

Mr. Chairman: The question is.

"That this House takes note of the Tenth Report of the Union Public Service Commission for the period 1st April, 1959 to 31st March, 1960, together with the Government Memorandum thereon, laid on the Table of the House on the 21st December, 1960."

The motion was adopted.

14.41 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1961-62

Mr. Chairman: The House will now take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1961-62.

Mr. Chairman: Motion moved.

DEMAND No. 1—RAILWAY BOARD

"That a supplementary sum not exceeding Rs. 3,05,000 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, 1962, in respect of 'Railway Board'."

Mr. Chairman: Motion moved.

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a supplementary sum not exceeding Rs. 28,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Miscellaneous Expenditure'."

Mr. Chairman: Motion moved.

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

"That a supplementary sum not exceeding Rs. 4,91,32,000 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, 1962, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

Mr. Chairman: Motion moved.

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a supplementary sum not exceeding Rs. 3,02,25,000 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, 1962, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

Mr. Chairman: Motion moved.

DEMAND No. 15—CONSTRUCTION OF NEW LINES

"That a supplementary sum not exceeding Rs. 3,00,000 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, 1962, in respect of 'Construction of New Lines'."

Mr. Chairman: Motion moved.

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

"That a supplementary sum not exceeding Rs. 1,00,000 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, 1962, in respect of 'Open Line Works—Additions'."

Shri T. B. Vittal Rao (Khammam): Sir, I have got a submission to make.

Shri Tangamani (Madurai): I have given notice of a number of motions.

Shri T. B. Vital Rao: Yesterday in the morning I sent my cut motions.

Mr. Chairman: They were received in the Notice Office at 5.00 P.M.

Shri T. B. Vittal Rao: I will explain it. I had given them at 11.5 in the morning.

Mr. Chairman: To whom?

Shri T. B. Vittal Rao: I sent them to the Notice Office through the messenger here. When I did not receive them in the morning, I telephoned the office and found out that they were received late at 5.00 P.M. This is the first time that such a thing has happened in my case. At no time was there a mislaying or delay of this kind. In view of that I request you kindly to allow me to move these cut motions.

Shri Narasimhan (Krishnagiri): Provided this will not create a precedent.

Shrimati Parvathi Krishnan (Coimbatore): There are exceptions to the rule.

Mr. Chairman: He may move his cut motions.

Shri T. B. Vittal Rao: Sir, I move my cut motion, given in the typed list, to Demand No. 1, which reads:—

"Upgrading of Madras as 'A' class city for the purpose of payment of compensatory allowance and house rent allowance to Central Government employees."

Mr. Chairman: That is not admissible.

Shri T. B. Vittal Rao: Why, Sir?

Mr. Chairman: Because we are dealing with the Supplementary Demands for Grants. He can raise it when the General Discussion comes up.

Shri T. B. Vittal Rao: Then I move my other cut motions.

Shri Tangamani: A number of cut motions have been circulated but there are two cut motions of mine which have not been circulated. I have got a typed copy of those cut motions. One is to Demand No. 1 and reads as follows:—

"Delay in upgrading Delhi as 'A' class city."

Mr. Chairman: Has Delhi been upgraded as 'A' class city?

Shri Tangamani: Yes, Sir. Demand No. 1 itself says:—

"The net increase of 3.05 lakhs over the original grant, asked for herein, is largely to cover the amounts which have become payable as Compensatory allowance and increased House Rent allowance consequent on the post-budget development of upgrading of Delhi as 'A' class city from 1-7-1961 . . ."

My point will be that it ought to have been upgraded from the 1st July, 1959, because that is the date from which the payscales recommended by the Second Pay Commission apply. So, I would like to move this cut motion.

Then another cut motion in the typed list which I would like to move is.....

Mr. Chairman: That is not admissible.

Shri Tangamani: There are other cut motions in the printed list. I wish to move my cut motions Nos. 1, 2, 8, 9 and 10.

Shri Naushir Bharucha (East Khandesh): I wish to move my cut motions Nos. 4, 5, 7 and 12 in the printed list.

Shri Aurobindo Ghosal (Uluberia): I also wish to move my cut motions Nos. 3, 6 and 11.

Mr. Chairman: All these cut motions may be now moved.

Meagre provision for final location survey for Salem-Bengalore line

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

"That the demand for a supplementary grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (14).

Need to take up immediately the final location survey for Mangalore-Hassan line

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

"That the demand for a supplementary grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by 'Rs. 100.'" (15).

