bombay and they are going to the other places. It is true that on the Central Railway another committee also went into this question. As soon as the report of this committee is received, I have no doubt that the Railway Board will examine this matter very carefully and take suitable action, as soon as possible.

My friend, Shri Sadhan Gupta, referred to the question of those who provisionally opted for Pakistan. This is not the first time that this matter has been raised and answered on the floor of the House. I may assure him that there was no vindictiveness on our part with regard to this question at all. We tried to be as generous as possible in this matter and every time a review was made, more and more people were re-employed. I do not remember when the last review was made; I can only say that I am prepared to go into this question again and see whether we can take any more men, of course, without violence to the feelings of loyalty to this country.

My friend, Shri Muniswamy, pleaded for an out-agency at Gingee. I think this question has been gone into, but the traffic prospects were not considered enough to justify the opening of this out-agency. In this case, it is not the unwillingness of the railways alone that stands in the way; it is also due to the fact that no suitable contractors may be prepared to come forward when prospects are not bright. If my hon. friend can find a suitable contractor for this place, I have no doubt that the railway will look into the matter and see what can be done.

Shri Nambiar : May I know what steps have been taken by the Railway Ministry for merging the full dearness

[Shri Nambiar]

allowance with pay, as this is also an important issue on which there is so much of agitation and some expectation as well?

Shri Alagesan : This matter does not concern the Railway Ministry alone; it concerns all the Central Government Ministries. Naturally the hon. Member will have an opportunity to voice this grievance during the discussion of the General Budget. We will have to fall in line with the others; we cannot take a unilateral action in this matters.

Mr. Speaker : What percentage of the dearness allowance is merged with pay now? I think it is 50 per cent.

The Minister of Railways and Transport (Shri L. B. Shastri) : Yes.

Shri Sadhan Gupta : May I know what is going to happen to the persons discharged in connection with the Naliapool case?

Shri Alagesan : I do not have the details about it.

Mr. Speaker : I shall now put all the cut motions to the vote of the House. *All the cut motions were negatived.*

Mr. Speaker : I will now put the demands to the vote of the House.

The question is:

"That a sum not exceeding Rs. 52,87,40,000 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, 1957, in respect of 'Ordinary Working Expenses—Operating Staff.'"

The motion was adopted.

Mr. Speaker : The question is :

"That a sum not exceeding Rs. 42,07,03,000 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, 1957, in respect of 'Ordinary Working Expenses—Operation (Fuel).'"

The motion was adopted.

Mr. Speaker : The question is :

"That a sum not exceeding Rs. 15,99,29,000 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, 1957, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

The motion was adopted.

Mr. Speaker : The question is :

"That a sum not exceeding Rs. 26,41,81,000 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, 1957 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses.'"

The motion was adopted.

Mr. Speaker : The question is :

"That a sum not exceeding Rs. 5,88,88,000 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, 1957, in respect of 'Ordinary Working Expenses—Labour Welfare.'"

The motion was adopted.

Mr. Speaker : The House will now take up Demands Nos. 11, 12, 13, 16, 17, 18, 19 and 20. As usual, hon. Members will send chits to the table indicating the numbers of the cut motions which they want to move.

The time allotted is half an hour.

DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Speaker : Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 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, 1957, in respect of 'Appropriation to Depreciation Reserve Fund.'"

DEMAND NO. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr. Speaker : Motion moved.

"That a sum not exceeding Rs. 39,66,44,000 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, 1957 in respect of 'Dividend Payable to General Revenues.'"

DEMAND NO 13—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

Mr. Speaker : Motion moved.

"That a sum not exceeding the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Open Line Works—(Revenue)—Labour Welfare'."

**DEMAND NO. 16—OPEN LINE WORKS—
ADDITIONS**

Mr. Speaker : Motion moved :

"That a sum not exceeding Rs. 3,35,42,42,000 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, 1957 in respect of 'Open Line Works—Additions'."

**DEMAND NO. 17—OPEN LINE WORKS
—REPLACEMENTS**

Mr. Speaker : Motion moved :

"That a sum not exceeding Rs. 54,99,51,000 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, 1957 in respect of 'Open line works—Replacements'."

**DEMAND NO. 18—OPEN LINE WORKS
DEVELOPMENT FUND**

Mr. Speaker : Motion moved :

"That a sum not exceeding Rs. 22,24,97,000 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, 1957 in respect of 'Open Line Works—Development Fund'."

