

payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1956-57 for the purposes of Railways."

Mr. Speaker : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1956-57 for the purposes of Railways."

The motion was adopted.

Shri L. B. Shastri : I introduce the Bill*.

DEMANDS ** FOR
SUPPLEMENTARY GRANTS—
RAILWAYS FOR 1955-56
DEMANDS** FOR EXCESS GRANTS
—RAILWAYS FOR 1950-51, 1951-52
AND 1952-53.

Mr. Speaker : The House will now take up discussion and voting on Demands for supplementary Grants on Railways and Demands for Excess Grants (Railways) for 1950-51, 1951-52 and 1952-53. As Members are already aware, two hours have been allotted for the discussion and voting on all these Demands for Grants.

Shri T. B. Vittal Rao (Khammam) : Let us take all the Demands together.

Mr. Speaker : Yes. Does the hon. Minister want to say anything ?

Shri Nambiar (Mayuram) : Four year's arrears can be cleared.

The Deputy Minister of Railways and Transport (Shri Alagesan) : It can be taken up like that.

Mr. Speaker : Would he like to say anything now, or hear hon. Members and reply once for all ?

Shri Alagesan : We can hear hon. Members and then reply.

*Demands for Supplementary Grants
(Railways) 1955-56.*

DEMAND NO. 1—RAILWAY BOARD

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 6,02,000 be granted

to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Railway Board'."

DEMAND NO. 3—MISCELLANEOUS
EXPENDITURE

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 11,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of "Miscellaneous Expenditure."

DEMAND NO. 4—ORDINARY WORKING
EXPENSES—ADMINISTRATION

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 1,09,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Administration'."

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

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 6,00,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING
EXPENSES—OPERATING STAFF

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 1,65,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Operating Staff'."

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

Mr. Speaker : Motion moved :

"That a supplementary sum not

* Introduced with the recommendation of the President.

**Moved with the recommendation of the President.

[Mr. Speaker]

exceeding Rs. 2,30,81,000 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, 1956, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

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

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 79,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operation other than staff and Fuel'."

DEMAND NO. 9-A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 46,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND NO. 10—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 5,40,000 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, 1956, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Speaker : Motion Moved :

"That a supplementary sum not exceeding Rs. 10,00,00,000 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, 1956, in respect of 'Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 12-A—OPEN LINE WORKS—(REVENUE) LABOUR WELFARE

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 22,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—(Revenue) Labour Welfare'."

DEMAND NO. 12-B—OPEN LINE WORKS—(REVENUE) OTHER THAN LABOUR WELFARE

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 1,08,82,000 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, 1956, in respect of 'Open Line Works—(Revenue) Other than Labour Welfare'."

DEMAND NO. 13—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 2,43,42,000 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, 1956, in respect of 'Appropriation to Development Fund'."

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 56,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st day of March, 1956, in respect of 'Construction of New Lines'."

DEMAND NO. 16—OPEN LINE WORKS —ADDITIONS

Mr. Speaker : Motion moved :

"That a supplementary sum not exceeding Rs. 12,07,69,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—Additions'."

DEMAND NO. 17—OPEN LINE WORKS REPLACEMENTS**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 6,92,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—Replacements'."

DEMAND NO. 20—DIVIDEND PAYABLE TO GENERAL REVENUES**Mr. Speaker :** Motion moved :

"That a supplementary sum not exceeding Rs. 9,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Dividend Payable to General Revenues'."

*Demands for Excess Grants, 1950-51.***DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL****Mr. Speaker :** Motion moved :

"That a sum of Rs. 64,36,952 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1951'."

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES**Mr. Speaker :** Motion moved :

"That a sum of Rs. 46,60,982 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1951'."

DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND**Mr. Speaker :** Motion moved :

"That a sum of Rs. 81,09,701 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Revenue Reserve Fund' for the year ended the 31st day of March, 1951'."

DEMAND NO. 16—OPEN LINE WORKS—ADDITION**Mr. Speaker :** Motion moved :

"That a sum of Rs. 2,36,99,864

be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Additions' for the year ended the 31st day of March, 1951'."

*Demands for Excess Grants, 1951-52***DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL****Mr. Speaker :** Motion moved :

"That a sum of Rs. 17,13,954 granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1952'."

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES**Mr. Speaker :** Motion moved :

"That a sum of Rs. 11,93,437 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1952'."

DEMAND NO. 10—PAYMENTS TO INDIAN STATES AND COMPANIES**Mr. Speaker :** Motion moved :

"That a sum of Rs. 9,39,703 be granted to the President to make good an excess on the grant in respect of 'Payments to Indian States and Companies' for the year ended the 31st day of March, 1952'."

DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND**Mr. Speaker :** Motion moved :

"That a sum of Rs. 6,49,23,795 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Revenue Reserve Fund' for the year ended the 31st day of March, 1952'."

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS**Mr. Speaker :** Motion moved :

"That a sum of Rs. 1,10,16,104 be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Additions' for the year ended the 31st day of March, 1952'."

**DEMAND NO. 20—DIVIDEND PAYABLE
TO GENERAL REVENUES**

Mr. Speaker : Motion moved :

"That a sum of Rs. 3,04,834 be granted to the President to make good an excess on the grant in respect of 'Dividend payable to General Revenues' for the year ended the 31st day of March, 1952."

Demands for Excess Grants, 1952-53.

**DEMAND NO. 4—ORDINARY WORKING
EXPENSES—ADMINISTRATION**

Mr. Speaker : Motion moved:

"That a sum of Rs. 2,06,262 be granted to the President to make good an excess on the grant in respect of 'Ordinary Working Expenses—Administration' for the year ended the 31st day of March, 1953."

**DEMAND NO. 6—ORDINARY WORKING
EXPENSES—OPERATING STAFF**

Mr. Speaker : Motion moved :

"That a sum of Rs. 10,89,189 be granted to the President to make good in excess on the grant in respect of 'Ordinary Working Expenses—Operating Staff' for the year ended the 31st day of March, 1953."

Shri T. B. Vittal Rao : On the Supplementary Demands I sent some cut motions thinking that as usual Saturday would be a working day, but subsequently I learnt that it was a holiday, therefore those cut motions could not be circulated. However, I make a few points.

There are various demands there regarding surveys etc. Firstly I want to take about the examination of the traffic survey reports submitted regarding the Nizamabad-Ramagundam rail link. This link has been hanging fire for a considerable number of years. This link would have been an accomplished fact ten years ago had it not been for the intervention of the war and the subsequent troubles the State of Hyderabad had to pass through.

Mr. Speaker : Does it arise out of the Supplementary Demands ?

Shri T. B. Vittal Rao : Yes, Sir. Surveys. The survey has been conducted. The amount is marked there.

The Minister of Railways and Transport (Shri L. B. Shastri) : It is there.

Shri T. B. Vittal Rao : I am very particular because I will be pulled up.

Mr. Speaker : I must be equally anxious to see that the time of the House is utilised for the matter before the House.

Shri T. B. Vittal Rao : Exactly so. This is an important link, and a part of direct link, between Visakhapatnam in the East coast to Bombay on the West. I hope the examination of the survey report will be undertaken and dealt with expeditiously and I trust the hon. Railway Minister will order the final location engineering survey at least in the coming month.

Then I come to the Railway Equipment Committee's interim Report. We do not know what action has been taken on it. The appointment of the committee had been held over for a very long time. I remember the hon. Railway Minister announced his intention of appointing this committee as long ago as 1954. But that committee was actually appointed only in 1955.

Shri Alagesan : To which committee is the hon. Member referring ?

Shri T. B. Vittal Rao : I am referring to the Kotak Committee. Probably, the Railway Minister was awaiting the services of Mr. Kotak who had done some good work as the chairman of the Stores Purchase Committee.

I do not know when the final report of this committee will come. I have been reading in the papers that members of this committee have been going round exhibiting certain things which are required by the railways; and I understand that they have submitted an interim report. I do not know when they will submit their final report. I would like the Railway Board to expedite the examination of the recommendations made in the interim report and let us know their decisions. I do not know whether it is as a result of this interim report that our local businessmen have come forward to manufacture 20,000 wagons, and the Railway Board have asked them to go ahead. If that is so, then that is a very good feature. I am sure the Minister will apprise this House of the recommendations contained in the interim report.

Shri L. B. Shastri : We expect to get the final report in about three months' time, and it is therefore advisable to wait till then, before taking any action

either in regard to placing orders or in regard to asking the private sector to go in for the manufacture of wagons.

Shri T. B. Vittal Rao : I thank the Minister for the information he has given. I read in the press note—which is generally sent to me every month—that the Railway Board have asked the private sector to look into the question of the manufacture of 20,000 wagons.

I now come to staff matters. In 1955-56, the Railway Board wanted the staff to express their option either in favour of grain concessions or in favour of cash dearness allowances.

[SHRI BARMAN *in the Chair*]

In many places, owing to the fall in prices of grains, many railway employees opted for cash dearness allowance.

Shri Alagesan : May I interrupt the hon. Member for a minute? Regarding these Supplementary Demands, I would like to say that there have been reductions subsequently, and they have been notified, and the Appropriation Bills have been amended accordingly. The changes are as follows :

Under Demand No. 3, read Rs. 6,40,000 instead of Rs. 11,06,000.

Under Demand No. 4, read Rs. 93,00,000 instead of Rs. 109,30,000.

Under Demand No. 8, read Rs. 46,00,000 instead of Rs. 79,39,000.

These are the reduced figures.

Mr. Chairman : There have been savings under these Demands ?

Shri Alagesan : There have been reductions. These are the reductions made, subsequent to what has been published in the printed Books on Supplementary Demands.

Shri T. B. Vittal Rao : I was referring a little while ago to the question of cash dearness allowance. The staff have got a grievance in this regard, which is a very minor one, and therefore, I hope the Railway Minister will come to a favourable decision in this matter. For, when they opted for cash dearness allowance, they were promised.....

