

**DEMAND No. 121—CAPITAL OUTLAY
 ON CURRENCY AND COINAGE**

"That a supplementary sum not exceeding Rs. 1,34,33,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Currency and Coinage'."

**DEMAND No. 129—OTHER CAPITAL
 OUTLAY OF THE MINISTRY OF FOOD
 AND AGRICULTURE**

"That a supplementary sum not exceeding Rs. 4,19,01,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Other Capital Outlay of the Ministry of Food and Agriculture'."

**DEMAND No. 140—CAPITAL OUTLAY
 ON PORTS**

"That a supplementary sum not exceeding Rs. 85,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Ports'."

**DEMAND No. 141—CAPITAL OUTLAY
 ON ROADS**

"That a supplementary sum not exceeding Rs. 2,50,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Capital Outlay on Roads'."

APPROPRIATION (NO. 5) BILL*

Mr. Deputy-Speaker: We take up the next item of business. The Finance Minister.

The Minister of Finance and Iron and Steel (Shri T. T. Krishnamachari): Sir, 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 1956-57.

Mr. Deputy-Speaker: 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 Consolidated Fund of India for the service of the financial year 1956-57.

Shri T. T. Krishnamachari: Sir, I introduce the Bill**.

**DEMANDS FOR SUPPLEMENTARY
 GRANTS (RAILWAYS), 1956-57
 AND DEMANDS FOR EXCESS
 GRANTS (RAILWAYS), 1953-54**

Mr. Deputy-Speaker: Now, Supplementary Demands for Grants (Railways) are to be taken up. We have got 2½ hours for this.....

An Hon. Member: Excess Grants?

Mr. Deputy-Speaker:as well as for Excess Grants. Hon. Members would send their slips about the cut motions which they desire to move.

DEMAND No. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved.

"That a supplementary sum not exceeding Rs. 8,66,000 be granted to the President to defray the charges which will come in course of payment

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**Introduced with the recommendation of the President.

[Mr. Deputy-Speaker]

during the year ending the 31st day of March, 1957, in respect of 'Railway Board'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 50,83,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary working Expenses—Administration'."

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

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,90,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

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

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,20,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,37,78,000 be

granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 38,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Labour Welfare'."

Mr. Deputy-Speaker: The following are the Demands for Excess Grants.

DEMAND No. 4—REVENUE—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 48,31,263 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Administration' for the year ended the 31st day of March, 1954."

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

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 74,17,619 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Repairs and Maintenance' for the year ended the 31st day of March, 1954."

Grants (Railways) 1956-57
and Demands for Excess
Grants (Railways) 1953-54

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

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 46,68,199, be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operating staff' for the year ended the 31st day of March, 1954."

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

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 78,47,491, be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operation (Fuel)' for the year ended the 31st day of March, 1954."

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

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 21,59,686, be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1954."

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

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 16,56,427 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1954."

**DEMAND No. 10—REVENUE—PAYMENTS
TO INDIAN STATES AND COMPANIES**

Mr. Deputy-Speaker: Motion moved:

"That a sum of Rs. 66,236, be granted to the President to make good an excess on the grant in respect of 'Revenue Payments to Indian States and Companies.' for the year ended the 31st day of March, 1954."

Shri T. B. Vittal Rao (Khammam): I have cut motions. May I seek one clarification? Are the Supplementary Demands and Excess Grants being taken together?

Mr. Deputy-Speaker: If we can divide the time separately, I.....

Some Hon. Members: No, no.

Mr. Deputy-Speaker: We can take them together.

Shri U. M. Trivedi (Chittoor): They are differing in principle. The Demands for Excess Grants cover a different field.

Mr. Deputy-Speaker: They will be put separately. They may be discussed together.

Shri U. M. Trivedi: For discussion also, there will be two different principles.

Mr. Deputy-Speaker: If hon. Members can split the time,.....

Shri U. M. Trivedi: Unfortunately, time has been fixed so short. It is difficult to adjust. If time were greater, that would be the proper thing.

Mr. Deputy-Speaker: Would 1½ hours and 1 hour do?

Shri Frank Anthony (Nominated—Anglo-Indians): Let them be taken together.

Shri U. M. Trivedi: Two hours for Supplementary Demands and half an hour for Excess Grants will do.

Mr. Deputy-Speaker: All right. **Shri T. B. Vittal Rao.**

Shri T. B. Vittal Rao: Sir, I am moving the following cut motions 1, 2, 3, 4, 5 and 6, and on Excess Grants cut motions 14 and 15.

Demand No. 1 relates to the enlargement of the Railway Board by some more additional Members. The question of its composition and strength have been under discussion or under consideration for long. Even before Partition, when we were in undivided India, when there were only four Members constituting the Railway Board, criticisms were levelled that the strength of the Railway Board was far in excess. Following that criticism, the strength of the Railway Board was reduced. Then came the Partition. The Railways were truncated. Suddenly, in 1954, there was a further expansion of the Railway Board and the strength was increased from 1-10-1954. During the last Budget session, we were not told anything about this increase of the strength of the Railway Board. Suddenly, we heard in August or September, that two more Members have been added. We are not told what will be the nature of the work that will be entrusted to these additional Members, and what is the work that they are supposed to transact, and what remuneration they will get.

13-55 hrs.

[*MR. SPEAKER in the Chair*]

The remuneration that a Railway Board Member gets is Rs. 4,000 a month including other allowances. It is not clear whether these additional Members will get the same remuneration and whether they will have the same powers as other Members. Any way, I consider that this addition of Members is not warranted.

The Railway Minister will say that the work load on the Railways has increased. We have spent about Rs. 400 crores during the First Plan and we are going to spend Rs. 900 crores under the Second Plan. Therefore, naturally the work load has increased. I submit that we are not going to have for Rs. 900 crores even

15 per cent. of the work which we have had so far for Rs. 700 crores. Therefore, unless a proper job analysis has been made, we could not agree to this. We should be told what work has been entrusted to each of the Members of the Railway Board, what are the responsibilities of each Member in order to give our consent to this Grant.

Then, I come to the question of dearness allowance and the computing of dearness allowance for the purpose of granting provident fund and special contribution or gratuity. As you are aware, in 1947 when the Central Pay Commission's recommendations were accepted by the Government, it was said that for every increase of 20 points in the cost of living index, there should be a corresponding increase of Rs. 5 in the dearness allowance. But, that was not given effect to. *Ad hoc* increases were granted in January, 1949, and August, 1951. They have not fully implemented the Central Pay Commission's recommendations in the matter of the grant of dearness allowance. In the year 1952, the Dearness Allowance Committee was appointed under the Chairmanship of Shri Gadgil. This Committee reported that only 50 per cent. of the dearness allowance should be merged and called dearness pay and the remaining 50 per cent. should be dearness allowance. One very important recommendation that this Committee made was that the cost of living index, since known as consumer price index, is not at all correctly compiled, that it should be done in a correct manner and that steps should be taken by the Government to compile correct cost of living index or consumer price index and a separate all-India cost of living for the middle classes should also be compiled. What have we done? This recommendation also was accepted by the Government. The report was made in the month of September, 1952—September or October and the recommendation was accepted in 1953. I have been pur-

*Grants (Railways) 1956-57
and Demands for Excess
Grants (Railways) 1953-54*

14 hrs.

suing this question. When we ask why the dearness allowance is not increased, we are told that a policy decision was taken in the year 1949 that we should not increase the dearness allowance as it would mean a budget deficit and as it would increase inflationary tendencies. A very nice way of arguing things. Increasing the purchasing capacity of the workers or the employees would mean inflation. I do not know who will purchase the goods that will be produced due to the various development plans. And then the Prime Minister on behalf of the Cabinet Secretariat had replied that steps were being taken for compiling this cost of living index. What happened? From 1953 to 1956—three years is a pretty good time. First I was told that the Government was doing it, that the statistical organisation was seized of the matter and they were doing it. Then after some months I put a question as to how far it had progressed. We were given to understand that there were not the optimum diagrams and so on and so forth, that enough statistical data was not available, and fresh family budget enquiries had to be made. This is the reply we got. Further on in the year 1955 we were told a technical advisory committee had been appointed and that was looking into the matter as to how the family budget enquiry should be conducted. Later on, after a few months, what did we hear? The State Governments were being consulted in the matter as to how the fresh family budget enquiry in the case of the workers as well as the middle class was to be conducted. And when I asked how many meetings this expert or technical advisory committee had held, the Prime Minister gave a very long reply only during this session that such and such a thing had been done and efforts were being made. Three years is a long period and the workers who have been agitated over this matter are feeling very much. Prices have not stabilised, but they are soaring. We hear that the prices are likely to come down after the harvest.

Mr. Speaker: I would point out to the hon. Member that the total time allotted is 2½ hours. Therefore he can make his point without elaborating any particular thing. Of course the arguments are there. I have no objection, but it cannot be extended. I will give him 15 minutes.

Shri T. B. Vittal Rao: Only 15 minutes?

Mr. Speaker: I have to distribute it to other hon. Members.

Shri T. B. Vittal Rao: There are so many Demands.

Mr. Speaker: At the rate at which he is going on, 2½ hours may not be enough even for himself.

Shri T. B. Vittal Rao: Not 2½ hours, half an hour.

Mr. Speaker: The hon. Member will kindly resume his seat. May I know how many hon. Members want to take part in the railway discussions? Nine. Along with the hon. Member who is in possession of the House, ten. The hon. Minister may like to take not exceeding half an hour.

Shri Kamath (Hoshangabad): Twenty minutes.

Mr. Speaker: Twenty minutes or half an hour. I will restrict it to 20 minutes if it is all right.

The hon. Member started at 1-50. Therefore let him take 15 minutes.

Shri T. B. Vittal Rao: I will take five minutes more, if you agree, being very much interested in this. This is probably my last speech on railways.

Mr. Speaker: The hon. Member is quite young. He will have hundreds of such debates.

Shri Kamath: I will give him five minutes of mine.

Mr. Speaker: I cannot distribute like that.

Shri T. B. Vittal Rao: I have been elaborating on this question of dearness allowance. So, this is how things have been going on. Committees have been set up and their recommendations have been accepted, but not implemented. Only very recently

[Shri T. B. Vittal Rao]

the Minister of Planning addressing a meeting of the workers at Ahmedabad disclosed that only five per cent. of the workers in India got a living wage. The Constitution provides that efforts should be made to give a living wage to every one. That is one of the directive principles of the Constitution. And here the Planning Minister says five per cent. The benefit of the increased production has not gone to the workers. Under the Employees' Provident Funds Act and the Coal Mines Provident Fund Act the contribution of the employers is also on the dearness allowance. Therefore, I request the Railway Minister kindly to concede this, because the prices are not stabilising. Prices of foodgrains have been 67 per cent. more compared to last year, and even today when the crops are arriving, it is 25 per cent. more than what it was for the corresponding period in 1955. Therefore, let him consider the question of enhancing dearness allowance as also computing dearness allowance for purposes of payment of provident fund and gratuity. The Bombay Industrial Tribunal has ruled recently that for 2,21,000 workers gratuity should be given. Let him not say this is not in the private sector or any such thing. Let us go on principles.

Then I come to the question of oil being used for the generation of electricity. We are supposed to conserve our foreign exchange. When coal is available in abundance, I do not see the need for going in for oil. Therefore they should see that we only use coal instead of oil.

Regarding the accidents near Mehbubnagar and Ariyalur, I am glad that at long last the Railways Board has accepted to institute judicial enquiry in both the cases. At first they ridiculed the idea. Even the Leader of the House said: "I cannot understand the Members' fad for this judicial enquiry." But there is one lacuna in it. These enquiry commissions have not been associated with prominent public men. There

were three mining disasters in India during the last three years, and in each case a Judge of the High Court was appointed to enquire into the case. Along with him there was a technical expert as an assessor and another assessor who was a public man. Dr. Barlingay was appointed in the Newton Chikli disaster, Shri Shree Narayan Das in the Amlabad accident, and in the Burro Dome inundation tragedy, Shri Samanta has been appointed. Public men should be appointed so that it will gain status. The recommendations of such commissions have been very useful. I have nothing further to add about this.