**DEMAND NO. 19—CAPITAL OUTLAY ON
VIZAGAPATAM**

Mr. Speaker : Motion moved :

"That a sum not exceeding Rs. 1,35,82,000 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, 1957 in respect of 'Capital Outlay on Vizagapatam Port'."

**DEMAND NO. 20—APPROPRIATION TO
DEVELOPMENT FUND**

Mr. Speaker : Motion moved :

"That a sum not exceeding Rs. 22,99,37,000 be granted to the President to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1957 in respect of 'Appropriation to Development Fund'."

Shri Nambiar : I do not want to repeat the points which I have already covered with regard to the staff, but I would like to mention something about passenger amenities.

With regard to passenger amenities, much has been said here already, but I may add that the third class passenger who is the most affected and who suffers most, pays the highest. He is not yet acted for. That is my complaint. The promise regarding air-conditioned coaches for the third class passenger is a thing which is only in the air; nobody takes that promise with much seriousness, because we know that it will never happen. It will not be possible also. Therefore, leaving that apart, I would submit that some serious attempt may be made to improve travelling conveniences. For instance, I myself have suffered a lot and I know what is happening in our part of the country. Travelling by G.T. Express—not only G.T. Express, but also the Boat Mail and the Trivandrum Express—in third class is a big exercise for anybody who does it. Let alone sleeping accommodation, they do not even get sitting accommodation. Therefore, the first opportunity must be availed of to see more coaches are put on the track.

I know that several coaches have come from Japan and other countries; but from my experience, I understand that the sitting space now given in the new shell coaches is not enough and the arrangements are not very convenient. Therefore, it may be beneficial if the hon. Minister would kindly enquire into this matter and see whether sitting accommodation can be even more. Further, I understand that these coaches have been already made and they are not in a position to make very radical changes. Therefore, whatever can be done may be looked into.

With regard to the question of traffic and level crossings, I may submit that in my part of the country—Tanjore District—there are a number of level crossings where trains are delayed on one side and the road traffic is delayed on the other side. The hon. Minister may kindly enquire and see that some level crossings or gates or overbridges or other arrangements are made there.

[Shri Nambiar]

With regard to the movement of goods I would suggest that the position now existing in the Tanjore district is very bad, especially during the harvesting season when thousands of wagons are required to move there entire paddy from Tanjore district. But the wagons are not forthcoming. I would request the hon. Minister to pay special attention to this question because, as is known, Tanjore is the granary of the South.....

Shri B. S. Murthy : I dispute it.

Shri Nambiar : It may be disputed, but it is an admitted fact. Therefore more wagons may be given to that area.

In regard to accommodation in the goods sheds, to which matter I referred last year also, unfortunately nothing has been done. These paddy bags are kept in the rain with the result that the paddy begins to grow from there into something, changing itself into another crop! I would therefore request the hon. Minister to look into the question of improvement of the goods sheds, particularly at Koradacheri, Negapatam and various other stations in that area.

Lastly, I wish to say that recently due to the floods the railway lines on the Vedaranyam line on the east coast were damaged very badly, but only the immediate repairs that were necessary were done. I would request him to see that permanent repairs are done and maintenance of that particular section is attended to.

Shri B. S. Murthy : I would first like to say one or two words about the level-crossings in Madras City. The Deputy Minister, Shri Alagesan, comes from Madras and would have had occasion to go to the Secretariat. The level-crossing on the road leading to the Secretariat is very often closed, and for hours people have to stand in queue. Sometimes, it is no exaggeration to say that five, six or seven hundred people are jammed this side and that side.

Shri Kamath : What class, A, B or C?

Shri B. S. Murthy : It is Kamath class.

Shri Kamath : Special class, then.

Shri B. S. Murthy : It is an exceptional class like Kamath class. Therefore, I appealed to the hon. Minister that at least the level-crossing leading to the Secretariat should immediately be given top priority, because on certain

occasions when we wanted to go to the Secretariat to attend special committees or the Assembly we had been held up. And this is a matter not unknown to Mr. Alagesan, the Deputy Minister. I hope this matter will be taken up and top priority will be given as far as this level-crossing is concerned.

There is another level-crossing in Madras City, from Periamet leading to Chintadripet. My friends may be wondering why I am still talking about Madras though we have now got Andhra, Visalandhra, but we claim the whole of Madras....

Shri Kamath : You claim Madras City.

Shri B. S. Murthy : The whole of Madras including Kerala.

Shri Kamath : After separation you are fonder of Madras.

