

item about which this objection is made. The question is:

respect of 'Ordinary Working Expenses—Administration'".

"That this House agrees with the Thirty-sixth Report of the Business Advisory Committee presented to the House on the 5th March, 1959."

The motion was adopted.

***DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1958-59.**

Mr. Deputy-Speaker: We now take up discussion on the supplementary demands for grants in respect of the Railways for 1958-59. •

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,62,000 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, 1959, in respect of 'Railway Board'".

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 27,41,000 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, 1959, in respect of 'Miscellaneous Expenditure'".

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,81,88,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in

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

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,62,53,000 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, 1959, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'".

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 88,53,000 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, 1959, in respect of 'Ordinary Working Expenses—Operating Staff'".

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

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 88,53,000 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, 1959, in respect of 'Ordinary Working Expenses—Operation (Fuel)'".

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

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,50,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending

*Moved with the recommendation of

the President.

[Mr. Deputy-Speaker]

the 31st day of March, 1959, in respect of 'Ordinary Working Expenses—Operation Other than Staff and Fuel'".

DEMAND NO. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 43,74,000 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, 1959, in respect of 'Ordinary Working Expenses—Labour Welfare'".

DEMAND NO. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 44,36,000 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, 1959, in respect of 'Dividend Payable to General Revenues'".

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 18,58,89,000 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, 1959, in respect of 'Open Line Works—Additions'".

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 13,59,03,000 be granted to the President to defray the charges which will come in course of payment during the year ending

the 31st day of March, 1959, in respect of 'Open Line Works—Replacements'".

DEMAND NO. 19—MISCELLANEOUS CHARGES—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 18,93,000 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, 1959, in respect of 'Miscellaneous Charges—Development Fund'".

I have received notices of several cut motions. There are several cut motions that are out of order. The following cut motions are out of order as they are extraneous to the items which constitute the demands:

- Demand 2: Cut motion 4;
- Demand 4: Cut motions 1, 5, 6, 7, 8, 9 and 10;
- Demand 5: Cut Motion 11;
- Demand 6: Cut motion 2.

Shri T. B. Vittal Rao (Khammam):

There are demands about surveys. Can we not say why certain surveys were taken up and certain other left out? I am referring to Demand No. 2, page 4.

Mr. Deputy-Speaker: That survey is included in this.

Shri T. B. Vittal Rao: It is not.

Mr. Deputy-Speaker: If it is not included, then it will be extraneous to the money that is being asked for. The cut motions should relate to the surveys that are mentioned here. If he has certain other survey in his mind, that would be extraneous to the demand.

Shri T. B. Vittal Rao: There are very important things.

Mr. Deputy-Speaker: He might speak on the demand, but his cut motion is out of order. The House

will now take up the demands and the cut motions that are in order.

Pay of officers in the Railway Board

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

"That the demand for a Supplementary grant of a sum not exceeding Rs. 2,62,000 in respect of 'Railway Board' be reduced by Rs. 100".

Pace of work on Khandwa—Hingoli rail link

Shri Warior (Trichur): I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 2,62,53,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100".

Absorption of casual labourers working on Khandwa-Hingoli rail link

Shri Warior: I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 2,62,53,000 in respect of 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100".

Efficient use of coal

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

"That the demand for a Supplementary grant of a sum not exceeding Rs. 2,37,08,000 in respect of 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100".

Schools fees in Railway Schools

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

"That the demand for a Supplementary grant of a sum not exceeding Rs. 43,74,000 in respect of 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100".

Health and welfare services

Shri Warior: I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 43,74,000 in respect of 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100".

Need to expedite the work of furnishing unit in Integral Coach Factory

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

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,58,89,000 in respect of 'Open Line Works—Additions' be reduced by Rs. 100".

Need for strengthening of the track between Guntakal and Bangalore

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

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,58,89,000 in respect of 'Open Line Works—Additions' be reduced by Rs. 100".

Mr. Deputy-Speaker: All the Demands and cut motion are now before the House.

Shri T. B. Vittal Rao: I want to make a few observations on the supplementary demands, the scope of which is very limited. We have also had a discussion on the railway budget during the last three or four days.

Coming to Demand No. 1, I would like to know what specifically is the work of this Welfare Officer, because in the administration, at the various levels, there are labour welfare inspectors and labour welfare officers. I want to know whether this labour welfare officer who has been appointed in the Railway Board will coordinate the work of these people.

The Minister of Railways (Shri Jagjwan Ram): He is to look after the welfare of the secretarial staff.

Shri T. B. Vittal Rao: Whenever I ask labour welfare officers to go to the colonies of railway employees and look to the sanitation and other amenities there, invariably they do not do it. If at all they go and submit a report about such amenities for the residents of the colonies, the report is not taken note of by the railway administration. When we are spending a lot of money on labour welfare officers and inspectors, they must be effectively made use of and whatever reports they submit should be taken note of by the administration.

Demand No. 2 is a very important demand. About the Igatpuri-Bhusawal electrification engineering survey, already my friend, Shri Bharucha, has talked about the volume of traffic obtaining on that line in the general debate. What I would like to impress on the hon. Minister is, the railways were granted a foreign exchange of Rs. 425 crores. While discussing the foreign exchange position in the second Plan, it was stated that Rs. 290 crores will be given to the railways for foreign exchange. But when we come to the chapter on railways, it is stated that Rs. 425 crores will be the foreign exchange component of the total expenditure on the railways during the Plan period. Granting it Rs. 425 crores, this particular project has been there for the last so many years—13 years or so. Even then they wanted to electrify it, but certain other electrification projects were given priority. There may be good grounds for that, but this is also an equally important project and this should have been taken up. The surveys were conducted long ago, but probably they have to be slightly modified to suit modern conditions. So, it should not be delayed any further.

Regarding the line Kottavalasa to Bailadilla, I am glad this portion of the rail link will go through Andhra. There are very few railway lines in Andhra Pradesh either from the point of view of the density of population or

the area. For the preliminary engineering, final location and traffic survey from Kottavalasa to Bailadilla, Rs. 2 lakhs are demanded. I think it is only a token demand, because the preliminary engineering survey itself will consume a lot of time and Rs. 2 lakhs. This is a project which would be taken up in the third Plan or a little earlier. I would like to see that a time-schedule is drawn for this. Otherwise, my experience is that surveys are conducted; the railway administration examines them for a long time and then they are sent to the Railway Board which examines the surveys for a considerable period.

Shri Jagjivan Ram: If the hon. Member derives great satisfaction from surveys only, there it is.

Shri T. B. Vittal Rao: There is no doubt that this is a very essential line, because iron ore has to be transported to Japan from Vizag port. From that point of view, this is a very important rail link. So, a time-schedule should be drawn up and the surveys should be conducted within that time.

Then, I have been asking for a stores code from the Railway Board. I have been writing to the Railway Board, but I was told that it will be sent to the Government Bookstall—Kitab Mahal. But whenever I go there, they say it has not come. There is talk about pilferage of stores and so on; so, I want to know about the stores balances, how they are maintained, etc. So, I would request the hon. Minister to expedite printing and supply of these books whenever they are revised. Otherwise, it creates a lot of inconvenience.

The Minister said the other day that they are thinking of certain freight concessions to certain commodities which are exported. I am very glad consultation is going on between the various Ministries concerned, but I am not satisfied with that. I would like a small committee to be appointed to

go into this because it is a very important matter involving foreign exchange, foreign policy, etc. It is not purely a business transaction. So, I would like a small committee consisting of the various Ministers and some prominent public men to be appointed to go into this matter and submit a report within 2 or 3 months.

Coming to Demand No. 5, the Khandwa-Hingoli rail link was there for a pretty long time. This was taken up in 1953. I may tell you that this rail link was hanging fire for nearly 20 years, because the Government did not decide the gauge policy and it was finally taken up in 1953. Now, six years after it was taken up, only 41 or 42 miles of this link have been opened for traffic. On 1st October when I saw the railway guide, I was very happy to see that certain stations were given and that opening to traffic at these stations will be done in the near future. I was very happy because the railway line had to be extended up to Sirpur on that rail link. So, I put a question asking when this portion of the rail link will be opened to traffic. I was told that it would be done at the end of December, 1959. That means to say this link has taken an unusually long time. When I asked how many bridges had to be constructed, I was told that there are still some more bridges to be constructed. We have spent so many crores of rupees on getting the steel and structural materials. We seem to have paid a little more for all these things. No doubt we require them. A special mission was sent to see that all the iron and steel materials required for our railways are delivered by the end of this year. I would like this work to be expedited.