May I know whether Demand No. 7 would be taken up separately?

Mr. Speaker: All these Demands are rolled into one. Let him speak on all.

Shri T. B. Vittal Rao: Then I come to the sum of Rs. 41 lakhs which has been written off on account of unremunerative capital expenditure on some collieries. The ownership of these coal mines has been transferred to the Ministry of Production, and I cannot understand why this sum should be a drag on the railways' finances.

Then I come to another aspect, namely transporting of coal for the Southern Railways through ships. I have been raising this question again and again. In this also provision has been made. For transporting coal for railway use you use steamers where you will have to pay a higher rate, and coal for the industrialists you carry on the railways. That is, the industrialists pay less freight than the railway. It is more expenditure for the railways. In other words it means that we subsidise the industrialists by carrying coal by the railway route, and by carrying coal for railway consumption by the sea route. This should be put an end to. We need not subsidise them any more.

Finally, I am very glad that some arrangements are being made and

steps are being taken to develop the signal and telecommunications to bring them on a par with what is obtaining in some of the advanced countries in the world. That is most welcome. Any expenditure on it is useful because it will add to the safety measures.

Once more before I conclude I would like to say that the question about dearness allowance may be conceded so that the middle class employees who are feeling very much agitated over it may be satisfied.

Shri Frank Anthony: Mr. Speaker, I have three cut motions in my name. They refer to the functioning of the Railway Administration, to the lack of attention to the grievances of staff and to the unsatisfactory working in respect of repairs and maintenance. I shall make my points as briefly as possible.

The recent accidents which were discussed in this House serve to highlight the unsatisfactory condition of the railway track, and I had emphasised that in my opinion the railway track, particularly in the Southern Railway, is in a bad condition. And since we have had those discussions in the House, I have been inundated with complaints from railwaymen.

Recently, I got a very disturbing letter from a railway employee who told me definitely—and I have no reason to disbelieve what he said—that the railway track between Arkonam and Bangalore was virtually a dead track, and that the railway drivers were finding it humanly impossible to operate on this track. A few months back, I had occasion to bring to the notice of the Railway Board and to the General Manager of the Southern Railway the unsatisfactory working conditions in the Villupuram district which comes in an area where this accident near Tiruchirappalli occurred. I emphasised the fact which was relayed to me by the local staff that conditions are becoming increasingly impossible, and that—whatever the reasons are, probably

because of the lack of maintenance of the engines and also because of the lack of maintenance of the track—they find it impossible to do a trip of more than a hundred miles; it is physically impossible. I regret to say that I got a stereotyped reply from the General Manager; it was of an evasive character; all kinds of statistics were produced to show that, in fact, these conditions had not obtained there. That was before this accident occurred.

Recently, I was talking to an official, when I was on a tour of the Southern Railway, and he told me that the track here is absolutely disgraceful. The official himself told me like that. I asked him, 'What is the reason?' He said, 'To some extent, outworn stock; and also because we do not get what we indent for.' He said, 'Look at this track; we should have 4 inches of metal ballast, but we have not got even half an inch. I indent for it, but it gets held up somewhere because of bottle-necks in the Railway Administration'. And that is the condition of our track or a large part of the track in the railways, and more especially, on the Southern Railway.

Another complaint which is relayed to me by the workers is that the officials do not do their jobs. Formerly, it was a duty,—which could not be avoided as it is avoided today—for the officials to travel on the engine, and they travelled for the whole trip and they knew precisely what the condition of the track was. They knew precisely what the condition of the engine was. But, today, whatever the reason, whether it be indifference or lack of a sense of duty or I do not know what it is, or because, I suppose, the officials lived softly in the old days—they just do not travel. Even the young officials do not. They will travel from one water column to another and when you complain about the condition of the engine or the condition of the track, you get the glib stereotyped reply that there is no validity in the complaint. But, senior men are coming to me and

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saying that the conditions are becoming so physically unendurable that they cannot carry on their work, and that they have to resign if they want to save their health. Those are the conditions which prevail today on the railways, particularly on the Southern Railway.

With regard to this question of maintenance, it has been brought to my notice that there is a growing tendency for inexperienced people to be appointed as drivers. This, I am told, is one of the contributory factors in respect of the increase in the incidence of accidents. Inspecting officials do not inspect. They are supposed to travel on the engines, and they are supposed to assess the capacity of the staff, but they do not, with the result that inexperienced firemen are being precipitately promoted. They are a danger, not only to their work, but they are a danger to the travelling public.

It has been suggested by people who know that in order to remedy this position, you must have in every running shed a district loco inspector and driver instructors. As far as I am aware, there is no loco training school on the Southern Railway, with the result that, on the Southern Railway, there are no inspecting officials; you do not have these people in the running sheds; so, inexperienced men are being put out as drivers. That is what has been told to me by the most experienced men on the railways there.

Another danger which has been brought to my notice by those who are immediately concerned—I think I have mentioned it in this House before—is that there is a growing obstruction of signals. The men concerned say, 'It is all very well that you indict us if we run past signals'; but they say that the minimum sighting distance for the outer signal should be one mile. But, today, that is not the position in some railways; there is not that minimum sighting distance. But there is this

obstruction either because of the outgrowth of trees or because of buildings have been put up. They say that the Ministry must ensure that there should be this minimum sighting distance of one mile. If you cannot easily see the outer signal, at least you should have repeater signals—I do not know what it will cost, but this is what they have told me—for every signal on the left-hand side. It is the ultimate responsibility of the driver to see the signal; so, for every signal on the left side, you must have a repeater signal on the right. A driver cannot continue to do his work and watch the signal on the left-hand side. So, they have sent this request that there should also be repeater signals on the right, wherever the signal itself is on the left. I was particularly perturbed—it was a complaint brought to my notice, and it is becoming a general complaint—that because of this lack of maintenance in respect of your engines, the drivers are compelled to take out their engines with defective brake power. I had a case which I brought to the notice of Shri Lal Bahadur Shastri. The man refused. He said, 'No, the brake power is defective', but he was told 'Either you take out this engine with the defective brake power, or else you are going to be punished, we will charge-sheet you for refusal to do the work'. He said, 'I would not work under these conditions'. I have never known a man to be compelled to take out an express or a mail train engine after having complained of its defective brake power, but he was compelled to do it.

There is another matter which has arisen recently. There has been this introduction of the divisional system. I suppose some of the dislocation is unavoidable, but complaints have come to me that it has led not only to dislocation but also to tremendous injustice. Men have lost their seniority; men who expected their promotion have not got their promotion. The Railway Minister will probably know that although integration was intro-

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to the Railway Minister in this connection. So far as the merged portion is concerned, it is treated as pay for the purpose of deduction of house rent. The men say that if you treat it as pay for the purpose of deduction of house rent, why not treat it as pay for the purpose of assessing our mileage allowance?

There is another reasonable request which the men have made to me. They say that the pre-1931 staff should be brought into a position of parity with the post-1931 staff in respect of sick leave. The new leave rules allow an accumulation of leave up to a period of six months, but the pre-1931 men cannot accumulate sick leave for more than a month or two. What is the result? Because they cannot accumulate their sick leave, whether they are sick or not, every year they take their sick leave. And what is the result? A case came to my notice recently. A man got T.B. He was on the old sick leave rules. He was on leave for a month or two. Now he has no pay. I do not know what is happening to him. Some of his friends raised some money to help him. But he gets no pay. He has to cure the disease, and his family has been reduced to starvation.

My final request to the Minister is this. I welcome him to the Ministry. I do not know whether his appointment is a stop-gap appointment, but I hope that even in the few months that he will be there—I hope he will be there permanently—he will do whatever he possibly can to act as the proverbial broom, because a great deal of sweeping is necessary in the Railway Administration.

There is one major request I have to make. In this House about three years ago, I raised a plea—and I think it is a legitimate plea—that on the railways, the pension scheme must be introduced. It is long overdue. The Railway Minister may not have the experience that most of us have, but on an average, a railwayman today—I would not say 9 out of 10—after ten

years is reduced to penury. I have analysed the figures. I have shown that the old Provident Fund-cum-gratuity scheme does not even compare remotely with the liberalised pension terms, which the opposite numbers, in government service, of the railwaymen get. For instance, a driver who gets emoluments in the region of Rs. 600 a month, may be getting a provident fund of Rs. 40,000. What is the capitalised value? His counterpart in the Telegraphs will get Rs. 250 or Rs. 300 a month. The capitalised value of that is between Rs. 2 and Rs. 3 lakhs, whereas as Rs. 40,000 cannot give him even Rs. 70 a month, if it is invested in the best gilt-edged securities. I have gone round and explained the position to them.

Mr. Speaker: The Provident Fund that is accumulated is created as an annuity under the rules. How long will this serve as annuity in place of pension? I am only trying to find out.

Shri Frank Anthony: I have compared the pension to the Provident Fund, and in terms of money the value of pension works to about 4 times as much.

The reply that used to be given in the past was that some men did not want this. I toured 20 or 30 railway centres in October and November and explained the scheme to them. Then the men pleaded with me to plead with the Administration for this scheme—as soon as they understood the implication. They say, 'At least give us the option; those who do not want, need not exercise the option'. I would ask the Minister also to favourably consider this final request of mine.

Mr. Speaker: The cut motions indicated by Members to be moved are as follows:

- Demand No. 1 — 1, 2, 10, 12
- Demand No. 4 — 3
- Demand No. 5 — 13
- Demand No. 7 — 4, 14, 15
- Demand No. 9 — 5, 8, 9
- Demand No. 10 — 6.

**QUESTION OF CREATION OF FIVE POSTS OF
ADDITIONAL MEMBERS IN RAILWAY
BOARD****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,66,000 in respect of 'Railway Board' be reduced by Rs. 100."

**NEED TO TREAT DEARNESS ALLOWANCE AS
WAGES FOR PURPOSE OF COMPUTING
PROVIDENT FUND CONTRIBUTION AND
GRATUITY****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,66,000 in respect of 'Railway Board' be reduced by Rs. 100."

**FUNCTIONING OF RAILWAY ADMINISTRA-
TION****Shri Frank Anthony:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,66,000 in respect of 'Railway Board' be reduced by Rs. 100."

**LACK OF ATTENTION TO GRIEVANCES OF
STAFF****Shri Frank Anthony:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,66,000 in respect of 'Railway Board' be reduced by Rs. 100."

**DELAY IN INTRODUCTION OF DIVISIONAL
SYSTEM IN VARIOUS ZONES****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 50,83,000 in respect of 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

**UNSATISFACTORY WORKING IN RESPECT
OF REPAIRS AND MAINTENANCE****Shri Frank Anthony:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,90,00,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

**NEED FOR CONSUMPTION OF MORE OIL IN
PLACE OF COAL****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,20,73,000 in respect of 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100."

**WRITING OFF RS. 41 LAKES REPRESENT-
ING UNREMUNERATIVE CAPITAL EXPENDI-
TURE ON A CERTAIN COLLIERY****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,20,73,000 in respect of 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100."

**NEED FOR TRANSPORTING COAL TO SOUTH-
ERN RAILWAY BY SEA-cum-RAIL ROUTE
THAT WAS ANTICIPATED****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,20,73,000 in respect of 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100."

