

12.25½ hrs.

BUSINESS OF THE HOUSE

Shri Asoka Mehta (Muzaffarpur): Sir, on a point of information. When are we adjourning today?

Mr. Deputy-Speaker: I will inform the hon. Members when the hon. Minister for Parliamentary Affairs comes. I think it may be at about 4.15 or so. Though I know that the House may adjourn early I cannot say the exact time now.

Shri Rameshwar Sahu (Darbhanga—Reserved—Sch. Castes): It is at 5 o'clock.

Shri Asoka Mehta: There is a meeting over which the President of the Republic is presiding; it is at 5 o'clock.

Shri Vajpayee (Balrampur): We should adjourn by 4.30.

Mr. Deputy-Speaker: I will just inform the House after satisfying myself and knowing the convenience of the others also.

Shri Surendranath Dwivedy (Kendrapara): What is the time left?

Mr. Deputy-Speaker: The balance left is only 15 minutes. So, when Shri D. C. Sharma finishes his speech, we will find out how many there are more who want to speak and if extension of time is needed the House may give it.

Shri Surendranath Dwivedy: It was decided that the Orissa Proclamation and the Supplementary Budget of Orissa would be taken up today. We have arranged our programmes accordingly in consultation with the Minister of Parliamentary Affairs. Five hours have been given to the Proclamation and one hour for the Supplementary Demands.

Mr. Deputy-Speaker: That time would be given to these items surely but after the earlier item is concluded.

12.28 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1960-61—
Contd.

Mr. Deputy-Speaker: The House will now take up further discussion and voting on Supplementary Demands for Grants in respect of the Budget (Railways), 1960-61. Shri D. C. Sharma who was in possession of the floor may continue his speech.

Shri D. C. Sharma (Gurdaspur): Sir, I was speaking on Demand No. 13. I welcome the Demand because it relates to labour welfare but I would like to suggest that too many items are clubbed together under this item and they should be categorised in a different way. There are some items which relate to Education, some relating to health, some relating to the good of the travelling public. There are all kinds of items and they have been lumped together under labour welfare. There should be separation of these items under well-defined categories and we should know the break-up of the amount allotted for these items under different categories. These items are very useful so far as amenities are concerned but I do not know why only four Railways have been taken into account. Do I take it that so far as the other Railways are concerned, they are well provided with all these amenities and they do not need any extra expenditure in that field. I say this because I feel that so far as amenities are concerned, they should be spread evenly over all the different railways in terms of their capital fund and other things.

I want to make a few observations on Demand No. 17. Demand No. 17 is a very basic demand and deals with some of the fundamental aspects of the Railways as a utility service. Now, I do not know how this Demand is going to be in conformity with the needs of the Railways and why it has been decided that this Demand should be to the tune of about Rs. 9 crores. What are those track renewals about which the Railway Ministry were

[Shri D. C. Sharma]

thinking, after the original budget was passed? What are those structural works about which the Railway Ministry was not aware when the annual budget was passed? What are those bridges which have been waiting so long to be constructed? Why could they not be taken up earlier? I would say that these things are the fundamental needs of the railways, namely, the track renewal, structural works, bridges, etc. Unless they are in top gear, I do not think that the railways will run smoothly. Therefore, we have got to be fully prepared in advance so far as these things are concerned. I am afraid the Railway Ministry has not shown any watchfulness so far as this demand is concerned.

As regards rolling-stock, I do not know what the position of the Railway Ministry is. But everyday, in the papers, I read about the movement of coal. I know a sub-committee of the Cabinet has been appointed now to go into that question. Even today, I read in *The Hindustan Times* a despatch from its Bombay correspondent saying that many factories were closing down in Gujarat and other places because they are not getting the required amount of coal. I find the same story in Punjab. Of course, there are no very big factories in Punjab, but then there are small factories which are closing down because the coal is not moved there. I think this story is repeated in other parts of India too. This is the case in West Bengal and some other States. I think wagon movement involves three problems. First of all, wagon movement means that they must have sufficient numbers of wagons. So far as I know, the Government do not have sufficient number of wagons to move the required quantity of coal. Secondly, it involves also the question of framing the time-table of the railways. I feel that the railway time-table, so far as wagon movement is concerned, has never been done on a scientific basis. It has been a hit

and miss affair. Wagons movement has been done in the most cursory fashion. I know that when Shri Lal Bahadur Shastri was the Minister of Railways he said that they were going to have express goods trains and that some of these trains would be so fast as to leave even the express passengers trains behind. We were all very happy when we heard it, but he subsequently took charge of some other Ministry. I want to know what has happened so far as the movement of wagon is concerned, especially in the field of supply of coal. Coal is the most essential commodity for keeping our industries in good health. I find that not much has been done in that respect.