Today there are about 3,000 casual labour working on the rail links. Some effort should be made to absorb them in the railways. Otherwise, after the link work is over, you will have the same situation as we are having in the Ganga bridge project. Though the Ganga bridge project was completed one year ahead of schedule, the

workers are facing retrenchment. There is no assurance of taking them over. If from now onwards you give preference to them in the vacancies that are arising in the Central Railway, then you will not have any trouble later on. Some of these workers are working continuously for 3—5 years. Therefore, efforts should be made to absorb them in class III and class IV posts in the Central Railway as and when vacancies arise.

Now I come to Demand No. 7, Operation (Fuel). I would like to know whether the railways are still carrying coal from Bengal-Bihar coalfields to Southern Railway by ships. I am asking this because now our wagon position is quite good. In that case, we should transport our coal from Bihar-Bengal by railways and by that we will be saving a freight of Rs. 1 crore which we now pay to the steamers.

Then I come to Demand No. 8, printing of books and other things. We have got a suburban railway line from Bolarum to Falaknuma. We have surprised to find from the tickets that they are printed in English and Hindi. It is purely a Telugu-speaking area. So, it is absolutely necessary that the names of places in the tickets should be printed in Telugu also. I want the Minister to look into this as otherwise people will be put to a lot of inconvenience.

Then there is the expenditure in connection with uniforms. In some railways these uniforms are being supplied to certain categories of staff; in some other regions it is not supplied. When I raised this question with the Railway Board, I was told that this question has been referred to the Uniform Committee. When I subsequently asked them for a copy of the report of the Uniform Committee, I was told that it is a purely departmental committee. There should be a uniform policy in regard to grant of uniforms, of course with necessary seasonal variations. I do not know the recommendations made by the

[Shri T. B. Vittal Rao]

Uniform Committee, which of them have been accepted and which of them have not been accepted because of the absence of the report in my possession.

Then I come to Demand No. 9. This relates to school fees in the railway schools for the children of railway employees. I have drawn the attention of the Railway Board to some schools at Bitragunda and other places. Those places come under the compulsory education area. That means that whereas the schools located in those areas do not charge any school fee, the children of the railway employees who are studying in the railway school have to pay school fee. Of course, I know the Railway Board has referred this matter to the State Government. I also contacted the Education Minister there and he said he will expedite it. Though one year has passed this issue has not yet been settled.

Shri Jagjivan Ram: We have not received any reply from them.

Shri T. B. Vittal Rao: So I ask: why not the railways incur this money? Why should the employees of railways pay for the education of their children when others are getting free education? Railways have got so many crores of rupees in the suspense account. The school fee that has to be collected can also be kept in the suspense account. As soon as it is re-imbursed by the State, that account can be cleared. This may be done so that the railway employees may get the benefit of this. Otherwise, it is a violation of the State laws. It is true that the State Government has not given any reply. But why should the railway employees suffer. You have already Rs. 51 crores on the suspense account, although a satisfactory explanation has been given for that. Likewise, in store balance and stock adjustment account there is certain amount in suspense. Of course, all these amounts will be cleared. Similarly, you can have a suspense account for this also. So, I would

sincerely suggest to the Minister that from April 1st at least they should be exempted from the payment of school fees.

Now I come to Demand No. 12 relating to payment of interest on the capital at charge. The Railway Convention Committee of 1954 has recommended that there is an element of over-capitalisation to the tune of Rs. 100 crores. The Railway Enquiry Committee also reported that there is a sum of Rs. 100 crores capital for which no physical assets exist and so that should be written off. The Railway Convention Committee have also recommended that it should be written off or some method should be found by which this could be taken away. Now what has happened? Five years have passed. Year after year when a question is put I am told "we are in consultation with the Finance Ministry for evolving a method or formula for removing this over-capitalisation of Rs. 100 crores". If you do away with it, it will be very good. Otherwise, we will be unnecessarily paying some interest on this amount also.

There is a sum of Rs. 20.28 crores in connection with steel, iron and other things we have received recently. Here I would earnestly submit for his consideration one thing. I am referring to the track from Guntakal to Bangalore. For the last 30 years I have been travelling on that line, at least once or twice a year. Anyone who has travelled by this railway line will easily say that there has been no improvement at all on that line. It covers a distance of 174 miles. The same old timings are followed. I do not know what the difficulties are. Though we have been speeding up trains everywhere, in the Guntakal-Bangalore line the same old timings are followed. For the last 30 years there has been no change there, except the addition of one station here or there. If the track is bad, it should be renewed very quickly and the speed should be increased so that from

Secunderabad to Bangalore we can travel a distance of 400 miles within 14 or 15 hours. Now we take about 24 hours for covering this distance of 400 and odd miles. Now the whole pattern of traffic has changed after the re-organisation of States. Now people from Hindpur come to Hyderabad in large numbers. So the speed from Secunderabad to Bangalore has to be speeded up. When in other routes we are covering about 900 miles in 24 hours, in this line we are covering only 430 miles in 24 hours. So, this should be attended to by the Ministry.

I am very happy to know that the cost has come down in the Integral Coach Factory. But I find from the report for 1957-58 that in Chittaranjan Locomotive Works class 1 and class 2 officers number 47. The Integral Coach Factory has also got the same number of officers, namely 47. But whereas the Chittaranjan factory employs about 8,000 employees, the Integral Coach Factory employs only 4,000 workers. But why this administration for the Integral Coach Factory should have so many officers? I do not know. There are 47 officers in Chittaranjan, which is such a huge locomotive works. Here also, in the Integral Coach Factory, there are 47 officers. If you take into consideration the total number in the administration that also is very nearly equal to that of Chittaranjan. This aspect of the question has to be gone into.

Secondly, the second shift was to be introduced in the Integral Coach Factory. It was stated last year that from 1st April, 1959 it will be introduced. I hope they will introduce the second shift from 1st April, 1959. But, at the same time, I would request the hon. Minister to consider the possibilities of introducing a third shift because it is a very new machinery and we can utilise the machinery and other things available to the full capacity and to the full time so that our cost of production of these coaches may go down and at the same time we may have more number of coaches from this Integral Coach Factory.

Then I come to the furnishing unit. Progress in this regard is not at all satisfactory. I will request the Railway Ministry to kindly see that work is properly expedited.

Then, I come to the investment of road transport services. This year I find from the report to which this Supplementary Demand relates that there is a shortfall of Rs. 1.69 crores out of the total amount of Rs. 2.5 crores provided for. Railways have decided that a sum of Rs. 10 crores will be invested in road transport services in the States and this has been set apart. But this year there has been a shortfall.

In Andhra there is a Road Transport Corporation. Firstly, they insisted that unless a corporation is formed they would not invest. Afterwards when the Road Transport Corporation has been formed, they have invested Rs. 50 lakhs. I hope they have been given that because it is shown in the Budget as having been spent. For the coming year, Rs. 22½ lakhs are being provided for. I would request the hon. Minister not to increase the capital of the Corporation otherwise what happens is that if the capital is increased then payment of income-tax by the Road Transport Corporation also increases. If the capital structure or the equity capital is increased to a very great extent, then the income-tax that has to be paid to the Central Government will be increased. Therefore I would request that some portion of the amount need not be invested in the road transport services but it should be given as a loan at a fixed rate of interest. This would encourage the road transport services in the State because they are now embarking on a policy of nationalisation of road transport and the only impediment for them is the lack of resources. So, the Railways should really spend this Rs. 10 crores which has been set apart in the Second Plan. Likewise, Kerala which has refused to form a corporation for various reasons. So, I only request the Central Government that when the States want money out

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of this they should be given that as a loan. There should be some change of policy. Please do not insist that it should be in the capital.

Shri Jagjivan Ram: That the Transport Ministry will decide.

Shri T. B. Vittal Rao: When the Railway Ministry invests the money, it is also represented on the board of directors. So, the money would not go anywhere.

12.54 hrs.

[MR. SPEAKER in the Chair]

Finally, I would like to know the amount of foreign exchange that we have spent during the last three years of the Plan period so that we can see for the coming years what will be the position and whether we have exceeded the allotment.

श्री० रणबीर सिंह (रोहतक) : अध्यक्ष महोदय, बहुत सी डिमान्डस की तहत पैसा अधिक खर्च होने की सम्भावना है, लेकिन जो लाइनें लड़ाई में उठाई गई थीं, या नई लाइनें छाने क. जो खाता था, उस के अन्दर कम खर्च हुआ। खर्च तो वहां ज्यादा होना चाहिये था।

श्री जगजीवन राम : किस डिमान्ड पर बोल रहे हैं ?

