

(ii) that this House recommends to the Rajya Sabha to agree to associate six Members from that Sabha with the Committee and to communicate the names of the Members so appointed to this House.

The motion was adopted.

DEMANDS FOR EXCESS GRANTS
(RAILWAYS), 1957-58

Mr. Deputy-Speaker: The House will now take up voting on the Demands for Excess Grants in respect of the Budget (Railways) for 1957-58.

Motion moved:

DEMAND NO. 4—REVENUE ORDINARY
WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 44,66,228 be granted to the President to make good an excess on the grant in respect of ‘Revenue—Ordinary Working Expenses—Administration’ for the year ended the 31st day of March, 1960.”

DEMAND NO. 4—REVENUE—ORDINARY
WORKING EXPENSES—REPAIRS AND
MAINTENANCE.

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 3,67,54,149 be granted to the President to make good an excess on the grant in respect of ‘Revenue—Ordinary Working Expenses—Repairs and Maintenance’ for the year ended the 31st day of March, 1960.”

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

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 56,04,858 be granted to the President to make good an excess on the grant in respect of ‘Revenue—Ordinary

Working Expenses—Operation (Fuel)’ for the year ended the 31st day of March, 1960.”

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

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 1,43,29,288 be granted to the President to make good an excess on the grant in respect of ‘Revenue—Ordinary Working Expenses—Operation other than staff and Fuel’ for the year ended the 31st day of March, 1960.”

DEMAND NO. 9—REVENUE—ORDINARY
WORKING EXPENSES—MISCELLANEOUS
EXPENSES.

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 15,88,214 be granted to the President to make good an excess on the grant in respect of ‘Revenue—Ordinary Working Expenses—Miscellaneous Expenses’ for the year ended the 31st day of March, 1960.”

DEMAND NO. 12—REVENUE—DIVIDEND
PAYABLE TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 15,74,370 be granted to the President to make good an excess on the grant in respect of ‘Revenue—Dividend payable to General Revenues’ for the year ended the 31st day of March, 1960.”

DEMAND NO. 15—CONSTRUCTION OF
NEW LINES—CAPITAL AND DEPRECIATION
RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 15,55,279 be granted to the President to make good an excess on the grant in respect of ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ for the year ended the 31st day of March, 1960.”

DEMAND NO. 16—OPEN LINE WORKS—
ADDITIONS

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 5,09, 15,374 be granted to the President to make good an excess on the grant in respect of ‘Open Line Works—Additions’ for the year ended the 31st day of March, 1960.”

DEMAND NO. 17—OPEN LINE WORKS—
REPLACEMENTS

Mr. Deputy-Speaker: Motion moved:

“That a sum of Rs. 5,66,95,048 be granted to the President to make good an excess on the grant in respect of ‘Open Line Works—Replacements’ for the year ended the 31st day of March, 1960.”

May I know what particular cut motions are going to be moved?

Shri Naushir Bharucha (East Khandedh): My cut motions were intended to concentrate the attention of the Minister at the time of his reply. I am moving my cut motion No. 1 only.

Shri T. B. Vittal Rao (Khammam): I am moving my cut motions Nos. 21, 23, 24, 25 and 26.

Mr. Deputy-Speaker: 26 is not of order.

Shri Aurobindo Ghosal (Uluberia): I am moving my cut motions Nos. 10 to 17.

Mr. Deputy-Speaker: But 10 is out of order. He may move 11, 12, 13, 14, 15, 16 and 17.

Shri Warrior (Trichur): I am moving my cut motions Nos. 29 to 33.

Mr. Deputy Speaker: 31 and 29 are out of order. He may move cut motions Nos. 30, 32 and 33.

Shri Assar (Ratnagiri): I am moving my cut motions. Nos. 18, 19, 20, 22, 27 and 28.

Mr. Deputy-Speaker: 27 is out of order. He may move the others.

Non-payment of overtime allowance to staff in Bhusaval Workshop

Shri Naushir Bharucha: I beg to move:

“That the demand for an Excess Grants of a sum of Rs. 44,66,228 in respect of ‘Revenue Working Expenses-Administration’ be reduced by Rs. 100.” (1).

Increase in the consumption of coal

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

“That the demand for an Excess Grant of a sum of Rs. 56,04,858 in respect of ‘Revenue-Ordinary Working Expenses-Operation (Fuel)’ be reduced by Rs. 100.” (21).

Delay in the examination of the report of ‘Uniforms Committee’

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

“That the demand for an Excess Grant of a sum of Rs. 1,43,29,288 in respect of ‘Revenue-Ordinary Working Expenses-Operation Other than Staff and Fuel’ be reduced by Rs. 100.” (23)

Compensation paid for goods lost or damaged

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

“That the demand for an Excess Grant of a sum of Rs. 1,43,29,288 in respect of ‘Revenue-Ordinary Working Expenses-Operation Other than Staff and Fuel’ be reduced by Rs. 100.” (24)

Delays in the disposal of cases for payment of provident fund and gratuity to employees

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

"That the demand for an Excess grant of a sum of Rs. 15,88,214 in respect of 'Revenue-Ordinary Working Expenses-Miscellaneous Expenses' be reduced by Rs. 100." (25)

Recruitment of employees in the South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 44,66,228 in respect of 'Revenue-Working Expenses-Administration' be reduced by Rs. 100." (11)

Failure to provide regular jobs to the paid apprentices and temporary employees

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grants of a sum of Rs. 44,66,288 in respect of 'Revenue-Working Expenses-Administration' be reduced by Rs. 100." (12)

Repairs and maintenance of 1st class coaches in South-Eastern Railway

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 3,67,54,149 in respect of 'Revenue-Ordinary Working Expenses-Repairs and Maintenance' be reduced by Rs. 100." (13)

Wastage of coal

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 56,04,858 in respect of 'Revenue-Ordinary working Expenses-Operation (Fuel)' be reduced by Rs. 100." (14)

Failure to check pilferage from Railway Stores and godowns.