Mr. Deputy-Speaker: I would request the hon. Member to be brief. There was only one hour allotted for this item, and the hon. Member has taken about the half the time himself.

Shri D. C. Sharma: I may submit very respectfully that we have been saving some time on some other Bills about which nobody spoke, and therefore, the hon. Speaker was generous to point out that we must all take interest in these subjects. I shall conclude in two minutes.

There is an item called plant and machinery and it deals with supply and delivery. Again, it shows lack of co-ordination between the Railway Ministry and those agencies which supply us the plant and machinery. I think we are living in a scientific age when we can predict, correct to the day or at least month, what is going to happen and how we are going to get one thing or the other in respect of our requirements. I do not know whether the Railway Ministry is able to forestall its needs and also to establish some kind of link between the suppliers so that the needs could be met and the required material could arrive at a particular time. Delayed arrivals are the result of delayed placing of orders and both

these delays are working to the disadvantage of the railways. I do not want to use harsh words, except to say that these delays are working to the disadvantage of the railways. With these remarks, I submit that these supplementary demands should be approved.

Mr. Deputy-Speaker: Shri S. M. Banerjee. He should be very brief.

Shri S. M. Banerjee (Kanpur): I would not take more than seven to eight minutes. I shall confine myself to Demand Nos. 6, 17 and 18. In Demand No. 6, it is stated as follows:

"The gross increase of 41.36 lakhs anticipated in the revised estimate over the budget grant (Voted) of 74.75 lakhs (about 0.55 per cent increase) chiefly consists of increase under payments arising from the refixation of pay of staff, in the 'authorised scales' adopted on the recommendations of the Pay Commission, including arrears for 1959-60 from 1st July, 1959."

The Deputy Minister of Railways (Shri Shahnawaz Khan): To cut short the discussion, I may point out that this demand has been substantially withdrawn.

Shri S. M. Banerjee: Demand 6 or Demand 14?

Shri Shahnawaz Khan: Demand No. 6. Only Rs. 6,000 is left. The rest has been withdrawn.

Mr. Deputy-Speaker: The charged portion is left out. The other is withdrawn.

Shri S. M. Banerjee: Then I need not go into it in detail. I am not dealing with the Pay Commission's recommendations. I thought that the Minister got the impression that I was going to bring in the question of the Pay Commission's recommendations. That is not my idea. I only want to make this point. At the time of refixation of pay of many categories of employees, they could not possibly

discuss the entire thing. This is not also the occasion or the forum for discussing the pay Commission's scale and the question of refixation. The Prime Minister, during the strike of the Central Government employees, stated that he did not mind if the report submitted by the Pay Commission was discussed within the four corners of the Pay Commission's terms of reference. He never wanted anything to be discussed which was outside the scope of the Pay Commission. So, I would request the hon. Minister to see that the employees' representatives are allowed to discuss the Pay Commission's report, especially the refixation of pay in the case of all employees.

Then I come to Demand No. 17 which deals with the question of renewal of track. During the course of my speech in the debate on the railway budget, I mentioned something about the supply of cast-iron sleepers by a certain firm of Calcutta. My information is, previously, during the years 1950 to 1953, Messrs Burn & Co. of Howrah, a concern which is run by Sir Biren Mukerjee, were the monopoly suppliers. Actually, they monopolised the supply of cast-iron sleepers for the Central Railway and other railways. Recently, it was brought to the notice of the authorities that at the time of renewal of tracks, it was found that the cast-iron sleepers supplied by Messrs Burn & Co. of Howrah had completely gone out of order and that they could not be used again, though the minimum life of cast-iron sleepers, according to the technical advice given to me—it may be wrong, and I am speaking subject to correction—should be 40 years. If this information is correct, and if all these cast-iron sleepers supplied by Messrs Burn & Co. during the years 1950-51, 1951-52 and 1952-53 had gone completely waste and could not be replaced or again used in the renewal of tracks, I would request the Minister to see that an enquiry is made into the supply of cast-iron sleepers.

