

employee can understand it and intelligibly opt for it:

But, at the same time, apart from the administration, it should also be the work and the duty of the unions and the leaders of public opinion and Members of this House, to make the workers understand the pension scheme, so that they can intelligibly opt for the scheme

I think I have covered most of the important questions that have been raised here I will again express my thanks to all the Members for what they have said about the railways We have taken the criticisms in a constructive light They also helped us The encouraging words only make us keen and alive to our responsibilities and duties

Let us expect that we never grow complacent It will always be our duty, Sir, to see how best we could serve our people and to contribute our mite to the fulfilment of the great undertaking that the nation has embarked upon, the fulfilment of the Second Five Year Plan

Let me take this opportunity of sending my best compliments and congratulations to more than a million of the employees of the railways who are toiling hard, day and night, all the 24 hours round the clock, for maintaining the nerve-line of the nation, the nerve-line which, if dislocated, if it does not work, will not only adversely affect but paralyse all the development schemes in the country They expect a few cheering words from this House and the words of encouragement that have been uttered here will put heart into those more than million employees and they will engage themselves in the task with faith, energy and enthusiasm

I thank the hon Members for all that they have said.

Shri Hem Barua: The hon Minister has said about the basic amenities and extension of railway lines and pointed out that they have been held up for want of resources Then, may I know how it was possible, during the Congress session at Gauhati, to put up immediately fluorescent lights, in way-side-cum-railway stations, and build bridges across railway crossings and introduce so many other amenities there by spending some lakhs of rupees? How then was it possible, all of a sudden? The Minister has himself admitted that due to want of resources, things are held back

Mr. Chairman: The Members can deal with all those details during the debate on the Demands for Grants

DEMANDS* FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1957-58

Mr. Chairman: We shall now take up the Supplementary Demands for Grants Do I understand that some modification is suggested by the hon Minister?

The Minister of Railways (Shri Jagjivan Ram): Yes, I do not want to move Demand No 3

Mr. Chairman: So, the House will now take up the Supplementary Demands for Grants for expenditure of the Central Government on Railways—1957-58, presented on the 25th February, 1958 There are in all, after the elimination of Demand No 3, as mentioned by the hon Minister, 14 Demands I would like to take the sense of the House as to how much time should be allotted for discussion and voting on these Supplementary Demands for Grants As general discussion on the railway budget has just finished and discussion on demands will go on for another two days, I think not much time would be required for the consideration and passing of these Supplementary Demands I

*Moved with the recommendation of the President.

[Mr. Chairman]

presume the House would agree that one hour would suffice for the purpose

Some Hon. Members: No, no.

Shri Naushir Bharucha (East Khadesh) Four hours May I point out that the supplementary demands involve Rs 45 crores of additional expenditure? Surely, four hours' discussion is necessary

Mr. Chairman: But there are only 13 cut motions

Shri Naushir Bharucha: But we must have a general discussion

Mr. Chairman: We had a general discussion for 15 hours

Shri Naushir Bharucha: True, but these are on different matters altogether Four hours are needed

Mr. Chairman: They have not allotted any time Therefore, it lies with the House to determine it

Shri Naushir Bharucha: Four hours

Mr. Chairman: Let it be three hours I suggest that the discussion on all these demands may go on simultaneously I shall put all of them together to the vote of the House at the end of the discussion Except Demand No 3, all other supplementary demands, as on the list, are before the House

DEMAND No 1—RAILWAY BOARD

Mr. Chairman: Motion moved

That a supplementary sum not exceeding Rs 7,79,000 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, 1958, in respect of 'Railway Board'

DEMAND No 2—MISCELLANEOUS EXPENDITURE

Mr. Chairman: Motion moved.

That a supplementary sum not exceeding Rs 1,000 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, 1958, in respect of 'Miscellaneous Expenditure'

DEMAND No 4—WORKING EXPENSES—ADMINISTRATION

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs 1,03,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Administration'

DEMAND No 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Chairman: Motion moved;

That a supplementary sum not exceeding Rs 6,75,28,000 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, 1958, in respect of 'Working Expenses—Repairs and Maintenance'

DEMAND No 6—WORKING EXPENSES—OPERATING STAFF

Mr. Chairman: Motion moved

That a supplementary sum not exceeding Rs 2 19,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operating Staff'

DEMAND No 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Chairman: Motion moved

That a supplementary sum not exceeding Rs 3,09,61,000 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, 1958, in respect of 'Working Expenses—Operation (Fuel)'

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs 1,19,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day

of March, 1958, in respect of 'Working Expenses—Operation other than staff and Fuel'.

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 2,12,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses Miscellaneous Expenses'.

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 19,58,000 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, 1958, in respect of 'Working Expenses Labour Welfare'.

**DEMAND No. 12—DIVIDEND PAYABLE TO
GENERAL REVENUES**

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 45,48,000 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, 1958, in respect of 'Dividend payable to General Revenues'.

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 41,67,000 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, 1958, in respect of 'Open Line Works (Revenue)—Labour Welfare'.

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 2,20,43,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Construction of New Lines'.

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 10,60,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Additions'.

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

Mr. Chairman: Motion moved:

That a supplementary sum not exceeding Rs. 14,62,04,000 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, 1958, in respect of 'Open Line Works—Replacements'.

16 hrs.

Shri Tangamani (Madurai): Sir, there are certain cut motions that I have given notice of. I would like to move the cut motions. But, in the paper that has been circulated to us, I find the numbers are marked differently. My cut motions are: cut motion No. 2—it is for Demand No. 1 and not 4....

Mr. Chairman: I think it will be convenient if hon. Members give a list at the Table.