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 1,43,29,283 in respect of 'Revenue-Ordinary Working Expenses-Operation other than Staff and Fuel' be reduced by Rs. 100." (15)

Failure to prevent loss and damage to consignments

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 1,43,29,288 in respect of 'Revenue-Ordinary Working Expenses-Operation other than Staff and Fuel' be reduced by Rs. 100." (16)

Delay in payment of Provident Fund amounts

Shri Aurobindo Ghosal: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 15,88,214 in respect of 'Revenue-Ordinary Working Expenses-Miscellaneous Expenses' be reduced by Rs. 100." (17)

Need to repair passenger carriages running on Malabar Coast before the advent of monsoon

Shri Warrior: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 3,67,54,149 in respect of 'Revenue-Ordinary Working Expenses-Repairs and Maintenance' be reduced by Rs. 100." (30)

Increase in the consumption of coal

Shri Warrior: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 56,04,858 in respect of 'Revenue Ordinary Working Expenses-Operation (Fuel)' be reduced by Rs. 100." (32)

Failure to check damage, pilferage and loss of consignments

Shri Warrior: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 1,43,29,288 in respect of 'Revenue-Ordinary Working Expenses-Operation other than Staff and Fuel' be reduced by Rs. 100." (33)

Maintenance and repairs of first class coaches

Shri Assar: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 3,67,54,149 in respect of 'Revenue-Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (18)

Maintenance of automatic signals in Bombay city

Shri Assar: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 3,67,54,149 in respect of 'Revenue-Ordinary Working Expenses—Repair and Maintenance' be reduced by Rs. 100." (19)

Failure to reduce expenses on fuel

Shri Assar: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 56,04,858 in respect of 'Revenue-Ordinary Working Expenses-Operation (Fuel)' be reduced by Rs. 100." (20)

Failure to minimise loss, pilferage or damage to consignments

Shri Assar: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 1,43,29,288 in respect of 'Revenue-Ordinary Working Expenses-Operation other than Staff and Fuel' be reduced by Rs. 100." (22)

Preparation of estimates for expenditure on replacements on open lines

Shri Assar: I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 5,66,95,048 in respect of 'Open Line Works-Replacements' be reduced by Rs. 100." (28)

Mr. Deputy-Speaker: These cut motions are now before the House.

Shri T. B. Vittal Rao: Before I come to my cut motion which has been ruled out, I will say a few words about the other demands. It is stated that the excess grants asked for are due to the extra expenditure on the consumption of coal. There are two reasons on account of which the increase arises. One is the increase in the price of coal and the other is the increase due to consumption of coal. Consumption of coal on Railway constitutes about 16 per cent of the total expenses. Realising the enormous expenditure that is involved on account of the consumption of coal, there has been a fuel economy enquiry committee. Fortunately, the Chairman of that committee is now the Chairman of the Railway Board. I hope and trust that the several recommendations that have been made will be put into effect. But today what is happening? Coal is shifted from Bihar and Bengal coal fields to the south. The coal transported through the railway wagons are graded and they are stacked separately but the coal that was brought by the steamers and ships from Calcutta port of Madras, Cuddalore and other places are not properly graded and they are not properly stacked according to the grades. This coal is used in the locomotives in bulk with the result that the coal that is to be used for locomotives of passenger, express or mail trains are being used for locomotives of goods also. Inferior quality of coal can be used in goods locomotives. Now, because of this mixture what is happen-

ing is that for goods trains we are using a certain amount of superior quality coal thereby incurring extra expenditure, and for passenger, express and mail locomotives we are using a certain amount of inferior variety of coal which results in engine failures. When there are engine failures, naturally, extra expenditure is involved.

The other aspect of this question is, who is the Railway Officer who inspects the supplies made by the various collieries to see whether the supplies are made according to the prescribed grades. My information is that in the coalfields in the north, in the Bihar-Bengal region, they select grade II coal whereas payment is made on the basis of selected grade I. Nobody has been able to find this out. This has been going on for some years. The coal that is being supplied to the Railways is not thoroughly and properly inspected, with the result that the rate applicable for a better variety of coal is charged for an inferior variety of coal. I want that a thorough enquiry should be conducted into this question. This is not a small sum. If the whole thing is worked out, it comes to some lakhs of rupees.

An Hon. Member: Crores.

Shri T. B. Vittal Rao: Therefore, I would like to know what is the machinery that is going to be set up for the proper inspection of coal. If there are railway wagons at the receiving ends we can check properly, but proper checking cannot be done in ships because all grades are mixed up and stacked in the ships.

One of the recommendations made by the Fuel Economy Enquiry Committee was that washeries have to be set up so that the grade of coal that is supplied could be uniform. That is a very good recommendation made by the Committee which should have been implemented straightaway. But so far nothing has been done for installing a washery. For example, it was stated that a washery has to be

installed at Kothagudium—the servicing station is Bhadrachalam Road. I do not know what delays the installation of this washery. I would like the Minister to look into this aspect seriously, in view of the fact that the expenditure involved in the working of the railways includes 16 per cent. of the expenditure due to coal.

Then I come to the next Demand, Demand No. 8. My cut motion is No. 23. When Supplementary Demands were being discussed here last year, the hon. Minister in reply to a point raised by me as to why there has been such a considerable delay in the examination of the report submitted by the Uniforms Committee replied that he was not aware of that and that he would apply his mind to that report. One year is over. In reply to a question put a little over a month ago he replied in the same way, he said that it involves a lot of time. Is this the way of dealing with reports. The appointment of a committee is based on certain grounds. There was dissatisfaction among the railway employees because the supply of uniforms was not uniform all over the railways. In some zonal railways some categories of employees got uniforms whereas in some other zonal railways the same categories were denied that facility. On account of this the whole question was remitted to a committee. It was a departmental committee. I do not know what recommendations the committee made, because we are told that the report could not be supplied to us because it is only a departmental committee. While they can come here for Grants, they say that the recommendations of a departmental committee regarding uniforms could not be supplied to hon. Members. I have the matter at that.