Shri B. S. Murthy : Mr. Kamath also will learn from me how to be fond of other people after being separated!

Shri Kamath : That is why I have been to Andhra so often and I am fond of you.

Shri B. S. Murthy : This level-crossing at Chintadripet may also be taken into consideration. But the previous one which I have mentioned must be given top priority and earliest steps must be taken.

Then I wish to say that the goods movement in Andhra is really very deplorable. Once in a month or fifteen days or two months a number of merchants come and say that no wagons are available for transporting rice or grain. At Gudivada, Tadepalligudam, Bezwada and Rajahmundry and sometimes even at Cocanada wagons are not available. Many times we have made representations to the Railway Board, and every time they say: We have been supplying a number of wagons, it is for your General Manager to attend to your needs. But when we go to the General Manager he says: "What can I do? The number of wagons supplied are earmarked, but they have been directed here and there." Therefore it is a very difficult question. People come over to Delhi just to make an appeal. All the rice is being stocked, paddy is being stocked, and sometimes the rice gets spoiled. This being a very important article of food, top priority should be given wherever the transport of rice is concerned. Especially at places like Narsapur, Bhimavaram, Tadepalligudam, Bezwada, Gudivada and Tenali,

which are very important centres, every-day they require a few hundreds of wagons. Though not a few hundreds, at least a sufficient number of wagons should be supplied to these places. That is what I wanted to impress upon the hon. Minister.

There is one more point which I mentioned even last time, and that is about the Cocanada-Kotipalli line which was removed during the last war. We have been appealing to the Railway Ministry several times to restore that line. Because from Cocanada to Kotipalli, Kotipalli to Amalapur, Amalapur to Razole and Razole to Narsapur is a route by which hundreds and thousands of people have to travel. The bus routes are not always congenial. Therefore I request that the earliest steps may be taken to see that this line is restored. Because, only the laying of the rails is required. The earth-work has been done, everything has been demarcated; the stations are there. Only renovation is necessary. It would not require a lot of expenditure. I do not know what the hon. Minister is going to say. I can forestall him and say that the revenue derived from this line will be sufficiently remunerative and it will not be a loss to the Railways. Therefore I want him to see that this Cocanada-Kotipalli railway line is restored as early as possible, so that all the inconvenience of the travelling public who have to go from Cocanada and also from Kotipalli is reduced. By doing this he will earn the thanks and gratefulness of all those people.

Mr. Speaker: The cut motions to this groups of demands which have been indicated by Members to be moved are as follows :

Demand No.	Cut motion
13	201, 202, 378
18	390
19	391

Acute shortage of water and electric supply in Golden Rock and Erode Railway colonies

Shri Nambiar: I beg to move :

"That the demand under the head 'Open Line Works—(Revenue.)—Labour Welfare', be reduced by Rs. 100."

Inadequate residential quarters for Class IV staff

Shri Nambiar: I beg to move :

"That the demand under the

head 'Open Line Works—(Revenue.)—Labour Welfare' be reduced by Rs. 100."

Inadequate medical and health facilities and failure to develop own sanatoria

Dr. Rama Rao: I beg to move :

"That the demand under the head 'Open Line Works—(Revenue.)—Labour Welfare' be reduced by Rs. 100."

Insanitary and primitive types of latrines and scarcity of urinals for III class passengers

Dr. Rama Rao: I beg to move :

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100."

Inadequacy of developmental programme for the port particularly for 'docks and berths'

Dr. Rama Rao: I beg to move :

"That the demand under the head 'Capital Outlay on Vizagapatam Port' be reduced by Rs. 100."

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

Shri Shree Narayan Das (Darbhanga Central): We very much appreciate the efforts made by the Railway Ministry for the all round improvement made by the Railways in providing the essential amenities and improving the sad conditions of the workers on the Railways. But I will be failing in my duty if I do not draw the attention of the hon. Minister to the very sad state of affairs on the North-Eastern Railway. Here also, I may mention, efforts are being made, but out of all the seven brothers of the railway system (*An Hon. Member:* Sisters) the North-Eastern Railway is the most neglected railway. The previous Railway Minister, the late Shri Gopalaswami Ayyangar, confessed that throughout the British period and also after independence this North-Eastern Railway was being given a step-motherly treatment.

