

and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1960-61 for the purposes of Railways".

The motion was adopted.

Shri Jagjivan Ram: I introduce the Bill.

12.10 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS—RAILWAYS, 1959-60**

Mr. Speaker: The House will now take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1959-60.

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 10,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 28,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Administration'."

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

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,50,13,000 be granted

†Introduced with the recommendation of the President.

** Moved with the recommendation of the President.

to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960 in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 61,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operating Staff'."

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

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,83,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960 in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

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

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,09,13,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 10,89,000 be granted

[Mr. Speaker]

to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 9,67,000 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, 1960, in respect of 'Dividend payable to General Revenues'."

DEMAND No. 19—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 7,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960 in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

The time allotted is one hour. Hon. Members will be brief and state the points they want to raise one after the other.

Shri T. B. Vittal Rao (Khammam):
I beg to move:

Work of Efficiency Bureau of Railway Board

(i) "That the Demand for a supplementary Grant of a sum not exceeding Rs. 10,64,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100." (3)

Delay in the investigations entrusted to the Special Police Establishment

(ii) "That the Demand for a supplementary Grant of a sum not exceeding Rs. 10,64,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100." (4)

Payment of arrears consequent to re-distribution of posts in different cadres notified in 1957—given effect from 1st April, 1956.

(iii) "That the Demand for a supplementary Grant of a sum not exceeding Rs. 28,02,000 in respect of 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (5)

First, I want to say something regarding the new deal that was announced by the Minister as long ago as 10th February, 1957. In that new deal, it was stated that about 1,78,000 of the members of the staff (Class III) were going to be benefited. He gave out the figures: 23,000 Station Masters and Assistant Station Masters, 48,000 office clerks, 15,000 accounts clerks, 24,000 commercial clerks, 5,000 train clerks, 3,000 train examiners, 12,000 ticket collectors and ticket examiners, 3,000 signallers, 40,000 drivers, foremen and guards. I was trying to find out from the reports that have been supplied to us how far it was implemented. I must confess that I was unable to find out from the reports whether these 1,78,000 people were really benefited, meaning thereby whether the implementation of the increase in grades was done in accordance with the announcement. I am unable to give the figures as to how far they have been implemented because I find from Volume II of the Report of the Railway Board not much of increase. The only appreciable increase I was able to find was in the grade of Rs. 100—185, where there was a big increase over the previous year of 1957-58. In others, the increase was

not large. But, I can say from experience this. When Shri Lal Bahadur Shastri was the Minister of Railways, he said that as and when the announcement was made the effect . . .

Mr. Speaker: Order, order. The hon. Member has tabled cut motions 3, 4 and 5. He has referred to them. I want to know how they arise out of Demand No. 2.

Shri T. B. Vittal Rao: Demand No. 4 is also there, Sir. All the Demands are being taken up together.

Mr. Speaker: Cut motions Nos. 3 and 4 do not seem to arise out of Demand No. 2. They relate to work of Efficiency Bureau of the Railway Board and the delay in the investigations entrusted to the Special Police Establishment. How do they arise out of Demand No. 2?

Shri T. B. Vittal Rao: If you refer to page 2 of the memorandum you will find that it states:

"The increase under Miscellaneous Establishments (3.72 lakhs) covers increase under Miscellaneous Special Establishments required for investigation of problems affecting the working of the Railways as a whole."

Mr. Speaker: But what about the Bureau?

Shri T. B. Vittal Rao: This work is being carried out by the Efficiency Bureau.

Mr. Speaker: You mean the Efficiency Bureau of the Railway Board?

Shri T. B. Vittal Rao: It is a section of the Railway Board which carries on this work, Sir.

Mr. Speaker: A general question of principle ought not to be taken up now: it is only work done during the year that can be referred to, particularly, the amount that is spent on it.

Shri T. B. Vittal Rao: That is exactly what I am doing, Sir. I was trying

to tell the House that it was announced that the increase would be made effective from 1st April, 1956. I do not know how far the station masters have benefited. Some stations have been upgraded and the staff working in those stations could have been given the benefit of the higher grade from 1st April, 1956. But, what has been done? In some cases they were given effect to from 1st April, 1957 and in some cases from 1st April, 1958. Neither has officiating allowance been given to the previous men who worked in those stations nor the incumbents who have come in the higher grades been given them with retrospective effect. This is contrary to the assurance given on the floor of the House. I want the hon. Minister to look into this and see that justice is done by implementing the grades from 1st April, 1956.

About the Efficiency Bureau, I was very happy when the hon. Minister announced that the Efficiency Bureau of the Railway Board is undertaking a study of the operational efficiency of the metre gauge system. They have completed the work on the broad gauge system. This study must be completed as expeditiously as possible because the operational efficiency in the metre gauge system has gone down according to their own figures. The metre gauge system constitutes nearly 50 per cent. of the total route mileage and the traffic in this sector is increasing.

I can point out one instance. In one section the iron ore traffic that is coming from Hospet towards Madras, Vizagapatam and Kakinada is increasing considerably. This iron ore traffic has to be improved if we have to earn necessary foreign exchange. How can we move this iron ore from these places where the operational efficiency is at a very low ebb, especially in the Bangalore—Hubli section? If this bottleneck is removed, I think you will be in a position to move more iron ore and export it and earn foreign exchange. It would also mean the utili-

[Shri T. B. Vittal Rao]

sation of the wagon capacity available in our country. ' .