Shri Tangamani: Cut motion No. 2 is for Demand No. 1. It deals with discontent over grant of *ad hoc* increase of Rs. 5 only in the dearness allowance. My cut motion No. 4 deals with Demand No. 4. It reads: Failure to apply the principle of 'equal pay for equal work' in the Signal and Tele-communication Department of Southern Railway. My cut motion No. 6 is for Demand No. 5. That is for lack of culverts or small bridges in Bellary-Rayadurg section of the Southern Railway leading to delay during rains. My cut motion No. 7 is for Demand No. 6. That is

[Shri Tangamani]

regarding Carriage and wagon repairs in the Perambur Workshop in Southern Railway My last cut motion, which is cut motion No 11 is for Demand No 9 regarding delay in payment of and inadequacy of compensation to passengers involved in railway accidents

I shall in these cut motions deal only with two or three aspects The first point which is of a general nature is the *ad hoc* increase of Rs 5 only in the dearness allowance granted to the Railway employees My point in moving this cut motion is that there has been a growing discontent not only amongst the railwaymen, but also among the Central Government employees that the interim relief that has been granted to them is very paltry Based upon this recommendation of the Commission, the Railway Board has come forward with an *ad hoc* increase of Rs 5 only It is necessary to urge upon the Railway Ministry and others to request the Commission to come forward with their final award as soon as possible

Demand is for Rs 1,03,91,000 The Explanatory note says

"This demand deals with expenditure on the cost of office staff of the General Management, Civil Engineering, Mechanical, Traffic, Electrical, Signal & Tele-Communication, ... etc"

I would like to mention about Signal and Tele-communication with special reference to the Southern Railway The sub-head under which this Supplementary Grant will be accounted for is Southern Railway—Rs 22,76,000

This group of workers are now recruited From the advertisement that was put out by the Southern Railway it is seen that these applications are invited for the post of Fitter—Communication and Assistant fitter—Communication in the Signal and Tele-communication department

on the scale of Rs. 55—3—85—(E.B.)—4—125—5—130 and Rs. 35—2—50 (E.B.)—2—60, subject to other allowances admissible The candidates must have passed the S.S.L.C. or equivalent examination and must possess a diploma or certificate of a recognised institute in Radio servicing A minimum of two years' practical experience is essential for the post of Fitter-communication, etc Here is a cadre for which the minimum qualification must be S.S.L.C He must also possess a certificate of having had practical experience for two years

According to the Pay Commission's recommendation, a minimum salary of Rs 130—(60—130) was prescribed for all posts requiring a pass in the S.S.L.C alone An Assistant fitter-communication with the above additional qualification is appointed on a starting salary of Rs 35 and he is more or less on a par with Class IV. This fixation of salary exists only in the Southern railway whereas in the Central Railway, and Western Railway, the pay scale is about Rs 80—160 The starting pay of a wireless operator is Rs 80 whereas an Assistant fitter-communication possessing a knowledge of wireless telegraphy in addition to his sound knowledge in Radio Engineering and a certificate to that effect is started on a salary of Rs 35

This demand which I would like to press has been raised by the employees at the General Manager level and I believe they have also addressed the Railway Board that those who have put in two or three years' service are still rotting on Rs 35 I submit that because it is a special case with reference to the Southern Railway, it must be speedily attended to This cadre of workers otherwise are likely to be demoralised because of the low pay scale that has been fixed for them I believe that it is enough if I say that the Press in Madras has also been addressed in this matter and several letters to the Editor have

been published on the identical subject. The *Mail* dated 28th September, 1957 contains certain letters about this anomaly. I submit that this anomaly must be put an end to and the Assistant fitter-Communication, Signal and Tele-communication must be immediately put on a par with his counterparts in the other Railways.

The next point that I would like to mention is regarding Demand No. 5. This is a very modest cut motion. In Andhra Pradesh, there is a special section from Bellary to Rayadurg. It is metre gauge and the route mileage is 34. These 34 miles are served by two Up trains and two Down trains. The running time for the faster train is 2½ hours and for the slower train it is 3 hours. There are three or four stations in between. This is a peculiar branch line. If there is rain, the water runs over the rails and the trains stop at that place and wait for the water to subside. Then, the train passes. I had occasion to travel by this line during the rainy season. We had to wait for the act of God to turn in our favour. either the rain had to stop or the water running over the rails had to subside. I do not think we should allow this sort of thing to continue. If really estimates are made and culverts and small bridges are constructed, it will certainly help the regular running of these trains. I would suggest that the Railway Minister or Deputy Minister to undertake a trip from Bellary to Rayadurg. Then, they will bear me out when they see how we are now in the Railways living in the old 18th century when we had to suit our communications also to the whims and fancies of weather. I think probably this has not been effectively brought to the notice of the Railway Ministry. It is about time that this is put an end to.

On Demand No. 6, I want to mention about the carriage workshops and wagon workshop and loco shed in the Southern Railway in Perambur. It is a very important workshop in the Southern Railway. As many as

10,000 workers are employed there. After the new Zone was created by which the ex-M.S.M., ex-S.I.R. and the Mysore Railway have been formed into the Southern Railway, a number of broad gauge carriages and broad-gauge locomotives are diverted from the Golden Rock workshop to the Perambur Workshop.

So, naturally, the work has increased, but I find from enquiries that I have made of the workers that the number of skilled workers and the other requisite workers has not increased corresponding to the work that has increased. Out of this total of 10,000 workers, nearly half are khalasis and assistants. These khalasis are supposed to be unskilled workers, and most of them are now doing the job of a skilled worker, and so they have no avenue of promotion. So, this state of affairs must be put an end to. During the year under discussion, the South Indian Railway Labour Union and the mass of the workers also have addressed the Railway Ministry, but with no effect.

In this Loco and Carriage Works particularly, we have certain types of posts called dead-end posts, like fettlers, tinal-swingers, grinders and fitters. These people have continued in these categories for a number of years, and there is no avenue of promotion for them at all.