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The second point is this. A certain firm in Calcutta—I do not want to name them—are supplying cast-iron sleepers. In an investigation which was made recently about the supply, it was found that the sleepers were under-weight. For cast-iron sleepers, the maximum tolerance which is allowed is five per cent. If it is lower or higher, it will endanger the lives of the passengers and also entail loss of national property. So, I want to know whether any inquiry has been instituted against the firms who have supplied under-weight cast-iron sleepers and if not, what is going to be the attitude of the Railway Ministry.

Regarding Demand No. 18 about passenger amenities, I must say that with the introduction of sleeping berths in almost all the important trains, some relief has been given to the third class passengers. But it is necessary to avoid this three-tier system. It is horrible. It is something strange and as Shri Braj Raj Singh pointed out when we were discussing the railway budget last year, these particular coaches were made for *gorkhas* who are shorter than us and supplied to the Nepal Government. Ultimately we had to become ourselves *gorkhas* and travel in these trains. I would only request the Railway Ministry to remove the three-tier system and introduce two-tier system, so that people can conveniently travel.

Shri Aurobindo Ghosal (Uluberia): Mr. Deputy-Speaker, Sir, I would like to draw the attention of the hon. Minister to two cut motions, Nos. 7 and 8.

Mr. Deputy-Speaker: These two cut motions have already been ruled out of order. They are extraneous to the subject-matter that we have got in the supplementary demands. If he has anything to speak on the demands, he might do so.

Shri Aurobindo Ghosal: All right, Sir. I would like to submit that the

practice of coming to the House for huge amounts by way of supplementary demands should be discouraged. It was observed by the hon. Speaker also previously that Government should not come for taking huge amounts through supplementary demands, and they should be subject to check by auditors. There are some items in the supplementary grants for which sufficient provision should have been made in the main budget itself. But we find that only a nominal or notional amount is taken in the main budget. This has also been commented upon several times by the Public Accounts Committee, who have said that this sort of practice should be avoided.

Coming to the quality of coal, there have been complaints from drivers that due to the bad quality of coal supplied to the railways, they cannot increase the speed of the trains. For the suburban trains, previously in 1950 for 8 miles, the running time was 24 minutes. Now in 1961 when people are talking of space travel, the running time has been increased from 24 to 36 minutes for 8 miles! This is due to the supply of bad type of coal. Most of the suburban trains run without lights because the batteries cannot be charged due to the bad type of coal.

It is a daily occurrence for an engine to go out of order. Bad type of engines and rejected engines are put in local trains. Sometimes even the mail trains and passenger trains are also fitted with bad type of engines. The engines generally go out of order in suburban trains. This is a daily occurrence and this creates a very acrimonious attitude between the passengers and the railway staff. Therefore, I would urge that good quality coal should be supplied.

Consumption of coal is gradually increasing. As suggested by some other hon. Members also, a sort of incentive should be given to the drivers for saving coal, because we

find that most of the engine drivers give half-burnt coal to the public and because of that much coal is wasted. I would request the hon. Minister to consider this matter and give good type of coal to the railwaymen.

Lastly, there is an amenities committee of the passengers, but we do not know what sort of amenities they give. I am also a member of the amenities committee, but when we attend the meeting, the railway authorities give a list of items which they want to add and the money to be spent on them. No suggestion is taken from any member of the committee. This is going on from year to year. I want that suggestions should be invited from the members of the amenities committee and those suggestions should be taken into consideration, so that public grievances can be also ventilated in those committees and some remedies can be obtained from the railways.