Exorbitant provision for Indian Industries Fair

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

"That the demand for a supplementary grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (16).

Delay in the payment of ground rent in connection with the Railway Centenary Exhibition

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

"That the demand for a supplementary grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (17).

Shortage of stainless steel trays for the supply of vegetarian meals in the Indian Refreshment Room at Dronachellam, Southern Railway

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

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,02,25,000 in respect

of Ordinary Working Expenses—Miscellaneous Expenses—be reduced by Rs. 100." (18)

Destruction of railways sleepers due to fire in the Dhilwan Depot

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

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,02,25,000 in respect of ordinary working expenses—Miscellaneous Expenses—be reduced by Rs. 100." (19).

Estimated expenditure on Singrauli coalfields and Obra

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

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 8,00,000 in respect of construction of new lines be reduced by Rs. 100." (20).

Manufacture of diesel locomotives

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

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 1,00,000 in respect of Open Line Works—Additions be reduced by Rs. 100." (21).

Delay in upgrading Delhi as 'A' class city

Shri Tagansank: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,05,000 in respect of Railway Board be reduced by Rs. 100." (18).

Need to speed up work on Manmadurai—Virudhunagar, Mangalore-Hassan, Salem-Bangalore lines

Shri Tagansank: I beg to move:

"That the Demand for a Supplementary Grant of a sum not

[Shri Tangamani]
exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (12).

Need to extend Salem-Bangalore line to Dindigul Via Kanpur.

Shri Tangamani: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (2).

Huge loss due to fire in Dhilwan Depot on Northern Railway

Shri Tangamani: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,02,25,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (8).

Failure to pay municipal taxes to Madurai Municipality

Shri Tangamani: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,02,25,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (9).

Threatened closure of departmental catering in Dindigul, Madurai Division, Southern Railway

Shri Tangamani: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,02,25,000 in respect of Ordinary working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (10).

Increased consumption of coal

Shri Naushir Bharucha: I beg to move:

"That the Demand for a Supplementary Grant of a sum not

exceeding Rs. 4,91,32,000 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100." (4).

Increased cost of generating power for supply to M/s Tatas from Chola Power House

Shri Naushir Bharucha: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 4,91,32,000 in respect of Ordinary Working Expenses Operation (Fuel) be reduced by Rs. 100." (5).

Reduction of menu of dining cars without corresponding reduction in charges

Shri Naushir Bharucha: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,02,25,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (7).

Tardy progress of Diva Panvel line

Shri Naushir Bharucha: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,00,000 in respect of construction of New Lines be reduced by Rs. 100." (12).

Need for speedy survey of Haldia Port—Kharagpur line

Shri Aurobindo Ghosal: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (3).

Need for checking the wastage of coal

Shri Aurobindo Ghosal: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 4,91,32,000 in respect of Ordinary working Expenses—Operation (Fuel) be reduced by Rs. 100." (6).

Need for improving the catering department

Shri Aurobindo Ghosal: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 3,02,25,000 in respect of Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100." (11).

Mr. Chairman: All the Cut Motions are now before the House.

Shri Narasimhan: Are all the Demands before us?

Mr. Chairman: Yes.

Shri T. B. Vittal Rao: We will take all the Demands together.

Shri Naushir Bharucha: What is the time allotted for this?

Mr. Chairman: One hour.

Shri T. B. Vittal Rao: One hour is what has been suggested by Government.

Shri Naushir Bharucha: Can we not carry it on till 5 o'clock?

Mr. Chairman: We shall go on till 5 o'clock. Shri Vittal Rao.

Shri T. B. Vittal Rao: Sir, I welcome the Government of India's decision to upgrade the city of Delhi as an 'A' class city for the purpose of payment of compensatory allowance and house rent allowance to Central Government employees. This de-

mand was being made for a long time, for well over six or seven years and I am happy that the Government have conceded this demand in pursuance of the Central Pay Commission's recommendation. In this context I want to refer to the city of Madras which should have been upgraded.....

Mr. Chairman: That is not admissible. I did not admit that.

Shri T. B. Vittal Rao: I will just refer to the city of Madras.

Mr. Chairman: We are now discussing the Supplementary Demands. He may refer to this at the time of the next Budget.

Shrimati Parvathi Krishnan: He is making a reference to it and is comparing the two cities. There is nothing wrong in that.

Shri Tangamani: Because it is a political decision it may be referred to.

Shri T. B. Vittal Rao: I will very briefly mention it. I know the scope of this debate.