One astonishing thing I found while going through the Report is that nearly 12 million man-days were lost due to the sickness of railwaymen. I tried to calculate it. The incident of sickness comes to about 3 per cent. I know that there are some hospitals and dispensaries opened for the benefit of railwaymen. I know the welfare activities have increased. But I want some study to be conducted on this question of incident of sickness. The treatment that is given to these people in the railway hospitals is not very satisfactory and they take treatment from private doctors paying exorbitant fees. If the treatment is all right at the railway hospital, I do not think they will incur this additional expenditure which, sometimes, come to about Rs. 15 to 20 per month for a railway employee for his family. Something has to be done with regard to this treatment in the railway hospitals.

Secondly, I want to suggest to the hon. Minister that the railway doctors should not be allowed to carry on any private practice. They may be given some extra allowance in lieu of private practice so that they can concentrate on their work in the hospitals. I have also said it during the general discussion on the Railway Budget that the Railway Board should consider the upgrading of these Assistant Surgeons, graduates in medicine, as gazetted officers as has been done in the State services as well as in the Central services.

About the surveys that are being carried out I feel that they are not being carried out very vigorously. I take the case of the Guna—Ujjain railway. One of the reasons that prompted the Planning Commission and the Railway Ministry to take up this project was for moving coal to the western side quickly. But only two days ago I was surprised to learn from the newspapers that not less than 62 cotton mills in Ahmedabad are likely to be

closed down because there is shortage of coal. It is said that the coal supply in some mills is just sufficient only for two days. I do not know how the situation has come about. So, I would like this Guna—Ujjain railway link to be taken up seriously and not as stated in the Budget papers—that it will be completed in 1966. The Government is responsible for the delay in taking up this survey and they will have to make up for the delay and pursue the matter more vigorously and see that we do not get into a situation like the one we are having now. I do not know what reply I will get from Government.

I am told that some cotton mills in Indore are about to be closed down on account of shortage of coal. I have tabled a question and I do not know what reply will be given. It has come as an Unstarred Question only today and I will find out what the answer is. But this situation can be rectified if this additional link is taken up quickly.

Failure to redress the grievances of the railway accounts clerical staff viz., amalgamation of grade I and II.

Shri S. M. Banerjee (Kanpur): I beg to move:

- (i) "That the Demand for a Supplementary Grant of a sum not exceeding Rs. 28,02,000 in respect of 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (1)

Grievances of the operating staff pertaining to the proposed recommendations of the Pay Commission.

- (ii) "That the Demand for a Supplementary Grant of a sum not exceeding Rs. 61,00,000 in respect of 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (2)

Mr. Speaker, Sir, I shall confine myself to Demand Nos. 4, 5 and 6. The

explanatory note given says that this amount is for repairs and maintenance of railway assets, bridges, buildings, etc. The amount shown against the Western Railway is Rs. 12.70 lakhs. I was surprised when my attention was drawn to a Press note which appeared in the *Times of India* and I shall read it for the information of the House: "Misappropriation of Rs. 20 lakhs—rail project.

"Misappropriation of Union Government funds to the extent of Rs. 20 lakhs in the execution of a railway project has been detected by officers of the special police establishment of the Home Ministry, it is learned.

The money was part of the allocation for the Rs. 3 crores project for the doubling of track in the Godhra—Ratlam sector of the Western Railway. According to information available here, investigating officers have asked the Centre for special powers to institute a thorough inquiry. It is learnt that the amount was intended for the payment of wages to illiterate Adivasi workers. The project authorities are alleged to have paid the workers Rs. 75 against the prescribed rate of Rs. 135 per unit of earthwork undertaken on hard surface."

I want to know whether any information exists with the hon. Minister. If a sum of Rs. 20 lakhs could be misappropriated in a project worth Rs. 3 crores, I do not know whether such misappropriation was not going on previously in respect of other projects undertaken earlier. The other day the hon. Minister told us that corruption was a national problem and that he was trying his best to uproot or at least minimise corruption. Was the entire job done by the contractor? Who is the contractor? Was payment made under the supervision of any Government authority or the contractor was given the money to pay whatever he likes? These are questions which arise in this connection.

The other day when I was discussing the cut motions moved by me, I mentioned about the defective sleepers and keys and my purpose in bringing this issue again is that unfortunately I did not get any answer from the hon. Minister. I make a fervent appeal to him and to his sense of justice and impartiality and request him to tell us whether the cast iron sleepers supplied by the Hanuman Foundries were defective or whether the defect was due to the supply of keys and also whether one firm in Kanpur is supplying all these defective keys. I read out that day a letter from the General Manager (Engineering), Northern Railway to the Director General, Supplies and Disposals. That letter was not contradicted by the hon. Minister or any of his Deputies. It reads:

"Subject: Supply of keys steel 7.1/2" long against A/T No. SR-2/19666-E/11 dated 13th September, 1955 by Messrs. Singh Engineering Works Ltd., Kanpur.

Most of the keys supplied against the above mentioned A/T. by Messrs. Singh Engineering Works Ltd., Kanpur have been supplied to various works. Though we are not pursuing the case any further, yet it is considered necessary to point out that the standard of inspection in certain aspects has not been what it should be. It will be agreed that any excessive thickness in the key means less drive in the sleeper jaw. Such keys when newly laid have a tendency to drop out of the sleeper jaw and render the track unsafe."

I am not trying to bring out any scandal or scandalise the Railway Ministry or impute any motive to the hon. Minister or to the members of the Railway Board; I have great respect for them. But suppose this firm has supplied this sort of material and the Engineering section has pointed out this. I want to know whether this firm is given repeated orders and whether any enquiry was made about this. The other day, Sir, you were kind enough to say that a portion of that particular

[Shri S. M. Banerjee]

statement or enquiry report regarding the sleepers may be laid on the Table of the House. A controversy arose whether the entire report could be laid or not and you were very kind enough to consider the matter but you have not been able to give your decision as yet. Even when some statements were made that day, the Members of the House were not at all convinced. I even asked for half-an-hour discussion as I was not convinced about this. There may be nothing wrong in it but then in the larger interests of the country we must know who was supplying such things. Are they not trying to squander our money. Why do they do these things at the cost of our national assets?