I want to come to a very important point about carriage repairs and the overhauling of wagons. It has become more or less a custom in this workshop to give inflated figures. The Railway Board and the Railway Ministry also know it. The wagons that came for overhauling and which would have to come only after one year, used to be turned back for petty repairs. In other words, proper repair was not done, and proper overhauling was not being attended to. Hence the Railway Board set up a special officer called the Neutral Train Examiner. He was appointed some three years ago to see that these repairs

[Shri Tangamani]

and overhauls are done in a proper manner I would like the Railway Minister to see again whether even after the appointment of this Neutral Tram Examiner there has not been degeneration Wagons which are completely overhauled, return to the workshop again after five days If only he finds out from the workshop the number of wagons which have been overhauled but sent back within three months for a petty repairs, he will agree with me that there is something wrong going on even after the appointment of the Neutral Tram Examiner

Railway Workers have always been very anxious to see that there is no theft of railway property, and the security services have been doing a very good job, but I would like the Railway Minister to verify whether my allegation is right or wrong In November 1956 there was a case of theft where a big official was involved and an enquiry was made I would like to know what has become of that enquiry

Again, in November 1957—I have got all the particulars—another big officer (I can also mention the name of the officer, but it is not necessary) was involved, and then some enquiry was held, but we find that the officer is still going on merrily doing a lot of anti-working class work So, these two instances that happened in November 1956 and November 1957 may be gone into and justice done to see that there is no case of an officer committing pilferage or theft being allowed to go scot-free

Much has been said about light railways in the general discussion So, I would like to say that it is not correct to say that all the light railways are not paying Particularly, the S S Light Railway with a route mileage of 93 from Shahdara to Saharanpur, which is run by the Martin Burn group, is a very paying thing. The study team which went into the ques-

tion of light railways have stated that this particular Martin Burn group is a very profitable concern and that more help must be given to this group to see that they are not stifled by road transport competition. I would like to know why the demand of the workers on this railway has not been conceded for nationalisation of this railway More particularly, I would like to mention that certain points raised in that study team's report must also be looked into In the light of various discussions also, the demand of the workers for nationalisation of this particular light railway must be seriously considered

Much has been said about accidents The cut motion that I have moved is to bring to the notice of the Railway Ministry the delay in paying just compensation to the passengers involved in the railway accidents and their dependents Some of the passengers who were the unfortunate victims of the Igatpuri disaster have not yet received the compensation, and even those who were involved in the 1956 accident of Ariyalpur have not received compensation I suggest there must be a speedy method of paying the compensation

I believe the Defence Minister the other day announced that in the case of the recent explosion which took place the dependants of the victims have been paid Rs 200 in advance irrespective of the payment which they are going to make in future So, an immediate *ad hoc* payment of Rs 300 to Rs 400 must be paid to the injured persons and also to the dependants of the victims That is one of the ways in which we can really bring some solace to the dependants of these unfortunate victims

Lastly I come to the general point which I raised at the beginning itself which not only affects the staff in the Railway Board but affects the entire cadre of railwaymen exceeding one

million. Although the railwaymen have been behaving without giving trouble to the Railway Ministry, it does not mean that they are satisfied. When the Central Government employees asked for a second pay commission, the Posts and Telegraphs workers were in the vanguard, but then the railwaymen also were very anxious that a second pay commission should be appointed in view of the various defects in the first pay commission's recommendations. The second commission has been appointed, but the payment of this Rs. 5 as interim relief has caused greater unrest and it is necessary that steps should be taken to see that the final award is given as soon as possible.

Discontent over grant of ad hoc increase of Rs. 5 only in the dearness allowance.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 7,79,000 in respect of 'Railway Board's' be reduced by Rs. 100."

Failure to apply principle of 'equal pay for equal work' in the Signal and Tele-Communication Department of Southern Railway.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,03,91,000 in respect of 'Ordinary Working Expenses-Administration' be reduced by Rs. 100."

Lack of culverts or small bridges in Bellary-Rayadurg section of Southern Railway leading to delay during rains.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 6,75,28,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Carriage and wagon repairs in the Perambur Workshop in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,75,28,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100."

Delay in payment of and inadequacy of compensation to passengers involved in railway accidents.

Shri Tangamani: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 2,12,55,000 in respect of 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

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

पंडित ठाकुर दास भार्गव (हिसार) :
जनाब चेयरमैन साहब, मे चन्द कटमोशनस पर तीन चार बातो के बारे में जिक्र करना चाहता हूं ।

पहली चीज जो मे आनरेबिल रेलवे मिनिस्टर साहब की खिदमत में भर्ज कसंगा बहू बहू है कि जहा रेलवे ने इस झलंबा रिकार्ड कायम किया कई चीजों में, आज तक इतनी तरक्की उन चीजों में नहीं हुई थी जितनी इस साल में हुई, जैसा कि रिपोर्ट के पढ़ने से नजर आता है, वहां पर हम उम्मीद रखते थे कि जहा तक पालिसी का सवाल है, वहां तक पालिसी में भी आनरेबिल मिनिस्टर साहब को अपनी पुरानी पालिसी को तब्दील करके उस नई पालिसी पर अमल करना चाहिए जो कि मुसल्लिमा है । लेकिन मे पाता हूं कि बाबजूद इस बात के कि हर साल जब रेलवे बजट आता है मे स बात का जिक्र करता हूं, मेरी उस भर्जदास्त पर कोई रीर नहीं आ । मे बारहा इस सदन में यह भर्ज कर चुका हू कि कांस्टीट्यूशन में जो दफा १४ बनी थी बहू दरअसल इस गरज से बनी थी कि हर एक इन्सान को ही नहीं बल्कि हर इलाके को १

[पंडित ठाकुर दास भागवत]