With regard to the city of Madras there was a demand that it should also be upgraded as an 'A' class city for the purpose of payment of these allowances. If you see the cost of living index with special reference to the city of Madras, you will find that during the last ten years the increase in the cost of living index there has been by 40 per cent as against the all-India average of 26 per cent. That shows that the cost of living index in Madras has increased considerably and therefore the cost of living has increased. The population has also considerably increased there.

In support of my contention I will quote Shri T. T. Krishnamachari who was the Finance Minister here. He had been a Minister for well over six or seven years in the Government of India.

An Hon. Member: Too long.

Shri T. B. Vittal Rao: He was in the Central Legislative Assembly and in the Provisional Parliament also. So to what he says we must attach some weight. In the course of a statement he has said that it is very deplorable on the part of the Government of India not to have upgraded the city of Madras as an 'A' class city for the purpose of payment of house rent and compensatory allowances. He was not partisan in his demand. In that very statement he also demanded that Nagpur should also be treated likewise.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): What is the population of Nagpur?

Shri T. B. Vittal Rao: Maybe 5 lakhs. If you stay there, you will know.

Shri S. M. Banerjee (Kanpur): I can tell you the population of Kanpur provided you upgrade it.

Shri T. B. Vital Rao: But in addition to this the actual cost of living obtaining in these cities should also be taken into consideration. That is why I have mentioned that Madras also deserves better consideration at the hands of the Government. If you go by the cost of living index, you have no justification for upgrading Delhi. Therefore, we will have to take both these things into consideration in arriving at a proper conclusion or decision.

With regard to the final location survey for the Salem-Banglore line, we are happy, at long last after 10 years of our agitation this railway line is going to be taken up. I will again point out the half-hearted manner in which the Government is taking up this line. What they have provided in the Supplementary budget is only a final location survey. After 10 years, now, final location survey

is going to be taken up. After seven months after the Budget has been passed, they provide a sum Rs. 2.5 lakhs for this final location survey. Firstly, I am afraid whether this sum of Rs. 2.5 lakhs will be sufficient for undertaking this final location survey. I am of opinion that Rs. 2.5 lakhs will not be sufficient for this final location survey. That means to say that this project is going to be delayed further. This rail link is for 142 miles. It is estimated to cost about Rs. 8 crores. The way the provision has been made in this Budget clearly shows that this railway link is not going to be completed in Third Plan period. Simply because there has been agitation from the people of the south for new railway lines, and because the Chief Ministers from the south, at a meeting convened by the Railway Minister, when he said that there is no railway line to be taken up during the Third Five Year plan, walked out of the meeting, and then they met the Prime Minister and the Prime Minister had sent a note. . .

Shri S. V. Ramaswamy: No, no.

Shri T. B. Vittal Rao: It is a fact; the papers are there. Then, they took up the matter with the Prime Minister and the Prime Minister wrote a special letter to the Planning Commission to find out certain provision and at least make some provision for this railway link. Subsequently this was taken up. Not only that. When the provisional draft was drawn up, we had provided from depreciation fund to the tune of Rs. 320 crores. It was raised by Rs. 20 crores when the final Plan came up. To say that finance are inadequate to take up this line is not tenable. Because, we find from the Railway resources itself another sum of Rs. 20 crores. Therefore, that amount could have been easily utilised. What I would urge upon the Railway Ministry is that they should take steps immediately to take up this line and finish it during the Third Plan. Unless and until this final location

survey is completed with expedition, I am sure this railway link will not be taken up and will not be completed within 10 years. Because, judging from the experience we have got of construction of other railway lines, we are sure this will go on to the fourth five year Plan.

Then, I come to another half-hearted measure, the Hassan-Mangalore railway link. You know, in the south, so many Members were agitating for taking up this Hassan-Mangalore railway link. A provision has been made of Rs. 2.15 lakhs for taking up this line. What they have done is this. There is a foot-note there that the final allocation survey itself will be taken up after hearing from the Ministry of Transport with regard to the development of the Mangalore port. The other day in answer to a question in the Rajya Sabha, it was stated that the Mangalore port will be taken up within the Third Plan and a part will be completed. We are linking this with the development of the Mangalore port into an all-weather major port. When the Ministry of Transport take up this development of the Mangalore port, it will not take them more than two or three years, maximum three years. They will be able to develop this port into a major port whereas the construction of the new railway line which is linked with this development, the Hassan-Mangalore line will take at least 5 years. As soon as the port is ready, we must also be ready with the railway line so that it should be simultaneous. Otherwise, what happens is, the port will be there and there will be no iron ore to transport for which purpose this major port is being developed. I cannot understand this way of dealing with these projects. If you do not want to have a project, you could have said, we do not want this and it could have been dropped. You could have boldly said so. When it has been decided to include this project in the Third Plan, why delay? Even the final location survey and the various materials that would be collected by having the location survey