I also quoted a letter that day about the accounts staff. There are now two grades—I and II. Various representations were made by them to the Pay Commission and the Railway Minister and they wanted something to be done. It is evident from the papers in my possession that there is no difference in the work done by these two grades of clerks. When the Pay Commission was considering the various aspects of the grievances embodied in the representations of these employees, a letter was written by the Administration to the divisional accounts officers—I quoted that letter on that day—telling them that it was desirable that the work should be differentiated in such a way that the A grade clerks were given relatively more important work. It clearly reveals that they had a weak case and if it went to the Pay Commission and if they tried to evaluate the work performed by A and B grade clerks, there would be absolutely no difference. So, they wanted to differentiate this. This is the most unfair thing on the part of the Railway Ministry to have written such a letter at that time. I am sure the hon. Minister who has a heart which bleeds for the workers will undo this injustice, if it has been done.

There is another cut motion about the various grievances of the operating

staff. I hope he will consider the various recommendations of the Pay Commission which affect the operating staff and consult the representatives of the various federations. He was able to give some recognition to both the federations and I hope he will consult them.

My another question was about the Chittaranjan Locomotive Works. I put a question as to the cost of a Chittaranjan locomotive. It was four lakhs and some thousands. My information is that the overhead charges come to about 2.60 or 2.70 lakhs; the material portion comes to about a few thousands and the direct labour charges come to about Rs. 50,000. That is the proportion between direct and indirect charges. The workers are not getting their due share. The piece work system has been introduced in Chittaranjan Works. That is the system which is an internationally accepted system. The rate is fixed for a job. It is time that the bedaux system, which is old and obsolete system is changed. Are the workers given any extra bonus? What is their basic pay? Take an ordinary workers whose basic pay is Rs. 40—60 or Rs. 60—130. What benefit does he derive out of the piece work earnings? I want these answers.

I hope all these points will be answered. Firstly, about the misappropriation of Rs. 20 lakhs and secondly, about the defective sleepers and key. I have a fear that certain elements in Kanpur are trying to defame the Railway Minister and the Members of the Railway Board by saying that the proprietor of this particular firm, Singh Engineering Works, is related to very high people in the Railway Administration. I want to allay that, I want to counteract that and support the Railway Administration, support the Railway Board Members and support, of all the Members, the hon. Minister for whom I have the greatest regard. I wish the points that I have raised are wrong. My information may be wrong, and in that case I would definitely say that I had incorrect information. But I want that my doubts

may be removed. These are not doubts in my mind only, these doubts are in the minds of 12 lakhs of people in Kanpur. They feel that Messrs. Singh Engineering Works can do whatever they like, and they cannot be brought to book because they are related to somebody. This is a very bad thing, Sir, in the interest of general administration.

Shri Achar (Mangalore): Mr. Speaker, Sir, I just want to bring to the notice of the hon. Minister a particular point relating to Demand No. 9. No doubt, it is a charged amount. I am referring to the amounts paid in satisfaction of decrees of courts and awards of Claims Commissioners.

Mr. Speaker: On what page is it?

Shri Achar: It is on page 14. Paragraph 2 of the explanatory note says:

"The charged portion of the expenditure relates to payments made in satisfaction of decrees of courts and awards of Claims Commissioners in regard to compensation to passengers involved in railway accidents."

The point to which I would like to draw the attention of hon. Minister is of a general nature. I had occasion to write to the hon. Minister very recently about a claim. No doubt, he was very sympathetic and immediately he has investigated into the matter. He has also told me that the claim would be satisfied.

But, as I said, the point that I would like to raise is of a general nature. It often happens that the department of the Government or the concerned Ministry does not look into this matter in time and that results in losses to the Government. Thereby they have not only to pay the amount but the costs also. I will just mention the case of a particular claim about which I recently wrote to the hon. Minister. A certain businessman in Calcutta whose native place is in South Kanara and who was traveling in the train

died in Andhra, and if I am not mistaken at Bezwada or so. He had considerable assets in his hands, cash, jewels and other articles worth, I am told, about Rs. 15,000 or so. That person died there. Of course, the Railway Department took charge of it and safeguarded it. There is no doubt about all that. But this event happened not less than two or two-and-a-half years ago. The widow and children claimed these assets, jewels and all that. Of course, the legal requirements will have to be satisfied; nobody could hand it over immediately without taking care to see that the wife and children were the legal claimants and thus avoiding future claims. The Railway Department has to be satisfied in respect of certain conditions. More than anything else, as we all know, the succession certificate is the most important item. The claimants were asked to obtain a succession certificate. The wife and children obtained a succession certificate not less than about two years ago. I think they obtained a succession certificate about 18 or 20 months back. After that they sent in their claim saying that there was no dispute whatsoever, they had obtained the succession certificate and that the assets may be handed over. One or two items out of these assets were in the Magistrate's Court—I do not know the exact details, they were some jewels or something like that. What happened was, as soon as the succession certificate was produced the Magistrate, at Bezwada, handed over the assets that were in the court's possession to the wife and children of the deceased. Of course, there can be no dispute, we know, about the title once a succession certificate is produced. A succession certificate is title against the whole world. It is a well known fact.