Mr. Chairman : Let me place these changes before the House for its information. In the printer Book on Supplementary Demands, under Demand No. 3, the figure shown is Rs. 11,06,000. The corrected figure will be Rs. 6,40,000. In Demand No. 4, the printed figure is Rs. 109,30,000, whereas the correct figure should be Rs. 93,00,000. Under Demand No. 8, instead of Rs. 79,39,000 the real figure will be Rs. 46,00,000.

Shri U. M. Trivedi (Chittor) : Can these changes be made now ?

Mr. Chairman : What is the difficulty in that ?

Shri U. M. Trivedi : The difficulty is that we have no time to study it. That is the ordinary difficulty. What to say of the other difficulties that remain ?

Shri L. B. Shastri : We are trying to reduce the expenditure. So, why should the hon. Member object ?

Mr. Chairman : I do not find that the hon. Member has advanced any adequate reasons for objecting to these changes.

Shri U. M. Trivedi : As you please.

Shri Nambiar : We are giving it for four years at a stretch.

Mr. Chairman : I shall now once again place these three Demands before the House in the changed form :

DEMAND No. 3—MISCELLANEOUS EXPENDITURE

Mr. Speaker : Motion moved :

“That a supplementary sum not exceeding Rs. 6,40,000 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, 1956, in respect of ‘Miscellaneous Expenditure’.”

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Speaker : Motion moved :

“That a supplementary sum not exceeding Rs. 93,00,000 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, 1956, in respect of ‘Ordinary Working Expenses—Administration’.”

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

Mr. Speaker : Motion moved :

“That a supplementary sum not exceeding Rs. 46,00,000 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, 1956, in respect of ‘Ordinary Working Expenses—Operation other than Staff and Fuel.’”

Shri T. B. Vittal Rao : I was referring a little while ago to the cash dearness allowance. If the population of the city in which the employee is working exceeds about 50,000 or so, then he is supposed to be given Rs. 30 extra when he opts for the first time for cash dearness allowance. But the difficulty is that the population figure of 1947 only is taken into account, even though some of these employees are opting for the first time in 1955. I would suggest that in such cases, we should take into account the latest census figures of 1951 only, so that we may not deprive these employees of the small lump sum grant to which they are eligible.

The Minister had referred to the Joint Advisory Committee's recommendations, and the expenditure involved in connection therewith. There is also some expenditure involved in regard to the implementation of certain decisions taken in consultation with the National Federation of Indian Railwaymen. The Minister had mentioned some twenty recommendations or so this morning. They may be gone into thoroughly, and I would request the Railway Minister to reconsider the whole issue.

The recommendations of the Joint Advisory Committee came as a result of protracted negotiations. After the implementation of the Central Pay Commission's recommendations there were anomalies in regard to certain posts and certain duties. This matter was gone into by the Joint Advisory Committee. That Committee was presided over by such an eminent judge as Mr. Jeejeebhoy, who is now the chairman of the Labour Appellate Tribunal. The recommendations of this committee were made somewhere about 1949. And six years have passed since then. The

railways have developed in the meanwhile, and the railway earnings also have increased. Let us therefore reconsider this question and do something in favour of the employees. Let it not be said that any of the recommendations of this committee which was presided over by such a high judicial authority have been rejected. I would request the Minister to reconsider the issue and accept the recommendations that have been made.

Now, I come to operation. We spend a sum of nearly Rs. 1½ crores on hauling coal for the use of the railways in the south. This is an expenditure which could be put an end to. We should not mind whether it is the private sector or the public sector. It is coal meant for the railways; and therefore it should be hauled by the railways. If that is done, then we shall have a saving annually to the tune of Rs. 1½ to 2 crores, which we are at present paying in the form of freight charges for coal to the shipping companies. I hope that from this year at least, we can hope for some saving in this direction. Already, we are running short of finance; and the Planning Commission also have cut down the allotment to the railways. So, if coal is hauled by the railways instead of on ships, then we shall be able to effect a saving of Rs. 1½ crores to Rs. 2 crores, which will be a great sum for us.

I now come to amenities for staff. There are housing colonies in the railways, with clusters of a hundred, two hundred or three hundred houses in some places; but there is no street-lighting in those places. I would request the Minister to provide at least street-lighting in these railway colonies. If he wants, I can give him the names of all these colonies. There are some colonies like this even in a big city like Secunderabad. For instance, there is the railway colony at Chikalguda. Like this, I can go on naming various other places.

Then, I would like to say that the quarters of the class IV staff should be provided with better flooring. Either there should be some concreting or the flooring should be done with Shahabad stones. In any case, there should not be allowed to be earthen flooring.

The staff have been asking for more pay, but they have not been given any extra pay. And we are still carrying on with the recommendations which

were made by the Central Pay Commission in 1947, even though the industries have developed, and the national income has increased. If you do not revise their salaries, then I say, at least for the moment give them more amenities, such as water-taps, electricity connection in the quarters and so on.

Finally, I come to the question of compensation for goods lost or damaged. This is a big drain. Of course, progressively there is a decrease in the amount paid as compensation for the goods lost or damaged. But I would like certain things to be immediately done. In such a big railway station as Secunderabad, the parcels which are received are kept on the platform inside some iron bars. But any body can easily pilfer or damage it. Firstly, I do not like that it should be stacked there. It is ugly. It spoils the beauty of the station. Secondly, because it is kept there like that, it will entail loss for the railway because the railway has to pay compensation for loss or damage. These parcels should be removed and kept in some goods sheds. In a junction station like Dornakal, these things are thrown on the third class waiting shed. Naturally when there is no protection, they will be lost or stolen. So proper arrangements should be made for protecting these things. They should always be kept in parcel godowns or goods sheds.

Now I want to draw the Minister's attention to a representation I made. I made a representation for a platform covering in Bhadrachalam Road and Dornakal stations. This was a long ago as 1954. I was told in 1955 that this would be taken up for consideration in the budget year 1956-57. Now after two years I wrote again, there is no reply. In the budget papers supplied to me, I do not find any such provision being made. A promise was given. Now, they will say it was referred to the Passenger Amenities Committee, it did not get priority there or there were not sufficient funds. But a sort of assurance was given that it would be taken up for consideration. We have also accordingly told our people. What will be our position when these things are not done in 1956-1957? So I would request them at least not to make empty promises which cannot be implemented.

Shri Nambiar : We are now called upon to vote four years' arrears. We

have to vote supplementary demands for grants for 1950-51, 1951-52, 1952-53 and 1955-56.

Shri U. M. Trivedi : They are excess grants. I would like a clarification, as to whether we are now taking up the supplementary demands for grants.

Shri Alagesan : Supplementary demands for grants for 1955-56 and excess grants for 1950-51, 1951-52 and 1952-53—all these have been taken together at the suggestion of hon. Members.

Shri Nambiar : We have been discussing the Railway Budget for the last seven days. It looks as if we are continually discussing the same subject. But I may be excused if I make some references. The time that was available was very short to study the books supplied to us. But I find certain amounts were required for certain items. I will mention then one by one.

It is said that an excess amount is required to cover expenditure in respect of staff opting out of the grainshop facility. In this connection, I have a grievance. The staff who were asked to opt out of this facility were given a time-limit. They were also promised some compensatory cash allowance for such option. But certain members could not opt out by that time. Subsequently, the grainshops were abolished *in toto*, thereby making those persons who did not opt out till that time subsequently get out of the scheme. Such men also should get the allowance that was promised. Otherwise, it constitutes an injustice. If they were asked to opt out voluntarily and if they did not do it, the grainshops should have been kept there for their benefit. But if subsequently the grainshops are abolished, then those people should also be given the cash allowance. I think there may not be many such cases. But whatever it may be, when the representation comes, I request the Minister to grant them this concession.

Then there is another item—improvement of ports. In this connection, I would like to point out that in the Cochin Port, in the area which is known as Willingdon Island, the railwaymen working and residing there are not given island allowance. Formerly under the company-managed system, they were given this allowance. I remember having brought this matter to the notice of the Minister, namely, the

[Shri Nambiar]

issue of island allowance in respect of the Rameshwaram Island and the Willingdon Island. The railwaymen employed in Rameshwaram Island have been given the allowance, but the railwaymen in Willingdon Island have been omitted. I would request the Minister to consider this.

With regard to amenities to the staff, of course I have to reiterate another demand or ventilate a grievance of the catering staff. What happened was this. On the Southern Railway, we have departmental catering and the staff employed in the catering department were given free food by the administration. Subsequently, we took the fashion to develop departmental catering and extend it to other railways. This was not the fault of the people who were employed on the Southern Railway catering department; it was for our benefit that this was extended. But when this was done, those persons who—the servers—who were employed already were denied the free food, and instead of two square meals a day, they were given two *sambar* baths and two curd baths.

Shri B. S. Murthy (Eluru): Round meals!

Shri Nambiar: I do not know why it was done. I represented that matter to the hon. Minister. I wrote to the Railway Board and I am still in the process of representing. The Railway Ministry could have given this little concession. The argument was put forward that if free food was given, then the employees on other railways would also claim it, which was not possible to be given. But on the Southern Railway what happened was that the manager, the servers, everybody was getting two square meals a day; subsequently, the servers were denied the food but the manager continues to get it, the stores clerk continues to get it. Then I asked whether the manager was given the food because he had to taste the food given to the public. Then it was said that it was not on that account. The stores clerk gets it, the manager gets it, but not the persons who serve the food. This is something strange. I hope our brave Shah Nawazji consider this question. He must not be limited in his outlook; he must be broad-minded. Whatever was enjoyed by the staff previously should not be denied to them. If you are not introducing this system on other railways, I have no

grievance, but whatever was in existence should be continued and there should not be any discrimination between the server and the manager.

I find that money is allotted for supply of khadi cloth to the staff. I am a sympathiser of khadi. That is all. If it is economical, I will wear khadi. But my submission is this. If you give khadi to the railway staff it will be very difficult for them to work—I may be excused for making this remark. I cannot imagine a station master with a khadi suit, a guard with a khadi and a pointsman with a khadi khaki. Not only that; they will find it very difficult to operate. The guard is the last person to board the train, and with his khadi dress it will be very difficult for him.....