What about the examination of the report? Is it such a huge report, is it such an important report that it requires more than two years to examine and arrive at some conclusions? I am compelled to say, Sir, though reluctantly, that this reflects little

[Shri T. B. Vittal Rao]

credit on the efficiency of the Railway Board. I hope and trust that at least now the examination of those recommendations will be completed and the results as to whether they accept them or not will be made known to us.

Then I come to my cut motion No. 24—compensation paid for goods lost or damaged. There has been a special drive on the Railways for the disposal of refund claims, and therefore this extra expenditure has been incurred. This is a very good thing. Are the Railway Administrations and the Railway Board drawing any lessons from these cases of loss due to goods damaged during transit or when they are kept in goods sheds and parcel offices? Year after year some crores of rupees are going from the Railway Exchequer. Special drives are there. The Railway Protection Force has also been there. With all that, Sir, this is increasing.

Shri Tyagi (Dehra Dun): Every day.

Shri T. B. Vittal Rao: My hon. friend, Shri Tyagi says: "every day". Sir, are we not to draw lessons from such things? Are we not to think and apply our minds to this problem and find out why this is happening? There is a simple case. Even perishable goods and valuable parcels are thrown on the platforms for a number of hours. As soon as the train arrives the parcels are unloaded and left on the railway platforms without any shelter. Firstly, because they lie in the open they are likely to be damaged; secondly, when they are thrown on the platforms uncared for, naturally, thefts take place. So much of extra expenditure is incurred in other directions. Cannot these things be put in the parcel offices where there is accommodation? Cannot the parcels be removed immediately and placed in the parcel offices? These things are not done. On the other hand, these things still continue to lie

on the platforms blocking the movement of passengers and inconveniencing them. I must say that most of the thefts that occur are due to such carelessness. I hope now at least the Railway Ministry will draw some lessons and see that these things are reduced.

Mr. Deputy-Speaker: May I hope now that he will be very brief?

14 hrs.

Shri T. B. Vittal Rao: I will be very brief. I come to Demand No. 9—my cut motion No. 25 relating to delays in the disposal of cases for payment of provident fund and gratuity to employees. Sir, I know that considerable delays are there. Whenever we ask anything in this House, we are told that a meeting has been convened of the Financial Advisers and Chief Accounts Officers of all the zonal railways presided over by the Financial Commissioner and attended by the two Deputy Ministers and the Minister. What is the result? They have taken certain steps to expedite, but I tell you that even today in the Central Railway the provident fund accounts are not posted properly and in the case of some classes the accounts lie pending for three years and four years. After the merging of the various railways into zones and after the formation of zonal system of railways, the accounts have not been regularised in the matter of provident funds. Formerly, after a certain period, say, six months after the annual accounts are closed, every railway employee used to be supplied with a statement of account wherein his contribution as well as the contribution of the railways used to be shown. But nowadays these statements are not being handed over to the railway employees regularly. Why should a railway employee wait for a number of days or months to get his dues? In one case, it is stated that a person has to wait for one or one and a half years to get the gratuity. Why such delays should occur, I fail to understand. In

some cases, when application was made, it was said that the whereabouts were not known. It was in the case of a Class IV employee—a gangman. The gangman have gone and the amounts are lying still there? These delays should be reduced and the amounts should be disbursed expeditiously.

I recently asked some railway employees as to why the response to the pension scheme formulated by the railway authorities was so poor. They said that they do not even get their own money from the provident fund regularly and that it takes months and months to come; they added that at this rate, their pensions could be sanctioned only very late after prolonged delays. Sir, you are looking at me, and I close. I request the railway authorities to see that the efficiency of the department and of the railway administration as a whole and of the Railway Board is increased.

Mr. Deputy-Speaker: Shri Aurobindo Ghosal.

Shri Tyagi: Sir, I wish to say just a few words in a minute or two.

Mr. Deputy-Speaker: Yes.

Shri Tyagi: Sir, I do not want to make a speech, but there is one suggestion which occurs to my mind, and I just want to emphasise it. The other day the Minister said that he was considering a direct railway link to Pakistan. I would suggest that this question may not be treated as one single question, or an isolated question. I would suggest to the Government to take it up no doubt, but to take it up along with other matters which are hanging fire for a long time. If there is a total settlement of all the other matters, the question of a direct railway link might also be looked into and it may be taken up with all other questions. Otherwise, my fears are that if the question of a direct link to Pakistan through India is taken up on an isolated basis and gets through, it would perhaps not be very congenial

for our defence and many other matters. Many other questions will arise, and I therefore, request the Government to see that this question of railway link is not taken up as a single, isolated case. There are many other disputes pending, say, for instance, the canal waters dispute, the financial disputes, etc. All of them could be put together.

I would love to come to friendly settlement or arrangement with Pakistan so that both Pakistan and we can prosper and progress together. We are a big continent. We want to be one country, if not politically, at least in other aspects, and be friendly towards each other. We want to build up this continent and give all types of amenities to our citizens as other countries are giving to their people. So, if both of us progress and develop, it will be very beneficial, and towards that end, it will be good if some overall arrangement or settlement is made with Pakistan. But to settle only the question of the railway link on an isolated basis will, I am sure, be risky. I wish the Government would consider my suggestion.

Dr. M. S. Aney (Nagpur): Sir, I want to put one question.