In this case, as I said, the succession certificate was produced and letters after letters were written—of course, the Railway Minister may not know all that—to the General Manager concerned and other people requesting that the jewels and other

[Shri Achar]

articles may be handed over to the claimants. They were not given. Finally, of course, they, naturally, complained to Members of Parliament. As I have already said, I wrote to the hon. Minister. All this took more than a year or so. In the meanwhile a lawyer also sent a registered notice—of course, Government is in a privileged position; no suit can be filed against Government without giving proper notice and all that. In spite of the registered notice, in spite of the succession certificate, neither the amount was paid nor the grievance rectified.

Mr. Speaker: Why did they not write to the Minister?

Shri Achar: Probably they did not know. Later on, I wrote to the hon. Minister. After that he has investigated into the matter. I do not know what exactly is the position today, whether they have satisfied the claim or not. I admit that correspondence and all that takes some time. What I mean to say is, we did complain to the Minister. There are difficulties, I admit. I do not deny that. So far as the Minister is concerned he even talked to me in the lobby and told me that he would look into the matter. I do not exactly know what the position now is; probably, the assets might have been handed over by now.

Mr. Speaker: Hon. Members can always count upon the Ministers, particularly those Ministers who are taking a lot of interest. Whenever they find that a particular case has not been disposed of they can take up the matter with the Minister concerned. Let them wait for a month, thereafter write to the Ministers. Give a reasonable time which will normally be taken. If at the end of that time the case is not disposed of and there is no other remedy left, I am sure the hon. Ministers here will certainly take notice of that if it is brought up to them. Hon. Members themselves can write about such matters.

Shri Achar: As soon as I got intimation I wrote to the Minister. Of course, as I said, the Minister was very sympathetic. He has already looked into the matter. My point is only this. I have had some experience of this matter even before I became a Member of Parliament. On some occasions I have appeared against the Railways also. I only wanted to point out how this is causing loss to Government, not only in the Railway Department but in other departments of Government also.

Mr. Speaker: Is there any practice in the Ministry whereby a report is submitted to the Minister about cases which have been delayed beyond a particular time which they should normally take? I know that in the Works, Housing and Supply Ministry whenever tenders are called for and the lowest tender is not accepted, the reasons are printed. Likewise, a time may be fixed for disposal of claims cases. All cases must be disposed of within that period. There must be an office order to that effect. If some cases are delayed beyond that reasonable time, reasons for delay may be sent to higher authorities so that higher authorities may be kept constantly in touch with such cases. Otherwise, whatever good work is being done, non-disposal of these simple cases detracts from the value of all the good work that is being done.

Shri Achar: After what you have mentioned, Sir, I do not want to take any more time. I only want to point out this aspect of the question. In the case about which I mentioned the succession certificate has been produced. I am sure there cannot be any reason for delay. There is no other point in this case.

The Minister of Railways (Shri Jagjivan Ram): As the hon. Member has pointed out, he wrote to me. I have called for a report. Today I am not in a position to give any details. I myself wonder why it has

taken so much time. He has written to me and I have called for a report. As soon as I receive that report I shall be writing to him.

Shri Achar: As I said, Sir, I have no complaints about the Minister. What I am pointing out is that it causes considerable loss to Government.

Mr. Speaker: What he suggests is that hereafter, hon. Ministers may take pains, look into these matters and see that they are disposed of within a particular time. We are not giving directions to courts. Courts are not under our control. So far as offices are concerned, they have to dispose of cases within a particular time. If they are not able to do so, let them send up a register to superior officers giving their explanations as to why there has been delay in such cases. We are finding it difficult here. Hon. Members are taking us to task every day as to why a Short Notice Question has not been admitted and so on. We know the difficulties. Therefore, we have to prescribe two or three days' time for such things and say that if they are not disposed of they must report to us. Some such method may be followed in the offices. So far as the Railway Minister is concerned, even from the Opposition, there has been a chorus of encomiums heaped upon him. But these small matters, non-disposal of grievances, may stand in the way. Therefore, some effective method will have to be followed.

Shri T. B. Vittal Rao: There is a "chasing Section" in the Railway Board, especially to pursue letters from Members of Parliament. Even then there is delay.

Shri Jagjivan Ram: We have made certain arrangements. We have been emphasising upon the railway administration all these points. We have to get the information from the divisions or the districts. We have been emphasising upon them the necessity for quick disposals of these cases. For

certain cases, we have laid down the periods, saying that these cases should be decided upon within such and such periods. But even in spite of such instructions; there are cases where delays may occur. But we have been emphasising this point.

Shri C. R. Patabhi Raman (Kumbakonam): I myself have been pleading for quite some time—

Mr. Speaker: Let Shri Achar finish his speech.

Shri Achar: I only want to illustrate the position to show how it causes heavy losses to Government. I want to show clearly how exactly it causes considerable loss to the Government. Take, for instance,—

Mr. Speaker: He has said enough about this matter. He should have pursued the matter with the Minister.

Shri Achar: As soon as I came to know of it, I wrote to the Minister. Till now they have not filed a suit.

Mr. Speaker: What is the good of repeating it? There are other hon. Members wishing to speak.

Shri Achar: I was inclined to ask for the details regarding the decrees. Now that the matter is clear, I do not want to pursue it further. I would like to emphasise only one aspect. This happens not only in the railway department but also in the income-tax department. I know of an instance where an income-tax officer and even the appellate tribunal charged income-tax on income from trust property.

Mr. Speaker: The hon. Minister here is the Minister of Railways. He is not the minister in charge of income-tax. There is no point in quoting income-tax points here.

Shri Achar: I am only illustrating how it causes loss to the Government. It is from that point of view that I have been submitting these things. Trust properties, for example, cannot be taxed.