श्री० रणबीर सिंह : मैं डिमान्ड नं० ६५ पर बोल रहा हूं। मैं अर्ज करना चाहता हूं कि रेलवे मंत्रालय के पास कोई और लाइनें न हों, तो गोहाना-पानीपत, जहां पर काम जारी था, उसे ही पूरा होने दिया जाता।

एक और बात जो मेमोरन्डा के अन्दर दी है, वह मेरी समझ में नहीं आई। गोहाना-पानीपत क सिलसिले में लिखा है :

एच.पेंडिबर अक्टू १ ५८-५९ ३२.५० लाख ₹०

प्राविजन फर १९५९-६० ३.६७ लाख ₹०

बलेन्स टु कम्प्लीट १३.४२ लाख ₹०

पता नहीं बलेन्स टु कम्प्लीट से रुपयों में मतलब है या माइल्स में। अगर माइल्स से मतलब है तो भी अच्छा है और रुपये से मतलब है तो भी अच्छा है। मैं चाहता हूं कि गोहाना से पानीपत की जं. लाइन है वह पूरी की जाये।

श्री जगजीवनराम : साबित हो गया आप हरियाना के हैं।

श्री० रणबीर सिंह : सुना है कि एक्सपर्ट्स का स्थाल है कि इन्तजार करना चाहिये कि रोहतक से गोहाना लाइन पर आमदनी पूरी होती है या नहीं। लेकिन रोहतक से गोहाना सेक्शन पर आमदनी तभी हो सकती है जब कि गोहाना से पानीपत तक मिला दिया जाय। पानीपत में शुगर फैक्ट्री है और उधर रोहतक में शुगर फैक्ट्री है। तो काम तो रेलवे के लिये बहुत मिल सकता है, लेकिन रेलवे जानी तो चाहिये। अगर १५ नं० की डिमांड में इस तरह से रुपया बचाने की कोशिश की गई है तो उसे इस हद तक बचाने की कोशिश न की जाय इस के अलावा रोहतक-गोहाना के अलावा मैं कहूंगा कि हमारे देश में लोहे के कारखाने बन रहे हैं। लोहा बहुत ज्यादा तादाद में पैदा होगा और उसे रेल मंत्रालय ही इस्तेमाल कर सकेगा। जो हमारा हिन्दी रीजन है वह बहुत पिछड़ा हुआ इलाका है, उस के अन्दर लाइनें सर्वे की गईं। बहादुरगढ़ से भिवानी तक, रोहतक से हिसार तक और सोनीपत से गोहाना होते हुए सफ दां तक की लाइन्स की सर्वे का काम शुरू किया जाय। इस के अलावा फतेहाबाद और सिसा की लाइन, जिस के लिये पंडित ठाकुर दास भागंव कहते हैं, और जहां पर भास्करा बांध को पानी जा रहा है, जिस के बारे में हम से बेटरमेंट लेवी लेने की कोशिश हो रही है

श्री जगजीवन राम : पंडितजी की कास्टिटयुएन्सी की बात भी कह दीजिये ।

श्री० रणबीर सिंह : इस के अलावा जगाधरी, लुधियाना वाया चंडीगढ़ का भी सवाल है । चंडीगढ़ पर इतना : पय खर्च किया जा रहा है, जिस को हम हिन्दुस्तान का बहुत बड़ा शहर मानते हैं, रेलवे मंत्रालय उसे अहम न माने यह बात सही नहीं है ।

श्री जगजीवन राम : दूसरे लोग मानते हैं या नहीं ?

श्री० रणबीर सिंह : दूसरे तो मानते हैं । प्राइम मिनिस्टर हर साल दो तीन दफा जाते हैं । इसी से जाहिर होता है कि इस शहर की क्या अहमियत है और हिन्दुस्तान का नाम उस में कितना ऊंचा होता है ।

श्री जगजीवन राम : वह ट्रेन से जाने ही नहीं है ।

श्री० रणबीर सिंह : वह ट्रेन से नहीं जाते हैं, लेकिन इस में लोगों के लिये तो उम की अहमियत बढ़ रही है ।

मुझे खुशी है और रेलवे के अन्दर जो मजदूर काम करते हैं उन सब को खुशी है कि श्री जगजीवन राम के आने के बाद एक साल के अन्दर डिमान्ड नं० १० की तहत जो खर्च हुआ है १ करोड़ १५ लाख रु० वह पिछले साल के मुकाबले ज्यादा है । यहाँ नहीं, बजट के अन्दर जो रुपया पहले रखा गया है उस में भी फालतू खर्च करने की कोशिश की गई है, और वह खर्च संभव है कि ४३.७५ लाख होगा । मैं तो समझता हूँ कि यह लाजिम था कि श्री जगजीवन राम इस महकमे के वजीर हों । मजदूरों का अगर वह ब्याल न करें तो यह नहीं हो सकता था । इस खर्च के लिये मैं उन्हें बधाई देता हूँ । इस के अलावा दो तीन जगहों पर जरा सोचने वाली बात है । जो सामान खो गया था, उस का कम्पेन्सेशन देने के लिये जो ज्यादा खर्च होने का अनुमान है वह

७८.६६ लाख रुपया है । इस के अलावा मुझे यह भी खुशी है कि आउट एजेंसीज खोलने पर प्राप ज्यादा रुपया खर्च करेंगे क्योंकि इस से रेलवे मंत्रालय को ८५० से ज्यादा मिल सकेगा । इस के साथ साथ एक्स्टेंडेंस के लिए मुआवजा देने के लिये २.७० लाख रुपया ज्यादा खर्च होगा और यह जाहिर करता है कि अभी रेलों का काम चलाने का जो तरीका है उस में अभी सुधार करना काफी जरूरी है । मैं चाहता हूँ कि यह जो बाकी डिमांड्स हैं लेबर पर ज्यादा खर्च हों हमें खुशी है लेकिन इसके अलावा दूसरी डिमांड्स के ऊपर खर्च जितना कम से कम हो सके, वह किया जाय और जितना ज्यादा से ज्यादा खर्च डिस्मिटिड लाइन्स को रैस्टोर करने के लिए दिया जा सकता है, किया जाय ।

Shri Haldar (Diamond Harbour, Reserved—Sch. Castes): I, shall draw the attention of the Railway Ministry to the Sealdah Division of the Eastern Railway where every day an incident occurs. Perhaps this is the most congested railway section in our country, and not only in India, but in the world also. But against heavy odds the station masters, drivers and other employees do their job there faithfully. I have full sympathy for those employees who are rendering this service to our country, but the administration, especially the high officers are responsible for negligence of their duties.

In this connection, I shall mention the accident at Sonarpur station in the Diamond Harbour section which occurred on 26th February 1958. On this no report has been placed before the House up till now. The most strange thing about this accident is this, that the statement of the Station Master who was on duty at that time was not taken by the enquiry committee. This station master has worked for nearly 33 years in the railways, and he has complained against the administration of the railways in a letter to the

[Shri Halder]

General Manager a few days ago.
In that he has said:

"It beats my conscience to let the public and the India Government know the full facts in detail about the Sonarpur accident case dated 26th February, 1958; as I was then the Station Master at Sonarpur, and no statements were taken from me, so I have minded to publish the same after my retirement from service on 16th January, 1959, and many unknown things will be revealed".

There is the Railway Corruption Enquiry Committee which is functioning in our country, but I am astonished why the statement of the Station Master was not taken at the time of the enquiry. There may be some hidden reason. The Station Master complained to the authorities on several points, and he accused the higher authorities for this negligence, and he especially accused the officiating Assistant Operating Superintendent (originally a movement traffic inspector) who has been on duty now for nearly 20 years without a break except for only one year in 1947-48. I do not know why the recommendation of the Railway Corruption Enquiry Committee is not implemented, and why an officer is posted.

The Deputy Minister of Railways (Shri Shahnawaz Khan): What is not implemented?

Shri Halder: This officer has been posted in this division continuously for more than ten years in the same section at Sealdah. He has been posted in this area for practically 20 years without a break, except for one year 1947-48.

There are some bad locomotives because of which trains sometimes stop in out-of-the-way places and as a result the drivers are sometimes

beaten. This happened a few days ago, and the driver took shelter under a bush for the whole night for fear of being beaten by the public. Not only the drivers, but even the crew are sometimes insulted for the late running of the trains, and they are afraid of the passengers. Even the station masters suffer the same fate. I have full sympathy for these people, and I only blame the officers and the administration who are responsible for this management.