will not become out of date within a year. Therefore, it is very necessary to take up immediately the final location survey whether he hears from the Ministry of Transport or not. The development of Mangalore major port has been included in the Plan and the amount has been provided. Planning means that we must be foresighted. There must be perspective planning so that when the port is completed, we should be ready with the railway line. Otherwise, the very purpose for which this railway line is being laid will be defeated.

Then, I come to another point. It is estimated that the Salem-Bangalore line will cost Rs. 5½ lakhs per mile. For the rail link between Singrauli coal fields and Obra, which is necessary in view of the development of the coal fields, provision has been made in the Third Plan about 200 miles. Part of that is going to be taken up—Thirty-six miles of railway line is going to cost—the estimate is—Rs. 9.2 crores. This is very amazing for a broad gauge line to cost Rs. 9.2 crores for 36 miles. This is rather amazing. You will find from this book,

“The construction of the rail link between Singrauli coalfields and Obra (36 miles and estimated to cost about Rs. 9.2 crores). . .”.

I do not know how this estimate has been arrived at, how this estimate has been worked out. That means to say, for one mile of line in this link, it is going to cost Rs. 25.6 lakhs. So many railway lines have been constructed. We have seen that no railway line has cost more than Rs. 14 lakhs per mile. How is that such an exorbitant amount has been provided for this railway line? We would like to have an answer for this. Even with regard to this, the Estimates Committee has recommended that the cost of construction of railway links has been rising.

[Shri T. B. Vittal Rao]

14.59 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Therefore, they have asked the Railway Board to look into this. Of course, the Railway Board says, we are looking into it by having control and all that. This is a fantastic and amazing figure, Rs. 25.6 lakhs per mile has not been there during the course of 100 years of Railways. Which is the factor that makes for such a huge expenditure for this railway line? We want the railway line. This expenditure has to be looked into.

15 hrs.

Then, I come to the damage that has been done to railway property as a result of the fire in the Dhilwan timber depot. I have been able to go through the report only cursorily, because even though the report was laid on the Table of the House as long ago as 22nd August, 1961, I could not get a copy of it till this morning; the report was found out yesterday only late in the evening. Anyway, I find from the report that the finding of the committee is that the fire was caused by a miscreant. That miscreant was able to cause damage to railway property worth Rs. 1.25 crores and that too, to sleepers which are scarce materials for the railways, taking into consideration their consumption. I do not know whether the miscreant has been apprehended or not. At least I am not aware of it.

Shri Tangamani: The fire broke out simultaneously in many places.

Shri T. B. Vittal Rao: Similarly, in some other place, in Nawada or somewhere else in Bihar, within a few days of the occurrence of this fire accident in Dhilwan, another timber yard was burnt. I do not know the extent of the damage that was caused there. I believe that that also ran to some lakhs of rupees, but we have not got the figures.

The committee of enquiry which was appointed was an official committee, consisting of Mr. Iqbal Singh, the Chief Engineer of the Northern

Railway, Mr. Iqbal Hydari the Chief Mechanical Engineer of the Northern Railway and the Chief Security Officer of the Northern Railway, and they enquired into this matter. This was a committee constituted by the General Manager, and this is what they say. Another finding of theirs is that some chowkidar or watchman was not in his beat when the fire took place; he was away from his post. That was how the responsibility was fixed. The fire was caused by a miscreant, and the responsibility for negligence or dereliction of duty was fixed on a chowkidar. This is how the railways are functioning. They entrust material worth crores of rupees to chowkidar. That seems to be the case, from the way the finding of the committee has been given.

The committee has made some recommendations in this connection. If we go through the recommendations, we shall find how the Railway Administration have been dealing with their stores and various other materials. One of the recommendations of the committee is that a wall should be constructed all round the depot. Have we to be told that where timber which is susceptible to fire is stocked, a wall has to be constructed? That shows how negligent the Railway Administration has been towards railway property. There is no use writing in the carriages that 'Railway property is your own property; it is the nation's property, and, therefore, you must take care of it'. There are people who are being paid by the railways to protect railway property, and they cannot conceive or imagine having a wall round the stores depot. This is the position to which we come to.