Mr. Speaker: That is not relevant here. The hon. Minister cannot be expected to know everything about income-tax.

Shri Achar: I shall leave it there. I was only pointing out that by such acts, considerable loss is caused to Government. It is not only paying the amount but paying the costs as well. The railway department has to pay the costs also of the other side. Practically, Rs. 10,000 becomes Rs. 15,000.

Mr. Speaker: The hon. Member wants to know why the department should have allowed decrees to be passed against it in the courts of law, and why the department should not settle such matters by itself. That is the point. Shri Achar has finished. Shri C. R. Pattabhi Raman.

Shri C. R. Pattabhi Raman: I do not want to make a speech. I only want to point out one aspect. I myself have appeared against the railway in the Madras High Court. I have found that in most of the cases, the delay is due to the legal department in the railways. I myself have been pleading for quite some time for the appointment of a panel of advocates—there are very good lawyers in each State—for all these Central Government matters. It need not go by some patronage by the local officials of the Railway Ministry. The Chief Justice of the State concerned could advise the Ministry in this matter, and the railways can constitute a panel of lawyers who will advise the railway authorities in regard to such cases. There are efficient young lawyers to take up this work in most of the States. Their talents can be used and a panel of such lawyers can be formed. I have been making this suggestion, often. I have spoken to the hon. Deputy Minister of Railways also about it.

It will be very good to have a panel of lawyers who know about these railway matters. For instance,

in one case in which I appeared in Madras before Justice Rajagopala Ayyangar, an interesting question concerning notice under section 90 was raised. One of the objections taken was—you, Mr. Speaker are an eminent lawyer and I am sure you will appreciate this—that the notice given to the Southern Railway, was not sufficient. The goods passed through the Eastern Railway also. Justice Rajagopala Ayyangar asked, "Are you contending that all these railways are not one unit and that the Southern Railway and the Eastern Railway are separate legal entities? Are you seriously objecting to the notice under section 90 of the Civil Procedure Code being valid"? He indicated that it might involve costs. Fortunately, a leader in the profession appeared and the plea was withdrawn.

I only wanted to give an example. There are competent young lawyers in the States, and they can constitute a panel of lawyers to help the Central Government in such cases. This is not the first time that I make this suggestion. I hope that the hon. Minister will consider it.

Shri Rami Reddy (Cuddapah): I just want to mention about the arrangements for the farmers who travelled in connection with the World Agriculture Fair. Arrangements were made for a special train that was to carry the farmers from different parts of the country to Delhi. The amenities provided in the train were very meagre. The farmers were coming from very remote villages and many of them had not seen a train till they entered the farmers' special which was to carry them to Delhi for the fair. The amenities and the arrangements that had been made for them were very poor and meagre.

Mr. Speaker: How does it arise here, when we are discussing the supplementary demands for grants?

Shri Rami Reddy: Because the demands include an additional expenditure for arranging and

catering for the needs of passenger traffic in excess of the budget anticipations connected with the World Agriculture Fair at Delhi. So I am referring to it. One train was arranged, from Hyderabad to Delhi. It was scheduled to start on the 5th and arrive here on the 7th. But it did not arrive on the 7th morning. It was 26 hours late and it arrived only on the 8th. On the way, it used to stop for several hours at many of the stations. There was no food arrangement there. The farmers suffered for want of food and even for want of drinking water. There was nothing. I myself went to the special train and saw the condition. There were a lot of bugs in the train. I pocketed some bugs and carried them to my room! So, I request that the railway authorities will make decent arrangements with regard to these fairs in future.

Mr. Speaker: The farmers came one day late. They could not have food and so on. There was a lot of complaint. That is what he says.

Shri Rami Reddy: I have also seen some letters addressed to the editors of newspapers about the inadequate arrangements in the railways.

Mr. Speaker: Obviously the staff is not made to feel that all these things should be attended to, and that the reputation must be maintained. I am not talking about the top men. What I mean is the whole rank and file in the railway must feel that they ought not to take advantage of the fact that railways are a monopoly and so on. They must be made to feel that they will lose the custom if they are not catering to the needs as much as is done in private transport services.

Shri Jagjivan Ram: The difficulty on this occasion was that we were called upon to run a very large number of specials. In normal times, we do not have the necessary stocks to run so many specials. We thought that because the World Agriculture Fair was going on here, we could just run as many specials as were demand-

ed though the facilities in them might not be up to the mark.

Mr. Speaker: The impression that they carry is about the bugs and not other good things.

Shri Jagjivan Ram: We had to take up the old coaches also, because there were many demands from more or less every Community Development area for bringing the *kisans* here for the fair. I myself am aware that the arrangements made were meagre, because we did not have kitchens and all those amenities. We had only a limited number but at the same we had to run a very large number of specials.

So far as the other difficulties are concerned, I shall look into them. I receive both kinds of reports. Some of my friends have written to me that the arrangements were very good, and I have also received complaints that the arrangements were poor; and they were put to some avoidable inconvenience. Whenever these complaints come to our notice, we remind our officers to regard the passengers as our patrons.