Shri Indrajit Gupta (Calcutta—South--West): Mr. Deputy-Speaker, Sir, I am only raising a few points in regard to Demand No. 13—Open Line Works (Revenue)—Labour Welfare. I want to draw the attention of the Railway Ministry particularly to the state of affairs prevailing at Kharagpur, with regard to the condition of the railway staff quarters. This is very important, because Kharagpur, as everyone knows, has the biggest and most important and strategic railway workshops on the South-eastern Railway; serving, for example, the steel plants in Bhilai, Jamshedpur, etc.

Innumerable representatives have been made for a long time about the condition of the quarters. Some of these quarters were built about 80 years ago and they are very old. Some of them had been condemned and declared unfit for human habitation. But far from those condemned quarters being demolished and new ones constructed, the rents of these condemned quarters have been recently increased. This is one thing I would bring to the attention of the Railway

Ministry and something requires to be done urgently.

The staff quarters which are situated in the Nimpura and Mathurakali areas of Kharagpur do not have adequate water-supply. Constant complaints have been made about the supply of adequate water in these quarters. Especially when the summer season is approaching, at some places there is not even one water tap for 500 or 600 people. In spite of numerous petitions, nothing has been done.

There is the unfortunate question about the burial ground which the Muslims use and the burning ghats which the Hindus use in Kharagpur. These have been reduced to a state of affairs in which they are practically unusable now. We have seen with our own eyes beggars and all sorts of stray animals establishing themselves in the burial ground. It is in a state of complete disrepair and so dirty that it is not possible for the Muslims to use it. As for the burning ghats, some constructions have broken down practically and their condition is also very bad. The proper repair and maintenance of the burial ground and the burning ghats is the responsibility of the railway administration and I hope they will probably look into it.

The last point I wish particularly to refer to is the question of the welfare of the apprentices. In Kharagpur and similar other workshops of eastern railway at Kanchrapara and Chittaranjan many of the apprentices have completed their five years of apprentice course training satisfactorily, but neither are they absorbed into permanent employment, nor, in many cases, have they been provided with apprentice course training certificates, to which they are entitled. I do not know why this has happened. I wrote to the Railway Ministry in the matter but still I did not receive any satisfactory reply. A large number of these apprentices have completed their courses satisfactorily. They

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had also, as required by the regulations, deposited a certain amount of money as deposit. But neither did they get refund of that money nor did they get the apprentice training certificates, nor are they absorbed into permanent employment. Where these youngmen are now supposed to go, I do not know. I submit this whole question requires to be looked into very urgently.

Shri Shahnawaz Khan: I would like, first of all, to take up some of the important points raised by Professor Sharma who, unfortunately, is not present in the House. He and certain other members raised the very important issue that there is no need for asking for supplementary demands if the budget is properly thought of. The supplementary demands are a common feature of both the general budget as well as the railway budget. Before I explain the matter in detail I would like very briefly to give some figures. Out of a total budget of Rs. 948.20 crores, the supplementary demands are of the order of Rs. 51.98 crores, that is to say, a little over 5 per cent. So, these are not very excessive. Incidentally, these supplementary demands are in respect of items and developments which are post-budget. That is why we had to ask for supplementary demands. In the railway budget, as in the general budget, supplementary demands are presented year after year to cover post-budget developments which could not be foreseen at the time of the budget. My hon. friend, Shri Ghosal also referred to this point.

If Shri Sharma had noted the introductory observations that were made in moving the supplementary demands he would have appreciated that the supplementary demands in the case of revenue expenditure other than works are chiefly under Demand Nos. 7 and 8, apart from relatively small additional provision under Demand No. 2. The expenditure on both demand Nos. 7 and 8 was affected by increase in coal prices on two occa-

sions and the recent coal labour welfare cess fund. So, these could not be foreseen at that time.

Demand No. 8 includes the cost of electricity generated in power houses which again is affected by coal prices. On page 3 of the introductory remarks in the printed booklet of supplementary demands it has been explained that in spite of additional provisions required under some of the ordinary working expenses there would actually be some saving from the original net grant if all the revenue grants are taken together.