**QUESTION OF COMPENSATION REGARDING
RAILWAY ACCIDENTS NEAR MEHROOB-
NAGAR ON CENTRAL RAILWAY AND
ARIYALUR ON SOUTHERN RAILWAY****Shri T. B. Vittal Rao:** I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,37,78,000 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

DETAILS OF ADDITIONAL COMPENSATION
REGARDING MEHBOOB-NAGAR AND ARTYA-
LUR RAILWAY ACCIDENT

Shri Kamath: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,37,78,000 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

DETAILS OF ADDITIONAL PROVISION FOR
EXTENSION OF DEPARTMENTAL CATERING

Shri Kamath: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,37,78,000 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

SUBSIDY PAID TO RAILWAY CO-OPERATIVE
STORES AND NEED FOR PROVIDING A PROPER
BUILDING FOR HOUSING CONSUMER
STORES CO-OPERATIVE SOCIETY AT
SECUNDERABAD

Shri T. B. Vittal Rao: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 38,00,000 in respect of 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

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

Shri Telkikar (Nanded): I have only to express the grievance of the agents of Wheeler's Bookstalls. Recently, I came across an agent of the company. Incidentally I asked him about his income. Then he gave me a detailed statement in a tabular form, wherein I was surprised to see that the debits were more than his commission. What is this due to? They have to return the unsold papers for which they are also charged. The papers are taken by the proprietor and the price is also to be given to him. Then if there is a delay in submission of the amount, interest is charged. Then there is penalty for late arrival of amount.

From January 1953 to September 1953, a period of ten months, the

debit were Rs. 389-5 and the credit, that is, the commission, was Rs. 383-13-3. So he has to pay from his own pocket Rs. 5-7-9, that is, a minus income.

If the papers which were unsold were allowed to be retained with the agent, he could have made some use of them. But the company does not do that. It even debits his account, for late receipt of amount and accounts by charging interest, in addition to penalty. This is too harsh on the agent.

This is also the reason why during night time the agents are not there at the bookstalls. When I asked him why he was not there during night time, he said: 'Even if I work for the whole day during ten months, I get a minus income'.

Mr. Speaker: Are there not departmental staff for it?

The Deputy Minister of Railways and Transport (Shri Alagesan): They are employees of the firm concerned.

Mr. Speaker: How are the railways responsible?

The Minister of Railways and Transport (Shri Jagjivan Ram): That the hon. Member will explain.

Shri Alagesan: The railways are not concerned directly.

Shri Telkikar: The Board is there. It has supervision over these Bookstalls. The Board is giving permission to sell books. So it is the concern of the Railway Administration.

Mr. Speaker: Every person who works on the railways—stall keeper, sweetmeat seller, fruit seller and so on—must be generally under the umbrella of the railways; of course, they have enough of troubles.

Shri Telkikar: Yes, they must be under the big umbrella of the railways.

Shri H. N. Mukerjee (Calcutta North—East): Sir, I endorse the suggestion of my friend Shri Vittal Rao

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that the House is entitled to some more information in regard to the additional expenditure of Rs. 2 lakhs on account of the creation of 5 posts of additional Members of the Railway Board. I hope that after certain recent events which necessitated the resignation of the former Railway Minister, the Railway Board will function with an added sense of humility and of dedication to the exacting tasks that await us. I say this because I do not mind the expansion of the Railway Board if that is necessary. But it is rather important that we know why exactly this expansion is being done and what specific functions are going to be performed by these additional members.

I say also that in view of the demands of the Plan, I can quite concede, on principle, that we might have a few more people on the Railway Board. But, at the same time, there is, perhaps, a danger that there is a little too much of centralisation, a little too much of the high-up officers congregating in Delhi with all its mercenary attractions which, perhaps, tell rather badly on their efficiency as railway administrators.

I wish also to take advantage of this opportunity of pointing out to the Railway Ministry that may be in view of the 3 major accidents having happened in a short while the Railway Administration will examine whether it is necessary to analyse the working of the present zonal system. Sometimes a question has arisen that, perhaps, inadequate inspection has taken place, perhaps 6,000 mile units are difficult to handle, perhaps, in the present day conditions the General Managers are becoming rather shadowy phantoms, very powerful no doubt, but rather aloof from the workaday scene. So, I hope that in view of the 3 major accidents in recent months, there would be some thought given to the idea of this zonal system.

I wish also to emphasise now that very recently certain innovations

which were envisaged by the former Railway Minister in his last Budget speech have been given effect to, in a manner which, I find, is rather paradoxical. For example, I shall cite the case of the new air-conditioned third class vestibule train—or whatever you might choose to call it. It is a very fine thing. I have travelled by it. It is a very good experience. But my difficulty was to understand the reason why it was almost empty. I have asked passengers who have travelled by this particular train on more than one occasion and they have told me that in Howrah, for example, it is very difficult to book your seat by this particular train because, for one thing, the third class booking office does not even open till 10 o'clock. Heaven knows why. The result is that here is a luxury train with amenities of which we can very rightly be proud if we happen to get them, which goes almost empty. I feel that if you proceed on the principle of first things first, if you amplify amenities only in order that more people can enjoy them, then and then only will you be able to help our people. Otherwise, there would be certain exceptional and rather stumpy achievements which we do not wish to equate with the kind of achievement which our country should have at the present moment. I wish, therefore, that this House is told about these additional members and we want to find out how far the men of the Railway Board and the Railway Administration in general are able to address themselves to this rather heavy task which has devolved upon us in view of the Second Five Year Plan.

I will refer to another matter which has relevance to the Demand No. 4, where the Railway Protection Force is mentioned and certain additional sums are allocated for this purpose. I have recently received a representation purporting to be signed by more than 1,000 people in the former Watch and Ward Forces in the Eastern Railway. It gives the figure of the signatories

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to this document as 1375 out of a total of, I am told, 4001. It refers to a number of grievances of the former Watch and Ward personnel who have now been absorbed into the Railway Security Forces or the Railway Protection Forces. I cannot vouch for the accuracy of the allegations made here and I have no personal information in regard to the accuracy of these things either. But it makes certain detailed allegations particularly, regard to the control exercised by the Security Officer of the Eastern Railway. It is alleged here, for example, and I am told the Railway Minister has already got copies of this document, that charge-sheets are arbitrarily issued, that little opportunity is given for fair defence, that in six months' time nearly 500 people have had their services terminated and there was hardly any fair opportunity given for their showing cause why they should not be dismissed. They mention other grievances in regard to accommodation in the barracks where they have to live away from their families, about frequent and untimely transfers; they say they cannot join any trade union of their choice, that uniform is not supplied in time and so on and so forth. I need not go into the details of it. I am sure the Minister is in possession of this particular document, purporting as it does to be signed by as many as 1,375 members of a 4000 strong force. I hope that the grievances which are reported here are looked into and whatever steps are necessary are adopted in time.

But I wish to repeat that my main purpose in intervening in this discussion was to point out that a greater responsibility devolves today upon the Railway Board in view of the tasks that lie ahead. We expect the Railway Board to function with humility, with a sense of dedication and with greater efficiency in achievement as well as with an eye to furnishing to our people amenities effectively and not by means of stultish developments of the sort that I have tried to refer to earlier.

Shri Bhagwat Jha Azad (Purnea *cum* Santal Parganas): Mr. Speaker, Sir, I would concentrate my remarks on Demand No. 1 which deals with the Railway Board. I take this opportunity to focus attention once more upon my point of view. The Railway Board has not given proper attention to the development of the backward areas. For the last 5 years, I have been emphasising this point in this House and I take this opportunity to say that once more because we are now going for our examination in the next February or March I do not know what marks my 15 lakhs of examiners would give me. I want to emphasise that this organisation, the Railway Board, has not worked up to our expectations.

In this connection, I would better like to quote from the speech of the ex-Railway Minister, Shri Lal Bahadur Shastri. I belong to a particular area which is most backward in this country, the Santal Parganas, which is inhabited by tribals. A large number of the population in that district are the Santals and the Pahadias who live on mountains. Now we have told them to come down. In this area we find in the North Pole one line going to Pirpainti and the other at the site of Jasidih. In between, for about 150 miles there is not one track of railway line. The Railway Board always comes up with a proposal for a new station in New Delhi, goes to Lucknow, to Aallahabad or some big station gives a new look to it and then runs a Janata train, which I, of course, heartily welcome. But it never goes to that backward area which remains crying for proper development and for proper transport facilities.

Shri Lal Bahadur Shastri in his reply to the debate on the 8th March 1954 said:

“हमने संथाल परगना के बारे में अभी तक ध्यान नहीं दिया। मैं यह तो नहीं कहूंगा कि वहाँ के माननीय सदस्य ने

हमारा ध्यान नहीं दिलाया। लेकिन इस बात की जरूरत है कि वहाँ की भी जाँच पड़ताल करे। मैं रेलवे बोर्ड से कहूँगा कि इस इलाके के बारे में जो जानकारी है उसे वह हासिल करे और एक रिपोर्ट बोर्ड के सामने और मेरे सामने पेश हो।”

The *ex-Railway Minister* said on the 8th March 1954 that he would request the Railway Board to collect all possible data and information about this area, and he admitted that we have not paid due and proper attention for the development of this backward area. He said that he would ask the Railway Board to submit a report to him about it so that he might consider the matter. I must say that the Railway Board slept over it. It was a remark or rather an order given in this House to the Railway Board, and that was not at all looked into. I put a question as to what had been done in the matter. Nothing was done. The *ex-Railway Minister* gave a remark in this House that the Railway Board should function in this way, should collect particular data and material. To our great surprise, when a question was put, no reply was forthcoming as to what action was taken by the Railway Board on the remark of the then Railway Minister.

I would again quote what he said on the 7th March 1956:

“The reports on these previous surveys can be examined to see in what ways conditions have changed, and also how this alignment will compare with the alternative suggestion for a 110-mile long branch line from Pirpainti to Deoghra via Dumka.”

On these two occasions the Railway Minister very clearly gave this House the assurance that he would give proper attention for the development of this backward area. But thanks to the efficiency and wisdom and what

not of the Railway Board, nothing on the remark of the Railway Minister given in this House on two occasions has up till now been done. What a great efficiency!

I have supported in this House the demands of the Railway Ministry for increased allotment for the development of transport facilities in the Second Five Year Plan. I know very much the difficulties when that demand had been slashed by one-third. Nonetheless the fact remains that there are new lines being opened, and I won't say that only under pressure in the district or area of particular persons. But I must say that this area has got the same claim or rather greater claim than those where new lines have been opened.

Therefore, I would say that the Railway Board did not pay any attention to the order of the highest man in the Ministry, the *ex-Railway Minister*.

I would like to know what these five members that are going to be added will do and what will be their work. Will they give the country a clear picture as to what would be the position of transport facilities in the middle of the Second Five Year Plan? Our apprehension is that although we have envisaged great development, the greatest danger to the Second Plan is the availability of transport facilities. With the Second Five Year Plan going up, our apprehension is that at the end of the second year or in the beginning of the third year the Plan might founder due to lack of transport facilities, because there will be greater and greater production, there will be greater and greater movement and there will be more demand for moving the goods. Our apprehension is that we might not be able to cope up with that goods traffic. No clear picture has been given to the country as to what would be the position. The Railway Board has either assessed the difficulties and is not letting this House and the country know about the difficulties or has not done it at

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all. If it has done it at all, let it say clearly that these are the dangers, and the efforts that are being made by the Railway Board to tide over them. Let us not be told in the second year or the third year that the goods are locked up in Bombay or in some villages or somewhere because the Railway Board cannot provide the necessary facilities to carry these goods. Let the Planning Commission be told by the Railway Ministry that it will not be able to cope up with the demand at the end of the second year or the beginning of the third year of the Plan. Therefore, I would like to know from the hon. Minister in the larger context what efforts are being made by the Ministry to overcome the great dangers in the Second Five Year Plan, and in the comparatively smaller context, what efforts are they making to develop the transport facilities for the backward area of Santal Parganas on the branch line from Pirpanti to Deoghar via Dumka.

Shri U. M. Trivedi: The Supplementary Demands for Railways total up to nearly Rs. 8 crores and yet I do not understand why the Railway Ministry has not taken the trouble of totalling up all its demands. The Supplementary Demands by the Central Government, when totalled up, come to nearly Rs. 40 crores, and yet they do not hesitate to put before the House the total Demands. I do not know what is the reason that the Railway Minister got funky about the total demand, which is about Rs. 7,46,00,000. After all, it is a big demand, that is, Rs. 7,46,00,000, and added with the demand, that is, excess demand, it will come to about Rs. 10 crores. And yet we have been asked to have this demand voted and discussed and cut motions rejected in a short period of 2 hours and 30 minutes.