श्री मणिवेंन पटेल (भानन्द): श्री ही नहीं, जब-जब भ्रमल स्पेशल चलायी जाती हैं तब-तब कई बार यह शिकायत आती है कि वह समय पर नहीं आती, रास्ते में घंटों-घंटों पड़ी रहती है और प्लेटफार्म पर जहां स्टेशन पर उसको ठहराया जाता है वहां उसके लिए काफी इन्तिजाम नहीं होता। मेरा बहुत स्पेशल ट्रेनों का अनुभव है लेकिन यह मेरा ही अनुभव नहीं है। औरों का भी यह अनुभव है।

The Deputy Minister of Railways (Shri Shahnawaz Khan): Sir, Shri Vittal Rao referred to the upgrading scheme. According to the upgrading scheme, 66,516 employees were benefited. Up to date 98 per cent of them have received all their dues and payments to be made to them from 1st April, 1956. Shri Vittal Rao referred

[Shri Shahnawaz Khan]

to certain cases in which people were given this benefit from dates other than 1st April, 1956. Under this scheme, 13 categories were to receive the benefit. Later on, as a result of negotiations with the National Federation of Indian Railwaymen, upgrading in a number of other cases was also sanctioned. This is over and above the categories to which the benefit was given in the first instance. It is in respect of these others that the dates are different from 1st April, 1956. As I said, we are doing our utmost to see that every single employee, who has been benefited by these orders, does receive the actual benefit as early as possible.

Shri Vittal Rao also referred to certain investigations that had been made by the Efficiency Bureau regarding the speeds of goods trains. I am very glad to say that the work of the Railway Board generally and of the Efficiency Bureau in particular has been appreciated, especially where they carried out these investigations into the speeds of broad gauge goods trains. We are very grateful to hon. Members of both Houses who have expressed their appreciation in this regard.

This Efficiency Bureau was created early in 1954 with the object of studying operation, workshops, marshalling yards and other statistics and suggesting ways and means of improving efficiency, for investigating and eliminating outmoded and costly practices and for evolving suitable techniques for efficient measurement in diverse fields of railway operation and management.

Since its inception, the Bureau has undertaken several useful investigations and suggested ways and means of improving performance. Special studies have been made by them on work-load on railways, the problem of break-of-gauge in India, the speeds of goods trains, detention to wagons under or awaiting repairs in sick lines and transportation workshops, and

wagon sample survey. They have made very useful suggestions for rationalising office work and for reducing the desk work of our officers who are engaged in duties of a technical nature. They are doing good work and they deserve to be congratulated.

Shri Vittal Rao made a reference to inadequate arrangements in our railway hospitals. I am really amazed. I have seen various hospitals belonging to almost every other department and I have also visited many railway hospitals. Without casting any aspersions on any other organisation, I have no hesitation in saying that the railway hospitals are among the very best hospitals in the country. I can challenge any statement to the contrary. No other department provides the same amount of amenities and facilities as we provide to railwaymen. I would invite my hon. friend to come with me to one of our railway hospitals. I will be very glad to take him round, if he is suffering from some wrong information given to him.

Mr. Speaker: Before saying 'wrong information', I thought he was going to refer to some disease.

Shri Shahnawaz Khan: Wrong information also causes some psychological disease.

Mr. Speaker: Where there are no other hospitals, are they thrown open to the public also?

Shri Shahnawaz Khan: Railway employees must necessarily have the priority. If it is possible, we do consider it. It was also suggested that the railway medical doctors should not be allowed private practice. That is a point which we are seriously considering.

Shri S. M. Banerjee: The Pay Commission suggested that some private practice allowance should be given. Are you implementing it?

Shri Shahnawaz Khan: That is being considered.

Shri Vittal Rao also suggested that the railway medical officers—assistant surgeons—should be gazetted officers. The chain we have on the railways is Chief Medical Officer, divisional medical officers, under them Assistant Medical Officers and then under them Assistant Surgeons. This category of Assistant Medical Officers does not exist in other departments. The system is peculiar to the railways and we intend sticking to this.

He also referred to the precarious situation of the industry regarding coal. That is a matter of concern to the whole country. We, who are the carriers of coal, are also faced with a similar situation.

Mr. Speaker: Is it on account of want of wagons?

Shri Shahnawaz Khan: It is a question of allotment. This difficulty is there. We are trying to overcome this. We are discussing this matter with the sister Ministry and we hope some solution will be found.

Shri Braj Raj Singh (Ferozabad): What sort of allotment?

Shri Shahnawaz Khan: Allotment of coal by the Coal Commissioner.

Mr. Speaker: There was a committee of this House, when Shri Gadgil was here in charge of collieries. Some complaint was made that the Coal Commissioner was giving equal treatment to private agencies and railways, not giving sufficient coal to the railways, lest the private industry should be disturbed. In the railway collieries, about 4,000 workers were unemployed, because from the pithead coal could not be removed. An *ad-hoc* committee of the Estimates Committee was appointed and it made a report. I do not know exactly the recommendations of that committee. So far as coal for railway purposes is concerned, does the situation remain the same?

Shri Jagjivan Ram: Now the railways do not run their own collieries. They have transferred it to the Steel, Mines and Fuel Ministry and all allotment of coal is made by the Coal Controller. In recent times, there were some difficulties in the railways also. Much to our dislike, we had to requisition wagons going to the private industry, because unless we did that, we would have had to suspend some train services. So, the situation has now.....

Mr. Speaker: Have the coal pit-heads got exhausted or what?

Shri Jagjivan Ram: There was some difficulty at the pit-heads.

Shri Braj Raj Singh: It is very strange. There is a single Government which has got joint responsibility. They are having some difficulties in between themselves—the Railway Ministry and another Ministry.

13 hrs.

Mr. Speaker: Formerly, the collieries were under the Railway Ministry. They were working and getting as much coal as they wanted. Now it is under the control of the Coal Commissioner, who is functioning under a different Ministry. So, they have to stand before another Ministry for allotment.

Shri Jagjivan Ram: Now everything is being ironed out.