बराबरी का दरजा दिया जायेगा और जो पिछड़े हुये लाने हैं उनके साथ कुछ इन्साफ किया जायेगा। रेलवे का मुहकमा और कम्युनिकेशन्स का मुहकमा ऐसी सहूलियतें देते हैं कि उनके वास्ते लोग समझते हैं कि अगर और हिस्सो में वह सहूलियतें हैं और उनके हिस्से में नहीं हैं तो उनके साथ इन्साफ नहीं हुआ। लेकिन हमारे रेलवे बोर्ड ने और हमारे रेलवे मिनिस्टर ने ऐसी पालिसी बना रखी है कि जिसके खिलाफ हर मर्तबा मुझे जोर से भर्ज करना पड़ता है और वह यह कि मिनिस्ट्री कोई रेलवे लाइन खोलने को तैयार नहीं है जब तक कि लोकल गवर्नमेंट उसकी सिफारिश न करे। मैं भ्रदव में भर्ज करना चाहता हू कि यह उसूल माने जाने काबिल नहीं है। रेलवे मिनिस्ट्री का और गवर्नमेंट आफ इंडिया का यह अपना फर्ज है कि वह हर इलाके की जम्रत का देखे। इसके अन्दर स्टेट गवर्नमेंट का दायन नहीं होना चाहिए, हा उसकी राय ली जा सकती है। स्टेट गवर्नमेंट को यह हक नहीं होना चाहिए कि वह अपने फोवर्ड हिस्सा में रेलवे जारी कराये और दूसरे हिस्सों को महकूम रहने दे।

जब मैं सन् २७, २८ में पहली मर्तबा इस सदन में आया था तो एक रेलवे लाइन भिवानी से रोहतक तक तीस मील की रेलवे मिनिस्टर ने मजूर की थी। उम का सर्वे भी हुआ जिस पर तीन लाख रुपया खर्च हुआ, लेकिन आज पूरे तीस बरस हो गये इस लाइन का एक मील भी नहीं बना है। मैं भ्रदव से भर्ज करना चाहता हू कि यह लाइन सर्वे हो चुकी है और मैरिट्स पर भरी पायी गयी है, लेकिन आजतक उसका कोई जिक्र नहीं है।

इसी तरह से यहां से १८ मील पर जिला गुडगाव का इलाका है। मैं चन्द मर्तबा यह भर्ज कर चुका हू कि गुडगाव से अलवर तक का इलाका ऐसा है कि जहां कोई रेलवे की फैसिलिटी नहीं है। इस इलाके में गुडगाव

के जिले में दो सहूलियतें आती हैं फीरीजपुर बिरका और नूह। इनके हेडक्वार्टर्स पर भी रेलवे की फैसिलिटी नहीं है। यह इलाका जरखेज है लेकिन यहां पर रेलवे न होने से वहां के कास्तकारों को अपनी पैदावार की पूरी कीमत नहीं मिल पाती। इसके अलावा जो बहुत सी तकलीफें हैं उनका मैं जिक्र नहीं करना चाहता।

इस बात के लिए रेलवे का मुहकमा मुबारकबाद का मुस्तहक है कि जहां भी रेलवे लाइन निकल जाती है वहां के इलाके की हैसियत ही तबदील हो जाती है। और ब्राडगेज और मीटर गेज में भी बड़ा फर्क है। जहां ब्राडगेज होती है वहां पर सारी चीजें चौड़ी चौड़ी बनायी जाती हैं, लेकिन जहां पर मीटर गेज हाती है वहां पर सारी चीजें छोटी मकुचिन होनी हैं। जिला हिसार ऐसा बदकिस्मत जिला है कि वहां पर मीटर गेज है जब कि उसके पड़ोस के जिले राहतक और करनाल में ब्राडगेज है। इसलिए उन जिलों की हालत बेहतर है। यह गुडगाव का जिला है जिसके ऊपर कभी पंजाब गवर्नमेंट ने मेहरबानी नहीं की। मैं चन्द मर्तबा हम बारे में आपसे भर्ज कर चुका हू जिसकी वजह से पंजाब के और हिस्सों में रेलें बन गयीं लेकिन हम जिले का नम्बर नहीं आया। मुझे इतिना मिली थी कि मैकिड फाइव इम्र प्लान में इसकी तरफ कुछ खयाल किया जायेगा। लेकिन मैं देखता हू कि मैकिड फाइव इम्र प्लान चलती जा रही है पर इसका नम्बर नहीं आता। जिले हिसार में एक नहमील है फतेहपुराबाद जहां भाखरा कैनल की वजह से बहुत ज्यादा अनाज पैदा होने लगा है और यहां एक बड़ी मंडी बन गयी है। लेकिन उस इलाके का नम्बर अभी रेलवे लाइन के लिए नहीं आया। यह गवर्नमेंट की तजवीज है कि भाखरा कैनल की वजह से जहां मंडियां बनें वहां रेलवे लाइन जानी चाहिए लेकिन जहां तक इस इलाके का ताल्लुक है यह तजवीज

कोल्ड स्टोरेज में पड़ी हुई है और कोई इसका नाम भी नहीं लेता। मैं श्रद्ध से श्रद्ध करना चाहता हूँ कि अगर आप यह चाहें कि इस इलाके के लिए हम पंजाब गवर्नमेंट की सिफारिश लावें तो वह मुनासिब नहीं है। एक मर्तबा चाहे बैल का दूध म्यूसर हो सके पंजाब गवर्नमेंट इस इलाके की तरफ तबज्जह नहीं करेगी। जब श्री लाल बहादुर जी शास्त्री रेलवे मिनिस्टर थे तो वे यह सुनकर ताज्जुब में आ गये थे। मैं आपसे श्रद्ध से यह श्रद्ध करना चाहता हूँ कि गवर्नमेंट आफ इंडिया को और इस मिनिस्ट्री को अपना यह फर्ज श्रद्ध करना चाहिए कि जो पिछड़े हुए इलाके हैं उनकी तरफ तबज्जह दे और अगर आप इस उम्मीद में हो कि इसके लिए पंजाब गवर्नमेंट की सिफारिश आयेगी तो यह मुमकिन नहीं है। इसलिए मैं श्रद्ध से श्रद्ध करना चाहता हूँ कि इस मामले में आप अपनी पालिसी को तबदील कीजिये। जो इलाके पिछड़े हुए हैं और जहाँ यह सहूलियत नहीं है उनमें यह सहूलियत होनी चाहिए।