Mr. Deputy-Speaker: There are many hon. Members who want to put questions. I shall come that side. Now, I call upon Shri Aurobindo Ghosal.

Shri Aurobindo Ghosal: Sir, I have moved cut motions Nos. 11 to 17. I would like to mention certain points made in them. We do not know whether there is any standard or any method as regards the recruitment, promotions and transfers of the railway employees at least in the south-eastern and the eastern railways. From our experience we have found that these transfers and recruitment and confirmations are made without any method and without any principle.

Recently, two items of news have come out in the newspapers. I would

[Shri Aurobindo Ghosal]

like to mention them. One was about 83 draftsmen and estimators in the south-eastern and the eastern railway. These draftsmen got training under the Ministry of Labour for 18 months and after that they were appointed in the railways. There, they worked as apprentices for six months and then they appeared in the railway examination and passed it. Thereafter they served the railways since 1957. After three years, an order to debate was issued by the Railway Board that no draftsmen or estimators will be taken in service, that is, those draftsmen and estimators who have not passed out of the Madhupur training school will never be allowed to remain in service; with the result that these persons are now on the point of retrenchment. That item of news has come in the papers. I request the hon. Minister to consider their case, because, after having training under another Ministry and also after having served the railways for the last three years and also after passing an examination held by the railways, they should not be retrenched. I do not know why they should be retrenched after having put in such a long service.

There is another point. That also has come in the newspapers. In Kharagpur, an advertisement in the papers was given for several posts in the railways. It was about two years ago. 5,000 applications were received. Out of them, 2,000 candidates were called for interview. Out of them, 1,000 were asked to sit in the examination. Then out of them, 200 or 300 passed. But none of them have been appointed to the service though two years have passed since then. This is another disappointment for the persons who applied for the posts and also passed.

Regarding repairs and maintenance of first class coaches in the south-eastern railway, I should like to mention that the conditions of coaches in the south-eastern railway should be improved. Just about a fortnight ago, I was travelling on that railway. I

found no fans, no lights and no water. We drew the attention of the authorities to this matter at the Howrah station, but they were unable to repair either the fan or the water-supply system. Almost all the suburban trains run without lights. They are running late. Though the trains have been given sufficient running time, still, they are running late. Of course, in the statistics of the Railway Ministry, we find that the running time is gradually improving. It is said that the trains are running according to time and regularly. I would like to submit that though the guards' journals may give the correct time, if those journals we compared with the registers maintained by the Assistant Station Masters, the hon. Minister will find that there is a gulf of difference and that the time as shown by the guards' journals is not the real running time of the trains.

About wastage of coal, one aspect was referred to by my hon. friend Shri T. B. Vittal Rao, but I shall refer to another item in regard to that subject. That lies in my own constituency. There are about 20 siding lines. Every day I find that the engine drivers sell the coal from the engines to hundreds of people and take money in return. Formerly, there was a system by which a driver used to give away coal in exchange for eggs and coconuts. Nowadays, they are actually selling coal from the engines. I want to know how much coal is given by the railways to the engine drivers to pilot the engines and whether it is given on time basis or mileage basis. I want the hon. Minister to take into consideration all these factors.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Where is this taking place?

Shri Aurobindo Ghosal: In the south-eastern railway, in between Howrah and Uluberia.

Mr. Deputy-Speaker: The hon. Member has been watching that bar-ter!

Shri Aurobindo Ghosal: My house is just by the side of it, in the midst of the industrial area. In my constituency there are about ten jute mills and three cotton mills. Naturally, I am aware of all these things.

As regards stores and godowns, it is coming almost daily in the newspapers, that these are the centres from which all the engineering articles of the railways are taken away and sold in the market. Also, there was some quarrel between the GRP and Bengal police who will catch these thieves. So, for some time nobody caught them and they went on merrily with their thefts. After that, there was some settlement and some thieves were caught on the grand trunk road when they were carrying railway goods on trucks. So, more attention should be given to these stores.

Now the Railway Protection Force has been installed there. Those people who purchase these things for selling in the black market, when they went and asked the storeman for railway goods, he said: now you have to pay Rs. 1-8-0 instead of Rs. 1-0-0 because I have to give a share to the railway protection force also. When the railway protection force is also a party to these thefts, it is impossible to detect the pilferages.

Then, in the first class compartments lights and fans are taken away and sold in the black market. The local trains are kept in the watering stations or sidings at big stations and articles are stolen out in the night in spite of the railway protection force. How is it possible for the members of the public to remove these things from the compartments? So, they are taken by the railway employees themselves with the help of the protection force and not by the public. More attention should be paid to that aspect of the matter.

Lastly, I come to the delays in the payment of provident fund amounts. As a lawyer I have myself had experience of the delays in payment. There were two or three cases in

which I made applications in 1953 and I received the money in 1958. Of course, in one case I got the money in one year but two other cases took a longer time. Generally it takes 5 to 6 years to get the provident fund amount. In the case of one of my relations, who was an officer in the railways and who died some two years ago the matter is still pending and his dependants have not yet received the provident fund money. I am not referring to it as a personal case. I only want to draw the attention of the hon. Minister to the fact that if the provident fund amount is not paid in proper time to the retired employees then it ceases to be of any use to them.