As regards supplementary demands under the Works grant Nos. 13, 15, 16, 17 and 18, the position has been clarified in the introductory remarks in the printed booklet on the supplementary demands for railways for 1960-61 presented to the House on 15th February 1961. It will be seen from these introductory remarks that the additional provisions asked for under these demands, though amounting to Rs. 47.06 crores in the gross, involve only a net additional expenditure of less than Rs. 15 crores. It is also explained in the introductory remarks that even at the budget stage a reduction of about Rs. 15 crores was initially made in consultation with the Ministry of Finance. What is now proposed is merely a restoration of the original reduction in the demand, and that restoration has been fixed in consultation with the Ministry of Finance. I might add that fixing the original grant at a lower level was done expressly at the recommendation of the Public Accounts Committee in their 21st Report so as to reduce over-budgeting. It is also explained on page 26 of the explanatory memorandum on the railway budget that the procedure for lower initial grant enables further increase being regulated strictly, as considered necessary with reference to requirements of procurement as works nature.

Then, my hon. friend, Shri Sharma—fortunately for me, he has now come back—referred to the withdrawal of

(Railways)

certain supplementary demands and said there was loose budgeting and budgeting in a hurry by the railways and he could not understand that. I was expecting to receive some commendation from him for withdrawing these demands because the withdrawal of these demands just shows how careful the Railway Ministry is in making demands from Parliament.

Dr. M. S. Aney (Nagpur): It cuts bothways.

Shri Shah Nawaz Khan: If my hon. friend turns his attention to the last page of the printed booklet which has already been offered to him, he would notice that the booklet was printed on 9th February. The supplementary demands were compiled in January with reference to the figures available up to the end of December and there is nothing unusual on a further assessment being made as a result of two further months' results reported by railways reflecting the effect of continued measures of control over the expenditure. That is the reason why we withdrew some of these demands and I hope my hon. friend would appreciate it.

Shri D. C. Sharma: I do not.

Shri Shah Nawaz Khan: I am sorry for that.

Then, my hon. friend, Shri T. B. Vittal Rao spoke about the railway signal workshop at Secunderabad. He said there were a very large number of casual workers still working in that workshop. Prior to 1956 that workshop was purely a repair workshop. Later on it was decided to convert it into a fullfledged production workshop. High targets were fixed; we fixed a production target of 50 lakhs annually at the end of the Second Plan and we had to engage a large number of casual workers to cope with that expansion. The position is that the number of casual labourers now working in Mettugudda workshop is about 500. Out of these 9 who have completed six months of completed service have already been accorded temporary status. Most of

the remaining casual labourers will be completing six months of continuous service during the next four months and will become entitled to temporary status. So, I hope conditions will improve very substantially.

13 hrs.

Shri Vittal Rao also referred to the absolute necessity for conserving coal and for making the most economic use of it. Shri Ghosal and some other friends also referred to this very important matter. We are seized of this problem. As the House is aware, we had appointed a high-power committee of experts to go into this matter. They have gone into it very thoroughly and they have made certain recommendations which we are implementing. We are fixing trip ratios on the basis of properly conducted trials from time to time. Proper training is also being given to the running staff and we are insisting on better maintenance. Shri Ghosal said that some of the drivers gave away burnt coal to outsiders. That is a very regrettable action and that is against all existing rules and regulations. If he would kindly let me know the people who do it, I shall take proper action against such people.

Shri Aurobindo Ghosal: In all the siding lines.

Shri Shah Nawaz Khan: We have also set up an inspection organisation. Several hon. Members have referred to the necessity for railways to inspect the coal properly and to avoid using low grade coal which is affecting the speeds of trains. No one is feeling this pinch more than we are. The difficulty is that the best quality of coal which used to be available to the railways at one time is now going to the steel plants and we are forced to use coal which is of a low grade. But we have set up an inspection organisation and that organisation will be starting work in Karanpura and Bokaro coalfields and we hope that things would improve.

Several hon. Members also referred to the necessity of setting up of washeries. An ad hoc committee

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was appointed by the Ministry of Steel, Mines and Fuel. This Committee had recommended the setting up of washeries at Karanpura, Raniganj, Anuppur and Singaraoli and later at Junardeo and Singareni coalfields. Their report is under the examination of the Ministry of Steel, Mines and Fuel and I hope a decision shall be taken very soon.