दूसरी कम्युनिकेशन लारीज और सड़कों की है। उसका कुछ हिस्सा आपके जूरिस्टिक्शन से बाहर है लेकिन मैं तो मागी गवर्नमेंट को श्रद्ध कर रहा हूँ। मैं ने स्विटजरलैंड में देखा है कि हर एंजलैंट में रेलवे की या सड़क की कम्युनिकेशन का फंसिलिटी है। जहाँ तक जिलों को लारीज वगैरह देने का मसाल है उनको पंजाब गवर्नमेंट ही परमिट देनी है जो कि बहुत ही आरबिट्रेरी तरीके से दिये जाते हैं। हमारे इलाके का हमेशा नजरअन्दाज कर दिया जाता है। और हमारे इलाके में कितने ही ऐसे गांव हैं हिसार जिले में कि जहाँ के लोगो ने न कभी रेलवे के इजिन की मीटी सुनी है और न कभी रेल देखी है। मैं समझता हूँ कि यह चीज हमारी रेलवे मिनिस्ट्री के लिए कोई बहुत ज्यादा मुबारकबाद की चीज नहीं है। इस वजह से हमको जो हमारी पैदावार है उसकी बहुत कम कीमत मिलती है। जो गल्ता बम्बई में २० रुपये मन बिकता

है उसकी कीमत हमारे यहाँ जमींदार को ६ रुपया मन मिलती है। यही वहाँ वालों को बिकता है। मैं श्रद्ध से श्रद्ध करना चाहता हूँ कि हमारी गवर्नमेंट को इस तकलीफ को देखना चाहिए और यहाँ के लोगो के साथ इन्साफ करना चाहिए। वहाँ के लोग अपनी पैदावार की पूरी कीमत नहीं पाते और वहाँ पर वे महूलियत नहीं हैं जो कि दूसरी जगहों पर हैं।

हम सुनते हैं कि बम्बई और कलकते में रेलवे ट्रेन बिजली में चलती है और उसको बढाने की स्कीम है। लेकिन हमारे यहाँ का जमींदार अगर इन चीजों को देखे तो वह यही कहेगा कि जो मोंटा ताजा है उसको ही ज्यादा दिया जाता है और जो पिछड़ा हुआ है उसको सिर्फ कुछ क्रम्बम दिये जाते हैं। मैं श्रद्ध से श्रद्ध करना हूँ कि उनके साथ भी थोड़ा सा इन्साफ कीजिये और उनके केस को देखिये। इस मैकिड फाइव इन्चर प्लान में गवर्नमेंट आफ इंडिया ने ८४२ मील को रेलवे नई बनाने का इरादा किया था। लेकिन हम देखते हैं कि उसके बनाने को इस वकन रुपया नहीं मिल रहा है। मैं यह नहीं कहता कि रेलवे मिनिस्टर साहब इसको इसी वकत कर दें लेकिन मेरी श्रद्ध है कि जब उनके पास रुपया हा तो जो पिछड़े हुए और गरीब इलाके हैं उनके साथ इन्साफ किया जाये।

16.27 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

दूसरी चीज जो मैं आपकी खिदमत में श्रद्ध से श्रद्ध करना चाहता हूँ वह यह है कि जो पुल बनाने की आपकी पालिसी है उसमें कुछ तबदीली होनी चाहिए। मैं एक ऐसी जगह से आता हूँ कि जो जिले का हैडक्वार्टर है। सारे शहर की आमदोरफ्त दो रास्तों के भरिये होती है। सिविल कोर्ट्स को और दूसरी जगहों को इन्ही रास्तों से होकर आया जा सकता है। ये ही दो दरवाजे हैं जो कि शहर को उन जगहों से मिलाते हैं। ये दोनों दरवाजे

[पंडित ठाकुर दास भार्गव]

आपके कब्जे में हैं। आप चाहें तो इनमें से किसी धरुस को न जाने दें। हमने कम्युनिकेशन्स मिनिस्टर का यह काम तो सुना है कि लोगों को यातायात की सहूलियतें दें लेकिन यह कभी नहीं सुना कि इस सहूलियत का दरवाजा लोगों के लिए बन्द कर दें। लेकिन हमारे यहाँ यही होता है। ये पुल एक एक दो दो घंटे के लिए बन्द रहते हैं और लोग इनसे नहीं निकल सकते। यह शिकायत और मेम्बरो ने भी की है। मैं पहले भी इस बारे में भर्ज कर चुका हूँ। हिसार में रेलवे को एक पुल तो जरूर बनाना चाहिए जिससे लोगो को जाने में सहूलियत हो। यहाँ पर दो दो घंटे लोग और गाड़िया खड़ी रहती हैं, गटिंग होता रहता है और दोनो दरवाजे बन्द हो जाते हैं। मैं भदब से भर्ज करना चाहता हूँ कि पालिसी यह होनी चाहिए कि कम्युनिकेशन्स को आसान बनाया जाये लेकिन यहाँ यह हांता है कि रास्ता रोक दिया जाना है। मैं भर्ज करता हूँ कि यह किसी को हक नहीं है कि हजारो लाखो आदमियो का इस तरह से रास्ता बन्द कर दे कि न एक आदमी जा सके और न एक गाडी जा सके। इस सिलमिले में आप के रूख मौजूद हैं कि उस को उतनी देर बन्द रखना चाहिए, जितनी देर कि ऐसा करना मुनासिब हो। लेकिन हम रोज देखते हैं कि ये रूख प्रिक्टिस में तोड़ दिये जाते हैं। मुझे खुद इस का तजुर्बा है, क्योंकि मेरे साथ भी एक बार ऐसा वाक्या हुआ। डेढ घंटे तक मैं खड़ा रहा और आदमियो को धावाजे देता रहा। दरवाजे पर जो आदमी था, वह शैर-हाजिर था। मैं ने उस की शिकायत करने का इरादा किया किन भगले रोज मैं ने सोचा कि अगर मैं ने शिकायत की, तो वह तो मर जायगा, इसलिए मैं ने उस की शिकायत नहीं की। इस मामले में किसी एक आदमी के खिलाफ शिकायत नहीं है —असली शिकायत तो यह है कि पुल नहीं बनाया जाता है। मैं मुजारिस करना चाहता हूँ कि