Some Hon. Members: Why?

Shri Nambiar: It will be very difficult for him. It is a practical thing.

Shri Thimmaiah (Kolar-Reserved Sch. castes): Is it heavy?

Shri Nambiar: It is so loose that it will get caught on something and the fellow will fall down. Not only that. It is very difficult also. You cannot allow that man to have a loose dress when he operates it. So is the case with the pointsman. Moreover, on the railways there is a lot of smoke and dust; if you give white khadi, it will be impossible for him to wear. I understand that some encouragement must be given to cottage industry products; if that is so, I would request that they may be supplied handloom cloth. I shall be much obliged if you switch on to handloom cloth instead of Khadi. I am not saying this because I am personally against khadi. But in practice it will be difficult to work on the railways with khadi. I also had occasion to discuss this matter with many railwaymen, station masters and other staff. They told me that khadi would be very difficult to wear in railway work; if they could be given something like handloom, they might like it.

Shri K. P. Tripathi (Darrang): British cloth?

Shri U. M. Trivedi: He is not talking of British cloth.

Shri Nambiar: I am talking of handloom cloth. You can get fine handloom cloth from the south.

With regard to the Watch and Ward also there is a demand put up. I have raised the question of Watch and Ward already. The Watch and Ward staff, at present, are treated very badly. When once they get out of the orbit of the Trade Union Act, they are put on a separate plan and treated badly. The District Officer of the place gives transfer orders and these Watch and Ward men are asked to go immediately on transfer to places 300 and 400 miles away without any notice. If they refuse, then the disciplinary rule comes in and they are kept under suspension. There are many cases like that; in the name of discipline they are being harassed. Therefore, I submit that there are instances like that. If the hon. Minister wants I can give. Since there is no chance for these men to go through the channels of trade unions, that matter must receive attention.

The other day Shri Shahnawaz Khan said they can form their own organisations or associations and through them they can put up their cases, but it is very difficult. Even where trade unions exist under the Trade Union Act of 1926—which has got so much of world publicity—even in the case of trade unions you are victimising the workers. Then, how can these Watch and Ward men who come under the new category of service associations, assert their rights? It is practically impossible. For purposes of publicity, you may say that you have given them the right. But, in actual practice, that right will not be there. Therefore, I submit that in such cases instructions might be given to the General Managers or Chief Security Officers that they should not approach the issue on the basis of their old views as Police Officers. The Chief Security Officer in each zone belongs to the category of a DIG. He comes from the policeman's category. He thinks of discipline and he wants to instil that spirit of discipline. I remember to have heard a case of a Watch and Ward sepooy who after his 8 hours of duty slept on the platform with the uniform and was punished. The reason given was: How could a sepooy sleep with the uniform? What could he do? After finishing his duty at 4 o'clock in the morning he could not go home and he had to sleep on the platform in a corner and he could not take away his uniform and boots. He slept there and for that he was punished. Such cases are there and if the hon. Minister would be kind enough to go through such

cases, I can send him in dozens—cases which are already pending with me. I therefore, request him to be a little more sympathetic with them.

I come to the question of the education of railwaymen's children. This morning only the Deputy Minister said that schools are being given and more expansion will take place and all the railwaymen's children will get an opportunity for education. But, there is something known as the education allowance, given to the sons of railway employees. There are railwaymen working at far-off places and their children are studying at different places and are getting education allowances. A Mad-rasi may be employed in Delhi and his son may be studying Tamil in Madras. That employee can claim education allowance for his son studying at Madras. This was what was being done. But, of late, there has been further watering down of the provision. In the recent past, if the son is staying with a relation of the father, then he will not get such allowance. In 'relation' are included brother, father etc. Thereby that privilege of education allowance which was given before is being denied now. I would request the hon. Minister to go into this question and see that this education allowance which was being granted previously is allowed to continue.

The Railway Minister, the Deputy Minister and Shri Shahnawaz Khan, the Parliamentary Secretary, have all spoken much about the good things that were done to the railwaymen. But, I would request them to look into one point. The Chittaranjan Railway colony is even today treated as a protected area. No person, other than an employee can get into the railway colony—not to the workshop. The whole colony is kept as a protected area.

Shri Raghunath Singh (Banaras Distt. Central): No; no, we have gone there.

Shri Nambiar: Yes, Yes; you have gone there; I have gone there; as Members of Parliament we can go. But that is not the case with everybody. Anybody who wants to enter the colony at Chittaranjan must get the permission from the Security Officer. Why should it be so? (*Interruption.*) You can get into the vicinity of Parliament here. What is the necessity for getting permission to enter the colony there? You need not enter the workshop; but entry into the colony should not be

[Shri Nambiar]

difficult. You cannot have such a thing except in the case of protected military areas. This was raised earlier on the floor of this House. We are speaking of rights here. This is not only democracy denied to the worker but this is democracy denied to the common citizen. (Interruption.) Why should it be so? Any person should be allowed into the colony as in the case of other railway colonies.

With regard to the goods sheds I have to submit something. I have visited one goods shed recently at Palghat in Malabar. There I got a lot of complaints that there is no proper approach road, there is no proper facility for the staff to sit. Not only that, the businessmen get no proper facility; even drinking water, they are not able to get. I say every goods shed must be improved. I am bringing this particular case not because this is the only place but because if I generalise the hon. Minister will say: This hon. Member is always generalising. Therefore, I have given this instance and you can multiply it in many other places. I request that an attempt be made to improve goods sheds and the approach roads, etc.

One more point I have to submit. Yesterday we were speaking about the working hours of various categories of workers. The hon. Deputy Minister was eloquent enough to say that the hon. Member on the other (this) side did not know that there are railwaymen working only 6 hours a day. I know there are certain cases of 6 hours of duty. The Train Controllers are supposed to do only 6 hours duty. In the Southern Railway there are Train Controllers who do only 6 hours of duty. But I am right if I say that in the Central Railway, in the Northern Railway and even in Delhi the Train Controllers are working 8 hours a day. They are breaking their nerves with 8 hours of work, having two earphones and one phone in front all the time, controlling trains moving hundreds of miles. It is very difficult. I hope the hon. Minister would take note of it and see that like the Train Controllers in the South, in these sections also the Train Controllers are made to have this 6 hours' duty. It would be much appreciated.

Lastly, I have to submit that in Mandapam, the southernmost part, near Rameswaram, there is a marine workshop which may be utilised for repairing certain rolling stock also. We have

got only two ships for ferry service and this workshop attends to them. The whole workshop is not necessary for these two alone. There is time, there is staff and there is skill. Therefore, I would request the hon. Minister to see that this Mandapam workshop can be utilised for the repair of rolling stock also. I know that after representations have been made, wagons are being repaired there. I must thank the hon. Minister for that. I would request him to extend it a little more and see that carriages are also repaired there; if that is done much repair shortages can be eliminated.

I once again request the hon. Minister not to take criticisms from this side as criticisms in a spirit of opposition but in a spirit of co-operation and let him consider these points and do his best.

Shri B. K. Das (Contai): The Supplementary Demands Nos. 11 and 13 relate to the Depreciation Reserve Fund and the Development Fund. The contribution to the Depreciation Reserve Fund will be Rs. 10 crores more. In respect of the Development Fund, to which no contribution was made originally, the demand is Rs. 2.43 crores. It is good that the resources of these Funds are being augmented. But what I feel is that the contribution to these various Funds seems to be rather promiscuous, because in the Budget Estimates last time no contribution was made to the Development Fund. A sum of Rs. 7.14 crores was contributed to Revenue Reserve Fund giving surplus that would arise to the Development Fund, as it has been done in the present Budget. In the present Budget, the contribution to the Development Fund would be nearly Rs. 23 crores, but the Budget Estimates for 1955-56 did not provide for contribution to the Development Fund. All this was done taking into consideration the recommendations of the Railway Convention Committee. But the picture that was presented by the Railway Board to that Committee was that the withdrawal from the Depreciation Fund would be to the extent of Rs. 250 crores in the next five years. But now it is stated that the expenditure from the Depreciation Reserve Fund would be about Rs. 293 crores. It may be so, but I think the estimates of the Railway Board at the time the Railway Convention Committee met were made on rather indefinite data. I feel that if the two periods, that is, the Convention

period and the Plan period, coincide, this anomaly can be got over. These Funds, for which there should be enough resources, should be so adjusted that all the three of them may have their due share. But as I have already mentioned, in the Budget Estimates no provision for contribution was made for the Development Fund, but all the surpluses were given to the Revenue Reserve Fund and no sum was assigned to that. It was pointed out at that time in the Convention Committee Report that for the coming five years, nearly Rs. 90 crores would be necessary for expenditure from the Development Fund and that sum would come from the general revenue as a loan to the Railways. For that reason the contribution was made to the Revenue Reserve Fund. If the picture of the financial results of the Railways for the coming five years had been otherwise, then of course the contribution would have been made accordingly. My complaint is that since the data were presented before the Convention Committee they have undergone sufficient changes. If these two periods coincide and if the Railway Board acts on more definite data, these anomalies may not occur. I think some remedy may be found out and I hope that in future the allocations to these three Funds will be made on more definite data so that all the three Funds may get their due share.

Shri U. M. Trivedi : The first point that strikes me before I say anything in general about the Excess Grants is this. You must try to put a stop to this method of budgeting. In the Excess Grants that have been demanded for 1950-51, I find the total comes to Rs. 429 crores. No explanation is forthcoming as to why they were sleeping for all these five years for this Demand. If the expenditure was incurred in 1950-51,—Rs. 4.29 crores or so—I do not know what they did in 1951-52. They slept in 1951-52; they slept in 1952-53; again they slept in 1953-54 and 1954-55. And now in 1956 they have suddenly woken up....

Shri Kamath (Hoshangabad) : Longer than Kumbakarana !