Shri Bimal Ghose (Barrackpore): May I ask the hon. Minister whether his attention has been drawn to a statement made by the Minister of Steel, Mines and Fuel that the railways may not use washed non-cocking coal as the prices may be uneconomic, and, therefore, there was no immediate prospect of starting a washery.

Shri Shah Nawaz Khan: The Committee has submitted its recommendations and they are receiving the very serious attention of the Ministry. I can assure the hon. Member that the Railways are very keen that the type of coal that they get should be good quality coal.

Shri Bimal Ghose: The washeries are not coming up.

Shri Shah Nawaz Khan: Shri Vittal Rao and some other hon. Members referred to the losses that were being incurred by the Southern Railway by way of carrying coal by ships rather than by train. The reason for doing that has been explained more than once by the hon. Minister for Railways on the floor of the House. We do wish to encourage the industrial development of our country and it is in order to help the industries in the South that the railways have been incurring this loss. The position is that on the Southern Railway the total requirements of coal is of the order of a little over 3 million tons of which about 50 per cent comes from Bihar and Bengal coalfields. That is selected A and B grades. Grade one coal which forms another 50 per cent would be available from Singareni and Talcher coalfields. We hope that by the end of the Third Plan the railways would be able to

cope with all their requirements from Singareni and Talcher coalfields and for selected A and B grades that would still have to come from Bengal and Bihar coalfields. We hope that by the end of the Third Plan we shall be in a position to carry all our coal by rail.

Shri Vittal Rao also made a reference to the report of the Railway Uniforms Committee and the delay there had been in taking action on the recommendations of that committee. The Committee had submitted its report in August 1957. It was a purely departmental committee and the implementation of the recommendations of the committee would involve very heavy financial commitments. As the House is aware, during the particular period through which we are passing we have been trying to effect economies on all fronts. Nevertheless this report has been considered and I hope before long we shall be able to implement it. He referred to the inordinate delay in the supply of *kambals*. *Kambals* are supplied on the the Central Railway once every three years and not every year as he thought. Those supplies are being made.

Shri S. M. Banerjee: What about office peons getting uniforms? They get their winter uniforms in summer.

Mr. Deputy-Speaker: In order that they may use it for the next winter; they give it in advance.

Shri Shah Nawaz Khan: Shri Vittal Rao also wanted to know whether the railways were responsible for supplying steel to the private wagon manufacturers. The position is that private wagon manufacturers are primarily responsible for making arrangements for procuring steel through the Controller of Iron and Steel. But sometimes when there is inordinate delay and the Controller of Steel is not able to meet their requirements, the Railways are asked to supply this and help them. Through our resources

we try and procure steel and whenever we are in a position to help the private manufacturers we do supply steel to them.

More than one hon. Member has referred to the heavy demand of about Rs. 33 crores under Demand No. 16. That is mainly on account of imported steel. As the House is aware, there was shortage of good quality steel almost all over the world and the Railway Ministry took upon themselves the task of procuring steel themselves rather than leave it to another agency. It is because supplies were available we procured steel and the procurement was better than even what we anticipated. That is why we had to make this demand.

Several hon. Members have referred to track renewals also. They were in arrears because steel was not available. As more steel became available we tried to set up track renewals. That is responsible for the increased demand under that head.

Shri Vittal Rao also referred to the work that is being done by the railway research organisation. He wanted to know specifically whether we had done anything to go into the riding quality of coaches. That is a subject which has been gone into very thoroughly by the railway research organisation. Action is being taken in the light of experiments conducted by them to make travel more comfortable on our railways.

Regarding BOX wagons there was some difficulty because there was shortage of steel. We have started manufacturing BOX wagons in the country because we found that with the existing line capacity that was the only way to cope with the increased bulk traffic in coal and iron ore. We have placed orders for 9,687 wagons out of which 1,700 wagons have been received up to the end of February, that is, approximately 200 wagons every month, and we are going to step it up to 300 wagons every month by July 1981.

Railway workshops have also undertaken to manufacture these wagons.

Then, Shri D. C. Sharma made a surprising revelation in the House that the standard of sports in the railways was going down. I think everybody in the country knows of the interest that the railways have been taking in sport. Our hockey team was national champion for three years running. Last year we were runners-up and this year I hope we will be national champion again.