इस काम को प्रायर्टी दी जाय और वहाँ पर कम से कम एक पुल जरूर बनाया जाय।

इस के बाद मैं रेलवे की पंचवुएलिटी और स्पीड के बारे में कुछ भर्ज करना चाहता हूँ ॥ इस स्पूटनिक के जमाने में, एरोप्लेन के जमाने में, रेलो की तेज रफ्तारी के जमाने में जो अगर हमारी रेलो की रफ्तार उतनी ही रडी, जितनी कि बताई जाती है और जिस के बारे में शिकायत की जाती है, तो मेरे क्यूल में वह कोई ऐसी बात नहीं है, जिस पर हम फध कर सके। हम देखते हैं कि घाजकल पंचवुएलिटी का बुरा हाल है। अगर आप एक रेल में देर करते हैं, तो आप एक आदमी नहीं बल्कि सैकडो हजारो आदमियो की जिन्दगी का उतना बक्त जाया करते हैं। पंचवुएलिटी न रखने के मानी ये हैं कि कितनी के काम बिगड जाते हैं, आदालत में देर से पहुचने से मुकदमे खत्म हो जाते हैं, एग्यंटमेंट्स खत्म हो जाते हैं। मैं निहायत भदब से भर्ज करना चाहता हूँ कि इस तरह आप देश में एक अच्छा कुरा-हुवाई पेश नहीं कर रहे हैं। इस लिए यह निहायत जरूरी है कि रेलो के चलने वगैरह में देर नहीं होनी चाहिए। देर होने की बहुत सी वजुहात हैं, लेकिन इस वक्त मैं उन में नहीं जाना चाहता हूँ। जहा तक हो सके, देर कम से कम होनी चाहिए।

एक बात और मैं भर्ज करना चाहता हूँ। मुझे मालूम नहीं कि कहा तक आप उस का इन्तजाम कर सकेंगे, लेकिन फिर भी मैं उस का जिक्र कर देना मुनासिब समझता हूँ। बन्द रोज हुए मेरे पीछे से राजस्थान के एक आनरेबल मेम्बर ने मोटररोज की शिकायत की थी। वह वाक्या है कि मोटररोज के साथ जो सलूक होना चाहिए, वह नहीं होता है और उस इलाके की तरफ जो तबज्जह दी जानी चाहिए, वह नहीं दी जाती है। लेकिन मैं एक दूसरो बात का जिक्र करना चाहता हूँ। राजपड़ से एक रेल लोहाक तक जाती है। वह दिल्ली

को भी जाती है। उस रेलवे में बैठने का मुझे इतिहास हुआ। बैसे भी मैं मीटरगेज में बहुत बका बैठा हूँ। मीटरगेज में मोने में दिक्कत होती है। वह फ़ोर-व्हीलर गाड़ी इतना हिलती है कि पेट का पानी भी हिला देती है। जितनी दिक्कत राजगढ़ से लोहाक तक जाने में होती है, उतनी कहीं नहीं होती है। अगर कोई अच्छा भला भादमी भी उस रेल पर थोड़ा सा ट्रेवल करे, तो मुझे यकीन है कि वह बीमारी की शिकायत करने लगेगा, लेकिन कोई बीमार भादमी सही-सलामत अपनी मंजिले-मकसूद पर पहुँच जायगा, इस में मुझे शक है। वहा पर इतनी जोल्टिंग और आसलिंग होती है।

उपाध्यक्ष महोदय : क्या फ़ायदा कुछ नहीं करती है। मैं ने समझा कि इस जोल्टिंग और आसलिंग से लोग बीमारी से राजी हो जाते हैं।

पंडित डाक्टर बास भार्गव : इस तरह का एक केस मुझे मालूम है कि एक शस्स टांगे मे गिरा और उस की एक पुरानी बीमारी दूर हो गई। अगर आप उस रेल पर एक दफा सफ़र कर के देखें, तो आप को मालूम होगा कि मैं ठीक भ्रज कर रहा हूँ या नहीं। लोग कहते हैं कि रेल का सफर बड़ा अच्छा और कम्फर्टेबल होता है, लेकिन वहा ऐसा नहीं है। बल्कि बिलकुल उल्टा है।

यहा पर एक्सिडेंट्स की भी शिकायत की गई। रेलवे वाले भी इस के लिए कोशिश करते हैं, लेकिन इस गाड़ी का सफर तो कान्टीन्यूअस एक्सिडेंट्स के बराबर है। मुझे कोई शक नहीं कि इस रेल पर जब कोई भादमी अपनी मंजिले-मकसूद पर पहुँचेगा, तो उस की हालत वैसी हो जायगी, जैसी कि किसी एक्सिडेंट में ज़रूमो शस्स की होती है। मैं आनरेबल मिनिस्टर साहब से दरखास्त कर्ना कि वह एक दफा राजगढ़ से लोहाक तक तथरीक़ लावें। मैं उन को अपने ज़िले में खाने की दावत देता हूँ। वह हमारे यहाँ भावें और लोहाक की रैर करें। मीटरगेज में राव

को खाने की सीटों की बात की जाती है। थर्ड क्लास में स्लीपिंग एकाकोमोडेशन दी जाती है—अगर इस बकल नहीं दी जाती है, तो आप उस को कुछ देर बाद देंगे, लेकिन उस का क्या फ़ायदा होगा? वह इतना अन-कम्फर्टेबल सफ़र है कि ब्राडगेज पर सफर करने वाला कोई भलामानस तो उस रेल को बीच में ही छोड़ कर चला जायगा। हमें तो भादत पडो हुई है, हमें फ़र्क़ नहीं पड़ता है। अगर हो सके, तो किसी किसी किस्म के शाक-एबजाबंर लगाये जाये, ताकि इस जोल्टिंग को कम किया जा सके।

Shri D. C. Sharma: (Gurdaspur): Mr. Deputy-Speaker, I have on the floor of this House looked at Supplementary Demands of several kinds relating to several Ministries of the Government of India, but I have seldom come across Supplementary Demands of the kind which have been presented to us by the Central Government on the Railways. These Supplementary Grants should have some relation to the original Budget I cannot lay down the ratio between the original Budget and the Supplementary Demands but I think they should not be oversize and such as to make one think that the original Budget was framed by the Ministry in a fit of absent-mindedness. When I look at the Supplementary Demands covering Rs. 40 or 45 crores, I doubt how the Railway Board is doing its duty by the Indian Railways and how the officers of the Railway Ministry are discharging their functions so far as the budgeting and the carrying into effect of the provisions of these Budgets are concerned. I feel very distressed when I contemplate that scene.