Shri Shahnawaz Khan: It is not the locomotives that are bad, it is the coal.

Shri Halder: Not only coal the locomotives are sometimes broken. Even the other day, the Calcutta Mail by which we were travelling broke down midway between Etawa and Kanpur, and the train was detained when this House was discussing the late running of trains. I would like to remind the hon. Minister of this.

For the late running of these trains several passengers complained in the complaint book, but to our utter astonishment a case was filed against those passengers who signed in the complaint book. Is it the policy of the Railway Ministry to keep their complaint book clean so that nobody will venture to write anything against the railway administration?

Shri Shahnawaz Khan: The incident to which the hon. Member is referring is *sub judice*. He should not refer to such incidents.

Mr. Speaker: Very good. He may avoid it.

Shri Halder: Yes, Sir.

There are several cases which are also *sub judice* and our Speaker has also given a ruling on this point. So, I would not like to mention them.

But I shall mention in this connection the name of Shri H. C. Khanna who is Assistant Operating Superintendent of Sealdah Division, against whom there have been several complaints from passengers, station masters and guards. All the statements were taken from these persons, but no steps were taken.

Shri Jagjivan Ram: He is making a complaint against one particular officer by name. I do not know whether it will be fair.

Mr. Speaker: Under the rules it is prescribed that in extremely important cases, if the conduct of any particular public servant has to be brought up before the House after exhausting all the remedies available, due notice should be given through me to the Minister in charge so that he may come prepared with all the facts. If not, when a reference is made to X, Y or Z, the Minister may not be able to answer, if he has not got all the facts with him. Therefore, individual cases ought not to be referred to—hon. Member will read the rules—unless it is a matter of great importance when I will allow, in which cases he must intimate the Minister that he is going to raise this point and that he should be prepared. Therefore, he may talk generally and not about individual cases.

Shri Jagjivan Ram: He has mentioned already the name of one particular officer.

Mr. Speaker: The hon. Minister may reply, if he has got the facts.

Shri Jagjivan Ram: I am hearing this thing all of a sudden here. No reference to this has been made at any stage before.

Mr. Speaker: What does the hon. Minister want me to do?

Shri Jagjivan Ram: That portion should be deleted.

Mr. Speaker: No, I am not prepared to delete everything that is said on the floor of the House.

Shri Jagjivan Ram: No; you have yourself quoted the rule that if any allegation is to be made against any officer, the grounds should be sent to you first so that I could call for the details and be ready with them and first give them to you and then if necessary, it may be raised in the House. I am suggesting that that rule should be observed.

Mr. Speaker: I agree, but everything that is said on the floor of the House is not expunged. All that I can say is that it will be treated as not having been mentioned; it will continue to be there; it does not matter. The hon. Minister has also said that he may have a lot of explanation with respect to it.

Shri Jagjivan Ram: How can I have the explanation here? I shall take time, I cannot give an explanation in respect of the point that the hon. Member has raised, because I am not aware of the facts.

Shri Kodliyan (Quilon-Reserved-Sch. Castes): He can reply to that point later.

Shri Warrior: He has given the explanation already that he is not ready with the facts. So, it need not be expunged.

Mr. Speaker: To avoid inconvenience, I would suggest this.

The hon. Minister has suggested that it is embarrassing to him if he is not able to answer; and if he does not answer, it may go as if there is no answer to this, and it will mean that whatever is said against a particular officer has been said and it stands, and this will be broadcast.

I am considering as to whether I should expunge it. I shall look into this matter.

Mr. Speaker: I would advise hon. Members to do one thing. Let there be no hesitation; whenever the conduct of any individual officer comes to their notice, let them write to the Minister there and then; they need not even write to the subordinate officers. The Ministers are responsible to the House; whatever any officer may do, the Minister is responsible. Therefore, let them bring to the notice of the Minister, and only in the ultimate resort, come to this House regarding the conduct of any particular officer.

Shri Halder: This matter was also brought to the notice of the Minister by several Members of this House and also by the Assam Railway staff. I have also tabled cut motions on this to the Demand for Grants in the Railway Budget.

Mr. Speaker: That is very good, in which case, what the hon. Member should do is to inform the Minister beforehand that they are going to bring up this matter to day. They may have written to him six months ago, and he may have his own reasons for not....

Shri Warior: The cut motions are there.

Shri Kodyan: The cut motions have been submitted.

Mr. Speaker: That is all right. But has any of those cut motions been referred to now?

Shri Halder: Yes.

Mr. Speaker: I shall ask the hon. Minister to address himself to a cut motion which has been, not tabled, but moved.

Now, is there a cut motion in relation to a particular individual?

Shri Halder: No.

381(Ai) L.S.D.—6.

Shri Jagjivan Ram: Nothing is clear from the cut motion. It only relates to inefficiency of officers.

Mr. Speaker: If the hon. Member gives details of the inefficiency in advance, the hon. Minister will certainly reply. Therefore, the hon. Member can only talk generally.

Shri Halder: Then, I shall come to corruption and malpractices in the printing press at Howrah.

I shall not mention the names of the persons who are involved in this matter, but I shall only request the Railway Ministry to inquire into this matter in detail, so that these kinds of corruption may be eradicated in the railways.

I next come to the harassment of the railway employees, who are sometimes harassed by the railway officers. The instances were already brought to the notice of Parliament, but again these things are happening in Sealdah or Howrah, and almost every day, complaints are coming from the railway employees against the GRP or the railway police department people.

Now, I come to the Barasat-Basirhat railway. More than a year ago, Rs. 1.1 crores or so was sanctioned for this. But no work has yet been done.

Mr. Speaker: I would suggest one thing to hon. Members.

Individual cases or complaints against bad treatment and corruption and other things come to the Minister; and when the Minister takes strong action, immediately, there is a strike. I am not talking about the case here, but I am talking of any particular case where such a thing happens. So, the Minister and the Members in the Opposition and others must come to an arrangement whereby if strong action is necessary, and it is taken, the Minister will have the support of the Opposition; and the Minister also must take strong action

[Mr. Speaker]

whenever it is brought to his notice, and such action or such a kind of punishment is necessary. But what I find is that strong action is suggested, and when the Minister acts, immediately, some other man comes to the help of that person against whom action is taken. Therefore, the Minister also becomes indifferent gradually and starts feeling 'Why should I get into this trouble?'

Shri Warrior: It is only when the strong action is misplaced that this thing happens.

Mr. Speaker: I have no particular case in mind, but there are such cases; I am also moving about in the country.

Shri Prabhat Kar (Hooghly): Our experience has been otherwise. Whenever these things are brought to the notice of the Ministry, we have seen that action is not taken.

Mr. Speaker: I can only say this. I am not talking about the railways only. Let us say that in a motor bus service, somebody is dismissed; if all the others join together and then find out whether the dismissal is right or not and they say that the dismissal is improper and that they are going to assist that particular person, that is another matter. But irrespective of the propriety or otherwise of the dismissal, if merely because that particular person belongs to a particular trade union, they say that they are going to support that person and they say, come along, we shall support, that is not proper. I do not want that sort of thing to happen in the railways, when, a number of such instances have to come to our notice. Under these circumstances, as early as possible, an arrangement must be reached between the Government and the leaders of the various groups to this effect that wherever there is anything improper, by all means, they can bring it to the notice of Government, but where proper punishment

has been meted out, they will support them. Otherwise, there will be a danger. The Minister will be weak. He cannot go on.

Shri Halder: Regarding the Barasat-Basirhat Railway, while replying the other day, the Minister said that most of the land required has been handed over to the railways but some of the land-owners had gone to the court and obtained injunctions and no further progress could be made until that injunction was vacated and the land was given to the railways. I do not understand this attitude. If somebody objects, why should the railways overlook the interests of the whole country? If there is some legitimate grievance, the line should be diverted to some other place. This line must be completed within a short time. This is an important line. It is also on the border with Pakistan. Thousands of persons will make use of this route; now they come by bus service or through ports or other routes. So this line must be completed as soon as possible.

Shri Warrior: I wish to speak only on Demand No. 16. It is stated in the explanatory note:

"A reduction of Rs. 1.69 crores under Investment in Road Services is due to the schemes not having materialised to the extent anticipated earlier".

I wish to deal with only this point. The Railway Minister had been kind enough to mention in his budget speech that traffic on the railways was decreasing owing to the unhealthy competition from the roads. Here also we see that sufficient discouragement is given to road transport by way of a reduction of Rs. 1.69 crores in investment.