श्री आस्रर : उपाध्यक्ष महोदय, डिमांड नं० ५ पर मैंने कटौती प्रस्ताव रक्खे हैं। फर्स्ट क्लास कोचेज के बारे में बहुत सी बातें कही गई हैं। फर्स्ट क्लास कोचेज की क्या स्थिति है, इसके बारे में मुझे हाउस में कहने की आवश्यकता नहीं है क्योंकि यहां पर बैठे हुये सब मेम्बरान फर्स्ट क्लास में प्रवास करते हैं। मुझे विशेष तौर पर जो बात कहनी है वह फ्रंटियर मेल के बारे में है जो कि हमारी प्रेस्टिज ट्रेन है। फ्रंटियर मेल में प्रवास करने वालों को इसका अच्छा अनुभव आता है कि उनको कोयले की राख खाने को मिलती है। बहुत स परिमाण में यह अनुभव भी आता है कि उसमें यात्रियों को डस्ट, धूल भी खाने को मिलती है। इस बारे में बहुत बार यहां तकरीरों की गई कि हम रेलवे पर करोड़ों रुपये खर्च कर रहे हैं जहां तहां, लेकिन इन फर्स्ट क्लास कोचेज को ठीक करने का प्रयत्न नहीं किया जाता। आज तक उनमें रबर पैकिंग लगाने का काम नहीं किया गया। परिस्थिति इतनी खराब है कि उन में प्रवास करने वाले लोग कहते हैं कि फर्स्ट क्लास में प्रवास करने से थर्ड क्लास में प्रवास करना ज्यादा अच्छा है।

उपाध्यक्ष महोदय : थर्ड क्लास में शोअर करने वाले ज्यादा होते हैं क्या इस लिये ज्यादा फायदा रहता है ?

श्री आसर् : हमारे फर्स्ट क्लास कोचेज के लिये स्विस् कोचेज का सजेशन दिया गया है। लेकिन जिन लोगों ने स्विस् कोचेज में प्रवास किया है उनको अनुभव है कि यह वर्स्ट कोचेज हैं। उनको सेलेक्ट करने वाला विद्वान आदमी पता नहीं कौन था। यह कोचेज इतनी खराब हैं, इनकन्वीनियेंट हैं कि उनसे प्रवास करना कोई पसन्द नहीं करता। रेलवे मंत्री महोदय से मेरी प्रार्थना है कि वे स्वयं इस का अनुभव लें, तब आप को अनुभव होगा कि इसमें प्रवास करने वालों को कितना कष्ट होता है। इस लिये फ्रंटियर मेल के साथ चलने वाली जो फर्स्ट क्लास की कोचेज हैं उन को रिप्लेस करने की कोशिश की जाये और उनका अच्छा इन्तेजाम किया जाय।

यहां फ्युएल के बारे में भी चर्चा हुई। हमारे श्री विट्टल राव ने भी इस के बारे में कहा। मैंने इस कोयले के बारे में प्रश्न पूछा था तो बतलाया गया कि हम इस संबंध में ८ लाख ६० का घाटा सहन करते हैं। लेकिन एक मास पहले एक रेलवे आफिसर ने अपनी प्रेस कांफ्रेंस में ऐसा कहा था कि कोयले की जो पिलफरेज हो रही है, चोरी हो रही है, उस से हमें करीब २ करोड़ ६० का घाटा सहन करना पड़ता है।

रेलवे मंत्री (श्री जगजीवन राम) : यह बात प्रेस कांफ्रेंस में नहीं कही गई होगी।

श्री आसर् : अगर प्रेस कांफ्रेंस में नहीं बताया गया होगा तो कहीं और बताया गया होगा। बहरहाल पेर्स में यह चीज आ रही है कि रेलवे को २ करोड़ ६० का घाटा कोयले के बारे में आता है। यह जो गड़बड़ी हो रही है और जो घाटा हमें सहन करना पड़ता है उसके बारे में हमें कुछ करने की आवश्यकता है। मैंने इस बारे में जो प्रश्न पूछा था उसमें बतलाया गया कि जो हमारे एंजिन्स हैं वह बहुत पुराने हैं, आउट आफ एज हो गये हैं, जिसकी वजह से उसमें कोयला ज्यादा लगता

है। लेकिन मैंने इसके बारे में टेकनिकल एक्सपर्ट्स से पूछा था कि जो इतना फ्युएल या कोयला लग रहा है उसका कारण क्या है। उन्होंने उसके लिये एक ही बात कही **विस् इज आल ड्यू टू नेग्लिजेंस ऐंड पिलफरेज**। इसका कारण केवल पिलफरेज है, नेग्लिजेंस है। अगर हमारे लोग एकानामिक दृष्टि से देखें तो यह गड़बड़ पिलफरेज या चोरी की वजह से होती है। परन्तु इस पर मंत्रालय की ओर से ध्यान नहीं दिया जाता। मेरी प्रार्थना है कि इस पर ध्यान दिया जाये।

डिमान्ड नं० ८ के बारे में मुझे क्लेम्स के सम्बन्ध में बतलाना आवश्यक है। हम लोगों को इस सिलसिले में बहुत सा पैसा देना पड़ता है। प्रश्न यह है कि आखिर यह क्लेम्स देने क्यों पड़ते हैं। इस का कारण यह है कि जो हमारे रेलवे कर्मचारी हैं वह ध्यान नहीं देते। उन की लापरवाही प्रमुख कारण है। उन की केयरलेसनेस के कारण कहीं का माल कहीं चला जाता है, और उन को इस का पता नहीं रहता कि वह माल कहां पड़ा है। इन चीजों के बारे में हमें बहुत ज्यादा क्लेम्स देने पड़ते हैं। यह केअरलेसनेस दिन प्रति बढ़ती जाती है। इस चीज पर ध्यान देना आवश्यक है। इन क्लेम्स का हम लाखों करोड़ों रुपया देते हैं जो कि ध्यान देने से रोका जा सकता है। इसलिये इस केअरलेसनेस को कम करने का प्रयत्न करना चाहिये।

यहां पर यह घोषाल साहब ने बतलाया कि रेलवे में जो चोरियां हो रही हैं उन को रोकने के लिये रेलवे प्रोटेक्शन फोर्स रक्खी गई है। लेकिन मुझे अनुभव है कि इस रेलवे प्रोटेक्शन फोर्स के सहयोग से ही हमारे स्टेशनों पर और शेड्स गुड्स शेड्स पर चोरियां होती हैं। मैं बम्बई का एक उदाहरण देना चाहता हूँ। दीवा एक स्टेशन है, वहां पर एक पठान है। उस पर एक दो केसेज भी चले थे, पर मुझे पता नहीं उन में क्या हुआ। वह ट्रक्स