Barring some unforeseen expenses which are bound to be there in the case of any big country there are several items here which show that the Budget is prepared in the most perfunctory manner. It is done in a manner which does not take into

[Shri D. C. Sharma]

account the present needs or the future needs in terms of one year only. On the top of it we are told that the Ministry has dispersed its offices in three places. We are told that the postage charges have increased and that the telephone charges have increased or that furniture has to be increased or that the charge for the transport has to be augmented. We are also told that office accommodation has been enlarged and so on.

In spite of the fact that we are asked to vote so many lakhs of rupees for all these things, why cannot the Railway Board and the Ministry give us a better account of its forecast and its anticipated expenditure and probable income. Why cannot it do all these things? If you do not consider it an anti-climax, the Railway Board has increased its charges for postage, no doubt but do you know the Members of the Railway Board have no time to reply even to Members of Parliament? I do not know what for these charges on postage and telephones are meant

I was the person who said about a year back that I was very happy that the Railway Board had not a new look I complimented the Minister at that time for doing that I feel very sorry to say that my remarks that day are being belied by the Railway Board. The Railway Board should be the brain trust of the railways—the real operative brain part of the railways. But I find that they are not doing the job well from the way they are getting money in the Supplementary Demands even after the reconstitution and after acquiring a new character and a new complexion.

I do not understand why we are asked to pay to owners of branch lines? It was said by the Minister just now that the lines are giving good account of themselves. Why should we spend any money in buying them? Why should we invest our money in them? They are working well. That

is what he said. I look upon these privately owned lines in the same way in which some persons might have looked upon the princely States. Some of these States were doing very good work and were run efficiently. I do not want to name them. Still we took them over. Why? It is because we wanted that the map of India should not be variegated like a patch work. Here also, we want that the railway map should be of one hue and one complexion; it should not be dotted with things, good, bad and indifferent. We want it to have one kind of character and personality. But what I find is that outmoded things and out-dated things are allowed to go on, and I do not know for whose benefit. I may tell you that there is a law of economics that bad currency drives out good currency. When we talk about efficiency of the railways, I submit most respectfully that some of these lines which do not show very good efficiency are pulling down the efficiency of the other railways also. But I would submit that we should not look at this problem only in terms of money or other things, but we should contemplate it in terms of the efficient running of the railways; and these lines are not the examples of efficiency, and, therefore, I say that they should be taken over as soon as possible.

One of the lines in the *Explanatory Memorandum* in the foot-note under Demand No 5 makes very sorry reading, and it reads thus:

"The increase of Rs. 17 lakhs under 'Maintenance of Signal and telecommunication services' is mainly due to higher expenditure on maintenance and rehabilitation of old equipment due to non-availability of new signal and interlocking material and additional staff due to reorganisation of the department on certain railways..."

those of us who have read the reports on these railway accidents and those of us who follow the working of the railways in this country as well as in other countries will come to know that if there is one thing which is the key-stone of the efficient running of the railways, it is the signals and the interlocking material.

We have been told in some of these reports that sometimes the disasters have been due to failure of signals. I do not want to refer to any particular inquiry. Sometimes, the disasters have also been due to faulty working of the interlocking system. I should say that these are some of the primary and urgent needs of the railways. But I find that they are not available, and I do not know why they are not available. Perhaps, the indents have not been placed in the right time, and perhaps there is a shortage of foreign exchange. All these things may be there. They might be explained away, and some reasons may be given for not having got them. But I would say that in spite of all the assurances that the Minister may give and all the bouquets that may be thrown upon the Railway Ministry, if this kind of thing is there, it will put some kind of diffidence into the minds of all those who are travellers. If our signed system is not good, if the interlocking system is not up to the right pitch of efficiency, I do not know what we are going to do.

We are used to superannuated engines, and we are used to bogies whose roofs have been blown away. Shri Feroze Gandhi referred to bogies whose roofs had been blown away. We are used to all these kinds of things, and we can put up with them. I live in a place which is on a branch line, and I am used to superannuated engines, and I like them. But I would say that the roofs of the wagons may be blown away and superannuated engines also may work, but I would not like that our signal system and our interlocking system should be in that state of inefficiency which is

shown in this foot-note. This is a very distressing thing which the Explanatory Memorandum has shown to us.

Again, I wish to submit very respectfully that the Supplementary Demand No. 8 shows a lack of administrative efficiency in the Railway Ministry. It is noted here 'compensation for goods lost or damaged'. I think there was a committee whose function was to find out the causes of corruption in the railways. I do not know what action has been taken on that matter. Perhaps, suitable action has been taken on that. When I come to goods 'lost or damaged', I can understand goods being damaged, but what is 'goods lost'? How are these goods lost? Why are they lost? Why is the incidence of loss so great? It is because all the forces that we have, the Railway Protection Force, this force and that force, are not functioning well. We have been multiplying all these supervisory agencies all these years and perhaps we have done well in doing so, but I would say that goods which are being lost show lack of supervisory efficiency in the Ministry. I would like to know from the Deputy Minister who is a gentleman—who likes to help us, Members of Parliament, as to why it is so.

Mr. Deputy-Speaker: Why should there have been a pause between 'gentleman' and something that followed?

Shri D. C. Sharma: I said he liked to help Members of Parliament.

I was saying that this showed that all this talk of efficiency, Efficiency Bureau, Railway Protection Force, supervisory force, this that and the rest, Vigilance Organisation—all these things are (*An Hon. Member: Eye-wash*) not up to much. Of course, my hon. friend has suggested a word, but that is a very hard word. I do not want to use it, though it was a good word.