Such big demands made by the Railway Ministry must be made in a proper manner, and proper explanation for every item, on which expenditure is envisaged, must be placed before the House. In Demand No. 1, you will find under the head

"Railway Board" that five posts of Additional Members have to be created. Since there are five additional members, there will be so many secretaries, under-secretaries, assistant superintendents, superintendents, stenographers, clerks, and so many other officers. All sorts of things will be created for the sake of these five additional members. I do not think that this is a repercussion of the discussion that took place when the railway question was brought up. It has nothing to do with the resignation of our very courteous Minister, who went out—he has now been replaced not by a very pugnacious type of gentleman but by a good gentleman. What is required for this administration is that we must have a man who can push and push hard the bureaucrats, not only the bureaucrats but the whole machinery, so as to bring them in a proper working order. From top to bottom it is not working efficiently now. It is growing inefficient and tardy. Its inefficiency will tell upon us. We have seen what has happened. The present Railway Minister must be knowing it to his utter chagrin and the R.M.S. staff strike recently in Delhi must have set him thinking that even for a single transfer of an ordinary supervisor, the R.M.S. could paralyse the whole show. They had the least consideration for thousands and millions of the people, whose dak was held up at Delhi station. They were not all rich people; people who are very poor have also got their sentiments, father dying, child lying sick and so on and so forth, and no communication could be sent out on account of this lightning strike on account of the transfer of a single man. Was it justifiable? But this has not been looked into. A similar thing is going to happen in the Railway Ministry. The whole thing will be paralysed completely if proper attention is not paid to the efficiency of the running of the Railway Administration. Adding five additional members or incurring a big additional expenditure you are not going to solve the problem before us.

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In this connection I want to point out another thing. When it is a question of appointing five more members, the additional members are appointed immediately. When the question of supplying telephones comes, up, the telephones are supplied immediately. We have been clamouring on several occasions that when telephones are installed at particular post offices, at least the railway station must be provided with a telephone exchange. The police station attached to a railway station is provided with a telephone connection but the station itself is not provided. The staff there says: "We will be worried by people asking whether a train is running to time or is late" as if this amenity to the public is to be denied because of that reason and the stations are to be left without telephones. Every time we approach the General Manager we are told: "Yes, I will look into it". But that "Yes" remains where it was and does not move any further. The additional members are immediately provided with telephones but for the general public at large this amenity is denied.

I wish to draw the attention of the House to another aspect. Since the integration of State Railways we have been clamouring for some sort of proper integration of the staff. This must be done in a proper and judicial manner. It took nearly 4½ years to come to a decision, and during the last budget speech the formula was placed before the House. Of course, that which was placed before the House was not the same which was sent out by the Railway Board to the various General Managers, with certain catch phrases put into it. The whole thing was not disclosed to the House. The ultimate result has been, although this formula has not yet been acted upon or implemented there have been cases where the whole of the provisions of article 311 of the Constitution have been brought to naught. The formula was worked in such a manner that a man was promoted without his demanding it and then, when an enquiry was held it was said: "No, you are not fit for promotion, go

back to your old post". He was sent back without asking for his explanation and without telling him why he was being demoted. Now, when the formula is being applied it is said: "Since you have once been promoted and then demoted you cannot take advantage of the formula that is now being put forward". Such are the things that are happening.

Even the small people working in the Railway Administration are hoodwinking people. I remember the case of a man who wanted to get some of his difficulties solved by the Railway Administration. When somehow or other he managed—he ought not to have done so—to approach the highest person concerned, one clerk approached him, took him to a canteen and there he was told: "Look here, this is a very difficult thing and unless you make some arrangement your case cannot proceed." The demand that was made from that poor man, for getting a benefit of Rs. 20 or so, was Rs. 1000, and the poor fellow had to run away from the place. Such things should not happen in the Administration. You have to look into all these things when you are increasing the number of members in the Railway Board.

I completely agree with the demand that has been put forward by Shri Frank Anthony. I have had a talk with several of these officers on the Railways. Immediately the railway servants retire—I do not very much appreciate them, because most of them I find to be dishonest people; anyhow I have pity for them—they are reduced to nothing. I pity them very much because their difficulty is, the whole year round and the whole life round they are extorting money from the public; they think they are very clever and cunning people, but somehow or other, after getting out with Rs. 45,000 as their provident fund sum, the business men and the ordinary public, who are really shrewder than these people, take every pie out of them and within a period of two years they become paupers in the streets. Therefore, it is in their interest that this

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provident fund scheme is changed into a pension scheme. It will be of very great advantage to these railway men. Although they may consider this sum of provident fund to be very big. Whenever I had occasion to talk to them they said: नहीं साहब, प्राविडेंट फण्ड होगा तो बहुत अच्छा होगा। but on hearing my arguments and the examples I quoted to them to show how people suffered from penury, they came round and agreed that the pension scheme would be better. I think that some scheme must be formulated in regard to this.

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareli Distt.—East): Honest men or dishonest men?

Shri U. M. Trivedi: They will all become honest if you have a five years' planning for raising the moral standard of the people of this country. Drop your Rs. 4800 crores Plan. Do not spend it in the way you are going to spend it. Raise the moral standard of the people by giving them religious tuitions. Ask them to be afraid of sin. Then alone the country will rise as one man.

I am sorry, Sir, I replied to the interruption.

Mr. Speaker: No harm. It is a useful digression.

Shri Feroze Gandhi: Can a Member make a generalisation like this, that all the railway servants and railway officials are corrupt?

Shri U. M. Trivedi: I never said "all".

Shri Feroze Gandhi: You said: "most of them". Can a general statement be made like that?

Mr. Speaker: In that language "all" means "some".

The Minister of Railways and Transport (Shri Jagjivan Ram): You have come to his rescue, Sir.

Shri U. M. Trivedi: Sir, then I come to Demand No. 4 which has been put forward. It is a good thing that our

Railways have increased the salary of the lowest grade of clerks, the pay-scales of clerks and assistant surgeons. It was a disgrace so far that our Railway Administration was paying a paltry sum of Rs. 100 to an assistant surgeon who was an M.B.B.S. Everywhere he was getting a better salary. Our Railways have now come round and have tried to increase the scale of assistant surgeons. But is that enough?

The Railways have yet to consider the very pertinent demand made on behalf of the Station Masters and Assistant Station Masters. They have been clamouring for a long time. For the last four years they are pressing for their demands. Is it desirable that they must go to the extreme end and paralyse our system? Is it not that we should wake up in time to prevent the damage that can result for such a thing? We cannot deny this fact that the Station Masters and Assistant Station Masters are the real backbone of the whole Administration: The Railway Board and the General Managers do not make the Administration. To the public at large the final word is that of the Station Master so far as the Railway Administration is concerned. It is these people who sweat day in and day out. Everywhere they are working for the Railways, and with exceptional efficiency as far as they are concerned. It is high time that the Government should look into the demands made by the Station Masters and Assistant Station Masters. They should not be allowed to rot on Rs. 64 even after so many years service as a cabinman somewhere in the Central Railway or on a way-side station. They must be also provided with amenities, which they have demanded, for the uplift of their children.

I do not quite agree with this divisional system. It was boosted that this system was going to bring down our expenses. On the other hand it has raised our expenses. This divisional system has, in my opinion, created more difficulties than done good. The

area of working has remained the same. What was done by District Traffic Superintendents is now being done by Divisional Superintendents. The only thing is that they are called Divisional Superintendents, they get higher salaries and they have got better staff under them. But the area of work is same. The integrating difficulties have been so great that people have not yet settled down. From the year 1947 things are going on. I remember once a man from Udaipur approached me saying that he has not received his salary for having served the Railways for 1½ years. He is still writing letters but nobody gives him any reply. His letters simply go into the file. He has not received his salary for the work he has done. This must have escaped the notice of the authorities, because there was integration after integration. From the North-Western Railway, he was shunted to the East-Punjab Railway; from there he was shunted to the Northern Railway. If he goes to the Northern Railway, they say, "the record is with the East-Punjab Railway"; the East-Punjab Railway authorities say, "the record is with the North-Western Railway" and so on. In this manner, his salary is not given. This is the result of the integration which has been carried on—one integration overlapping on another.

15 hrs.

In introducing this division system, sometimes politics have played a part. I am prepared to let the politicians please themselves, but there must be some rationale behind it. Overnight Ratlam was created a division, because some deputation came from Ratlam and told Mr. Katju, "If we do not get it, you will not get the votes". So, poor Dr. Katju had to go to the Railway Minister and say that this must be listened to. So, Ratlam was made into a division. A line from Nagda to Guna, which was never surveyed in imagination, has been created and shown in the map as the area which would be given over to the Ratlam division.

Ratlam has been given a whole metre-gauge section from Khandawa

up to Ajmer, a distance of 393 miles. Now, sitting at Ratlam, a man can talk over the telephone to a distance of 233 miles. But, Gosunda station has been given over to Ajmer and so although the distance is only 122 miles, a man cannot send a communication to Gosunda. Similarly, a man cannot talk over the telephone from Chittorgarh to Gosunda, a distance of only 6 miles, whereas he can have direct talk over a distance of 233 miles, as I have already explained. This is an unimaginative arrangement and this must be looked into.

I will come to Demand No. 5 which is about river protection work. Our present Minister is an expert Minister; he has been a Minister for a long time and he knows how to get things done. He is not a new man. So, he must also know how tricks are being played by some big officers. I am justified in saying this, because I am a lawyer. I have been working with them and for them also; I have defended some of them. Therefore, I know. I know some cases in the then Burma Railway. Mr. Gokal Singh exposed the whole picture as to how river protection works were carried out on that railway. I could not take part in the debate which took place in this House on the Dhronachelam disaster, but I can point out one case in the Burma Railway. Nearly Rs. 5 lakhs worth of stones were to be pitched in a particular river known as Sittarg. Burma was then part of India and the railway was governed by our Railway Board. Hardly 2,500 Rs. worth of stones were pitched, but a bill for Rs. 5 lakhs was made at the cost of the country. Nobody knows whether that bridge has been washed away. Therefore, what I would like to point out is, wherever there is river protection work, make it incumbent on some person to be always checking whether a particular thing has been done or not.

Mr. Speaker: Does the hon. Member suggest that after each bridge is completed the persons who were in charge of the construction should be watched and their conduct watched?

Shri U. M. Trivedi: My suggestion is that the bridge inspection department must be a separate department directly under the Railway Board and the particular staff appointed for this purpose must always go and inspect the bridges, because bridges are the most dangerous spots on the railways.

Mr. Speaker: Supposing the engineer in charge of the construction of the bridge goes elsewhere. Does the hon. Member suggest that the engineer must be traced wherever he is, if the bridge collapses?

Shri U. M. Trivedi: You know, Sir, how Mr. Hicks, the Chief Engineer of the Burma Railway was challenged by Mr. Gokal Singh and what happened ultimately. You know under the old law, when an Englishman was to be prosecuted on the complaint of an Indian, he would have a jury trial. So, a jury trial was ordered in the criminal sessions of the High Court of Rangoon. When this was going on, lots of money were paid and the man was made to run away. The man could not be traced and the case had to be closed. Ultimately, Mr. Hicks somehow managed to get out of the affair. So, such things are happening. That is why our moral has not yet risen. The bureaucracy still remains unchanged. They want to enjoy life and there is absolutely no feeling for the country whatsoever. Therefore, it is up to you and up to the Minister to see that these people who want to live lavishly in that manner are not allowed to do so at the cost of the country. For example, when some officers travel in saloons, the linen is being sent from Ajmer to Bombay for being washed. Officers who dare not have one towel a day in their houses use four towels a day and they send it to Bombay for washing from Ajmer, when they are travelling in saloons; and, they manage to travel in saloons. All this is done at the expense of the tax-payer. That is why the expenditure goes up. These are not small matters. They have got to

be looked into—how many servants are employed on account of a single officer travelling in a saloon and so on. These are things which require to be looked into.