रखता है और जो वहां के रेलवे कर्मचारी हैं वे उस से सहयोग करते हैं। वे डब्बों को तोड़ कर उस में से माल उठा ले जाते हैं। पता भी नहीं लगता कि उस माल का क्या हुआ और क्या नहीं। यह सब बातें वहां पर काफी चलती हैं। कुछ मालूम भी होता है तो उस के लिये कदम नहीं उठाये जाते। इस बारे में भी ध्यान दिया जाय और पिल्फरेज को कम करने का प्रयत्न किया जाय।

आखिर में मैं एक बात डिमान्ड नं० ६ के बारे में कहना चाहता हूँ। रेलवे एम्प्लायीज के प्राविडेंट फंड और अन्य ड्यूज के बारे में बहुत देरी की जाती है। यह नहीं रेलवे एम्प्लायीज को परेशान भी किया जाता है। मुझे इस प्रकार के बहुत से अनुभव हैं, लेकिन मैं एक दो ही आप के सामने रखना चाहता हूँ। यह केस सेंट्रल रेलवे का है। एसेन्शियल आपरेटिंग स्टाफ के लिये रेंट फ्री क्वार्टर्स या वेतन का १५ परसेन्ट देने की व्यवस्था है। १५, १६ लोग ऐसे हैं जिन को पूरा किराया दिया जाता था। बाद में यह केस कोर्ट में गये और उन का फैसला हुआ। सन् १९४७ से १९५० तक १५ प्रतिशत देने का निर्णय हुआ था। लेकिन अब तक १५, १६ रेलवे एम्प्लायीज को यह हाउस रेंट मिला नहीं है। सन् १९५४ में कोर्ट का फैसला हुआ था लेकिन सन् १९५८ तक उन की पे शीट नहीं बनाई गई थी। सन् १९५८ में जब पे शीट भेजा गया, तो आश्चर्य की बात है कि रेलवे बोर्ड ने अब पूछा है कि इतनी देरी में इनीशिएटिव क्यों लिया गया। सच बात तो यह है कि यह देरी एडमिनिस्ट्रेटिव डिफे के कारण हुई है। मेरा कहना है कि १५, १६ कैसेज चल ऐसे रहे हैं जिन का निर्णय अभी नहीं हुआ है। यह कैसेज ऐसे हैं जिन में हर एक आदमी को हजार, बारह सौ रुपये तक देना है। मेरी प्रार्थना है कि इस बारे में ध्यान दिया जाये और उन का फैसला जल्दी किया जाये।

Shri Naushir Bharucha: Sir, I shall be extremely brief. The first point that I desire to make is non-payment of overtime allowance to the staff in Bhusaval workshop. I am told by one hon. friend here that the Railway workshop staff numbering about 700 was made to work overtime on the promise that overtime will be paid. Actual pay bills for overtime were made, but afterwards the Railway Board said that as the Minimum Wages Act or the Payment of Wages Act do not apply to the Railways, no overtime could be given. So as a result of that work has been exacted from these people but no overtime has been paid to them. The point I want to make is this. Irrespective of any technicality, when workmen are made to work more than their scheduled time on promise of payment, the Railways must redeem that promise. That is my first point.

Secondly, with regard to the repair and maintenance of coaches, to which my hon. friend has already drawn attention, my experience is similar. I find that in the water taps in first-class compartments some kind of a spring is inserted in the taps with the result that it requires an athlete to push that water tap and when you push it the tap, the water instead of falling in the basin, is sprayed all over your body as if the Railway Board want to play some practical joke on the passengers.

Then, the pegs which are fitted there are such that on them you can hang anything except your clothes or your requirements.

There is a beautiful de luxe train running between Bombay and Delhi. It has got chairs which can be made to recline. They are push-back chairs. But if you once push it back it cannot come back to the reclining position or if it is in the reclining position it will not come back to the original position. Then there are hand rests which are falling out. If you happen to sit near the window, there is a button for the curtain to be fixed which knocks at your elbow every time you raise your hand.

[Shri Naushir Bharucha]

I want to know who are the people, the so-called research designers, who attend to these matters. Then you will find the mirrors there. In the centre of the mirror there will be a big 'Indian Railways' mark in stencil or whatever it is called, with the result that you cannot see your face in it. Then there will be night lamps which will glare in your eyes. I want to ask, do the officers who always travel in saloons take the trouble of travelling in the first-class coaches at all?

An Hon. Member: Why should they?

Shri Naushir Bharucha: May I suggest that the hon. Railway Minister and the officers should abandon their saloons for six months and travel the way the masses and other people are travelling. Then they will soon discover these defects and know that nothing is being done about them.

An Hon. Member: He knows it well.

Another Hon. Member: His clothes will be spoiled.

Shri Jagjivan Ram: I travel by first-class.

Shri Naushir Bharucha: Then there is one important matter about which I have drawn the attention.....

Mr. Deputy-Speaker: If the hon. Minister and all of them have to find out all these defects, then what would the hon. Members be doing?

Shri Naushir Bharucha: I agree.

There is an important point regarding the working of automatic signals about which I have drawn the hon. Minister's attention. I had occasion to study this question in very great detail in connection with a damages suit of my client which, thanks to the generosity of the hon. Railway Minister and his human approach to this problem, was settled out of court. But I want to draw his attention to

the fact that hundreds of signal failures occur in the course of a month. The National Railway Mazdoor Union has written to him about it and the letters have not been acknowledged. These signal failures continue. The automatic block system lends itself to accidents. Your general and subsidiary rules are so old—they were framed 50 years ago—that they require revision. I would earnestly appeal to the hon. Minister to put his experts on the job and find out how the thing can be rectified.