To my knowledge, two of the State Governments have not opted to take the advice of the Railway Ministry to form their own road transport corporations. The difficulty in forming corporations is patent. As far as I know of the Kerala Government, the State Government is averse to this suggestion because there are so many other impediments in the way. Apart from that, the State Government derives a good revenue which it will lose, and to regain which will have to tax the people. So the revenue coming as profit from road transport is now adjusted to the revenue account. They do not want to forgo that revenue. But for that they have to suffer something else. The extension programme is to be shelved now because there are not sufficient funds forthcoming for road transport either from the Ministry of Transport or from the Ministry of Railways. Happily and luckily, the Railway Ministry has got sufficient funds. Road transport has become an imperative necessity not because people have any aversion to the railways but because the efficiency of the Railway Administration has come down to such an extent as to divert people's attention from railways. The original estimated amount for compensation for goods lost or damaged has now gone up by Rs. 14 lakhs odd—Rs. 78-69 lakhs increased provision is found necessary for compensation for goods lost, damaged etc. This shows that owing to pilferage, mismanagement and inefficiency in transport on railways, road transport is taking advantage of the cream of the freight and passenger traffic from the railways. For example, if there is a speed of, say, 50 miles in 24 hours in railways whereas road transport will cover 150 miles in the same time, that itself makes the transport of parcels and so on from one place to another through road transport profitable.

Shri C. K. Nair (Outer Delhi): 50 miles in 24 hours?

Shri Kodiyar: It may be even less.

Shri Warrior: If properly calculated, it may be even less. I am only referring to it approximately. Because of efficiency in running, security of goods transported in road transport and the inordinate delays that occur in the goods sheds and parcels offices of the railways, people report to road transport as against the railways. But should the Railway Ministry grudge giving some aid for road transport on that score? I do not think they should do so. If the Railway Ministry makes up for its deficiencies in administration, in the speed of trains and so on and sees that there is a healthy competition, as in all other sectors, between road transport and railway transport which are both essential wings and vital lines for transport of goods and passengers, nobody will take to road transport just for the sake of it because road transport also has its own difficulties; the freights are much higher and road transport cannot cope with the increasing traffic that we have now-a-days.

So I appeal to the Ministry that considering all these relevant facts, the policy in connection with giving aid to, or investing money in, road transport must be revised and road transport must also be given some assistance which will in the long run, react for the better administration of the railways also.

Shri Shahnawaz Khan: Giving assistance to road traffic to compete with the railways?

Shri Warrior: Healthy competition is always good. It is not destructive competition that we are encouraging. It is healthy competition, because in our developing economy, passenger and goods traffic is increasing day by day. We must encourage it and then, if necessary, we can co-ordinate also.

For the States, there is another impediment in the way of having a corporation. The income-tax goes to the Central Government. After deducting income-tax only, the cor-

[Shri Warrior]

poration gets something. The railways will insist upon their share in the equity capital. With that gone to the railways, what is left to the poor State? Our revenues have one by one been taken by the Central Government. So the States must be guaranteed informally at least by the Central Government of some revenues for developmental activities. Now they are squeezed one way or the other; if such a coercive policy is adopted by the Central Government, there is no hope for State Governments.

At the same time, I do not want that railways should suffer for the sake of road transport. The Railways are not suffering on account of road competition; they are suffering on account of inefficiency of administration, pilferage, inordinate delays and so on.

Shri Shah Nawaz Khan: We are suffering because the cream is going somewhere else.

Shri Warrior: The cream is going; the fat underneath will also go if the railways carry on like that.

12.29 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

If reform is not effected in the entire structure of the administration of the railways and if there is no co-ordination of road and rail transport evolved by the Ministry, not only the cream but everything will go phut.

So I appeal to the Minister to follow the policy I have suggested. Let the policy be simplified. Let there be co-ordination of road and rail transport. Let road transport be also encouraged, whether they come into a corporation or not—that may be left to the States concerned. Then there is some possibility of extending road transport which will be an

additional help in moving freight and passenger traffic.

Shri Achar (Mangalore): Mr. Deputy-Speaker, Sir, the other day I spoke mainly on the speed of our trains and I also drew the attention of the House as to how our speed compares with the speed of trains in countries like America. Whereas it is 80 to 100 miles there, it is hardly between 20 to 30 miles here. Probably, we are not going to reach that condition now.

But, today, I wish to say a few words about grains which affect my constituency. I have a railway line of only 4 or 5 miles in my constituency and it would look as if it is a very small point—why so much importance is being given to it. But, I may submit that though it is only a distance of 4 or 5 miles, it is of the utmost importance for two districts.

An Hon. Member: Is there a railway station also?

Shri Achar: We have got a railway line of 4 or 5 miles and also a railway station. Certainly, when there is a railway line there must be a station. I am only pointing this out that it is of great importance to two districts—both South Kanara and Coorg, a district which has no railway connection. They have to travel about 80 miles to reach this railway station of Mangalore.

Shri Jagjivan Ram: It is a very pleasant drive.

Shri Achar: That drive is only by motor or other transport which is competing with the railways. The point I am referring to is this.

There is a train from Mangalore to Madras, the Madras—Mangalore Mail. Formerly, that train used to take about 21 to 22 hours. Now, it takes about 24 hours. I do not mind three hours. The point is this. Formerly,

the train used to reach Mangalore from Madras at 4 P.M. with the result that the post, the papers and all parcels, whatever they may be, could reach the end of the district or even Mercara, which is about 80 miles away, by buses. The post, letters and everything used to reach all parts of the district the same day. Now, the train arrives at Mangalore at 6.15 P.M. with the result that there is no bus service afterwards. Even in Mangalore, if the train is a little late, the letters are not delivered the same day so that we could not reply the next day by the train which leaves Mangalore.

They say there are engineering troubles. All the same I was I would like to make this request. I would very much wish that the train reaches Mangalore by 4 o'clock. If the speed could be increased, it is most welcome; if that is not possible, I would make this request that at least it should leave Madras and Bangalore a little earlier. Now, it is leaving Madras at 7.15 and Bangalore also at about the same time. The departure from Bangalore is also an important fact because Bangalore is our capital now. So, I would request that if it is not possible to increase the speed, at least the trains should leave Madras and Bangalore earlier so that they may reach Mangalore at 4 P.M.

I have to make another request to the Railway Minister. As I said, there is a mail train from Mangalore to Madras and to reach Bangalore, our headquarters of the Mysore State, we have to change at Jalarpet at about midnight and reach Bangalore early morning—that is after about 24 hours. Formerly, there was one bogie of first, second and third class from Mangalore to Bangalore. Now, that is not there, so that we cannot be sure of any berth in the train from Madras to Bangalore. The passenger has to change at Jalarpet with the result that at midnight he will be left there without any convenience and without being sure of getting the Madras-Bangalore mail.

An Hon. Member: Is it very cold there?

Shri Achar: Cold or whatever it be nobody would like to be left in the lurch at midnight in the railway station. Certainly, it is not as cold as Delhi. But my point is this. Conditions are going worse in view of the fact that people from South Kanara and Mercara have to catch this train to reach Bangalore, our headquarters. I would make this request that, as was done formerly, at least one bogie containing first and second class is reserved so that it can be attached to the Madras-Bangalore Mail and passengers coming from South Kanara can travel without this inconvenience of being left in the lurch at Jalarpet.

One small thing which I will mention about speed.....

Mr. Deputy-Speaker: Perhaps, hon. Members who could not get a chance during general discussion are availing themselves of this opportunity.

Shri Jagjivan Ram: Yes, Sir, this seems to be a general discussion.

Mr. Deputy-Speaker: It appears as if this were only a continuance of the General Discussion. We are now having before us.....

Shri Achar: Supplementary Demands, of course, Sir.

Shrimati Parvathi Krishnan: He is supplementing the Central Discussion.

Shri Achar: But, I would submit that the efficiency of the trains would certainly come under this.

Mr. Deputy-Speaker: Is it an honest mistake or only an assumed one? The hon. Member should not conclude.

Shri Achar: I would say it is only an honest mistake. Apart from that I would submit.....

Shri D. C. Sharma (Gurdaspur): If it is an honest mistake why does he persist in it?

Shri Achar: The other point I would like to mention is about the goods station at Mangalore.

Mr. Deputy-Speaker: Is the Railway Minister asking for a supplementary grant for that? (*Interruptions*). The hon. Member should conclude now.