I will say a few words about Demand No. 7. Mr. Vittal Rao raised the point of coal being sent by the sea-cum-rail route. I do not want to criticise that. But, I would like to point out that the expenditure of the railways has gone up, because they have not prevented the theft of coal at all. The theft of coal must be prevented. It runs into tons and tons. Not only the railway servants, but also the people who live nearby take away the railway coal and use it. Now, they say that the watch and ward staff has been increased. In my maiden speech in this House, I made an allegation about the watch and ward staff and even today I stand by it. Call it 'protection force' or by any other name. I say that the whole administration from the bottom has to be changed. The police officers whom the railways recruit—the security police—are not very strict. During the struggle that this country was making between 1942 and 1947, it is such people who have secured promotions under the British rule. You should replace them with better officers trained with a national idea. It is only then that stealing will disappear from the railways.

May I speak a few words on the Excess Demands also?

Mr. Speaker: I think the hon. Member has taken excess time.

Shri U. M. Trivedi: I will not take much time.

Shri Kamath: Three minutes.

Shri U. M. Trivedi: Mr. Kamath has agreed to 3 minutes; but, I want your agreement.

You remember last time when these Excess Demands were taken up, I brought it to your notice that as soon

as the expenditure is incurred, the matter should be brought to the notice of the House and its approval taken. The Ministry must not take advantage of the wording of article 115. In 1949 this question came up before the Public Accounts Committee and the Committee felt that Government should not take such a long time in presenting their demands for excess expenditure incurred. These excess demands relate to the year 1953-54. The year 1954-55 has gone; 1955-56 has also gone.....

Mr. Speaker: I may say for the information of the House that the Auditor-General and the Public Accounts Committee have been requested that they should first pick up these excess expenditures and report on them and not wait for their inclusion in the general report of the Committee.

Shri U. M. Trivedi: As recently as the 27th November 1956, the Public Accounts Committee in their Twenty-First Report said as follows:

"In the 13th Session of the Lok Sabha (July to September 1956) when Government approached Parliament for regularising excesses relating to the year 1951-52, attention was drawn pointedly to the delay and the consensus of opinion was that procedure should be devised for the expeditious regularisation of such excesses so as to ensure that the time lag between the detection of the excesses and their regularisation by Parliament is reduced to the inevitable minimum."

Under the provisions of article 115 they may come even after one hundred years. But that is not the intention of article 115. The spirit of article 115 and the spirit of the whole scheme of money bills is that expenditure must first be voted and then incurred. The mere consciousness that they are in a thumping majority will not lead to the proper working

of democracy or parliamentary institutions. Parliament being supreme must always be taken into confidence. If you do that you will get the amount in a graceful manner.

Mr. Speaker: We started at 1.50. I propose calling the hon. Deputy Minister at 3:40. He may take about twenty minutes. The hon. Minister will be called last and I hope he will take about ten minutes.

Shri Feroze Gandhi: So both the metre gauge and broad gauge Ministers will be answering the debate.

Mr. Speaker: Let us not dilate upon the size of individuals.

Shri Kamath: Mr. Speaker, I shall be very brief and shall take less than the time allotted to me. I have cut motions No. 8 and 9 standing in my name. The first cut motion deals with details of additional compensation regarding Mehboobnagar and Ariyalur railway accidents. From the foot-note to this Demand I find Government is providing Rs. 10 lakhs more.

At the outset I hope that the new Minister—new to this Ministry, we have known him for some year now will be more responsive to the criticism made in this House with regard to these two shocking accidents that have taken place. I hope his attitude will not be so unsympathetic, atrociously unsympathetic, as the Deputy Minister's was when the discussion on Jangaon-Raghunathpalli accident was raised by my hon. friend Shri Feroze Gandhi. That attitude struck us as very unresponsive and unsympathetic. I hope that the new Minister, the senior Minister will be more responsive and more sympathetic with regard to the accidents and more accessible to the employees outside, to those who have suffered in the accidents and to the general public at large outside the House.

I have received a letter from a responsible person from Trichy, a

[Shri Kamath.]

Member of the District Board, Kulitalai, Shri Govindan. From this it appears that at the spot of this Ariyalur accident a most inconceivable heartlessness on the part of the authorities was witnessed. This is a very brief letter and I would crave your indulgence to read relevant extracts from it.

Mr. Speaker: I would suggest (not for the present) that in future where an hon. Member gets any such letter he will kindly pass on a copy to the Minister so that he may verify the real facts of the situation.

Shri Kamath: I got this only this morning.

Shri T. B. Vittal Rao: This seems to have been sent to the Ministry and copy to us.

Mr. Speaker: In that case the Ministry will know.

Shri Kamath: It is a very pathetic letter.

Mr. Speaker: He need not read the whole of that letter.

Shri Kamath: I will read only half a dozen lines.

Mr. R. Govindan, District Board Member, Kulitalai, who was an eye-witness—he was at the spot—says—

“Women and children were caught amid the debris of the railway carriages. Instead of trying to remove these persons immediately, the authorities were more interested in restoring the track. When the members of the public present at the scene of the accident went to extricate the injured, they were prevented from doing so.

I saw with my own eyes petrol being poured on the corpses in the female compartment and set fire to. At this sight relations of dead persons wept. “Please allow us to look at the bodies. Let us at least know if our beloved ones died here” they cried. The authorities heeded them not but burnt the corpses.”

Mr. Speaker: This is a very serious charge; I am sure special attention will be paid to it and a special enquiry made into it.

Shri Jagjivan Ram: If I may intervene at this stage, I would request that the letter which the hon. Member is reading may be given to me in original. I propose to have it enquired by the committee which is going into the matter. They are very serious allegations and should not be left unnoticed by us.

Shri U. M. Trivedi: Unheard of!

Shri Kamath: The last sentence is—

“If the District Collector had ordered it, the carriages could have been removed in four hours time and many more persons saved. The work was done with a small body of labourers and so everything was delayed.”

This is a heart-rending and pathetic account. I am sure the Minister will see the matter through and bring to book those who were responsible for this atrocious thing.

I am given to understand also from another reliable source that at Ariyalur a Relief Committee has been organised by the District Collector, or district authorities. In that relief committee only Congressmen whether M.L.As or M.Ps. or others have been taken. That is my information. I hope it is wrong. But if it is correct, I hope this committee will be expanded by including members of all opposition parties, so that the public at large and those who have suffered may have confidence in the committee that has been set up.

Shri Jagjivan Ram: Is it an official committee or a non-official Committee?

Shri Kamath: District Collector's Relief Committee. This is my information. It may be enquired into. If it is so, I hope he will take necessary action to make it fully representative of the people,

About the Mehboobnagar accident, the hon. Minister's predecessor Shri Lal Bahadur Shastri told us some time ago when a question was raised, that he had advised the local authorities, the State Government, to withdraw the prosecution that had been launched against the person who had pulled the alarm chain with the definite object of warning the railway authorities that the bridge had been damaged. He pulled the chain, the train came to a stop, he was asked why he had done it and he said that the bridge was damaged, and the train should not proceed. He gave a warning 24 hours earlier. For that, instead of thanking him for warning in time, they have prosecuted him. Any way, the Railway Minister said that he had advised the State Government to withdraw the prosecution. I would like to know whether it has been withdrawn. I met the person a fortnight ago. He said that no action had been taken and that the State Government is adamant.

Mr. Speaker: For such an offence as pulling the chain, unless the railway authorities take an interest, do you mean to say that the State Government by itself takes it up?

Shri U. M. Trivedi: It has happened in many places.

Mr. Speaker: When the discussion was going on with respect to that—the hon. Minister was not here—it was alleged that before the accident occurred, somebody got into the train and wanted to stop it saying that the bridge was damaged, and pulled the chain. Of course it was not stopped. All the same, that man is being prosecuted. That is the evidence. Then, the hon. Minister's predecessor said that he will try to see that the case is withdrawn. I am really surprised how the State Government comes in to prosecute unless the railway authorities take it into their heads. The authorities have launched a prosecution against the man who tried to pull the chain to save himself apart from others lest the tragedy should occur.

How any officer could have made bold to launch a complaint passes my comprehension really.

Shri U. M. Trivedi: It is in the hands of the Sub-Inspector of police.

Mr. Speaker: The Sub-Inspector does not come in unless the railway authorities take steps.

Shri U. M. Trivedi: That is the point. In one case, we never wanted a prosecution. The Sub-Inspector wanted a prosecution. The Sub-Inspector wanted it. He succeeded. The railway authorities are still trying not to prosecute.

Shri Alagesan: Speaking subject to correction, I was here when the matter was raised and Shri Lal Bahadur Shastri was replying the hon. Member or some other Member who raised this matter. He said that he had a talk with the person concerned and that the chain was not pulled on that day, but on the previous day.

An Hon. Member: Naturally; 24 hours.

Shri Alagesan: It was not pulled on the same day. The impression sought to be created is that this gentleman was travelling in the same train which met with the accident and he pulled the chain to warn the people about the bridge.....

Mr. Speaker: Does it mean 12 hours if it was immediately before midnight?

Shri Alagesan: He said that it was on the previous day and not on that day.

Mr. Speaker: Technically the hon. Minister was right if it was at 11.50, before midnight and not at 12.5 after midnight. It is a matter which must be investigated.

Shri Alagesan: It was not like that. I cannot actually give the time. He

[Shri Alagesan.]

said, when this was raised over and over again that this gentleman did not have anything to do with the train that met with the unfortunate disaster. It was the previous day that the chain was pulled. That is what he said. I have no personal knowledge of it. He said that he met the person concerned and that it had nothing to do with the accident. Even so, he said that he would ask the State Government of Andhradesh to withdraw the prosecution. I do not know where the matter stands at present.

Shri Kamath: If you will permit me to say a word, the Railway Minister made statements twice in this House.

Mr. Speaker: I will ask them to look into it.

Shri Kamath: I would very strongly support the demand made by my hon. friend Shri T. B. Vittal Rao for associating Members of Parliament as assessors in the judicial enquiry into the Ariyalur accident.

I shall only briefly refer to one other matter. After the very interesting and fruitful debate on the subject of the Raghunathapalli accident raised by my friend Shri Feroze Gandhi, I overheard the Prime Minister talking animatedly—I would not use stronger words—talking animatedly to the Deputy Minister, suggesting that the report of the Accidents Committee presided over by Shri Shahnawaz Khan, which went into the matter of the accidents, should be placed on the Table of the House. I was here, the Prime Minister was talking to him there, almost snubbing him—I do not know.

Mr. Speaker: The hon. Member ought not to overhear such things.

Shri Kamath: All these mikes are here. It is not my fault. I hope the Prime Minister's instructions will be carried out and the report of the

Accidents Committee will be laid on the Table of the House very soon, before this session comes to a close.

Lastly, my cut motion No. 9 refers to departmental catering. In many centres,—there are several centres where departmental catering has been introduced—I am sorry to say that the service has deteriorated.

Mr. Speaker: Is there any Supplementary Demand relating to catering?

Shri Jagjivan Ram: There is.

Shri Kamath: This question has been raised here so often. Then Deputy Minister spoke on that side. Shrimati Ammu Swaminadhan and Shri Feroze Gandhi were on the other side. I need not dilate upon this matter. I have heard complaints in various centres that now that catering has been departmentalised, the employees feel that they are government servants and nothing could be done against them even if they were slack or inefficient. I have seen some of them going about in not very clean clothes. The service is rather tardy. So far as I am concerned, I must frankly say that I got fairly good food almost every time. But, there was scope for improvement. I have heard my other friends, not M.P.s or M.L.As, complain about the deterioration of food and deterioration in service. We were happy that private catering had been stopped. But now there is lack of supervision. I hope they would tighten up the machinery for supervision over departmental catering and see that the travelling public who pay so handsomely to the national exchequer and the railways have no complaint against the food that is served and the service that they get.