With regard to fuel consumption, the last point, I want to know whether it is possible for the Railways to have their own collieries so that they can maintain quality control and be assured of a regular supply. Why is it that we are not having our own source of coal so that—if we have our own collieries—from that we can be assured of a regular supply of coal?

श्री रघुनाथ सिंह (वाराणसी) : उपाध्यक्ष महोदय, त्यागी जी ने जो बातें इस सदन के सम्मुख रखी हैं मैं उन का समर्थन करता हूँ। पाकिस्तान ने जो समस्या हिन्दुस्तान के सामने रखी है उस समस्या को जब मुस्लिम लीग ने लाहौर में पाकिस्तान की मांग रखी थी तो उस ने कहा था कि पाकिस्तान बनने के बाद उन को एक कौरीडर भी मिलना चाहिये, इस तरह पाकिस्तान अपनी पुरानी डिमांड को फिर हमारे सामने रख कर मनवाना चाहता है। पाकिस्तान की मांग एक ऐसे कौरीडर की है जोकि नार्थ यू० पी० और नौर्य पंजाब से ले कर के ईस्टर्न पाकिस्तान को अर्थात् आसाम और बंगाल को ज्वायन कर दे। अगर हम उन की इस रेल की मांग या कह सकते हैं कि ट्रान्स-पोटेशन की प्राबलम को स्वीकार कर लिया तो इनडापरेक्ट वे में जो उन की पहले कौरीडर की मांग थी उस को हम मान लेते हैं

Shri Jagjivan Ram: I would like to intervene at this stage so that such misunderstandings do not prevail among the hon. Members. There is no question of any corridor and no question of any train being run by Pakistan. The trains to be run will be run by the Indian Railways and Indian staff.

श्री रघुनाथ सिंह : मैं उसी बात को कह रहा हूँ पाकिस्तान उस कौरीडोर को क्यों चाहता था। वह यह कौरीडोर इस वास्ते चाहता था कि ईस्ट और वेस्ट पाकिस्तान के बीच में आवागमन, परिवहन, यातायात और कम्युनिकेशन्स यह सब ठीक से चलता रहे। इसलिये मैं तो कहूंगा कि चाहे आप रेल चलाइये और चाहे पाकिस्तान रेल चलाये और चाहे कोई और रेल चलाये अगर ईस्ट और वेस्ट पाकिस्तान को आप ज्वायन करते हैं तो इनडारेक्ट तरीके से उन की जो नाहौर कान्फेंस में कौरीडोर की पुरानी डिमांड थी उस को पूरा करते हैं। उन का वह कार्य पूरा हो जाता है। अपने कार्य में वे सफल हो जाते हैं।

Shri Jagjivan Ram: Then I would like to know as to what the suggestion of the hon. Member is. Does he want that there should be no transportation?

श्री रघुनाथ सिंह : जी हां मैं सजेशन दे रहा हूँ। मेरा सुझाव यह है कि अगर इस प्रकार की कोई चीज हम ने हिन्दुस्तान में शुरू की तो वह चीज अच्छी नहीं होगी। ईस्ट और वेस्ट पाकिस्तान के बीच में करीब १५०० मील का फर्क है और इस के बीच में हम रेलगाड़ी दौड़ाये हम ट्रेन ले जायें और उन को इस तरह से इतनी बड़ी सुविधा दें तो हमें उस के बदले में क्या सुविधा मिलने वाली है।

श्री जगजीवन राम : ईस्ट पाकिस्तान में हमें भी तो उन से सुविधा मिलेगी।

श्री रघुनाथ सिंह : आप को जो सुविधा मिलेगी वह उस के मुकाबले में बहुत थोड़ी होगी जोकि आप उन को दे रहे हैं। आप को तो करीब ५० या १०० मील की सुविधा मिलेगी जबकि आप उन को इस तरह से १५०० मील की सुविधा देंगे। इस के अलावा अभी हमारा काश्मीर का मामला भी उन के साथ तय नहीं हुआ है और वहां पर सीज फायर लाइन मौजूद है और जब तक यह समस्या हल नहीं हो जाती है तब तक एक मुल्क को दूसरे मुल्क के भीतर से परिवहन और यातायात की जो सुविधा देने का तरीका अखित्यार किया जा रहा है यह दुनिया के इतिहास में एक नई बात होगी पाकिस्तान के साथ अगर हमारी संधि हो जाय और यह सीज फायर लाइन न रहे तब तो ठीक है और हम एक दूसरे को सहायता दे सकते हैं लेकिन जब तक हिन्दुस्तान और पाकिस्तान के बीच में यह चीज सीज फायरलाइन की समस्या है तब तक हम को इस प्रकार का परिवहन समझौता नहीं करना चाहिये। इस के अलावा इस के दूसरे इम्प्लीकेशन्स भी हैं। हजारों आदमी रोज ईस्ट पाकिस्तान से वेस्ट पाकिस्तान जायेंगे और वेस्ट पाकिस्तान से ईस्ट पाकिस्तान जायेंगे लेकिन हमारे रेलवे मंत्री महोदय कम्युनिकेशन्स मिनिस्टर रह चुके हैं और वे जानते होंगे कि जो ऐयरोप्लेन मास्को जाता है काबुल जाता है, पाकिस्तान सरकार उस के लिये पेशावर और रावलपिंडी से हो कर जो सीधा रूट है उस से नहीं जाने देती और हमारे हवाई जहाज को लम्बे रूट से जाने देती है अर्थात् डेरागाँवों और गजनी हो कर जाने देती है और वह ऐसा इस लिये करती है कि रावलपिंडी और पेशावर आदि जो बड़े और महत्वपूर्ण पाकिस्तानी स्थान हैं उन को हिन्दुस्तानी देख न सकें। वे नहीं चाहते कि दूसरे देश के आदमी उन के इन्स्टालेशन्स को देखें और उन की दूसरी ऐक्टिविटीज को देखें। मेरा जो इस के लिये ऐतराज है उस में सीक्योरिटी को भी बात है। अभी भी हमारे सामने