Shri U. M. Trivedi : The hon. Deputy Minister thinks that this is not a very wonderful thing. I do not know what can be more wonderful.

Shri Alagappa : When the hon. Minister replies, you will find that we have not been sleeping.

Shri U. M. Trivedi : If they were awake, they ought to have taken the House into confidence and told them why this thing took place. Why did they not attach a note here stating that they were not actually sleeping all the time but were adjusting some figures or other. There may be some excuses, but at least this book which has been supplied to us says not a word about it. Is this the main object of preparing estimates, getting grants, having the President's sanction to spend the money, having the permission of the House to spend the money by passing the Appropriation Bill? You must first estimate the expenditure, put it before the House, take the sanction of the President, and then the Appropriation Bill is to be passed. It is not as if you can go on spending money as and when you like and then come before the House and say—

हम तो सेठ हैं खर्च कर दिया, तुम लोग नौकर हो कह दो कर दिया तो कर दिया ।

That is not proper. We are the *seths*; we are the masters, not they. They must take our permission, the permission of the House, this sovereign body. They are not our master. So they must come before the House and say, "We want to spend this money for which we want your permission." They have not taken that permission. I say that they should not do this again in future.

The law is like this. If an ordinary reading of Article 115, without trying to read in between the letters, is taken into consideration, it will only indicate that if during the current financial year you find that a particular expenditure is going to be in excess of what you had contemplated, then and then alone, during that financial year, you must ask for a supplementary grant. The question of excess grant is also a similar type and that ought not to be left over for a period of four years or so.

The same story is there in 1951-52 and 1952-53. In these excess grants it is only in respect of two items that you have justified them by giving proper reasons. In one case, you did not find out that the pensionary charges exceeded by Rs. 52. This is a small amount and so we are not worried about this item. Let it go, that being not an amount that can be voted by the House but having been already charged to the Consolidated Fund of India. We cannot grumble about it.

[Shri U. M. Trivedi]

3 P.M.

But as regards the other expenditure, only the day before yesterday in my speech during the discussion on the Demands, I brought to the notice of the hon. Minister that the Budgets are so prepared that they do not show when the actual expenditure has to be incurred. I gave him an instance. In the Budget Estimate you had shown an expenditure of hardly Rs. 95,000 and that was for engineering survey to double the line from Godhra to Ratlam. But the actual expenditure that you are going to incur, part of which had already incurred would be about Rs. 8.5 crores. You have already spent lakhs of rupees on it. I have seen the work going on. I do not know how you say here that the estimated cost of the survey that is to be carried out will be about Rs. 95,000. Is that the method of preparing the Budget and showing it to this House? The provisions of Articles 113 and 114 in the Constitution when read together will indicate only one thing and method. You come to this House and say what you are going to spend and how you estimate and then get the sanction of the House to spend that money. But you cannot go on like this. I again repeat this. The hon. Minister, his Deputy and Parliamentary Secretary are all very sensible people. They will make a note of this for the future at least not to come out with such Demands which only hold us out to ridicule.

When I was looking into the reasons for this operational expenditure, I found that a big sum had been allotted. May I remind him of one thing when moneys are being spent like this? There are so many persons speaking here for this union from this side and for that union from that side and for some other union from some other side. But nobody speaks for a small category of people for whom there is no union in existence.

An Hon. Member: There is the Indian Union.

Shri U. M. Trivedi: I thank him for the suggestion. I very humbly request the Indian Union's Railway Minister to look into the grievances of these underdogs for whom there is nobody to represent, nobody to threaten with strikes, nobody to put you under duress—nothing of the kind. For such small people also he must have a soft corner

and look into their grievances. May I point out that there are a set of people known as enquiry clerks at big stations like Bombay, Ratlam, Baroda, Ahmedabad, etc. I am talking about my own Western Railway zone. These people are put in a category by themselves. They have no chance to rise and if they make representation, some excuse is given that they do not know how to calculate fares; they have not done this duty or that. Another excuse is that they do not come into contact with the public. On the contrary, the TTEs who have only to deal with the ordinary strata of people, with the common men who is not to behave politely to those rogues who travel without tickets, are promoted; if they can be posted as conductor guards on the Frontier Mail and other mails. I will ask him what solid reasons are there for not promoting these enquiry clerks who have always to behave very politely with all the members of the public and are helpful to them. The grievances of these well-behaved poor clerks are not looked into; they are not even allowed ordinary promotions to reach up to the guards and become conductor guards. It is a monopoly and they have these conductors recruited from the TTEs. I do not want to run down all and sundry. But I have seen with my own eyes certain things. There are certain TTEs who at times officiate as conductor guards and accompany the Delhi Mail or the Frontier Mail. There are certain people called *murgas*—people who travel without tickets—and the conductor guards bring them on their own risk and take the money from them. This is a method learnt by the TTEs and nobody else. Recruitment of TTEs to these posts of conductor guards and such posts on important trains like the Frontier Mail and the Ahmedabad Mail may be put a stop to and the question of considering the promotion of enquiry clerks to these posts may have to be taken up.

At times it is being said that the Railway Minister is very sympathetic and he always looks into the grievances of the very big staff which is under him. I feel that he is a very good gentleman. But my difficulty as I have said before is this. Knowing he is very sympathetic, he is approached by so many people who may be right or wrong and his table is always full of complaints and so he is not able to look into any with the net result that

the people who need his sympathies really are not able to get his sympathy at all. It will, therefore, be proper for him to allocate for this purpose some time between himself and his deputies. Last time, I suggested that he must have four Deputy Ministers and not one. He must have more Parliamentary Secretaries. Then only he will be able to discharge his work because, as I said before, I am afraid that the bureaucracy under him is not very sympathetic towards those who are really under-dogs and who could not hold out threats of duress against the administration.

श्री नवलाल शर्मा (सीकर) :

धर्मण शासिते राष्ट्रे नचबाधाप्रवर्तते ।

नोऽप्यथे व्याघायश्चैव रामे राज्यं प्रशासती ॥

शास्त्री जी के कोमल शरीर को देख कर कुछ इच्छा नहीं होती कि उन के साथ कठोर भावों से सम्पर्क स्थापित किया जाय और यद्यपि उनका मार्ग लौह मार्ग है तथापि हृदय उनका लोहे का नहीं है ऐसा मेरा विश्वास है। भले ही हम विरोधी पक्ष में गिने जाते हों, यह उचित नहीं प्रतीत होता कि रेलवे विभाग ने उनके पथ प्रदर्शन में जितनी उन्नति अब तक की है, उससे बिलकुल आंखें मूंद ली जायें। मैं इस बात को विश्वासपूर्वक और निश्चयपूर्वक कह सकता हूँ कि अंग्रेजी शासन काल की अपेक्षा इस समय भारतवर्ष में रेलवे की परिस्थिति बहुत अच्छी है और मेरा विश्वास है कि शास्त्री जी जैसे योग्य व्यक्ति जिस प्रकार लगन के साथ कार्य कर रहे हैं और उनके विभाग में काम हो रहा है, उसको देखते हुए हम लोग एक दिन अभिमानपूर्वक कह सकेंगे कि हमारे देश की रेलवे किसी देश की रेलवे से कम नहीं है।

इस समय सप्लीमेंटरी ग्रान्ट्स का प्रश्न विचाराधीन है। मैंने इस अवसर पर कोई बहुत लम्बा चौड़ा भाषण नहीं करना है। मुझे तो कुछ जरूरी बातें करनी हैं और जो थोड़े बहुत कष्ट हम को अनुभव हो रहे हैं, उनकी और मंत्री महोदय का और इस सदन का ध्यान दिलाना है। यह भी मैं कहने के लिये तैयार नहीं हूँ कि पहले हमने कंसालिडेटेड फंड्स में से इतना झा किया है, अब हम उसके ऊपर और बोझ डालें, यह थोड़े से करोड़ रुपये रेलवे के लिये ऊंट के मुह में जीरा भी नहीं है, इस में कोई बात नहीं है, परन्तु केवल प्रश्न यह है कि आप जिस भावना से यात्री सुविधाओं के लिये आगे बढ़ रहे हैं वह प्रशंसनीय है। कोई इलैक्ट्रिक फेस

मांगता है, कोई बाय मांगते हैं तो कोई कैटरिंग की सुविधा चाहते हैं।

एक भारत यूनियन के साथ उन की सौतेली संतान भी है। वह स्टेप सन्स कौन हैं? वह वे भारतीय हैं जो भारतीय राज्यों से आ कर के आप के साथ सम्मिलित हुए हैं। जिन को अंग्रेज नेटिव्ज के नाम से पुकारा करते थे। वे आप के साथ आ कर मिले, जो उन के पोस्ट आफिस थे, जो उनकी रेलवे थी, जो कुछ भी उनका था वह सब आप के साथ मर्ज कर दिया, किन्तु आज सुविधा के दृष्टिकोण से देखिये, यात्रियों की सुविधा के दृष्टिकोण से देखिये अथवा यातायात के दृष्टिकोण से देखिये, चाहे यात्रियों के लिये स्थान के अभाव के सम्बन्ध में देखिये, चारों ओर उन की उपेक्षा है। स्टेट्स के अन्दर जो एम्प्लायीज हैं जो कि पहले स्टेट्स सर्विसेज में थे, निश्चित बात है कि उनकी पे कम थी। ब्रिटिश टेरिटरी में लोगों के जो स्केल आफ पे थे, उन से स्टेट्स के एम्प्लायीज के स्केल आफ पे कम थी। फल यह हुआ कि जिस समय उन लोगों का मर्जर हुआ तो उन लोगों की पे ब्रिटिश टेरिटरी वालों से कम होने के कारण उन का ग्रेड कम कर दिया गया। जो लोग पुरानी पुरानी सर्विस वाले थे उन को भी नीचे रिलेगेट कर दिया गया और आज तक वह अपने उचित स्थान पर नहीं आ सके हैं। मैं शास्त्री जी से, उन के सहयोगियों से निवेदन करूंगा कि वे इस बात की ओर ध्यान दें, और जिस स्थिति को फेवरिटीज्म और करप्शन इत्यादि का नाम दिया जाता है, उस में दुर्भाग्य यह है कि बेचारे नीचे के व्यक्ति जब तक किसी की पेट पूजा नहीं करते, जब तक किसी को दक्षिण प्रदक्षिणा नहीं दे सकते, तब तक उनको कोई पूछता नहीं है और वह कभी भी अपने उचित स्थान पर नहीं पहुंच पाते हैं। एक जगह नहीं, कितनी ही जगहों पर मैं खुद गया और उन को अपना दुखड़ा रोते सुना।