Shri Shahnawaz Khan: Then, Shri Banerjee referred to certain reports about misappropriation of funds on the Godhra-Ratlam line. It is true that some reports have been received of over-payments that had been made in the provisional payments to the contractors in the Godhra-Ratlam line. These excess payments are being adjusted in the final bill, and no loss to the railways is anticipated in this particular case.

Shri S. M. Banerjee: I would like to know whether the project is really-

[Shri S. M. Banerjee]

worth Rs. 3 crores, as stated in the press, and whether the misappropriation is to the extent of Rs. 20 lakhs. Thirdly, I want to know whether the Adivasis were paid Rs. 75 instead of Rs. 135.

Shri Shahnawaz Khan: If the hon. Member will permit me to finish, I will give all the information. So far as the Railway Board is aware, the earthwork of Godhra-Ratlam doubling is being carried out with the agency of contractors. There is no information with us whether the contractors are employing Adivasi or some other workers and what they are paying to their own labour. That is not the concern of the railways. We called for tenders and the work was let out to contractors. How do they do the work, through whom do they do it, and how much they pay for the work, it is their show, and railways normally do not go into that. I may say, for the information of the House, that since these allegations were made, we have handed over this particular case to the SPE for investigation. They will go into all aspects and find out whether there is anything wrong anywhere. It is up to them to find out whether there is anything wrong; and if there is anything wrong, the Railway Ministry will not be found wanting in taking strong disciplinary action against the corrupt officers.

Shri S. M. Banerjee: The SPE investigating officer has asked for more powers from the Centre to enquire into this case.

Shri Shahnawaz Khan: He does not have to ask for powers, as they have the fullest powers of investigations.

Shri S. M. Banerjee: He has asked for fuller powers.

Shri Shahnawaz Khan: He has the fullest powers.

Then I come to defective sleepers and defective keys. Regarding the

sleepers, we have laid a full statement on the Table of the House. Now I come to the question of keys.

Shri S. M. Banerjee: I have mentioned sleepers also.

Mr. Speaker: In answer to a question the hon. Minister himself stated that the keys were defective. Was there not a question relating to this—why was it rejected and so on? The reply was, there was some defect in the keys.

Shri Shahnawaz Khan: That was a question relating to sleepers, to which the reply was the keys were falling out; not that the keys were defective. Regarding sleepers, the House is aware of the whole case. By some oversight or mistake, certain officers, who were asked to look into that case, reported that they were defective. Later on, another committee of officers, very high-ranking experts, belonging not to one Ministry but three different Ministries—Ministry of Home, representative of the DGS & D and our Ministry—went into the whole case thoroughly.

Mr. Speaker: Are the sleepers now in use?

Shri Shahnawaz Khan: They have been in use for the last three years. They have always been in use, though so much was made of the so-called defective sleepers—that the railways are conniving with corrupt officials, they are using defective sleepers, and so on. These sleepers have been there in use for the last three years, and we have found nothing wrong with them. Neither has the safety of trains been affected in the least.

Mr. Speaker: How did this trouble arise then?

Shri Shahnawaz Khan: It was based on a wrong report. A report was received that some keys had fallen. Some letter came and people thought that the sleepers were defective.

Mr. Speaker: Have the keys now been restored?

Shri Shahnawaz Khan: The question was whether the keys should go in $2\frac{3}{4}$ " or the keys should go in 1", whether the keys should be hit with a seven-pound hammer, on a four-pound hammer, and so on—minor things.

Mr. Speaker: Nobody is interested in those details, whether it is hit by a big hammer or small hammer. But have the keys fallen out or not?

Shri Shahnawaz Khan: Some have fallen. When there are millions and millions of keys, some are bound to fall out.

Mr. Speaker: So there is nothing special about it?

Shri Supakar: How is it that what was originally wrong was found to be correct and what was originally correct was found to be wrong by the subsequent enquiries?

Shri Shahnawaz Khan: I may make it clear that we have not indulged in any jugglery in this case at all.

Shri S. M. Banerjee: May I ask for one clarification? As you were pleased to remark, a question was asked on the 22nd December, in the last session, to which the answer we received was that information is being collected from Kanpur, which will be laid on the Table of the House. Then I read from a letter of the General Manager, Engineering, Northern Railway.

Shri Shahnawaz Khan: I will clarify that. I am still dealing with the same subject. Regarding this case, a complaint was received by the Northern Railways in May 1956 that the keys supplied by Messrs. Singh Engineering Works Limited, Kanpur, were over-sized, as those keys were found to be thicker than the standard size. The Director-General, Supplies and Disposals, called for a dozen sample keys out of the supply received.

Here I would like to make it quite clear that the orders are placed by the DGS&D. He has got his own organisation for inspecting these things. They were inspected and tested by him, and afterwards they were sent to the railways. Then some keys fell out. As we are very careful about the safety of the track, when reports came that keys fell out, we referred the matter back to the DGS&D, and I would like to read what exactly he has stated:

"No doubt, some keys have been found to be somewhat over-sized by $1\frac{1}{32}$ part of an inch. But, as you are aware, the difference is not beyond the permissible limit."

A certain amount of tolerance is allowed for all those parts that are manufactured, whether it be sleepers or keys.

Mr. Speaker: If they did fit in well, it does not matter.

Shri Shahnawaz Khan: If it is a little smaller, it goes two inches deep; if it is a little thicker, it goes only 1- $\frac{1}{2}$ inches. That is the only difference, though so much is made about it in this House. I am really surprised at it.

Shri S. M. Banerjee: Since I have served in the ordnance factories I know.....

Mr. Speaker: Order, order. I am not going to allow the hon. Member to interrupt like this.