[श्री रघनाथ सिंह]

पाकिस्तान के साथ नहरी पानी-विवाद चल रहा है, सीज फायर लाइन बनी हुई है और फरक्का बैरेज का भी मामला तय नहीं हुआ है तो ऐसी हालत में करीब १०० मील की सुविधा के लिये जो यह हम १५०० मील की सुविधा पाकिस्तान को देने जा रहे हैं यह मेरी समझ में उचित नहीं जान पड़ती है। मेरा तो कहना है कि जब तक हमारी तमाम समस्याएँ जैसे काश्मीर के सम्बन्ध में सीज फायर लाइन की, फरक्का बैरेज की और कैनल वाटर डिस्प्यूट की हल न हो जायें और हमारे मैत्री संधि स्थापित न हो जाय तब तक इस तरह की बड़े पैमाने पर ट्रान्स-पोर्टेशन और यातायात की सुविधा देना ठीक नहीं है।

Mr. Deputy-Speaker: May I know how much time the hon. Minister would require?

Shri S. V. Ramaswamy: About ten or fifteen minutes.

Mr. Deputy-Speaker: Is it the desire of the House that we may push back the non-official business by fifteen minutes?

Shri Jagjivan Ram: Yes, Sir.

Some hon. Members: Yes, Sir.

Some hon. Members: Tomorrow.

Dr. M. S. Aney: I will speak only one sentence, as promised. It is mainly about the question which was raised by my hon. friend, Shri Tyagi, as well as by other hon. friends. I am certainly one of those who would support anything that is likely to better the relations between Pakistan and India. But we know that these are matters which cannot be considered off-hand; and, particularly, it is very dangerous to consider such a matter piecemeal.

The idea of this link, something in the nature of a corridor, so to say, between Pakistan and India, even though it may be under your control,

being your own line may be a dangerous precedent, unless care is taken to get adequate compensation for that from the other side.

Therefore, my humble request to the hon. Railway Minister is this. Don't be hasty in making a gesture. If you have to do it, try to get a comprehensive agreement between the two countries. Don't come to any hasty conclusion piecemeal this way or that way which will bring us into trouble. There are too many troubles already. Please don't add one more to it by taking a hasty step. That is all that I wish to say.

Mr. Deputy-Speaker: Shri Ram Krishan Gupta. He will be very brief.

Shri Ram Krishan Gupta rose—

An Hon. Member: It is half past Two.

Mr. Deputy-Speaker: The time is up. That is why I wanted to know the desire of the House whether the Members want me to take up the non-official business or to finish this and take up the non-official business after fifteen minutes.

Shri Supakar (Sambalpur): May I suggest that the time be extended?

Several hon. Members: Non-official business.

Mr. Deputy-Speaker: All right. If this is the desire of the House, I will ask the Minister also to bear with it. Then we will take it up on Monday.

Shri Tyagi: Sir, before you proceed to non-official business, may I enquire as to what would happen to this Representation of the People (Amendment) Bill? We are going to vote day after tomorrow. And the zilla parishads of U.P. have not yet been recognised by Parliament. The Election Commission have perhaps given some ruling, and the matter has been moved in the High Court on a writ petition. I wonder what will happen.....

The Deputy Minister of Law (Shri Hajarnavis): May I say a word of explanation? We have taken the view that the members of the *zilla parishads* of U.P. are members of the district council within the meaning of article 171 of the Constitution and they are entitled to vote.

Shri Tyagi: How can that be?

Mr. Deputy-Speaker: The hon. Member would appreciate that it is not a question before us just now. I cannot answer hypothetical questions. When we take that up, the hon. Member might raise that point at that moment. Now that business is not before us.

Shri Braj Raj Singh (Firozabad): I have to seek your guidance, Sir, with respect to this Bill.

Mr. Deputy-Speaker: Which Bill?

Shri Braj Raj Singh: The Representation of the People (Amendment) Bill.

Mr. Deputy-Speaker: I am not here to give guidance on matters which are not before the House, unless the point comes before me.

Shri Braj Raj Singh: That is a question of my fundamental right.

Mr. Deputy-Speaker: No, no. No question of fundamental right. Order, order. The hon. Member would realise that it is not a matter that is before the House just now, and I cannot take up any issues that might be taken up subsequently, as to what the result might be, what the repercussions would be.....

Shri Braj Raj Singh: Sir, I am not talking of.....

Mr. Deputy-Speaker: I am not going to give guidance on matters....

Shri Braj Raj Singh: Sir, kindly hear me for half a minute. I had requested the Research Branch of

your Library to give me some information about this Bill. They contacted the Election Commission. I am told the Election Commission issued certain directives to the U.P. Government, and the U.P. Government had asked the Election Commission about their advice. They say "those directives are confidential, we cannot give you". I am seeking your guidance as to whether you could direct the Law Minister to supply that information to us.

Mr. Deputy-Speaker: I am afraid I cannot direct the Law Minister to do anything in this matter. If the hon. Member has to tell me anything, he might see me, and if I can help him I will do so.

Shri Tyagi: When will this be taken up?

Mr. Deputy-Speaker: On Monday.

So we will now proceed to the non-official business. Sardar A. S. Saigal.

14.35 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-THIRD REPORT

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

"That this House agrees with the Sixty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 20th April, 1960".

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Sixty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 20th April, 1960."

The motion was adopted