एक चीज और भिक्षा के रूप से मांगूंगा, न जाने पाऊंगा या नहीं। वह यह है कि आप फ्रांटियर मेल के मार्ग को देख लें, यहां से बम्बई और कलकत्ता के जितने मार्ग हैं उन को देख लें आप को कितनी ही गाड़ियां मिलेंगी, कितनी ही जनता एक्सप्रेस भी मिलेंगी, सब कुछ मिलेगा, लेकिन राजस्थान को यहां से ग्रहमदाबाद मेल जाती है और पैसेन्जर जाती है। शंखावाटी क्षेत्र जिस का मैं प्रतिनिधित्व करता हूँ, उस में आप को कोई लाइन नहीं बिछानी पड़ती, कोई चीज नई नहीं बनानी पड़ती, लेकिन फिर भी उस क्षेत्र को एक ट्रेन भी नहीं दी जाती। यहां से

[श्री नन्दलाल शर्मा]

केवल बीकानेर एक्सप्रेस के साथ दो डब्बे जोड़ दिये जाते हैं जिस में शोखावाटी जाने के लिये इतने लोग खचाखच भरे रहते हैं जिस का कोई ठिकाना नहीं है। दूसरे लोग मांगते हैं पंखे, हम कहते हैं कि आप हमको पंखे न दें, लेकिन वहाँ के लोगों के लिये यात्रा योग्य स्थान तो दें। इसके लिये उचित तो यह है कि आप कृपा करके वहाँ पर एक न एक पैसेन्जर गाड़ी चलावें। आप कोई नई लाइन न बिछावें, लेकिन शोखावाटी क्षेत्र के २४ घंटों में कम से कम एक सीधी ट्रेन दिल्ली से दें जो कि जा सकती है। यदि वह भी न दे सकें किसी प्रकार से तो कुछ बोगीज ही और दें। यह आप की सुविधा पर है, दे सकें तो गाड़ी दें, नहीं तो कम से कम बोगीज दें। यह कोई मेरा व्यक्तिगत मामला नहीं है। जनता की सुविधा का प्रश्न है। इस लिये बोगीज का कोटा तो आप को बढ़ाना ही चाहिये। दो के बदले चार कर दें जिसे लोग दो डब्बों में खचाखच भर कर न जायें, उन्हें कुछ सुविधा हो जाय। इस के अलावा बहरी के लोग आप से कुछ नहीं मांगते। उन लोगों की मेरे पास मांग आई, आप के पास वह कितनी ही बार आ चुके हैं, प्रार्थना भी कर चुके हैं लेकिन उन्हें सर्वदा निराशा मिली, उन का कुछ ध्यान नहीं दिया गया।

फतेहपुर चुरू लाइन को ही लें। यहाँ कुछ काल से उसकी कथा सुन रहा हूँ, लेकिन :

“बहुत शोर सुनते थे पहलू में दिल का,
जो चीरा तो एक कतरये खून निकला।”

अभी तक वह फतेहपुर चुरू लाइन लटक ही रही है। कब तक पूरी होगी नहीं जानता, कहीं आप की सेकेन्ड फाइव इम्प्रोव्ड प्लैन पूरी होने तक लटकी ही न रहे, इस लिये मैं निवेदन करूँगा कि आप इस और भी ध्यान दें।

श्री अलगेशन : आप को खुशी होनी चाहिये कि वह लाइन बन रही है।

श्री नन्दलाल शर्मा : आप को धन्यवाद है। यह मुझे मालूम है कि आपने पिछले वर्ष कहा था और यह भी मालूम है कि आप वहाँ गये थे। मेरे पास जब समाचार पहुँचा था, उस वक्त मैं वहाँ था नहीं, कहीं और था इस लिये अपनी अनुपस्थिति के कारण आप का स्वागत नहीं कर सका।

मेरा केवल एक शोर निवेदन है और वह यह कि चूंकि राजस्थान के अन्दर यातायात

की इतनी असुविधा है कि कोई उसका अनुमान नहीं लगा सकता, चारों ओर एक रेत का समुद्र है और ऊँट ही उस का एक मात्र एम्परोप्लेन है, ऐसी परिस्थिति में अगर कोई साधारण मोटर खींचनी जाय तो कठिनाई यह है कि भले ही कोई जीप या अच्छा स्टेशन वैगन वहाँ पर काम दे जाय तो दे जाय, नहीं तो यदि कोई मोटर रुक जाय तो ऐसे भयंकर रूप से उसकी कमानी टूट जाती है कि कोई उस को चला नहीं सकता है और उस के लिये जाने का कोई मार्ग नहीं रहता है। इस लिये राजस्थान में कोटा से देवगढ़ तक की एक लाइन मांगी गई थी, लेकिन वह अभी तक प्राप्त नहीं हुई।

फिर फूलैरा से दान्तारामगढ़ के एरिया के लिये मैंने शास्त्री जी से एक दो बार प्रार्थना की थी, लेकिन अभी तक उस ओर ध्यान नहीं दिया गया। जो आप की यह द्वितीय पंचवर्षीय योजना आ रही है, भगवान आप को बल दे कि आप उस में जनता को उस के यातायात की सुविधा के लिये और अधिक सहयोग दे सकें और ले सकें और शक्ति प्राप्त करें।

Shri Gadlingana Gowd (Kurnool) :
Sir, I do not want to simply criticise the administration but I want to bring to your kind notice the difficulties of third class passengers. I entirely agree with my friend Shri Nambiar in what he said about the difficulties of third class passengers. I am sure that the third class passengers will be glad to have comfortable seating accommodation in the trains instead of air-condition trains which may or may not come at all.

I will submit some of the instances of my own experience so that I may be cent per cent correct in what I say about the difficulties of these third class passengers. You know, Sir, we are entitled for reservation for our family members in third class wherever this reservation is in force. On the 13th of February when I was coming to attend this Parliament Session—I have brought some of my family members to Delhi—I got reservation for my family members in third class from Bombay to Delhi in the Punjab Mail. When I went to the station two hours earlier and asked the authorities about my seats they said that there was no reservation. I said that I had given 15 days' notice and that my first class berth had been reserved. Since I had requested for reservation of third class seats also in my telegram I was sure that reservation

would have been done. Therefore I asked the man in charge there to enquire into the matter. He told me: "If you want, you go and ask at the railway station office. I cannot go". He then saw the list and told me definitely that there was no reservation done for me. When I went to ask the Station Master he was not there. The Assistant Station Master who was there told me: "Only two hours are left. I cannot enquire now. Therefore, you please come tomorrow morning." I replied: "How can I go alone leaving my family members? Why not kindly look into the matter or give it to me in writing that you have asked me to come tomorrow morning?" Then he asked the reservation branch and the reservation branch said that reservation had been done for such and such people. But there was no reservation done in the through carriage. With some chalk piece they had written on three seats in a wayside station carriage that they were reserved. My family members were asked to sit in that carriage. When I went to see the condition of their accommodation at Kalyan Station I was told—and I myself personally saw it—that all my people were pushed out and some of them had to sit on the floor over their *samans*. I called the Ticket Collector and Ticket Examiner who were standing on the railway platform, showed to them the condition in which my family members were accommodated and told them that three seats were reserved for me from Bombay. I told them to tell the Guard and see that they were properly accommodated. They replied: "It is not our duty." Then I informed them that I will have no other alternative but to pull the chain and inconvenience all the passengers. Which I did not want to do and that he should go and tell the authorities. He would not hear me. He stood there, and the train steamed out. I had to pull the chain and somebody came and asked me why I pulled the chain. I said the condition was so bad. He would not hear me. So, again I pulled the chain. This was for the second time. Nobody took any action to rectify the defects. So, I pulled the chain for a third time. I never left the train. Many officers in the station and some police officers also came and said. "We are going to prosecute you. You have come to the female compartment and then pulling the chain". I said, I had no objection to be prosecuted but that those three seats which

had been reserved for me should be made available to me and that my family members must be accommodated there. They said, "You first go out and then we will do it". Because it was a wayside station my people had to experience so many difficulties. Lastly we reached Delhi. I am mentioning this thing to show that there is so much overcrowding in the third class compartments, and so I request the administration to provide more third class compartments instead of spending money over air-conditioned coaches and on experiments on cinemas and other things.

Shri Nand Lal Sharma : What about overcrowding in second class ?

Shri Gadilingana Gowd : I have no experience. I am telling you only of my own experiences. Last year, I had to travel from Guntur to Bezwada on a train which was running without lights. At one of the stations, where the train was stopped, I made a complaint. After a few months, I received a very courteous letter from the administration, regretting the inconvenience caused to me, and telling me that the matter was being looked into. I thought that the matter should have been improved by this time. But it is not the case. The Public Accounts Committee, of which I am a Member, had to visit Vizagapatam shipyard. On the 6th February, night I was returning from Vizagapatam to Guntakal, or rather, from Bezwada to Guntakal. I had to take the Masulipatam Express. There were absolutely no lights in the train and because there were no lights, the train had to be stopped for hours together for repairs here and there. Lastly, the train came to Guntakal about four or five hours late, and we had to miss the connecting train. Last year, I made the same observation I do not know as to why there was difficulty for the administration or the concerned people who are in charge of these lines, to look into this matter, though one and a half years have passed since my last observation, no improvement has been effected.