Shri Ramchandra Reddi (Nellore): I have got very few remarks to make on this demand. I shall first deal with Demand No. 10 where provision is made for health services to the labour. I particularly refer to the sentence here:

"The increase under Medical and Health and Welfare services is mainly on the reservation of beds in sanatoria for Railwaymen suffering from T.B.... etc."

I would like to enquire what amount is spent per bed in the sanatoria where accommodation is reserved for these T.B. patients. Everybody knows that T.B. is a very bad disease. On account of modern methods of treatment, several T.B. patients are easily cured. In that view, I would also suggest that mass X-ray may be taken in the Railway administration so that the disease can be detected much more quickly and easily than otherwise. In this connection, I would enquire whether any part of the salary of these patients in railway service is withheld during the period of their stay in the sanatoria or whether they are given full pay and also whether the family members of these railwaymen are also looked after in these sanatoria. I would like to invite the attention of the hon. Minister to the very bad condition of the railway carriages, especially the so-called upper classes. I find that the very same old things which were probably started in the 19th century are still being continued. They are rickety and in several cases the equipment is found to be very much wanting. Fans do not work in certain cases, and leakage goes on in the shower as well as in the roof as pointed out by my friend from Assam. In that way most of these carriages are in a very bad condition. Either you have to scrap them or improve them considerably. Except that there has been some little improvement in recent years in the upholstery, there is no other improvement and we find frequently complaints being given to the travelling guards.

The air-conditioned compartments I am told are not running to their full capacity. More often they are running empty. Probably the reason is that it is very costly and several people do not take to it. If there is a possibility of reducing the air-

conditioned fare to at least 50 per cent. more than the first class, that would be inviting very many people and making it more useful than it is now found to be.

Shri D. C. Sharma (Hoshiarpur):
The debate on the Supplementary Demands for the railways has been overshadowed and perhaps rightly so by the major accidents that have happened. It has also been conditioned by the grievances which persons feel with regard to their constituencies and with regard to the special interests that they have. But I believe that there is a great deal of truth in this that the backward areas of our country should receive proper attention at the hands of the Railway Board. It is these areas that have to be improved economically. I believe fifty per cent. of economics is transport and transport is almost hundred per cent. railways. People in India fortunately or unfortunately have come to equate transport with railways.

I agree with this Demand but I would say that the Railway Ministry and the Railway Board have been excessively under fire on account of these catastrophic accidents, but it is not right and proper that we should not give them their due. We should also try to appreciate the things at their just value. We should put the whole question in its proper perspective. When I do that I think that the Railway Ministry has done well in appointing five additional Members on the Railway Board. I do not think this is an idea which has sprung out of the hat of the Railway Board or the Railway Ministry. They have acted in conformity with the recommendations made by the Estimates Committee which is a committee elected by our own House. It was said by the Estimates Committee that the posts of Directors should be upgraded to this level so that they could become additional Members of the Railway Board.

[Shri D. C. Sharma.]

I am very glad that the Railway Ministry has shown responsiveness—about which we have been talking always with relevance and irrelevance—to this demand of the Estimates Committee.

15-35 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Our railways are a huge and mammoth organisation. Nobody can deny that. And if we want efficiency—and all of us want efficiency—I believe that the Railway Board which acts, if I could put it that way, as the brains trust of the Railway Ministry should be strengthened, so that proper functioning of the railways is achieved to the satisfaction not only of the Members of this House, but also of the members of the public.

The railways have innumerable problems. There are problems connected with engineering, civil and mechanical. There are problems connected with transportation. There are problems connected with the staff, their welfare, their promotions, and the upkeep of discipline among them. And there are problems which are connected with finance. All these are very big problems, and we know what a great part of our budget we devote to the Railway Ministry. I would therefore say that the Railway Ministry has done well in adding to the number of the Railway Board, and I hope that these additional Members will justify the expectations which are entertained of them by this House. I am sure that the efficiency of our railways will be heightened and improved by this step.

Of course, the only test of efficiency is not the number of accidents. Accidents are unfortunate, catastrophic and tragic. There are other ways of judging the efficiency of our railways, or of any organisation. I hope when the total evaluation of the efficiency of the Railway Ministry or the Railway Board is undertaken, they will not be found wanting.

I want to say a few words about divisionalisation about which people

have been talking. The experience of one Member may differ from that of another Member. We belong to a very big country and sometimes conditions in one part of our country are not the same as in another part of the country. Moreover, there are some persons who specialise in collecting grievances, and there are other persons who try to look at the bright side of the picture, who weigh the grievances against the performance and then come to a decision. If one were to look only at these things from the grievance point of view, I think the whole of this world will have to be scrapped and I believe the railways will have to be scrapped earlier than anything else. But that is not the point. The point is this, that this divisionalisation—I can talk from my experience and also on the basis of the reports which I have got not from the Members of railway staff but from the members of the public, and I happen to travel a lot as all Members of Parliament happen to travel a lot—has promoted efficiency and my only grouse against the Railway Board is this, that while they have introduced this system in some railways, they have not introduced it in other railways. That is to say, if I have a grouse—of course I do not want to be a man of grouses—it is this, that they have taken so long to introduce this necessary, useful and much-needed reform. Why should they have taken so long? I would request the Railway Ministry that this work should be done as expeditiously as possible. I think there are two railways where this has not been introduced so far. I hope that a lot of time will not be taken in introducing this administrative reform.

I am glad, as my hon. friend Shri U. M. Trivedi has said, that the question of revision of the pay-scales of the assistant surgeons and clerks has been undertaken. I am glad about it. But we hear complaints about the pay structure in the railways from beginning to end. It is not only the station masters who complain, but the conductors also complain, the railway

guards complain, the booking clerks complain, and, in fact, everybody complains, and one does not understand why all these sections of the Railway Administration are so discontented. I would, therefore, say to the Minister who has taken charge of the railways now, as I used to say to the Minister who held charge of the railways till a few weeks ago, that something should be done to inquire into the pay-scales of the Railway Administration at all levels, so as to bring about a rationalised structure. I take courage for saying so from what the Finance Minister said yesterday. He said that we have one scale of salary at the State level and quite another at the Central level, and he has not been feeling very happy about it. So, I say that the pay structure should be revised. It should be in proportion to the work done; it should be in proportion to the risks undertaken; it should be in proportion to the onerousness of duties which they have to perform. I would say that something should be done in this connection.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Feroze Gandhi: The whistle has sounded.

Shri D. C. Sharma: There is one other point to which I would like to draw the attention of the Minister. At page 5 of the booklet which has been supplied, we find:

"The reduction under maintenance of rolling-stock is due mainly to lower outturn from workshops than anticipated, due to strikes etc., and fewer special repairs being undertaken and less expenditure on running repairs to stock than anticipated."

These few phrases in this booklet make us very unhappy. I would like to know why these strikes took place, and why there has been lower output.

An Hon. Member: Ask the labour leaders.

Shri D. C. Sharma: These workshops are the hands and arms of the Railway Ministry. If these workshops

do not give a good account of themselves, I think the whole of the Railway Administration would be thrown out of gear. I would, therefore, say that some extra pain should be taken, some extra effort should be made to see that the maintenance of rolling-stock etc. does not suffer. If we find that there are some workshops which could not function we must have additional workshops so that the quantum of work that is expected to be done in a year or during every six months may be completed, so as to secure the proper functioning of these workshops.

With these remarks, I supports the supplementary Demands for Grants.

Shri J. R. Mehta (Jodhpur): I have just one point to make. I wish to refer to one of the questions which was touched upon briefly by my hon. friend Shri U. M. Trivedi, namely the question of the integration of the ex-State railway officers into the All-India services, which involves the question of their seniority, status and their entire future career. This question has already been hanging fire for the last five or six years.

It took four years or more to decide the principles on which the seniority and the equating of the ex-State railway officers were to be determined. Originally, a formula was proposed which did flagrant and gross injustice to the ex-State railway officers, and the matter was agitated on the floor of this House as well as in the other House and also outside. After several committees, one after another, had gone into the question, making confusion worse confounded, the Railway Minister, Shri Lal Bhadur Shastri—let it be said to his credit—intervened and at the last Budget Session, while making his Budget speech, announced a formula which was meant to give satisfaction to the aggrieved officers. As I have said, it took four or five years to announce this decision. I am here to say that even this decision did not do full justice to the ex-State officers. But we as well as the officers reconciled themselves to it on the assurance that whatever hardships remain-

[Shri J. R. Mehta]

ed would be sympathetically considered and every effort would be made to mitigate those hardships as early as possible.

I regret to say that even this limited measure of relief and justice promised to ex-State railway officers has not yet materialised. For instance, one of the principles agreed upon was that 16-2/3 per cent. of the future vacancies in class I will be reserved for promotion from among the ex-State railway officers who had to be kept in class II for the time being for some special reasons. Nine months have elapsed since this formula was announced, and the life of the present Parliament is coming to an end, and yet it has not been possible to implement the principles agreed upon. While the cases of the ex-State railway officers are hanging fire, promotions in the other sectors are going on to the obvious detriment and prejudice of the ex-State railway officers. I shall not go further into the details, but I would say that the Railway Ministry and the Railway Board, if they are zealous to maintain their reputation for efficiency and fair-play, as I am sure they are, should lose no time in implementing the orders to which I have referred.

I take this opportunity of making a special appeal to the Minister to look into this case. It is not without hesitation that I am bringing this matter to his notice so soon after his having taken over charge, but I think in a way it is as well that all the problems which are pending in his Ministry should be brought to his notice at the earliest moment. I also expect that the Railway Board will now pay special attention to implementing these orders as early as possible. Justice delayed is justice denied. As I have already submitted, whatever has been granted in this case is diluted justice. So, that is all the more the reason why any delay in implementing the orders should not be tolerated.

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): I entirely disagree with Shri U. M. Trivedi in re-

gard to his observations about the Protection Force officers and staff of the railways. It was very unfair on his part to have condemned the Protection Force merely on the ground that many of them had worked under the British regime, and, therefore, they were not straightforward; and he said that instead of calling it the Watch and Ward Department, he would call it the 'Watch and Robbing Department'. It is very unfair on the part of a Member of Parliament to condemn those people who work day in and day out at the risk of their lives, for the protection of the lives of the railway passengers and railway properties. I know very well that the watch and ward people who have now been designated as the Protection Force have been working very hard for the safety of railway passengers, their property and also railway property. If anybody has misbehaved, if anybody has been responsible for theft of property, I would suggest not only dismissal of that person but also the inflicting of a severe punishment like imprisonment on him.

It is really deplorable that every Ministry is coming to this House for sanction of higher grants for expenses in connection with so many things, but not for money for giving increased salary to the low paid staff. All the increased sanction is for increasing the salaries of the already fat-salaried staff, giving them allowances and so on. I would be very glad if at least the present Railway Minister would take up the question of the revision of the scales of pay of the low paid staff on the Indian railways, especially, the Protection Force. It is no use to merely change the name of 'Watch and Ward' into 'Security Force' and from 'Security Force' into 'Protection Force', without increasing their salary, without giving them proper training, without giving them proper equipment and without providing them with good living accommodation. Unless these things are done, I do not think the force will feel enthusiastic and function as effectively as we expect them to do. Therefore, I once

again urge upon the Ministry and the Railway Board to see that the Protection Force is strengthened, their scale of pay increased and their standard of living improved.

As regards railway accidents, I would say without any hesitation whatsoever that lack of a permanent arrangement for proper protection of railway tracks and railway bridges is the real cause for such tragic accidents which we have witnessed in the past two years. Since the first accident took place in Hyderabad, the Railway Board and the Ministries should have acted wisely; they should have made some permanent arrangement for patrolling the line and bridges. In that, they have failed. I do not mean to say that they were careless, but they did not act wisely afterwards. Hereafter, we do hope that there would be a permanent arrangement for proper protection of the lines and bridges and proper repairs to them.