If you just get an opportunity of travelling over that Railway you will find that perhaps all the old coaches with the Railways are being brought to that place. Replacements are seldom made there. There is no light in the trains; the whole train goes without light. If the attention of the authorities is drawn, they say : there is no ar-

[Shri Shree Narayan Das]

ramgement here for making repairs. And then at the next station, because the stoppage is for a very short time there is no opportunity of getting it done.

All these kinds of complaints we have been pressing before the House here and they have been brought to the attention of the hon. Minister every now and then, but in spite of all the efforts that the hon. Minister is making no marked improvement is seen.

2 P. M.

I would refer to the Patna-Paleza Ghat line. There is a small ferry there. Of course, some improvement has been made there. I saw the bench provided there for the first class passengers. I do not know who designed that bench. The width of the bench is not more than 12 or 13 inches. One has to sit straight. There is no room to stretch oneself. There are a very limited number of chairs. The passengers in the steamer suffer a great deal. This is the condition in the first class. The condition of the third class passengers can better be imagined than described. In the rainy season, people have to go inside to save themselves from the rain. There is no protection from rain in that steamer. I am not going into the details. When the O. T. Railway was transformed into the N. E. Railway, we thought that an old and tired Railway would be transformed into a new and energetic Railway. But, actually, it has been transformed into a neglected and effete Railway. I hope the hon. Minister will go into this question in great detail. This 7th brother in the railway system has been completely neglected. You find new lines being laid in every other Railway. In this Railway, no new line has been laid for the last 4 or 5 years. In the Second Five Year Plan, some provision has been made. I do not know whether this will serve our purpose. I am glad been made. I do not know whether to refer to the survey that is being made for a line between Muzaffarpur and Darbhanga. But, that is for operational efficiency. That is not for the service of passengers. There was a proposal to double the line from Samastipur to Darbhanga. Samastipur is a junction where four lines meet; Darbhanga is also a junction where four lines meet. Between Samastipur and Darbhanga there is only single line. This is not sufficient to carry the whole traffic. Therefore, for operational purposes, it

was proposed to double the line between Samastipur and Muzaffarpur. That proposal has been changed and now a survey is being made. What will actually be done, no one knows. I believe this doubling work will be done.

I also hope that the two lines for which Members from that part of the country have been pressing all along, Sakri to Hasanpur and Jhangarpur to Lankaha, about which my hon. friend Shri L. N. Mishra also mentioned, will be taken into consideration. On behalf of the Members from Assam, North Bengal, North Bihar and Eastern U. P. I beg to draw the attention of the hon. Minister to this grievance. We who come from that side, are paid T.A. by the Lucknow route although we come *via* Patna. If we come *via* Lucknow, as there is no train other than the one which leaves at 9 p. m., we have to stay at Lucknow station for 9 hours. The night train is convenient to the Lucknow people; but we have to stay in the waiting room for 9 hours. We have been mentioning this times without number; but no attention has been paid to this. Sometimes we are told that it is not possible to change the timings of the Tirhut Mail. That is the only mail in that line. The conditions of travel in that line can only be imagined. There is so much of jolt and jerk that one cannot sleep. That is the lot of the passengers in the N. E. Railway.

Some improvement has been made in the Darbhanga station. As I said, that is a junction where four lines meet. It is impossible to describe the difficulties of the third class passengers who have to wait in the third class waiting shed. There is no protection from rain. Stray cattle come into the third class waiting shed and the passengers have to go elsewhere. I request that immediate steps should be taken to remodel that station, especially the third class passengers shed. The hon. Minister also visited the place. I hope some amenities will be provided to the third class passengers in that station. We have for long been asking for an enquiry office in the Darbhanga station. This is an important junction. Trains generally are late. Hon. Members from all over the country have complained about the late running of trains. Late running has reached the limit here. Trains are very often 2 hours and 3 hours late. A train approaches the station. As the signal is not given, it is stopped outside the station. The other train by which we

have to travel is leaving the station and we see it from our train. We have to wait till the next train. That is the lot of the passengers in that line. The N. E. Railway attends from Agra to Pandu. Generally this line is very neglected and I request the hon. Minister and the Railway Board to pay immediate attention to this North-Eastern Railway.

There is a Railway Service Commission for the recruitment of class III staff. We know there is the Public Service Commission. Although we have not examined these bodies, we have also heard that these Railways Service Commissions are not functioning well. I would request the hon. Minister to reconstitute these Commissions in such a way that people may have confidence in their impartiality. There is a general feeling—I do not blame any particular person—that these Commissions at Calcutta, Madras, Bombay etc., are not working satisfactorily. I think a committee should be appointed to go into the whole matter and make recommendations as to how these Commissions are to be reconstituted. The recommendations of that committee should be adopted and this organisation for the recruitment of class III staff should be overhauled.