On the line from Nandyal to Bellary on the Southern Railway and from Dronachellam to Kurnool on the Central Railway, the stations are located in the black cotton soil, and it is very difficult to get drinking water. Therefore, the railway administration is sending water tanks containing drinking water for the staff and the passengers

[Shri Gadilingana Gowd]

I visited some of the stations on those lines. I was told that now-a-days water tanks are bringing water only once a week or once in ten days. In response to some of the complaints that I made in the complaint book of the Tuggali station, I received some letters. It remains to be seen whether any improvements have been made there or not. I am informed that now-a-days water tanks are sent on alternate days. Many of the stations on the lines I mentioned just now remain like huts, with only single rooms. Though I have been noticing many stations being repaired, the administration has not taken into consideration the construction of or even improvement of stations in these areas.

I want to repeat what I said during the Demands for Grants in 1954. This is the third year of my attending the House—this session—after my election, and from the first year onwards, I have been suggesting the construction of a railway line from Sirugappa in Mysore State to Kurnool in Andhra State *via* Adoni and Yemmiganur. This is a really important line. When I received a reply from the Railway Ministry saying that my memorandum has been admitted and the matter will be considered at the time of the selection of new lines during the second Five Year Plan period, I was very glad that the Government had taken a good step. But unfortunately from the speech of the hon. Railway Minister, I find it has not been included even for survey. I would appeal to him and request him to see that this line is at least surveyed. I do not mind, if it is not possible for the Government to lay a broad gauge line there. Let it be metre gauge or even narrow gauge. Buses are running from Adoni to Yemmiganur every half an hour. There are more than a dozen buses running through those places.

I should like to bring forward one more aspect, and that is, with regard to the waiting room facilities. The House knows that Secunderabad is one of the twin capital cities of Hyderabad State. These cities of Hyderabad and Secunderabad are going to become the capitals of Visalandhra and they are going to become very important. To come to Delhi, sometimes I come *via* Secunderabad. As the capital of Andhra is now in Kurnool, whenever I go there on some official duties, in the Andhra State, I take the Secunderabad route. Once it so happened that I had to wait

for a train in Secunderabad railway station and I was occupying the first and second class waiting room. There was an old porter sitting there. I took my bath and went out for my breakfast. When I returned to the waiting room, I found my dhoti missing. Immediately I asked the porter as to where it had gone. He said he did not know. I had to wait for a few more hours. Meanwhile, some of my co-passengers asked me to take care of their things while they would be out for their breakfast. I promised to do so. Immediately, that same old man who was sitting there came and began to meddle with those things I asked him what was the matter with him and why he was meddling with those things. He said he had been asked to keep those things in a safe place, and that therefore, he was doing it. Just at that time, one lady—I do know her designation and I think probably she was a member of the railway staff there—came there, and I told her that that old man was meddling with the dhoties of my fellow-passengers, and that he must have taken my dhoti also. Fortunately for me, in the presence of that lady, that fellow said he had kept my dhoti safely in the other room, and he then brought it to me. I made enquiries whether there was any waiter in such important station. I was told that there was no such arrangement. Immediately I sent for the complaint book and made a note of all these things. I received, as usual, a very courteous reply. They are always very courteous in sending replies. I again received another reply that the matter was being looked into. I thought that a waiter would have been appointed by now. About a month or so ago, I happened to go to Secunderabad station and I enquired whether a waiter was there. I am really very sorry to submit that there was no waiter. I do not know if any orders have been passed and whether a waiter has been appointed or not. With these words, I resume my seat.

Shrimati Sushama Sen (Bhagalpur South): I strongly support the Supplementary Grants, because the Railway Ministry has done really very good work and from all sections of this House there has been nothing but praise. There have been criticisms—some healthy criticisms—and I am sure the Railway Minister will take into account all that has been said where there have been any failings in the railways. But as far as we can make out, I think the

Railway Ministry deserves congratulations from everyone of us. So, I strongly support the Supplementary Grants. The traffic has increased by 7½ per cent and the movement of goods also has increased. As far as the construction of locomotives is concerned, I have seen the works Chittaranjan Locomotive myself and I feel they are doing some wonderful work there. Therefore, from all considerations, I think there is nothing to grumble about.

There are just one or two things which I would like to bring to the notice of the hon. Railway Minister. There have been demands for restoration of dismantled lines, especially from my backward area. I am happy to say that the Railway Ministry took up the restoration of the dismantled line from Bhagalpur to Mandar hill in 1954. It was the first line to be restored.

There are still some amenities which are indeed, and I would earnestly request the Railway Minister to look into them. For instance, there is great need for a flag station at Punsia. I hear that there has been constant demand from the people of that area, on the ground that they are being put to very great hardship. Then, the platform at Mandarhill needs to be re-done. There is another strong demand from that area and that is for the extension of the Bhagalpur-Mandarhill line to Deoghur. I believe the distance is only 30 miles. From all that I can make out, the Railway Ministry considered this and we were given to understand that in the second Five Year Plan, this would be considered. But now we hear that there is another scheme from Pripainti to Deoghur which involves more expenditure, because the distance to be covered will be 80 miles, whereas from Mandarhill to Deoghur, it would be 30 miles. I would earnestly request the Railway Ministry to look into this question and fulfil the demands of the people from my area.

There are one or two other things which need careful attention. One is about the security of women passengers. A few days ago I read in the papers that in the Darjeeling-Himalayan Railway, two ladies were very badly molested and although they pulled the chain, there was no response and they were put to very great trouble. In fact, I find that the ladies in the ladies' compartments are put to very great inconvenience. The other point is about the

change in the second class. I think that second class should be kept, because there are some people—especially ladies travelling with children—who are not able to travel in the third class. I strongly urge that second class should be not only retained, but there should be reservation also in the second class. At nights, reservation is very necessary. In the third class there is reservation, but in the second class there is no reservation. This seems to be an anomaly, which, I think, should be rectified.

Shri L. B. Shastri : I should first like to say a few words in regard to the Demands for Excess Grants which have been presented to the House. The remarks which were made by Shri Trivedi were not quite justified. I wish to make the position quite clear by saying that the Excess Grants for the year 1950-51, 1951-52 and 1952-53 were explained in detail in the Appropriation Accounts of those years which were laid on the Table of both Houses of Parliament, after they were checked and certified by the Comptroller and Auditor-General of India. These questions have since been examined by the Public Accounts Committee who were also supplied with comprehensive explanations for these Excess Grants. They have recommended the regularisation of these Excess Grants in the manner prescribed in article 115 of the Constitution.

Regarding the question of delay, the first year in respect of which such Excess Grants had to be regularised under the Constitution was 1950-51. In fact, this is altogether a new provision. The accounts of the year 1950-51 were finally checked by the Public Accounts Committee and their recommendations on the Excess Grants were included in their Tenth Report signed on the 29th January, 1954. Hon. Members will have to take note of that fact. The procedure regarding the submission of Demands for Excess Grants to Parliament had to be settled in consultation with the Ministries of Law and Finance. This could not be finalised until the Public Accounts Committee's report on excess grants for the civil side the year 1950-51 had been received in July, 1955. Only then the Law and Finance Ministries were in a position to settle the question of procedure to enable the Parliament being approached for the Excess Grants.

Mr. Chairman : Is it meant that before 1951-52, it was not the rule or procedure to submit these Excess

[Mr. Chairman]

Grants for the approval of the Parliament?

Shri L. B. Shastri: Yes, Sir. This is a new procedure recommended by the Public Accounts Committee under article 115 of the Constitution. I am explaining the reasons for the delay in submitting the Demands for Excess Grants to Parliament.

I was saying, only after the Public Accounts Committee made the recommendations, the Law and the Finance Ministries were in a position to settle the question of procedure to enable Parliament being approached for the Excess Grants. After that the earliest opportunity for submitting the Demands for Excess Grants on the railway side was the December, 1955 session. The delay is only that much and I think the Railway Ministry could not be blamed for it. At that time the Excesses for 1951-52 and 1952-53 were being examined by the Public Accounts Committee and their recommendations were about to be received. It was considered advantageous to finalise the Excess Grants in respect of these two years also and present the Demands to Parliament simultaneously for all the three years—1950-51, 1951-52 and 1952-53—during the current Budget Session.

It was also said that there was some criticism made regarding the contribution to the Revenue Reserve Fund and the Depreciation Reserve Fund and also about money not having been contributed to the Development Fund.

On the anticipation that about Rs. 250 crores would be required for expenditure on renewals and replacements chargeable to the Depreciation Reserve Fund during 1955-56 to 1959-60 the Convention Committee of 1954 recommended that the annual contribution to the Fund which was Rs. 30 crores from 1950-51 to 1954-55 should be raised to Rs. 35 crores for the five years from 1955-56 to 1959-60. A provision of Rs. 35 crores was accordingly made in the budget for 1955-56 and approved by Parliament last year in the Budget Session of 1955-56.

Subsequent to this the Second Five Year Plan for Railways has been prepared, and according to the present anticipations the withdrawals from the Depreciation Reserve Fund during the Plan period, that is 1956-57 to 1960-61,

are expected to be of the order of Rs. 293 crores.

I would not like to go into further details but only say that no appropriation from the surplus was made to the Development Fund in the budget for 1955-56. In view, however, of the heavy expenditure of over Rs. 90 crores on works chargeable to the Development Fund during the Second Five Year Plan, the increase over the budgeted surplus during the current year as well as the whole of the surplus for the next year is proposed to be appropriated to the Development Fund.

I shall touch a few points which were raised in the course of the debate just now. Shri Vittal Kao referred to the increase in earnings and went on to say that in view of this all the recommendations of the Adjudicator should be implemented. The main issues referred to adjudication were hours of work and periodic rest, leave and leave reserves. The award regarding hours of work has been fully implemented. That regarding leave was also dealt with by the C.P.C. who discussed the matter with the Adjudicator. The leave rules framed for the railway employees are on the lines of the leave rules for other employees of the Central Government on the recommendations of the C.P.C. Leave reserves for different categories were fixed in 1951. But on account of the continuous increase in the staff and the time taken in training, a shortage of staff has sometimes been felt. We are trying to rectify it as early as possible.