Our football players too have been doing very well. Not only of one railway but of several railways our football teams are amongst the best in the country.

Shri S. M. Banerjee: What about cricket?

Shri Shahnawaz Khan: The railway cricketers have also been doing very well. We have a coaching scheme. We look around and employed the best possible coach in the whole country. Lala Amarnath, whose name is known to everybody, is training young railway cricketers who are coming up. This year they had the pride of beating the Services cricket team.

In athletics, our athletes had been doing very well, not only in this country but even abroad. To the last Indian contingent that went to take part in the World Olympics at Rome the railways supplied 15 men and some women too. So, I am afraid, he is wrong when he says.....

Shri D. C. Sharma: If he had listened to my speech carefully, he would have noticed that I did not refer to the professional aspect of sport; I referred to the recreational and other aspects of sport. You may produce champions in sports, but still sports may not be in a very healthy condition.

Shri Shahnawaz Khan: It is not a question of producing champions. Sports in the railways is very broad-based and the best players come from amongst the great mass who take part in athletics. For his information I

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would like to tell him that Miss Arati Saha (now Mrs. Gupta) who is the first Asian lady to swim across the English Channel also belongs to the railways.

Shri T. B. Vittal Rao: (Khammam): Why did Nari Contractor leave the railways?

Shri Shahnawaz Khan: They have got many other Nari Contractors..... Then Shrimati Ila Palchoudhuri made some reference to the harassment of lady ticket collectors at Howrah. The fact is that there has been no harassment. There are 28 lady ticket collectors at Howrah. When this complaint was received, we had a thorough enquiry made into the matter. We deputed a senior scale officer to go into it and every single lady ticket collector was examined.

Shri Chintamani Panigrahi (Puri): The lady ticket collectors were harassed or they harassed others?

Shri Shahnawaz Khan: The complaint was that lady ticket collectors were being harassed.

Mr. Deputy-Speaker: This was a complaint by a lady hon. Member. Therefore it could be understood.

Shri Shahnawaz Khan: But this could not be substantiated. The only harassment suffered by them, if you can call it harassment, was that they were being asked to wear their uniforms properly and to do their duty properly and conscientiously. This was the only harassment that could be proved. So, this allegation is absolutely false. This is a very minor thing.

Shri Sharma said that some factories were closing down due to shortage of coal. The position regarding coal has been fully explained by the hon. Minister in his speech the other day and I would not like to go into it again. But our information is that although the position regarding coal is difficult, no factory has closed down. If we would give me any

specific instance of a factory which has closed down, we shall try.....

Shri D. C. Sharma: There is an article in the *Hindustan Times* today written by the Bombay correspondent of the paper.....

Shri Shahnawaz Khan: I would like to have the list.

Mr. Deputy-Speaker: He does not require those instance just at present.

Shri Shahnawaz Khan: He may give me the list.

Then, he said that Shri Lal Bahadur Shastri had promised to run express goods trains. The Railway Ministry has fully honoured that promise. We are running express goods trains and quick transit services on all railways which, I may say for his information, are proving very popular in the whole country.

Then, he said that there was some delay in placing orders and that delayed orders were responsible for delayed deliveries. Sometimes the deliveries are delayed because of factors beyond our control. One instance I would like to give him in this connection. We had placed orders for electric locomotives from Japan. When they were being tested, some defect was discovered. Because we insisted on the defect being put right, delivery was delayed for some time. There are reasons beyond our control.

Shri S. M. Banerjee referred to cast iron sleepers supplied by Burn & Co. and the supply of underweight sleepers by certain firms in Calcutta. Inspection of the sleepers is the responsibility of the organisation of the Director General of Supplies and Disposal. All the sleepers are inspected by his organisation. When they come to the Railways, we put them through another check and if anything comes to our notice that it is not up to standard, we certainly take up that matter. So far, this has not come to our notice. If he would

supply more details, we shall be very happy to look into this matter.