The patrol men are covering a distance of 6 miles. If one man is given 6 miles a day, how can he be expected to properly watch the line and bridges? It is my view that the distance per man should not exceed 2 miles or at the most 3 miles. There should always be constant patrolling of the lines and bridges, without break.

I would also suggest that the grievances of the railway staff should be attended to by the Railway Board with some amount of sympathy and concension. Without that, they cannot be expected to work very hard. I hope these words of mine would be considered in a spirit of sympathy for the people who work hard and who protect the lives of the travelling public in this country.

Mr. Deputy-Speaker: The hon. Minister.

Shri Punnoose (Alleppey): On a point of order. Let there be quorum at least to listen to the valuable reply of the hon. Minister.

Mr. Deputy-Speaker: The bell may be rung—Now there is quorum. The hon. Minister may proceed.

Shri Alagesan: I shall first take up the question of the expansion of the Railway Board. It is not as if this is sprung as a surprise on the House. This question was debated before and it was almost the unanimous opinion of this House that the workload on the railway organisation as a whole and also on the top executive of the organisation having increased, there was need for strengthening the organisation at all levels. In accordance with that wish expressed by the House, these steps have been taken. Not only that. That Estimates Committee of this House have also gone into this question very thoroughly and examined all the *pros* and *cons*. They also felt—just as the House felt and the Railway Ministry felt—that there was need for strengthening the organisation at all levels including the Railway Board level. They have said so in so many words in their report. I do not want to read that portion of the report, but they have said that the full members of the Board should have more time for policy making, for going round on inspection etc. and they should be relieved from day to day administration and co-ordination work of the various railways to a considerable extent. It was with a view to relieve the full members of the Board and also to provide for the efficient carrying out of the numerous schemes connected with the Second Plan that these posts have been created.

The House knows that the size of the Second Plan with regard to railways is in terms of money, of the order of Rs. 1,125 crores. This is easily three times the size of the First Plan provision for railways. Various things and various schemes have to be put into execution.

Take the question of workshop expansion. We want to provide for greater repair facilities. The quantum of repair work has increased considerably. Not only have the

[Shri Alagesan.]

existing workshops to be expanded, but new units have to be established. This will require the attention of a full Member of the Board; so also other works. For instance, the question of training facilities was raised. Shri Anthony referred to the existence or rather the non-existence of training facilities for the loco staff. I may inform him that it has been decided to have special staff in the sheds to provide these training facilities, apart from the various central institutions which provide training to all categories of staff including the loco staff. The question of providing training facilities, the refresher courses etc. is so huge in magnitude that it will require the attention of a member of the Executive.

16 hrs.

So, it will be realised, not only with regard to operation, but with regard to maintenance, with regard to the creation of workshop facilities, with regard to the improving of signalling—this is also a very important question to which Shri Vital Rao referred—etc., the quantum of work that has to be turned out by the Railway Board has increased very much. To relieve the full members of the Board and also to take charge of these particular Portfolios, these additional posts have been created.

Hon. Members wanted to know what remuneration is being paid. The Estimates Committee went into this question. They felt that when an intermediate tier is created, the occupants of those posts should be such as to command the General Managers and they should not be below the rank of General Managers. So, the additional members that have been created will hold the rank of General Managers and draw the remuneration that goes with it. This was also a specific recommendation of the Estimates Committee.

Some hon. Members wanted to know what actually is the work done by or allotted to these additional members. We were very particular that when

an intermediate tier is being created, it should not be a sort of a fifth wheel in the coach but should function independently and also cutting red-tape. So, specific portfolios have been allotted to these additional members. In many cases, they will submit cases for decision directly to the Minister. They need not be routed through the respective member of the Board. They will also sit in the Board when subject relating to their branches come up for discussion. There is one member who is in charge of all surveys and constructions of all the major works in connection with the Second Five Year Plan. He is called Additional Member works. So also, Additional Member, mechanical, is in charge of the training of staff of the mechanical department, the remodeling and expansion of workshops, the creation of production units etc. An additional Member has been created for the purpose of looking after commercial work. An additional Member will be in charge of accounts, with particular emphasis on accounts in respect of work for the Second Five Year Plan. We have got an additional Member, Staff, who is in charge of recruitment, training etc.—gazetted as well as non-gazetted. He will also attend to representations arising out of appointments, promotions etc.

So, these 5 additional Members have been allotted specific work and redundancy of work has been avoided and red-tape has been cut. They function for all practical purposes as independent Members of the Railway Board, though they are not actually full Members of the Railway Board. As has been given in the Memorandum that has been circulated to Members, the cost will be Rs. 2 lakhs for these officers this year and it may be more for the next year.

Since my time is short and hon. Members have made so many points, I do not think I shall be able to cover all of them in the short time that has been allotted to me. But, I shall try to touch as many point as possible. I can also assure hon. Members that the

other points they have made will be taken due note of and action taken on those points.

Shri Vittal Rao raised the question of taking into account the remaining half of the dearness allowance that has not been added to the pay for purposes of provident fund, gratuity etc. This is not a question which affects the Railways alone. This is a question which affects the entire Government of India, and all the departments of the Government of India. The hon. Member very well knows that a committee presided over by a Member of this House went into this question in the year, 1952, and they, after considering all the various points, came to the conclusion that for the purposes of the calculation of provident fund, gratuity etc. half the present dearness allowance should be added to the pay and they said that the other half should continue to be paid as mere dearness allowance. After this report was submitted, Government took a decision on this report by accepting the recommendations of the committee in toto. Just as other departments have given effect to it, the Railways have also given effect to it. Now, to plead that the Railways alone should go ahead and take the other half of dearness allowance also for this purpose, I do not think, is fair. If the question requires consideration, it requires consideration at all government levels and not at the Railway level alone. Only this much I would like to say on the point placed before the House by Shri Vittal Rao.

Then my hon. friend, Shri Kamath referred to departmental catering. I think he is a great champion of departmental catering. He has been supporting the introduction and expansion of departmental catering (*Interruption*). That does not mean that the standard of service should not be taken care of. In fact, this decision to introduce departmental catering on railways, which did not have this system, was taken with a view to pull up the standards of service of the private contractors

which was not at all satisfactory and which was the cause of complaint of hon. Members in this House as well as in the other House.

Shri Kamath: But, personally I have no serious complaint to make.

Shri Alagesan: So, I am glad that he has got good food. I got the information that he did not and I was so very sorry for it. The hon. Member was unhappy with some bad coffee that was given to him and he had to pull the chain and stop the train for about half an hour.

Shri Kamath: That was only once, but not half an hour.

Mr. Deputy-Speaker: That was the fault of the bad coffee and not of the hon. Member.

Shri Alagesan: I have no objection and I know hon. Members of this House enjoy privileges. But, I should like to submit to you that if everybody in the train took it into his head to pull the chain and stop the train if he gets bad coffee or something bad to eat, then, the effect on the operation of our trains as a whole will be disastrous. The hon. Member Shri Kamath has to be attended to specially, and I was told he was not attended to.

Shri Kamath: I do not want any special favour. I do not like this tone and attitude of the Minister, and I think the new Minister will instil the proper spirit in him.

Mr. Deputy-Speaker: No remonstrances or other things. I would have certainly agreed with the hon. Member and done something for him if he had not taken into his own hands and redressed himself.

Shri Kamath: I expected you to do something.

Mr. Deputy-Speaker: If the hon. Member had not done it himself, I would have done it. But now he has not left me any choice.

Shri Alagesan: I should like to say that it is not a question of liking or

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not liking what I say. I am not making any remarks when the hon. Member speaks though I may not like a particular phrase which the hon. Member uses.

Mr. Deputy-Speaker: The hon. Minister may proceed.

Shri Kamath: On a point of order, Sir. How could you tolerate—you are so wise, Sir,—how could you tolerate expressions like, 'Shri Kamath wants special privileges and all that'? I do not claim any special privileges.

Shri Jagjivan Ram: What is the point of order?

Shri Kamath: I do not want any special privileges. I only want the privileges enjoyed by my other colleagues, by other members of the public, those to which they are entitled. I spurn your attention.

Mr. Deputy-Speaker: Order, order. That was not intended, it was not intended that Shri Kamath wanted any special privileges. That was never meant. It was not meant so far as I could follow. What was meant by the Minister was that he would like to attend to Shri Kamath specially.

Shri Kamath: I do not want it. I will spurn such attention.

Mr. Deputy-Speaker: Order, order. Now that it has been spurnt, the Minister would not make that offer, and therefore there is no dispute now. Why bother about it? It should be left here, and let us proceed now further.

Shri Bhagwat Jha Azad: Is it a fact that the chain was pulled for a cup of coffee?

Shri Kamath: If you give me time, I will explain that.

Mr. Deputy-Speaker: We cannot enter into this as to whether it was a lawful excuse for any hon. Member to pull the chain till he gets his coffee and that would be for the courts to decide not for us. We have passed the law and it is for the courts to interpret it.

Shri Alagesan: I would say only one thing regarding departmental catering, namely, that we will take proper steps to see that proper standard of service is maintained by the departmental catering. The suggestions and co-operation of hon. Members will be welcome in this connection.

While on Shri Kamath's points, I would like to tell him specially....

Mr. Deputy-Speaker: Shri Kamath is very sensitive. He wants to be a true democrat and that he should not be given special consideration, but he wants equal consideration (*Interruption*).

Shri Kamath: I want him to be more sensible.

Mr. Deputy-Speaker: The hon. Member without any justification is continuing in that very strain, and that is not fair.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved-Sch. Castes): He pulled the chain as a representative of the people!

Mr. Deputy-Speaker: Now the chain should not be pulled again and again.

Shri Alagesan: Let me refer to the divisionalisation scheme that has been referred to by hon. Members. Shri Sharma pleaded that the divisionalisation scheme should be introduced as early as possible after the decision was taken to introduce it on Railways on which it did not exist. I should like to say that it has been introduced fairly quickly, taking into account the other factors that went into the situation. While we want to reorganise the Railways which do not have the divisional system, several matters with regard to transfer of staff, providing quarters for staff, etc. have to be taken into consideration, and we have also to see that while making such transfers, as little dislocation and inconvenience is caused to the members of staff. Taking all these into consideration, I should like to say that this divisionalisation scheme has been brought about on

the Central Railway, on the Southern Railway and on the Western Railway fairly quickly and they have started working under this scheme. There may be teething trouble because it has just begun, and they will learn as they proceed and try to settle down to efficient working.

It is also proposed to introduce the divisional system on the North Eastern Railway. The proposals have been finalised and may be given effect to some time in the month of August next year.

Shri Ramachandra Reddi referred to the question of reserving beds for patients in the T.B. sanatoria and wanted to know the cost per patient. The cost varies from institution to institution, and I may say that it is roughly Rs. 2,000 per bed. He also wanted to know whether the pay of the patient concerned is withheld during the period of treatment. Naturally, the employee concerned takes leave and gets the pay that will be due to him as per the leave that is due to him, etc. But I may tell the hon. Member that in special cases where the circumstances required it, special assistance is being given from the Staff Benefit Fund.

The question of air-conditioned train has been raised by Shri H. N. Mukerjee. He said that the third class carriages went almost empty. I also had occasion to travel in those trains and I found that about 50 per cent of the seats were occupied. Perhaps on other days it was less than 50 per cent.

Shri Feroze Gandhi: It is not really third class; the fare that has to be paid is almost second class.

Shri Alagesan: I have had occasion to reply to that (*Interruption*). The berths have all cushioned seats, with reclining chairs, and the whole thing is air-conditioned. The only extra charge that the third class traveller has to pay is a surcharge of 4 pies

per mile. I should like to say that this is perhaps the greatest amenity available at the cheapest cost. In fact, if the full cost is to be recovered, the surcharge should have been much more. In consideration of the fact that the surcharge plus the third class fare should not exceed the present second class fare, the surcharge was fixed at the present level. So, the third class fare plus the surcharge of 4 pies per mile comes to a little less than the present second class fare, but I hope this facility will be availed of more and more by the third class travellers. Ordinarily I find that a large number of people who are making use of this accommodation are people who used to travel normally first or second, but there are also some who normally travel third who are making use of this amenity, and in course of time, as the facilities and amenities get known more and more, I hope that those who ordinarily travel third will try to make use of these facilities.