He mentioned about the Nizamabad-Ramagundam survey report. In fact, the figures of construction costs arrived at in the final location engineering survey in 1945-46 have been brought up-to-date to conform with current rates. The traffic survey was sanctioned sometime in August, 1955, and the work commenced on the 1st of the month. It was expected that the survey would be completed by 31st October, 1955. But its progress was retarded by unusually heavy and continuous rains during August, 1955, and it was therefore necessary to extend the period of survey up to the middle of December. Further extension of the survey to the end of February has, however, become necessary as the financial implications of the new lines have now to be worked out, both for the sixth year as well as the eleventh year after opening, on the basis of the actual as well as the inflated mileage.

He also referred to the electrification of railway colonies. The Railway Board generally is trying especially in important stations and big stations, to provide electricity, at least on public roads in the railway colonies. The railway quarters are also being provided with electric lights wherever adequate power is available. In fact, I have visited a number of colonies where there was no electricity at all before, but the whole colony and even the railway quarters have been provided with electric lights now.

He also suggested that railway coal should be carried by rail. Well, naturally, I fully sympathise with him, because it is in the interests of the railways to carry coal by rail to the south. But the difficulty is that the shipping freight is very high, much higher than the railway freight; and when we found that the industries in the south might suffer if sufficient wagons are not provided for the factories or industries which are located in the area, we decided that the railways might carry their own coal through ships and allow the coal for the industries to be carried by the railways. So, much against our wishes we have to undergo this additional expenditure. But I hope that the Rail and Sea Co-ordination Committee which is meeting and considering this problem will be able to give us a solution which might reduce the additional expenditure which the railways have to incur for taking the coal for the railways from the north to the south.

He also referred to providing arrangements for keeping parcels and such other items properly at the railway stations. It is true, I have also sometimes felt rather annoyed by seeing the parcels lying out at the railway stations here and there and coming in the way of the free movement of passengers.

Shri U. M. Trivedi : It is obstructed completely at Agra.

Shri L. B. Shastri : In fact we have already taken up this matter, and at my suggestion the Railway Board is going to take further steps in regard to this. And probably, if hon. Members visit some of the stations, for example Baroda and Surat, they will find that sufficient accommodation, covered accommodation as well as closed accommodation has been provided for keeping the parcels and goods. There the hon. Member will not find these things being thrown and scattered here and there on the railway platform. But

it will naturally have to be done on a programmed basis. But we consider this to be an urgent matter and we will try to take this up as early as possible at all the important stations at least where traffic is definitely heavy.

श्रीमती मन्मथेन पटेल (कैरा—दक्षिण) : अपने रेलवे मंत्री महोदय ने अभी बड़ौदा स्टेशन के बारे में कहा, परन्तु पिछले महीने में ही दो तीन बार मुझे बड़ौदा जाना पड़ा और वहाँ सीढ़ी के पास इतने पार्सल पड़े रहते हैं कि सीढ़ी तक जाना मुश्किल होता है।

श्री एल० बी० शास्त्री : बड़ौदा स्टेशन पर तो पार्सलों के लिये एक अलग जगह बनी हुई है और काफी बड़ी जगह है लेकिन अब आपका बड़ौदा अगर बराबर बढ़ता चला जाय तो मैं क्या करूँ। स्टेशन को तो बढ़ाना मुश्किल है लेकिन पार्सल की जगह को हम और ज्यादा बढ़ायेंगे।

Then, the hon. Member said something about Vridhachalam—covering on the platform. I have no definite information on the point just at present. I shall certainly look into it because he said that he has been pressing for it for some time and no action has been taken.

Shri T. B. Vittal Rao : Not pressing ; only requesting.

Shri L. B. Shastri : I am glad that Shri Nambiar has said something about khadi in a moderate tone. I may tell him that,—I hope so—khadi will be as good as handloom. We have seen the specimen, which is apparently quite satisfactory. Coloured khadi, dosuti especially, will be made available and it will be good and also durable. Khadi, as the House knows, helps the poorest and the weakest. Hence, even at the cost of some inconvenience, we should use khadi. I am glad that the railway staff have gladly accepted to wear khadi uniforms.

Watch and Ward is a favourite subject of Shri Nambiar. I might tell him that won't the name has been changed. It is now called the Railway Protection Force.

Shri Nambiar : Security Force.

Shri L. B. Shastri : No ; protection force.

Shri Nambiar : Again changed ?

Shri L. B. Shastri : Yes.

Shri Nambiar : That must have been after I left Trichinopoly.

An Hon. Member : Security is not essential after your leaving.

Shri L. B. Shastri : I have said that I attach considerable importance to this organisation. In fact, I want to develop it into a disciplined corps. The important thing is to raise the dignity of the men who are working in this department. I do not want to merely give them the mentality of a chowkidar. The House is very well aware of the fact that they have to protect and guard the goods costing not only lakhs of rupees, but crores of rupees. To say the least, so far this department has been working in a most inefficient way. It has led to the payment of higher amounts of claims during the last few years. I do not know why Shri Nambiar and other friends should have any suspicion in regard to the reorganisation of this department. It has been suggested in this House that the compensation figure should be brought down, that the claims figures should be reduced. We should not pay as much as Rs. 3 crores in payment of claims. Recently, as I said in my speech, the claims have come down by about Rs. 50 lakhs during the last year. I must say that the Railway Protection Force has contributed a good deal in that regard. We have given an assurance to the staff working in the watch and ward branch. Those who are old and who do not want to work in that branch now under the changed conditions, will be given all facilities. They can be absorbed elsewhere. Their pay and everything else will be protected. If some of them have only a year or two to retire, even if they want premature retirement, we will consider without injuring their interests in any way.

Shri Nambiar said about Chittaranjan that no one is allowed to go there without permission. It is true. But, perhaps, he himself visited Chittaranjan some time back.

Shri Nambiar : With permission.

Shri L. B. Shastri : And yet he was perhaps trying to meddle with the workers.....

Shri Nambiar : No, no.

Shri L. B. Shastri : And he wanted to address a meeting.

Shri Nambiar : No, no. I did not do such things.

Shri L. B. Shastri : I am sorry. I got a report. It may not be correct. The workers were not prepared to hear him, it seems.

Shri Nambiar : That is a joke.

Shri L. B. Shastri : In fact, I am happy that he did not go there because I have no doubt that the industrial peace in Chittaranjan would have been surely disturbed. In fact, every one can go there, but not with a view to create trouble or mischief, if I may say so.

Shri Nambiar : No trouble.

Shri T. B. Vittal Rao : In fact, we are very proud of Chittaranjan.

Shri Nambiar : We want more locomotives and not trouble.

Shri L. B. Shastri : I think Chittaranjan has been able to work well because there were not many unions working in Chittaranjan.

Shri V. P. Nayar (Chirajinkil) : Some of us have seen Chittaranjan.

Shri L. B. Shastri : The fact is,—I do not say that the workers have been given all facilities—I think they have been given all possible amenities. There are hardly any complaints amongst the workers regarding the housing conditions and other amenities and facilities which are provided to the railway staff. At every place, it is not on such an extensive scale. In the colony of Chittaranjan, I think each and every worker not only feels happy, but feels proud of Chittaranjan and the various amenities provided to him.

Then, the hon. Member said something about the expansion of the Mandapam marine workshop. I cannot say off hand. I shall certainly look into the question. I did not follow what Shri Nand Lal Sharma was saying. Did he say more bogies between Delhi and Ahmedabad?

Shri Nand Lal Sharma : To Sekhavati (Sikar) via Bikaner.

Shri L. B. Shastri : I must look into that. Otherwise, he is a great pandit and I might get his curses.

Shri Nand Lal Sharma : You are a Shastri yourself.

Shri L. B. Shastri : I am a mere Shastri in name. I am an sudra whereas you are a brahmin.

Shri Kamath : In the Cabinet also, there are Pandits, your colleagues.

Shri L. B. Shastri : It seems to be on the metre gauge ?

Shri Nand Lal Sharma : Yes.

Shri L. B. Shastri : If it is only more bogies. We will provide more bogies. That much I can immediately say. About running an additional train, I shall have to examine that matter.

Shri Nand Lal Sharma : Thank you.

Shri L. B. Shastri : As regards the Churu-Fatehpur line, I think it is in the constituency of the hon. Member.

Shri Nand Lal Sharma : Yes.

Shri L. B. Shastri : I am surprised that he is not in touch with his constituency. The work on that line has already started. Some other Members have asked for the construction of more new lines. I would beseech them not to ask for the construction of more lines, because I have already explained that matter fully in my speech in reply to the general debate. We have, in fact, already enough lines in our hands for survey and we do not want to add to them beyond a reasonable limit.

Shri Nand Lal Sharma : How many of them in Rajasthan ?

Shri L. B. Shastri : A number of them. Let him see the books that we have supplied with the Budget speech. He will find that we have provided a number of lines for Rajasthan for survey. I may inform the House that we may take up a few more lines for survey in the light of the suggestions and observations made in the House.

I should not take more of the time of the House. Shrimati Sushama Sen will be angry if I do not refer to the Punsia station and the platform at Mandarhill. I think she should be satisfied if I say that I shall surely look into both these matters.

Shri Nand Lal Sharma : About second class reservation ?

Shri T. B. Vittal Rao : That is being abolished.

Shri L. B. Shastri : That is being abolished, and, as I said, our idea is to provide sleeping accommodation to the second class passengers in future.

Shri Nand Lal Sharma : A case can be made out for keeping them still.

Shri L. B. Shastri : As we change over to the new arrangement it will be possible to provide sleeping accommodation to all the second class passengers.

I do not want to deal with staff matters which are dealt with in a one-sided way in this House.