Mr. Deputy-Speaker: The hon. Member should not take any suggestions from behind.

Shri D. C. Sharma: I do not propose making use of the word which he gave.

I say that this is a very sorry state of affairs. I would like to know from the hon. Minister whether anything is being done in this direction. In this Supplementary Demand, we have to give so much and I do not know what will happen in the overall picture of railway finance.

Of course, there is one Demand which I would support with the utmost pleasure, and that is Demand No. 13. Labour welfare, hospitals, dispensaries, schools, sports grounds, reading rooms, all these things are welcome because they promote the efficiency of our workers. They also add to their faith in the working of the railways, and also give them some glimpse of the Welfare State in which we are living. All these things are very useful, but I would like to ask the hon. Minister what is the percentage of revenues, of the Railway Budget, which is being spent on these welfare measures. Has there been any stepping up of this percentage? Has there been *pro rata* increase in the welfare amenities? Have we got any calculus to measure the amount of money that is to be spent on these welfare measures, in terms of men, or in terms of their needs, or in terms of the climate in which they live, or in terms of the locality in which they live? Have we any determinant of that; or, do we go on by a rough and ready method?

All of us, Members of Parliament, have willy-nilly to travel. And, as we go about, we hear about hospitals and schools and other things. I do not

say that all these complaints are justified. But, one feeling is there and that feeling is engendered in our minds that the railway workers are not getting that due attention in terms of welfare benefits which should be their due. They have got to be stepped up, because, it is only on account of that they can get some idea of the new spirit that has come over India.

I wanted to say something about the new railway lines. But, the speech made by my *guru*, Pandit Thakur Das Bhargava has damped my spirits.

Shri Braj Raj Singh (Ferozabad):
Guru in Parliament also!

Shri D. C. Sharma: He came to Parliament in 1928; and, you must remember that it is now 1958. It is 30 years and I am only 5 years old. So, he is my *guru*.

His speech has been very faint-hearted for the simple reason that what he has been saying for the last 30 years has not been attended to by the Ministry. That is what he said. (*Interruption.*) Thirty years have passed and he has been repeating the same thing. The Railway Ministry has not taken heed of what he has said. I cannot understand whether it is due to the feebleness of the voice of my *guru* or the roeky, I should say, obduracy of the Railway Ministry. I cannot understand to what it is due. But, I would say that so far as the art of persuasion goes, Pandit Thakur Das Bhargava yields to none; but, so far as the hard-heartedness of the Railway Ministry to listen to suggestions is concerned, nobody can beat them.

Therefore, I say that so far as the new lines go, something must be done. Of course, I do not want to have any hard and fast rule about them. I do not want that you should change your policy. But, there are certain lines which are called for by the exigencies of the case, which are necessitated by

the new circumstances that have arisen in this country.

For instance, there is a line from Nangal to Una. I heard about its survey and all these things and yet, I think, that line exists only in my imagination and not anywhere else. It is only a stretch of 9 miles—I do not speak of my constituency now—and I must support a good cause. Nangal is to have a factory and the Bhakra Dam. And yet this line, a stretch of 8 or 9 miles is still to be seen nowhere.

Again, some of my friends have been asking for a line from Pathankot to Srinagar. Of course I would not be so foolish as to say that the Railway Ministry should, like one of our Gods, cross the ocean by one jump. I do not say that. But I would say that they should have built a line from Pathankot to Jammu. I think it is only a stretch of fifty and odd miles. They should build that line. I would say that if they do that, it will mean not only closer integration—of course Jammu and Kashmir are already integrated—it would be not only a closer integration of Jammu and Kashmir with India, but it would mean a more emotional integration, a more geographical integration. I do not see any reason why the Railway Ministry should turn a deaf ear to this very normal, very legitimate, very pressing demand of the people.

I would say in the end that the Railway Ministry should be so good as to observe some sense of proportion between the original budget and the supplementary demands. I know the Railways are a very big, colossal undertaking. It is the biggest Ministry here, I know, and it deals with millions of people and all that kind of thing. I know that. But still I feel that proper budgeting can be done even when you have to deal with colossal sums, with millions of human beings and with very very complicated and knotty problems. It can be

done. It has been done. I would say that the supplementary demands should not be something like the original demands themselves. When we are discussing supplementary demands, we should be given only those things which could not have been foreseen, which could not have been forestalled, which could have come about only as some kind of surprise, which could have been brought about by some kind of accident—I do not want to go into those details. They should not give us supplementary demands which show that, whatever else the Railway Ministry may know—and it knows a great many things its budgeting procedure is yet not as good as it should be.

Shri Naushir Bharucha: Mr. Deputy-Speaker, I fully agree with my hon. friend who preceded me in that the budgeting by the Railways leaves much to be desired. It is rather surprising that in a budget of less than Rs. 400 crores demands to the extent of Rs. 45 crores should have been in the nature of supplementary demands. That indicates that the budget has gone wide of the mark by nearly ten to twelve per cent. This is a very serious state of affairs and I do not think it speaks well of those whose responsibility it is to frame the estimates.

In the first place in almost every demand we find that one thing is noticeable, namely, that all this expenditure could have been foreseen. There is no excuse for coming with supplementary demands on the ground that certain things could not be foreseen. I could understand a case where, after the framing of the budget, for instance the statutory price of coal has shot up; one could understand if certain charges over which the Railway Board had no control have been pushed up. But barring such exceptional cases—and these are of a limited nature—I am afraid the way

[Shri Naushir Bharucha]

in which the budget has been presented to the House in the beginning was very unsatisfactory.

17 hrs.

In fact, Sir, it means that the House is asked to sanction amounts which are smaller to begin with and with Supplementary Demands they are inflated sometimes beyond record. If we turn to the various items, and I will take first the item with regard to.....

An Hon. Member: It is five o'clock.

Shri Naushir Bharucha: Shall we continue tomorrow, Sir?

Mr. Deputy-Speaker: Yes, the hon. Member may continue tomorrow.

17.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 4th March, 1958.