More than one Member referred to the three-tier coach. I admit that in the previous three-tier arrangement the arrangement was difficult, particularly on the topmost tier. But, the newly produced three-tier coaches are very comfortable. Even I could go up the top-most tier. I have tried it myself. They are quite comfortable. I only request the hon. Members to look at the new three-tier coaches that have been put into service. These are quite comfortable. These are not made for Gurkha standards, but for Punjab standards.

(**Shri Raghunath Singh** (Varanasi): Can you sleep in the metre-gauge sleepers—so narrow, 1½ feet.)

Shri Shahnawaz Khan: They are quite good; the new ones are good.

Shri D. C. Sharma: If you are quite comfortable, no one can be uncomfortable.

Shri Chandra Shankar (Broach): These old coaches are still used in Janata Express. I am travelling by the Janata Express. It is very difficult to sleep in old three tier coaches—on the top most tier. I have tried and I could not sleep on it.

Shri Shahnawaz Khan: That may be the old type. The new three-tier coaches are comfortable.

Shri S. M. Banerjee: My objection was, you cannot sit. After 9 o'clock if you want to sit, you cannot sit.

Mr. Deputy-Speaker: They are for sleeping and not for sitting.

Shri S. M. Banerjee: Not even in day time; you can't sit.

Shri Shahnawaz Khan: That is an amenity. The third-class fares, as you know, in our Railways are possibly the lowest in the whole world. These amenities we are trying to give and I submit that it is being amply fulfilled.

Shri Indrajit Gupta referred to the poor condition of staff quarters in Kharagpur. I have myself seen the staff quarters in Kharagpur. I quite agree that the condition of some of them is deplorable. We are putting up new staff quarters as quickly as we can. There is acute shortage of staff quarters all over the Railways. The question is whether we should pull down those quarters and then provide better quarters to them or build new quarters so that these people can be shifted in those quarters and somebody else can in the meantime utilise until the situation improves.

An Hon. Member: The question is one of time.

Shri Shahnawaz Khan: Every year, we are putting up 50,000 quarters. We would like to increase the speed. But, that is subject to availability of funds and building materials. It is our desire to improve the situation regarding staff quarters.

Shri Indrajit Gupta: Why have the rents of these condemned quarters been increased recently?

Shri Shahnawaz Khan: The rents of the newly constructed staff quarters, if we were to go by the formula, would be disproportionately high. So, rents of all the quarters have been pooled. We are going on the pool basis.

Mr. Deputy-Speaker: Lest they may be reluctant to move into the new quarters.

Shri Shahnawaz Khan: The water-supply at Kharagpur was not satisfactory. We are making very satisfactory arrangements. A good allocation has been made for improving the water supply at Kharagpur. The question of apprentices, you were pleased to rule out of order. I won't refer to that here. If my hon. friends would like to know about that, I would like to speak on it afterwards.

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, 1961, in respect of the following demands entered in the second column thereof—

Demand Nos. 2, 7, 8, 13, 16, 17 and 18.

The motion was adopted.

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

**DEMAND NO. 2—MISCELLANEOUS
EXPENDITURE**

"That a supplementary sum not exceeding Rs. 3,38,000 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, 1961, in respect of Demand No. 2 'Miscellaneous Expenditure'".

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

"That a supplementary sum not exceeding Rs. 4,26,41,000 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, 1961, in respect of Demand No. 7 'Working Expenses—Operation (Fuel)'".

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

"That a supplementary sum not exceeding Rs. 79,68,000 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, 1961, in

respect of Demand No. 8 'Working Staff Expenses—Operation other than Staff and Fuel'".

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

"That a supplementary sum not exceeding Rs. 46,05,000 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, 1961, in respect of Demand No. 13 'Open Line Works (Revenue)—Labour Welfare'".

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

"That a supplementary sum not exceeding Rs. 33,00,18,000 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, 1961, in respect of Demand No. 16 'Open Line Works—Additions'".

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

"That a supplementary sum not exceeding Rs. 9,09,24,000 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, 1961, in respect of Demand No. 17 'Open Line Works—Replacements'".

**DEMAND NO. 18—OPEN LINE WORKS—
DEVELOPMENT FUND**

"That a supplementary sum not exceeding Rs. 4,10,12,000 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, 1961, in respect of Demand No. 18 'Open Line Works—Development Fund'".