Shri Ramachandra Reddi (Nellore) : May I intervene ? While he is still on the construction and survey of new lines, may I ask the hon. Minister what final conclusion he has come to with regard to the laying or surveying of the Kazipet-Nellore line. He seems to have made a statement in Hyderabad about that and the Deputy Minister was not able to give a categorical reply to that.

Shri L. B. Shastri : We have not taken any final decision in regard to the survey of the Kazipet-Nellore line, but anyhow it is under our consideration and in the light of the finances and our plans, we will have to take a final decision in regard to this line also after some time.

I would only like to say that I am sometimes pained to hear from the hon. Members—of course, I shall say only one or two, not many—an outright condemnation of the railway staff. I do not say that there are no shortcomings and no drawbacks, but how does it help the hon. Member to effect an improvement by making a general condemnation and bringing forward or levelling charges in a general way altogether. Only the other day Shri Nambiar condemned the railway doctors as a whole. He challenged me to refute his allegations. May I also ask him to dare refute the charges that the staff also tries to avail of sick leave very frequently and perhaps the workers of his union, the union with which he is associated, may also not be an exception to that practice.

Shri Nambiar : It is an exception.

Shri L. B. Shastri : But it hurts me to say all that. I do not want to condemn either the railway staff or the railway doctors in that way. There is

[Shri L. B. Shastri]

no point, as I said, in making an outright condemnation because in solving the problem of corruption every one has to lend his helping hand to us. And at least the Members of this House who are, well, very responsible people should not indulge in exaggerations. And I would appeal that they should take a balanced view as I trust taking a balanced view will help all, not only the railways, perhaps the staff too. I have nothing more to add. Thank you very much.

Shri Nambiar : I have already submitted in my speech, and if the hon. Minister will kindly go through it he will find that I said that there are cases of corruption and they have to be put down, and that the railwaymen are also offering bribes for the reason that they do not get sufficient leave. Therefore, without being sick they go and pay money and get leave. I did not give any alibi to any person who is corrupt, whether he is a worker or officer. I did not condemn the doctors as a whole. I said there are good doctors also, but generally this is the main feature of the doctors. It is not with a motive to condemn them but it is only with a motive to improve them that I said that. That is the spirit with which I said that.

Shri L. B. Shastri : True, but then that is not the way of defending the staff. If you say because they do not get leave they have to pay bribe, it can be hardly justified by that argument.

Shri Nambiar : It is a matter of fact.

Shri L. B. Shastri : It may be a matter of fact. In fact, they have to fight these things. Hon. Member is quite wrong in suggesting—I do not say suggesting, but he is quite wrong when he directly says that the staff, if they do not get leave, should go and somehow get it.

Shri V. P. Nayar : That he never said.

Shri L. B. Shastri : Whether he is a member of the staff, whether he is a businessman, let him fight with the railwaymen, let him resist the temptation of giving money and getting something out of them. I do not deny the responsibility of the railways is immense. We must rectify the mistakes wherever they lie, and we have to deal with the staff in a strict way also. But only strictness and punishment are not going to solve this problem. We have to muster

courage, we have to take courage in both our hands and fight this evil. Even if we suffer to some extent, let us decide to fight it, and in that, as I said, I want the help of the staff as well as non-railwaymen also.

Shri Nambiar : We have offered that help already.

Mr. Chairman : Order, order. Let me now put the Supplementary Demands first. There is no cut motion moved.

Shri T. B. Vittal Rao : We sent it on Saturday which was a holiday.

Mr. Chairman : Anyhow, it has not been moved. So, I shall put all the Demands.

The question is :

“That the separate supplementary sums not exceeding the sums shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of the following Demands entered in the second column thereof :

“Demand Nos. 1, 3, 4, 5, 6, 7, 8, 9A, 10, 11, 12A, 12B, 13, 15, 16, 17 and 20.”

The motion was adopted.

[The motions for Demands for Supplementary Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 1—RAILWAY BOARD

“That a supplementary sum not exceeding Rs. 6,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of ‘Railway Board.’”

DEMAND NO. 3—MISCELLANEOUS EXPENDITURE

“That a supplementary sum not exceeding Rs. 6,40,000 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, 1956, in respect of ‘Miscellaneous Expenditure.’”

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

"That a supplementary sum not exceeding Rs. 93,00,000 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, 1956 in respect of 'Ordinary Working Expenses—Administration'."

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

"That a supplementary sum not exceeding Rs. 6,00,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956 in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

"That a supplementary sum not exceeding Rs. 1,65,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Operating Staff'."

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

"That a supplementary sum not exceeding Rs. 2,30,81,000 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, 1956, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

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

"That a supplementary sum not exceeding Rs. 46,00,000 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, 1956, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9-A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 46,38,000 be granted

to the President to defray charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND NO. 10—PAYMENTS TO WORKED LINES AND OTHERS

"That a supplementary sum not exceeding Rs. 5,40,000 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, 1956, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a supplementary sum not exceeding Rs. 10,00,00,000 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, 1956, in respect of 'Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 12-A—OPEN LINE WORKS—(REVENUE) LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 22,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of 'Open Line Works—(Revenue) Labour Welfare'."

DEMAND NO. 12-B—OPEN LINE WORKS—(REVENUE) OTHER THAN LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 1,08,82,000 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, 1956, in respect of 'Open Line Works—(Revenue) other than Labour Welfare'."

DEMAND NO. 13—APPROPRIATION TO DEVELOPMENT FUND

"That a supplementary sum not exceeding Rs. 2,43,42,000 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, 1956, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 15—CONSTRUCTION OF
NEW LINES**

“That a supplementary sum not exceeding Rs. 56,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of ‘Construction of New Lines.’”

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

“That a supplementary sum not exceeding Rs. 12,07,69,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of ‘Open Line Works—Additions.’”

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

“That a supplementary sum not exceeding Rs. 6,92,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of ‘Open Line Works—Replacements.’”

**DEMAND NO. 20—DIVIDEND PAYABLE
TO GENERAL REVENUES**

“That a supplementary sum not exceeding Rs. 9,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1956, in respect of ‘Dividend Payable to General Revenues.’”

Mr. Chairman : Now; we come to Excess Grants. There are three sets. I am putting them to vote one after another.

The question is :

“That the respective Excess sums not exceeding the amounts shown in third column of the Order Paper be granted to the President to make good the amounts spent during the year ended the 31st day of March, 1951, in respect of corresponding heads of

demands entered in the second column thereof.”

The motion was adopted.

[The motions for Demands for Excess Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

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

“That a sum of Rs. 64,36,952 be granted to the President to make good an excess on the grant in respect of ‘Ordinary Working Expenses—Operation other than Staff and Fuel’ for the year ended the 31st day of March, 1951.”

**DEMAND NO. 9—ORDINARY WORKING
EXPENSES—MISCELLANEOUS EX-
PENSES**

“That a sum of Rs. 46,60,982 be granted to the President to make good an excess on the grant in respect of ‘Ordinary Working Expenses—Miscellaneous Expenses’ for the year ended the 31st day of March, 1951.”

**DEMAND NO. 14—APPROPRIATION TO
REVENUE RESERVE FUND**

“That a sum of Rs. 81,09,701 be granted to the President to make good an excess on the grant in respect of ‘Appropriation to Revenue Reserve Fund’ for the year ended the 31st day of March, 1951.”

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

“That a sum of Rs. 2,36,99,864 be granted to the President to make good an excess on the grant in respect of ‘Open line Works—Additions’ for the year ended the 31st day of March, 1953.”

Mr. Chairman : The question is :

“That the respective Excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to make good the amounts spent during the year ended the 31st day of March, 1952, in respect of corresponding heads of Demands entered in the second column thereof.”

The motion was adopted.

[The motions for Demands for Excess Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

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

“That a sum of Rs. 17,13,954 be granted to the President to make good an excess on the grant in respect of ‘Ordinary Working Expenses—Operation other than Staff and Fuel’ for the year ended the 31st day of March, 1952.”

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

“That a sum of Rs. 11,93,437 be granted to the President to make good an excess on the grant in respect of ‘Ordinary Working Expenses—Miscellaneous Expenses’ for the year ended the 31st day of March 1952”.

DEMAND NO. 10—PAYMENTS TO INDIAN STATES AND COMPANIES

“That a sum of Rs. 9,39,703 be granted to the President to make good an excess on the grant in respect of ‘Payments to Indian States and Companies’ for the year ended the 31st day of March, 1952”.

DEMAND NO. 14—APPROPRIATION TO REVENUE RESERVE FUND

“That a sum of Rs. 6,49,23,795 be granted to the President to make good an excess on the grant in respect of ‘Appropriation to Revenue Reserve Fund’ for the year ended the 31st day of March, 1952”.

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

“That a sum of Rs. 1,10,16,104 be granted to the President to make good an excess on the grant in respect of ‘Open Line Works—Additions’ for the year ended the 31st day of March, 1952”.

DEMAND NO. 20—DIVIDEND PAYABLE TO GENERAL REVENUES

“That a sum of Rs. 3,04,834 be granted to the President to make good an excess on the grant in res-

pect of ‘Dividend payable to General Revenues’ for the year ended the 31st day of March, 1952”.

Mr. Chairman : The question is :

“That the respective Excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to make good the amounts spent during the year ended the 31st day of March, 1953, in respect of corresponding heads of Demands entered in the second column thereof.”

The motion was adopted.

[The motions for Demands for Excess Grants—Railways which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

“That a sum of Rs. 2,06,262 be granted to the President to make good an excess on the grant in respect of ‘Ordinary Working Expenses—Administration’ for the year ended the 31st day of March, 1953.”

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

“That a sum of Rs. 10,89,189 be granted to the President to make good an excess on the grant in respect of ‘Ordinary Working Expenses—Operating Staff’ for the year ended on the 31st day of March, 1953.”

Mr. Chairman : So, all the Demands are granted.

**APPROPRIATION (RAILWAYS)
No. 2* BILL**

The Minister of Railways and Transport (Shri L. B. Shastri) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1955-56 for the purposes of Railways.

Mr. Chairman : The question is :

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the