Shri Achar: I am only mentioning this fact that the goods station is in a very bad condition. Considerable timber is being entrained there and the approach roads, especially, are in a very bad condition. During heavy monsoon, both man and beast find it very difficult to reach the bogie. Of course, the station has been enlarged a little now; but these roads have not been attended to. I would request the Ministry to attend to this matter because it is of considerable importance and there is considerable trade there.

Finally, I would say a word about the commercial clerks. They have been submitting memorandum after memorandum. Their grievances should be very sympathetically considered.

I would give one instance. I happened to see the booking office at New Delhi. There are a large number of fans; but, they are arranged in such a manner that during summer when the fans run, the breeze never reaches the persons who are working there. I am told that this has been represented several times. If they are properly put up, the staff will get the benefit of these fans. As it is, they are of absolutely no use; only electrical energy is wasted and nobody benefits by it. I will request the hon. Railway Minister to see that the subordinate officials do attend to this matter.

Shri Sonavane (Sholapur-Reserved-Sch. Castes): Sir, I take this opportunity to congratulate our Railway Ministry for having done so many good things and also providing travelling space for third class passengers by abolishing ice vendors compartments. I would not narrate them all.....

Mr. Deputy-Speaker: There is no occasion also. The hon. Members should realise the difficulty of the hon. Minister also as he will have to go into all those questions again. Now, it has a limited scope.

Shri Jagjivan Ram: They have also their supplementary demands!

Shri Sonavane: They were only introductory remarks. I would come to the main points. I would place some of the points regarding my constituency's requirements. The first is that a foot-overbridge should be constructed joining the two stations of Sholapur, one of the metre gauge and the other broad-gauge.....

श्री जगजीवन राम : क्या यह इस डिमांड में एतराइज करता है ?

उपाध्यक्ष महोदय : मिनिस्टर साहब पूछते हैं कि क्या यह इस डिमांड से एतराइज करता है । मुझे तो जवाब नहीं आता । आप ही दे दीजिये ।

Shri Sonavane: These are the demands in general. At least one of these fourteen Demands—the Railway Board—is before the House.

Mr. Deputy-Speaker: It is before us but the demand may be in respect of certain additional posts that might have been created. The scope of the discussion would be: why was it necessary, why was it not brought in the beginning, was it such that it had to be created afterwards? These are some of the things that can be discussed and not the general question of the Railway Board or its doings.

They had already been discussed and the scope is now very limited. I have already made a request to those hon. Members who have had no chance to send in memoranda..... (Interruptions.)

Shri Sonavane: I had no opportunity to put my views at the time of the general discussion and therefore, I am taking this opportunity to place these grievances of my constituency.

Mr. Deputy-Speaker: But the reader who reads the debate afterwards would certainly make a remark that the hon. Member had utilised this opportunity to serve his constituency but the Chair was negligent.

Shri Sonavane: The reply to my question regarding the provision of the overbridge has been that the State Government refuses to bear the charges and the matter is being examined further. I do not know what charges have been refused by the State Government. This demand has been there for the last three or four years. There have been several fatal accidents on that road and so it was demanded. I feel that the Railway Ministry should take up this question with the Bombay Government and see that the travelling public suffer no more.

I want to point out the benefit of the conversion of the narrow gauge line into a broad-gauge line between Kurduwadi and Miraj. I have been told on 19th February, 1959 that certain reports are expected to be received shortly. I feel that this line is very profitable because the Pandarpur fairs are held and the heavy rush of passengers will be there taking recourse to this line. It so happens that even wagons are converted for carrying these third class passengers to Pandarpur. A decision to convert this line has been taken and I hope that the Railway Ministry will expedite this conversion and help in carrying of these passengers in proper compartments and not wagons.

The third point which I would stress is about the extension of electrification to one of the sections on the Central Railway from Poona to Sholapur in view of the availability of electric power from Koyna project... (Shri Jagjivan Ram: When?)...in 1961 or '62. As electric trains are running from Bombay to Poona if this work is taken up, I think there would be a lot of savings on coal. There is also a heavy traffic on this line because this line goes up to Madras and this would facilitate the passengers travelling from Bombay to Madras and to other places.

I would place certain other points regarding the recruitment of Scheduled Castes in the railway service. When the Ministry appointed some special officers for recruiting third and fourth class employees, we hoped something would be done. But though the employees have been selected, they have not been absorbed in the railway services on account of the economy drive. If this economy drive is to apply in the case of recruitment, many vacancies could not be filled up. I hope the Railway Ministry will consider these points and that the question of economy would not come in the way of recruitment of the candidates of the Scheduled Castes and Tribes.

Then, Sir, there is another feature with regard to the recruitment of Scheduled Castes.

Mr. Deputy-Speaker: It looks very strange that when the Minister comes up with Supplementary Demands for Grants, hon. Members instead of asking for reduction in that are asking for more to be spent on certain other aspects. It is not that they have any objection to this much being granted, but they ask that more should be spent.

Shri Sonavane: The reserved vacancies are there and if they are filled up no additional grant would be required. The posts of special officers have already been created, and if

[Shri Sonavane]

vacancies are filled up it will not result in any further Supplementary Demands being brought up here. That is why I wanted to make out this point at this stage.

Now, there are the posts of watermen. Our Railway Minister said that Scheduled Caste and Muslim candidates are to be appointed to these posts in an increasing scale. That is very good. But I would also make a suggestion that in the departmental catering establishments where there are so many posts of servers, if Scheduled Castes and Scheduled Tribes—particularly Scheduled Castes—candidates are employed, then the cause of removal of untouchability would also be served. With that end in view, Sir, I suggest that Scheduled Castes candidates may be taken in these catering establishments in an increasing measure.

The question of thefts in railway carriages is also there. What I find is that the ticket collectors, particularly those working on the suburban railways, do not generally work very efficiently. They hardly collect a few tickets from those passengers who leave the station. It is not known whether the number of tickets sold for a particular station is collected by these ticket collectors who are posted at the gates. Whenever I have used these local trains, I have found that these ticket collectors hardly make any effort to collect the tickets from passengers. They simply stand at the gates, and do not demand tickets from the passengers who go out. Therefore, I would suggest that they should be asked to collect all the tickets or at least a majority of tickets issued for a particular station. If this is done, I think the ticketless travel would also diminish.

With these words, Sir, I congratulate the Ministry and hope that my suggestions will be looked into.

Shri Harish Chandra Mathur (Pali): Mr. Deputy-Speaker, Sir, we have before us Supplementary Demands to the tune of Rs. 42,92,00,000 and very satisfactory explanations have been given by the Railway Ministry for coming forward with all these Demands. But, Sir, if you just examine these Demands a little thoroughly you will find that for various Demands there is not much of justification.

Now, to start with, we have the first Demand—Railway Board—Rs. 2,62,000. As I looked into the explanation I found a very satisfactory explanation, that they wanted to appoint one Under Secretary as Welfare Officer and certain temporary staff for certain welfare schemes and other matters. On the face of it, I say, it looks to be quite justified, *prima facie* it is perfectly all right. But I say it is not justified because, Sir, you will remember that only yesterday when I pointed out that the Railway Board has unnecessarily expanded and there are too many officers and too many of the ministerial staff there the Railway Minister was good enough to respond quickly and say that a process in the reverse direction has already started. But from these Supplementary Demands I confirm that the process in that direction has not started. If it had been so, the Railway Board would have been told to ask one of their officers of the rank of Under Secretary to do the job of a Welfare Officer. When they have swollen the number of ministerial staff from 450 to over a thousand, they should have been able to find some establishment to look after this work. Therefore, definitely it is obvious that that process has not started.

Mr. Deputy-Speaker: That process started after this has been done!

Shri Harish Chandra Mathur: I cannot understand when this process started, perhaps the hon. Minister

will give some indication of it. The very fact that just for one Under Secretary they had to ask for these additional Grants shows that they had a very rigid attitude about the increase in their staff, and they wanted to take every little opportunity to increase their staff. They did not even hesitate to come here with a Supplementary Demand just for one officer. They could not adjust even to that extent. That shows the mental attitude, and I do not know how this mental attitude fits in with the observation made by the hon. Minister. That is how I read it. As I said, the explanations are very satisfactory and they are there.