Every department requires improvement in this N.E. Railway. Trains run late; there is no light, there is no water in the lavatories. People from other parts of the country may be wondering whether this is the condition in 1956. The hon. Minister, I think, has travelled in this Railway and has some experience of the conditions. I request him to devote his entire attention to the N. E. Railway so that the people in this part of the country may be grateful to him and feel that here is the man who has come to their rescue.

Shri Alagesan : Regarding the improvement of conditions of travel on the North-Eastern Railway, I may say that I entirely share the pathos of the hon. Member who spoke last. But perhaps he was not here when the Parliamentary Secretary made mention of this point in his reply and said what we are going to do with regard to that railway by way of improving the conditions of travel, how more rolling stock will be sent there and how all other passenger amenities works also will be speeded up. I have myself travelled on that railway and have not found the conditions to be satisfactory. It requires a lot of pulling up, but as he says, this has been a legacy of the past.

It is not possible to clean up everything within a short period. If the hon. Member can remember, a committee of officers went into this question of providing more, better amenities to passengers on that particular railway, and the recommendations that they made have all been accepted, and extra sums have been allotted under the head "passenger amenities" for this particular railway, namely the North-Eastern Railway. I can only express the hope that this North-Eastern Railway which he has condemned will become new and energetic as quickly as possible and that this cause of disappointment and distress will be removed.

Thakur Jugal Kishore Sinha (Muzaffarpur—North-West) : What about the connection at Lucknow ?

Shri Alagesan : My friend Shri B. S. Murthy was mentioning about level-crossings in the City of Madras. I may inform him that these have been taken up and the Transport Ministry has arranged for loans to be given to the road authority for the construction of these overbridges at some of the important level-crossings. Subject to correction I may say that I think the conversion of the level-crossing at Chetpat at Macnichols Road or something like that is being taken up, and the loan assistance that has been given to the Madras Government is, I think, not less than Rs. 60 lakhs.

Shri B. S. Murthy : Beach Road ?

Shri Alagesan : There are two or three level-crossings which they want to convert into overbridges. It is the State Government which has been asked to fix priority. Whatever priority they fix and whatever level-crossing they choose for conversion has been accepted and loans have been granted.

He was talking of rice movement in Andhra. I told the other House that there are almost next to nil outstanding on the Bezvada district. They have all been cleared and there is no difficulty about rice movement on that district at least as far as the present goes.

Shri Nambiar, I am afraid, was goaded to make a speech by my friend Shri Thanu Pillai. He frightened him completely as to his prospects in his constituency, and so, though late, he remembered his constituency and made certain recommendations with reference to his constituency. I have myself been there when the rice movement has been difficult and tried to step it

[Shri Alagesan]

up as much as possible. Rice was going from there to the West Coast, and it had to pass through the Ghat section, the capacity of which was not much, but within the limitations everything possible was done to expedite movement in that particular area.

Regarding other passenger amenities, especially the question of air-conditioned travel for the lowest class of passengers, I do not know why there should be doubts and misgivings expressed. I can only request hon. Members to wait till October next when they will see this train steaming out of Old Delhi main junction.

Shri Nambiar: New trains there may be, but not wholesale possibility.

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

All the cut motions were negated.

Mr. Speaker: Now I shall put the Demand to the vote of the House.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 45,00,00,000 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, 1957, in respect of 'Appropriation to Depreciation Reserve Fund'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 39,66,44,000 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, 1957, in respect of 'Dividend Payable to General Revenues'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 1,62,33,000 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, 1957, in respect of 'Open Line Works—Revenue)—Labour Welfare'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 3,35,42,42,000 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, 1957, in respect of 'Open Line Works—Additions'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 54,99,51,000 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, 1957, in respect of 'Open Line Works—Replacements'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 22,24,97,000 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, 1957, in respect of 'Open Line Works—Development Fund'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 1,35,82,000 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, 1957, in respect of 'Capital Outlay on Vizagapatam Port'."

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 22,99,37,000 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, 1957, in respect of 'Appropriation to Development Fund'."

The motion was adopted.

APPROPRIATION (RAILWAYS); BILL*

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move for leave to introduce a Bill to authorise

* Published in the Gazette of India, Extraordinary, Part II, Section 2, dated the 12-3-56.