Shri Feroze Gandhi: Who will pay the excess fare?

Shri Alagesan: There is the question of new lines and attending to backward areas, which was raised by my friend, Shri Azad. We are really anxious that all the backward areas should be developed. This question was fully discussed on the floor of the House. Because the original Railway Plan, which stood at Rs. 1480 crores, had to be cut down to its present level, namely, Rs. 1125 crores, our original proposal to have 3,000 miles of new railway line cannot be given effect to, and only about 800 to 850 miles of new line construction can be undertaken in the Second Plan, and that too with reference to projects that are envisaged in the Plan. It is a very unfortunate thing, but we have to put up with hard realities and facts, and wait perhaps a little more before we can extend the railway line to areas which at present remain unserved.

My hon. friend raised the question of the employees of Wheeler and

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Company, and the Speaker, who was then in the Chair, mentioned then that it is a matter between the employees and the firm concerned. But I can tell the hon Member that we can bring it to the notice of the firm and try to rectify any defects that may be found in the relationships between the employees and themselves.

The question of the excess demands being placed before the House after a good deal of delay was raised. It was raised on a previous occasion also. I do not want to go into it, but as far as the Ministry is concerned, after the appropriation accounts were settled, after the Public Accounts Committee went into them and made its recommendations that the excess grants should be placed before the House under article 115 of the Constitution, we took the earliest opportunity to place the excess demands before the House. That was done in the last session. Now it has come up. The Speaker has made suggestion that the Public Accounts Committee and the Comptroller and Auditor-General should pay prior attention to these excess Demands and should have them looked into early enough so that the House gets seized of the matter at as early a date as possible. That is being considered by the Government as a whole, and the Railways will very willingly fall in line with any procedure that may be devised in this regard.

Shri Vittal Rao raised the question of writing off of Rs. 41 lakhs with reference to a particular colliery. This colliery was started, I think, in the year 1923-24, and as the production was low, it was expected that it will produce about four lakh tons of coal, but the production was only about a lakh tons, it was decided to develop a new seam and a very deep shaft was driven. That cost a good deal of money. But it proved a failure. There were gases and it was not possible for people to work there. It was, therefore, decided to close it in the year 1936. From that year onwards

this remained with the Railways and they were working on the surface. This amount was not written off in the year when it was decided to close the deep shaft. When the question of transferring the colliery from the Railways to the Production Ministry was raised two years back, the Comptroller and Auditor-General said that this should be written back into the revenue and the Railways should bear the loss. So this was written off but this thing happened in the year 1936. That is why this has found a place in the Excess Demands and this has come in that form.

Sir, I do not want to take more time of the House.

Shri Jayjivan Ram: Sir, the House is aware that the responsibility of the Railway Ministry was entrusted to me under extraordinary circumstances. The House is also aware of the circumstances which led to the resignation of my predecessor. It is a difficult situation under which I have taken the responsibility, and I hope the co-operation and good wishes of the House will be with me in this new assignment.

My predecessor did a lot for the improvement of the efficiency of the Railways. I shall try to maintain the level in that respect.

Coming to the debate, most of the points have been met by the Deputy Minister. I was thinking to take notice of my hon. friend Shri Kamath first. But I feel a little apprehensive whether he will not start resenting if I tried to look at him.

Shri Kamath: Why should I? You are different from the Deputy Minister. Your attitude has been quite different always. I like you very much.

Mr. Deputy-Speaker: Whatever is to be done, that should be done according to the Rules of Procedure and Conduct of Business of the House. If one Member wants to put in sense into the head of another, that should also

be done in the head of the Chair. Let it be first put into the head of the Chair and then, if the Chair wants it will retain it or, if it wants that this commodity should be passed on to others, that will be done. That must be borne in mind.

Shri Kamath: You mis-heard me. I did not refer to any sense at all just now.

Mr. Deputy-Speaker: I did not mis-hear the hon. Member.

Shri Jagjivan Ram: So I will not refer to that episode. But at that time I was a little perplexed as to which side to direct the sense, this side or that side.

Mr. Deputy-Speaker: It is only one side to which one Member can direct sense and that is the Chair

Shri Jagjivan Ram: I will not have that adaucity, and especially when it is afternoon.

My friend's grievance was about the departmental catering. I do not know much about catering, but I will assure him that I shall look into the matter and see how far we can departmentalise catering, and how far we can leave it in the hands of private contractors.

Shri Kamath: That is excellent.

Shri Jagjivan Ram: And, wherever we will have departmental catering, earnest endeavours shall be made to see—of course, it will be very difficult to cater to the tastes of all the patrons of the Railways—that a reasonable standard in catering is maintained.

There had been serious accidents in the recent past, and anybody will be sorry for that. Shri Frank Anthony presented a very dismal and dreary picture of the condition of the Railways. If what he said were taken to be as he depicted, I am afraid, perhaps, the Railways will not run for a day. But I make bold to say that the condition is not so bad as he has tried to depict before the House. —All

the same, Sir, I shall assure him and the House that I will see what changes or modifications are required in the administrative mechanism to have better supervision of the tracks and better maintenance of the engines.

There is no denying the fact that due to large-scale expansion on the railways and because the expansion or addition to the staff is not commensurate qualitatively to the expansion of the railways, the work on supervision might have suffered. I shall try to see how best we can tighten up and see that supervision is properly maintained. I am thinking also to establish some machinery for a better inspection of the major bridges. I have also been thinking whether we can have some scheme for the rains and floods.

Shri Anthony has also raised certain questions about the staff. I will not give answer to each one of them; I shall only assure him that I shall ask the Railway Board to look into these matters.

He has also raised the question of pension schemes for the railway employees. I have myself been thinking, even before I took over this responsibility, why there should be no pension schemes on the Railways. Of course, it will have to be optional for the existing employees. We may consider to have only pension schemes for the new entrants, but the present employees may be given option either to choose the provident fund scheme or the pension scheme. And, I will see that some sort of pension scheme is introduced at the earliest possible opportunity.

I have no idea to take note of Shri Trivedi but for the fact that he made certain very sweeping remarks questioning the patriotism and honesty of the railway workers. We have a very large system of railways in this country. The efficiency and safety of the Indian Railways compare very favourably with any system of railways in the world. I shall make bold

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to say it. I have the statistics of efficiency and accidents in some of the most developed countries of the world and comparing the figure, I find that the railway system in India can be proud of its achievements both in respect of efficiency and safety. Such being the record of the railways, to make a sweeping remark that the staff and the officers are not fired with patriotic feelings or that they are a lot of dishonest people is, to use a very mild expression, too uncharitable to expect of a Member holding a seat in this august House. I shall leave it at that.

I have mentioned about the railway accidents. Nobody will be more sorry than those who are in charge of running the railways—the Railway Board or the Minister or the Deputy Minister—and to say that anybody is atrociously unsympathetic towards the valuable lives that are lost in these unfortunate accidents is again far from being charitable. If my hon. friend, Shri Kamath, will again ponder over the words that he had used in some heated moment, perhaps he will himself realise that those words were not justified.

Shri Kamath: If the facts are disproved.

Mr. Deputy-Speaker: They do not seem to be proved one way or the other.

Shri Jagjivan Ram: Shri Anthony also raised a point about the extensions granted to superannuated employees and officers. We are short of technical staff not only in the railways, but all over the country. So, we have to, as far as we can, utilise the services of the technical personnel on the railways. I shall look into the matter. I personally agree with him that it is always better to avoid heart-burning of those people who have been expecting some promotions. I shall look into that matter.

My friend, Shri Trivedi—again he is not in his seat—made some remarks

which were rather uncalled for concerning the Defence Minister. I do not know what material he has in his possession to substantiate the allegations that he made against the Defence Minister. I shall not leave that unchallenged. Of course, I will look into this matter, whether Ratlam on its own merit deserves to be a divisional headquarters or not. To make those allegations on the basis, I presume, of hearsay, is again not justified from an hon. Member of this House.

Mention has been made of the report of Accidents Enquiry Committee known as the Shahnawaz Committee. I shall see that a copy of it is laid on the Table and also in the library.

Shri Feroze Gandhi: Tomorrow?

Shri Jagjivan Ram: If copies are available, I shall see that they are placed in the library.

My friend, Shri Bhagwat Jha Azad, drew attention to the backward areas, not because he comes from a backward area, but in national interest. It is necessary that lines should be opened in as many of the backward areas as possible, but it all depends upon the availability of funds with the railways. incidentally, he asked what would be the position of the transport facilities during the course of the second Five Year Plan and whether the Railway Board has made any assessment of its requirements. The Railway Board has. We require more funds in order to complete the targets that we have laid down, because the prices and the rates of contract have gone up. So, additional money is required for that. Again, additional money will be required for providing facilities for the movement of traffic in larger dimensions. I do not know how far the Railway Ministry will be fortunate enough to get the money required for that. Everything will depend upon the availability of funds and the availability of foreign exchange. We are ourselves anxious to open lines in backward areas, but everything depends upon the availability of funds.

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I have already exceeded the time and I shall conclude now.

Mr. Deputy-Speaker: I am putting the cut motions to the House. Shall I put all the cut motions together? Several Hon. Members: Yes.

All the cut motion were negatived.

Mr. Deputy-Speaker: The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during, the year ending the 31st day of March, 1957, in respect of the following Demands entered in the second column thereof:

Demands Nos. 1, 4, 5, 7, 9 and 10."

The motion was adopted.

Mr. Deputy-Speaker: I will not put the Demands for Excess Grants. The question is:

"That the respective Excess sums not exceeding the amount 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, 1954, in respect of corresponding heads of Demands entered in the second column thereof:

Demands Nos. 4, 5, 6, 7, 8, 9 and 10."

The motion was adopted.

[The Demands for supplementary Grants which were adopted by Lok Sabha are reproduced below.—Ed.]

DEMAND No. 1—RAILWAY BOARD.

"That a supplementary sum not exceeding Rs. 8,66,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Railway Board'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION.

"That a supplementary sum not exceeding Rs. 50,83,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Administration'."

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

"That a supplementary sum not exceeding Rs. 1,90,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

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

"That a supplementary sum not exceeding Rs. 3,20,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

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

"That a supplementary sum not exceeding Rs. 1,37,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE.

"That a supplementary sum not exceeding Rs. 38,00,000 be granted to the President to defray the charges which will come in

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course of payment during the the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Labour Welfare'."

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

DEMAND No. 4—REVENUE—WORKING EXPENSES—ADMINISTRATION

"That a sum of Rs. 48,31,263 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Administration' for the year ended the 31st day of March, 1954."

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

"That a sum of Rs. 74,17,619 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Repairs and Maintenance' for the year ended the 31st day of March, 1954."

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

"That a sum of Rs. 46,68,199, be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operating staff' for the year ended the 31st day of March, 1954."

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

"That a sum of Rs. 78,47,491, be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operation (Fuel)' for the year ended the 31st day of March, 1954."

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

"That a sum of Rs. 21,59,686, be granted to the President to

make good an excess on the grant in respect of 'Revenue—Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1954."

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

"That a sum of Rs. 16,56,427 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Miscellaneous Expenses' for the year ended the 31st day of March, 1954."

DEMAND No. 10—REVENUE—PAYMENTS TO INDIAN STATES AND COMPANIES.

"That a sum of Rs. 66,236, be granted to the President to make good an excess on the grant in respect of 'Revenue Payment to Indian States and Companies.' for the year ended the 31st day March, 1954."

**APPROPRIATION (RAILWAYS)
 No. 6 BILL.***

The Deputy Minister of Railways and Transport (Shri Alagesan): I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1954, in excess of the amounts granted for those services and for that year.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the

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