Again, a large sum is going to be spent on surveys. New additional surveys have been taken on. If I have a correct recollection, I think the hon. Minister of Railways himself observed that we have had so many surveys and we have so little work to execute that it would be absolutely futile to take up any more fresh surveys. We have got so many additional surveys already taken up, and nothing is being done. The programme for implementation is exceedingly poor. It is not going to match with the surveys undertaken. Therefore, I hope the Railway Minister will give us an assurance that these surveys were very necessary, that he has revised his attitude and he is possibly thinking of coming forward with something much more optimistic on the side of constructing fresh lines and new lines.

If that sort of outlook is there, we would not mind. In spite of my fervent appeal for the development of roads, we know that there is tremendous scope for development of railways. Railways have to lift a particular pattern of freight. It cannot be said that there is no room for expansion in railways. But what we say is that unnecessary surveys just to satisfy this or that should not be taken up, and only those surveys which are very necessary and which

conform to our future programme of execution should be taken up.

Then, I would also like, in a way, to congratulate the hon. Minister for the very successful programme for the purchase of those raw materials the lack of which has hampered the progress and the programme of projects on the Railways. Quite a large amount of money has been asked for because these stores are coming from outside the country and because certain surplus stores were prepared in the workshops here. So far as that goes, it is perfectly all right. We all welcome it if it is only that type of material which is given and which is to be covered by the supplementary demands. But you will remember that yesterday we were just asking the question about metre-gauge wagons and we found that we are now getting surplus in the matter of metre-gauge wagons. There is no indication of any fuller picture given here, to show whether the raw material is kept in view in making these purchases of these stores and whether the rules and regulations regarding the percentage of stores to be kept have been fully observed or not. We do not know all that. Perhaps, because a certain programme has been let loose and now that they find that so much of stores have been purchased, they come here and ask for the supplementary grants. I thought that they must have made provision in their original budget to cover the necessary material which would be required to cover the programme which was to be executed during the year. I think it would be only reasonable to presume that they had provided for their requirements.

Now that they have come in for a huge amount, asking for these stores to be covered by the supplementary demands, I think a fuller explanation is necessary. It is not enough if it is said that so much is the production and that we are providing for Rs. 2

[Shri Harish Chandra Mathur]

crores and so much has to be produced in our workshop and another sum of Rs. 2 crores is required, and so on. We wish that a clearer picture was given to us.

The next point which I wish again to make out—and which is fully covered under Demand 16 and was in a manner referred to by my hon. friend over there—is that a sum of Rs. 161 lakhs had to be diverted from the development of road fund. I think it is not very fair. There is a genuine apprehension in the minds of the people that the railway administration is sitting like a dead weight over the development of road transport. That sort of apprehension is more than justified by the various indications which we get. The hon. Deputy Minister of Railways is all the time talking about the cream of the railways being taken away by the road transport. I think he should be satisfied with all the cream that the railways already had, with the big, lion's share which the railways already enjoyed. They are in a very good health, I am sure, and I do not think they should get worried about a little more cream going to the growing.....

Shri Jagjivan Ram: To persons like Shri Mathur to put on a little more flesh!

Shri Harish Chandra Mathur: Mr. Deputy-Speaker, I might assure the Railway Minister that if I have any personal interest, it is only in the railways and not in the road transport.

Shri Jagjivan Ram: I am talking of the cream!

Shri Harish Chandra Mathur: I would very much like the cream to be preserved for the railways, but if I was talking in the sense of having a personal interest, I wish that the growing baby gets some cream. Let it have some cream. But then where

is the road transport here? Let us compare the figures and know where road transport in this country stands. Where are the roads? I think a big cry has been raised about roads and road transport, and the railways of course will have to bale out in the course of the next 30 or 40 years. There is the least doubt about it. Road transport will come up. But the railways, I know, not unnecessarily give this impression and that sort of impression is very much justified.

I shall say why the Railway Minister was good enough to assure us that he had no hand in this new decision. Already, just now, a friend of mine was showing to me what happens at present. It is perfectly relevant to this demand and it shows why the amounts have not been channelled. What has happened is, for the development of road transport, they have just planned that there should be corporations and only when they have certain corporations that central aid would be given and otherwise, it would be denied. Central aid cannot be given, it is said, unless and until the States form their corporations. The States are not prepared to form corporations, and that is for various reasons which I need not go into now. But on these corporations which are formed, the railways are fully represented. Even at the present moment the railways are represented on all these State Transport Authorities. My friend was just showing me a letter which has been written by a railway representative on a Road Transport Authority which I think is absolutely indefensible and obstinate. That letter is written to the President or the Secretary concerned, in the P.W.D., and says that the 32 permits should not be given. He wrote it like that straightaway as if he is the sole dictator or authority. A copy of that letter was also sent to the person concerned. It was as though he was the final authority

who could decide the matter, when the Road Transport Authority was functioning.

Shri Oza (Zalawad): May I make the position clear? He has referred to what I have shown to him. Let us be specific about it. The General Manager of the Western Railway has written to the Regional Transport Authority that he could not issue permits to those who had applied for registration and permits of public carriers. A copy of it has been endorsed to the applicant, saying that his application would be rejected.

Shri Harish Chandra Mathur: That is exactly what I am saying.

Mr. Deputy-Speaker: There are a few minutes left to the Minister. The hon. Member should conclude.

Shri Harish Chandra Mathur: I shall finish in just two minutes or in one minute if you like. I do not see what justification is there for all the money for road transport to be channelled through the railways. That is absolutely unfair. It is as if the railways are the guardian angels of road transport.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Better co-ordination.

Shri Harish Chandra Mathur: If this is co-ordination, then I am sure very shortly, the demand will be coming that the Railway Board should be similarly controlled by those people who are managing the road transport. This is a very strange idea about co-ordination. Co-ordination from the railway side means complete domination by the railways and dictation by the railways. This has been so all the time, and I may quote just once instance. If this is co-ordination, then, God help this co-ordination. Now, where do they get the funds from? From the allotments made by the Planning Commission and from the general revenues. These are to be channelled through the railways so that the

railways could sit over the development of road transport and be, as I said earlier, like a dead weight. About a sum of Rs. 165 lakhs has not been utilized for the development of road transport and it has been diverted somewhere else, though the purpose for which it was meant has not been served.

Shri Jagjivan Ram: I am glad that all the speeches on the supplementary demands for grants are mostly to make suggestions, because we have given elaborate explanatory notes about the supplementary demands for grants and so every hon. Member could see the justification for the demands. I am glad that certain suggestions have been made and I shall say a few words on them.

Of course, certain Members have presented their own supplementary demands which were not quite germane to the supplementary demands presented by me.

Mr. Deputy-Speaker: The hon. Minister is taking advantage of them.

Shri Jagjivan Ram: I am not. What I was going to say is that I will consider those demands also. I shall start with the last point raised by my friend Shri Harish Chandra Mathur and Shri Wodeyar. I will not go into the question of who is taking the cream and who is not taking the cream. Of course, I do not understand the argument that the railways are sitting as a dead weight on the development of road transport. I genuinely feel that there is so much scope for the development of all types of transport systems in the country. There is enormous scope for the development of road transport. But certainly the railways may feel that the areas where they have done pioneering work and have developed the traffic, it should be left to them. If the development of road transport means only going to the areas where means of transport already exist, I

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feel it does not amount to development of road transport.

Shri Harish Chandra Mathur: This is a monopolistic tendency.

Shri Jagjivan Ram: It is not a monopolistic tendency in a country where there is much scope. There are many areas where there is a genuine case and demand for the development of transport—railways or road. There are vast areas where no means of transport exist, if the railways are not in a position to do that and if the road transport can open those areas, it will be to the advantage of this country.

Shri Naushir Bharucha: You want to take the cream and leave bones to road transport.

Shri Jagjivan Ram: I leave them the cream, the curd and everything to them.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): After the cream, there will be only skimmed milk.

Shri Jagjivan Ram: That is not the main consideration. The point has been raised as to why this money has not been utilised. The money has not been utilised because the railways are called upon to contribute to the capital of the Road Transport Corporation. Several Governments have not agreed for reasons best known to them. I do not want to enter into those questions. Several Governments have formed Corporations and there we have contributed to the capital of the corporations.

What would be the pattern of State transport is to be decided by the Ministry primarily responsible for that, viz., the Transport Ministry. Some friends have held that when transport and railways were together under one Ministry, perhaps more importance was given to the railways

and road transport could not develop. Now road transport is the responsibility of the Transport Ministry and having taken all factors into consideration, they have decided that State transport should be run on the basis of corporations. The railways are to contribute to the share capital of the corporations. We are doing that. If the Transport Ministry decides that even where road transport is run departmentally and railways are to contribute to the capital, I do not think the railways will hesitate to do that, because we feel that road transport should develop.