Shri Shahnawaz Khan: The Director-General has stated:

"As you are aware, the difference is not beyond the permissible limit and, under the circumstances, it is requested that the keys in question may please be accepted."

He is the expert who places orders and belongs to another Ministry. His people go and inspect them. He is telling us—"There is nothing wrong

[Shri Shahnawaz Khan]

with these keys. Please use them." Where do the misappropriation, embezzlement and relationship to somebody else, come in? How do the Railways come into this? I am very sorry that this sort of mentality should work anywhere.....

Shri S. M. Banerjee: I know what the relationship is.

Mr. Speaker: There is no good in accusing hon. Members of Parliament or others. One set of your own officers took one view and another set of officers took another view. Hon. Members here are not experts. They can certainly try to find out whether the one report is really true and *bona fide* or whether the subsequent inspection or report is only to cover up the previous one. This will occur in the mind of any hon. Member.

Shri S. M. Banerjee: On a point of personal explanation.

Mr. Speaker: Merely because a complaint is voiced, the hon. Minister should not be emphatic in saying that these people are giving all sorts of things and so on. They are trying to take up only what appeared in the hon. Minister's own department.

Shri S. M. Banerjee: On a point of personal explanation. If this information is required and if you will permit me, I will write out a big note and lay it on the Table of the House. I know what is the relationship. It is an open and prevalent story in Kanpur. I have the highest respect for the hon. Minister.....

Mr. Speaker: Then why does he hesitate? If he knows that there is relationship, let him pass on the information to the hon. Minister.

Shri C. K. Nair (Outer Delhi): I want a clarification. I want to know if a request has been made to accept them in future or whether the past supplies have been accepted. I would like to have a clarification about that.

Shri Shahnawaz Khan: Those that were supplied were to be accepted. For future requirements, if and when they are needed and if their tender is acceptable they will still continue to get the orders.

Shri C. K. Nair: What does it mean? If they are not accepted, do the keys which have been used have to be removed or have they not been used and are to be used now?

Shri Shahnawaz Khan: The question does not arise. They are there for the last three years.

My hon. friend, Shri Banerjee, also referred to the cases of the accounts clerks. As is very well known, there are two grades, Grade I and Grade II. This arrangement is not peculiar only to the Railways. This arrangement exists in other Government Departments and in the civil audit and accounts offices also. Important type of work is given to Grade I clerks and the less important type of work is given to Grade II clerks.

I might also add that under the up-grading scheme from the 1st April, 1956, the number in higher grade was increased. Previously they were having 20 per cent in the higher categories; that was enhanced to 40 per cent. Promotion from Grade II to Grade I is by an examination to ensure a high standard of efficiency. Clerks, who qualify in Appendix II(A) examination for promotion from Grade II to Grade I, receive a higher starting salary of Rs. 100 in the grade of Rs. 80-220. That is the arrangement, and the Public Accounts Committee of this hon. House approved of this arrangement.

He also referred to the operating staff and the recommendations of the Pay Commission. The hon. Minister, in his speech in this House, made it quite clear that we will consult the Federations regarding the PTOs and passers..... (*Interruption*). Before we take decisions on these aspects we will hold consultation with them.

My hon. friend, Shri Achar, referred to a case. A welfare inspector has been specially deputed to go and make delivery to the dependents.

Then my hon. friend, Shri Reddy, referred to the poor arrangements that were made for the farmers who came to see the World Agriculture Fair. The House is aware of the strain under which the Railways are working. This was a particularly busy time of the year when we were straining to run as many goods trains as possible. Consistent with that situation and at the request of the hon. Minister, who organised this World Agriculture Fair, and knowing the interest of the *kisans* to visit this Fair, we made special arrangements. I think we ran over 50 special trains for the *kisans*. I am sorry that there were delays sometimes on the way. Many of these *kisans* came from very distant places. Some, I think, even came from Kerala, Madras and Andhra. We tried to make as good arrangements as possible. But there were so many crossings on the way. Some trains were delayed. I am sorry to hear that. But we did make special arrangements to ensure that for every train that arrived in Delhi, even if it arrived ten hours late, people were given ten hours extra stay in Delhi.

I hope I have made myself very clear. Although the *kisans* may have arrived a few hours late, they were allowed to remain in Delhi for extra time.

Mr. Speaker: Sometimes it was extended by a day also.

Shri Shahnawas Khan: Yes. When people wanted extensions, we extended it. If, in spite of that, there was some inconvenience to anybody, all I can say is that I am very sorry. We are trying, and we will continue to do our best.

Mr. Speaker: Is it necessary to put any of the cut motions to the vote of the House?

Shri T. B. Vittal Rao: I withdraw my cut motions.

The cut motions were, by leave, withdrawn.

Shri S. M. Banerjee: I also withdraw my cut motions.

The cut motions were, by leave, withdrawn.

Mr. Speaker: I will put all the Demands together to the vote of the House. 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, 1960, in respect of the following demands entered in the second column thereof—

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

The motion was adopted.

13-18 hrs.

**DELHI LAND HOLDINGS
 (CEILING) BILL—contd.**

Mr. Speaker: The House will now take up further consideration of the following motion moved by Shrimati Violet Alva on the 24th February, 1960, namely:—

"That the Bill to provide for the imposition of a ceiling on land holdings in the Union territory of Delhi and for matters connected therewith, as reported by the Joint Committee, be taken into consideration."

The time allotted for this was three hours. The time already taken is 1 hour 37 minutes. The balance available is 1 hour 23 minutes. Shri Naval Prabhakar may kindly continue his speech.

Shri Braj Raj Singh (Firozabad): I wanted one information the other day. The hon. Minister said that he will give the information.