One thing perhaps has not been appreciated. Most of the road transport run by State Governments is meant only for passenger service; they are not carrying goods traffic, and even if they do, it is to a very limited extent.

Shri Harish Chandra Mathur: Except in specified areas, the State Governments are committed only to carrying passenger traffic.

Shri Jagjivan Ram: That is what I am saying. I may assure the House that I am not at all perturbed if all the passenger traffic in those areas is taken up by the road transport, because so long as it is in the States' hands, many factors which lead to some unsatisfactory competition do not exist. I need not elaborate on it; many Members will understand what I mean. So, whether they are corporations or whether they are run departmentally, railways will have no objection in helping State Governments if the Ministry primarily responsible for that decides what should be the pattern of road transport. I have only that much to say on this point.

Shri Mathur raised the question about economy measures. When I said the process has started, I meant it. Only last month or so, the posts of three deputy directors have been reduced in the Railway Board and the question of further reduction is being examined. But one should not

forget that when we have an expanding economy, we may have to reduce the strength in certain sectors and increase the strength of the staff in certain other sectors. My friend, Shri Vittal Rao, enquired about the functions of the welfare officer. I told him at that time that this welfare officer is attached to the Ministry entirely to look after the welfare of the secretariat staff. As the House is aware, we have taken a decision that in every sizeable Ministry, there should be one whole-time officer for the welfare of the secretariat staff. But I have been personally feeling that there is a case for co-ordinating the activities of the welfare officers on the various railways. At present, the welfare activities are restricted to certain items, but I want to extend that and it may be necessary to create a post in the Railway Board, something like a welfare Adviser, who will co-ordinate the activities of the welfare staff on the various railways and also give a new turn to the welfare activities such as visit to the workers' colonies, encouraging certain arts and handicrafts among the families of the staff, etc. So, for this purpose it may be necessary to increase the staff on the railways. That is why I said that on the one hand the process of reducing the staff has started and on the other, it may be necessary in certain cases to add one or two officers for some specific purpose.

About surveys, what I have said is quite correct in the sense that I do not want to undertake any survey where I am not sure that after the survey is over, the construction work will start. I am not going to undertake any survey work in order to give certain temporary satisfaction to certain people. But we will have to undertake surveys where we have to construct the lines. In the case of all the surveys mentioned in the supplementary demands, we have to construct railway lines for one consideration or other.

About stores, in the railways we have this accounting system. That also is at times responsible for presenting inflated figures to the House and also sometimes there is double voting. Our actual budget as passed yesterday is nearly Rs. 452 crores and odd, but the amount voted, as it has appeared in the papers is Rs. 1,016 crores. About the stores, I may assure the House that I have taken particular care to see that stores which are not required are not purchased. I have put a special officer on this duty to see that the stores balances of the railways are reduced. As a matter of fact, there also the process has started and we are now drawing more stores than we were purchasing, and at some places we have to show a minus instead of a plus. I may assure the House, without going into details, that we are taking particular care to see that stores which are not required in the foreseeable future are not purchased and money is not locked up.

About Igatpuri-Bhusawal, whenever electrification is done, power is required. The difficulty about this line has been shortage of power. For one end, of course, we are thinking of utilising the power from Chola power house. But for the other end, power from the Akola power house that is to be set up by the Bombay Government will be required. But I am told that there is no chance of power being made available from that power house till the end of the second Plan. So, we are co-ordinating our plan on the Igatpuri-Bhusawal section in such a way....

Shri Naushir Bharucha: You are slowing down the tempo of power development.

Shri Jagjivan Ram: I am quite frank; we are slowing down our programme, because there is no use completing all the work there unless electricity is available. So, we have slightly slowed down our work. All the civil engineering works will be

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completed and as soon as the possibility of availability of power is assured we will finish the electrification and introduce it. The real difficulty is the non-availability of the requisite quantity of power.

Shri Naushir Bharucha: At chola you are going to have 18 megawatt power house. Why can't you have 60 megawatt power house especially when large size power stations are more economical?

Shri Jagjivan Ram: If the railway undertakes to start its own power house, that will be another difficulty. The capital outlay, the foreign exchange component required for that, all the difficulties will be there.

Shri T. B. Vittal Rao: 1 60 megawatt power house will cost Rs. 6 crores.

Shri Jagjivan Ram: It also means something.

Regarding surveys, as I have said, for the commitments made previously the surveys will be completed. I am not ordering any new survey for any area where I am not sure that the construction work will be taken up very soon. That is my policy.

About the concession in freight for increasing our exports to earn foreign exchange, as a matter of fact, a committee is constantly reviewing this question. I think the Railway Ministry is not competent to judge which are the commodities which require freight concession in order to promote export and earn more foreign exchange. It is the Commerce and Industry Ministry which is competent to judge this and their officers and our officers are constantly in touch to review which are the commodities where some concession is necessary and what should be the quantum of the concession which should be given. We are constantly reviewing that.

About the Kandwa-Hingoli line, my friend Shri T. B. Vittal Rao knows how difficult is the terrain. The gradient is also known to him. There have been some other difficulties, and the number of bridges is tremendous. There were difficulties about girders also, though we have been able to surmount that difficulty. At that stage there was difficulty about contractors too. So, the work has been delayed to some extent. But we are trying to expedite it.

With all my sympathy for the labour. I do not know whether we will ever reach the stage where we can assure the House that we will absorb all the casual labourers that we employ on the railways. That will not be possible. We make an earnest effort to absorb as many as we can, but it will not be possible to absorb everyone. If my friend Shri Vittal Rao, is constructing a house of his own, I wonder if he will maintain all the labour at his cost after the completion of the work. If he develops the argument that we should absorb all the labour, I do not think it will be possible in any industry anywhere. Casual labour will continue to remain.

Shri Harish Chandra Mathur: Your process is a continuous process whereas the construction of a house is not a continuous process.

Dr. Krishnaswami (Chingleput): Further, yours is in the public sector.

Shri Jagjivan Ram: Yes, and that will be in the private sector.

About fuel, the Southern Railways have to pay more freight on account of transportation of coal from Bengal-Bihar through coastal shipping. Now that the wagon position has improved, we have decided that the coal should be transported by the railways. Also, after the development of the Central India collieries it will perhaps be advantageous to transport coal from

there to South instead from Bengal or Bihar.

Uniform Committee Report is being considered by the Railway Board. Well, I must admit that I have not devoted any time for it. Now I am going to personally look into it and will expedite it.

In the railway schools we are following the same pattern as is followed by the State Governments concerned in respect of charging fees from students. Regarding the question raised by Shri Vittal Rao, as he is aware, we have referred the matter to the State Government. If he expedites the reply from the State Government, it will help us in taking a decision in the matter.

Then, I was personally very anxious about the second shift in Perambur and for the furnishing unit. As my friend is perhaps aware, I had ordered this furnishing unit in a temporary shed. Now I may inform the House that it has been cleared from the Planning Commission and the foreign exchange has also been found. So, the works are going to be undertaken very soon.

As I have said, many suggestions have been made and I will have all of them examined.

Shri T. B. Vittal Rao: As it is not yet 2.30. Members can take some more time.

Mr. Deputy-Speaker: The Supplementary Demands of the Ministry are sure to be accepted. But the Supplementary Demands of the Members have no likelihood of being accepted.

Shri T. B. Vittal Rao: I want to put a question. Regarding the over-capitalisation of Rs. 100 crores, both the Railway Enquiry Committee and the Railway Convention Committee have recommended that some formula should be evolved to write off that

amount. Now we are in 1959 when we have to appoint another Convention Committee. The interest is inflated because of this.

Shri Jagjivan Ram: At this stage, I will not like to go into the detail of that question, because a second Convention Committee is to come. But I am grateful to my friend for that. It is constantly under our consideration, because that will be to the advantage of the railways.

Mr. Deputy-Speaker: Cut motion Nos. 3, 14, 15, 12, 13, 16, 17 and 18 are the ones that have been moved. I shall now put all those cut motions to the vote of the House.

The cut motions were put and 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, 1959, in respect of the following demands entered in the second column thereof—

Demand Nos. 1, 2, 4, 5, 6, 7, 8, 10, 12, 16, 17, and 19."

The motion was adopted.

Mr. Deputy-Speaker: The House will now take up Private Members' Bills and Resolutions.

14.28 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-SIXTH REPORT.

Sardar A. S. Saigal (Janjgir): I beg to move:

"That this House agrees with the Thirty-sixth Report of the