Another recommendation is that the Sleeper Control Officer has to exercise checks and that a monthly register should be maintained by him showing how he inspected, when he inspected, what his remarks were and so on. All this shows that there is no seriousness on the part of the railways.

Shri Goray (Poona): He is only a sleeper inspector.

Shri Narasimhan: The watch and ward staff will be the sleepers!

Shri T. B. Vittal Rao: Instead of moralising and sermonizing to the people who use the railways to treat the railways as their property, the railways should themselves make it a point to remember that railway property is nation's property and it should be protected as such, and especially those who are paid by the railways to take care of railway property should do so very well. When we go through these recommendations, we find them to be all very funny. Railway property worth Rs. 1.25 crores has been burnt. In any democracy, I do not think the Minister in charge would have continued in his post, after this incident. **Shri Lal Bahadur Shastri** resigned his Ministership after a railway accident.

Sir, these are serious matters. People entrusted with such huge property, and entrusted with the responsibility of running the administration do not feel the sense of responsibility which they should have, and they require to be told that shunting engines which are used for loading and unloading the timber in the depot should have spark arrestors. When material which is susceptible to fire is there, are we to be told that spark arrestors should be there in the shunting engines? Commonsense would tell us that in such places spark arrestors should be there in the locomotives and shunting engines that are used there. My hon. friend the Deputy Minister of Railways, **Shri S. V. Ramaswamy**, would himself agree that there are spark arrestors at the oil depots in the south, in Tondiarpet and other places. But in this timber depot, even this elementary precaution had not been taken. Is this the way how our railways are going to function? Sir, we are having the general elections shortly, and people will give their verdict on all these things.

Another interesting item is in regard to the Indian Industries Fair, for which Rs. 12.97 lakhs have been asked for. What are the items of expenditure? We do not find any mention of them; we find only the simple remark 'Indian Industries Fair', with the result that we cannot even move proper cut motions. Is it the case that the pavilion which the railways have put up in the Indian Industries Fair costs Rs. 13 lakhs nearly? If Rs. 13 lakhs are going to be spent on the railway pavilion at the Indian Industries Fair, I would say: let us not have any more exhibitions of this sort.

Shri Tangamani: The railway stall is quite good.

Mr. Deputy-Speaker: There might be telecommunication from behind but not this direct talk.

Shri Tangamani: I was saying that the railway pavilion is attracting a large number of visitors, and probably does not deserve so much of criticism.

Shri T. B. Vittal Rao: The hon. Minister should tell us the items on which this amount has been spent. If he is going to tell us that this amount was spent in connection with the provision of certain railway sidings there, then I would say that he will get back whatever has been spent because that will be met by the Federation of Indian Chambers of Commerce and Industry, because it is they who have transported the materials to that site.

If we ask for a single station being opened, the railways say that it would cost Rs. 5 lakhs, and there is no provision for that, and they plead inadequacy of finance. Even if a crossing station is required in their own interest, from the operational point of view, they say that there is no finance. But, we find that Rs. 13 lakhs are

[Shri T. B. Vittal Rao]

spent in connection with the Indian Industries Fair. I do not know how this much of money has been spent. Is this House going to be told only that Rs. 13 lakhs are required in connection with the Indian Industries Fair? Is that enough for us to vote that amount? Should we not have some details of how this amount has been spent? It is not a small sum of Rs. 100 or Rs. 2000, but it is Rs. 13 lakhs nearly. I feel that the House deserves better consideration at the hands of this Government.

Shri Narasimhan: I suppose my hon. friend wants the break-up.

Shri T. B. Vittal Rao: I want a break-up of everything.

I had complained on an earlier occasion about the sorry state of affairs in which the accounts department of the railways was. I find that even the Estimates Committee's recommendation has not been taken note of. They had recommended four or five or six years ago that the posts of Financial Adviser and Chief Accounts Officer should be bifurcated, so that one officer could look into the budget and the other could look into the expenditure, in order that they can have better control over expenditure, and we shall be in a position to relate performance to expenditure. But till now, the railways have not bifurcated these two posts. The result is that even after 8 years of the Railway Centenary Celebrations, which took place in 1953, we are paying towards ground rent Rs. 4.54 lakhs. This is one example only. There is the example of the President's Saloon. Maintenance, depreciation charges, interest on capital—all these were appropriated by an excess grant. This is actually normal expenditure. Depreciation expenditure and interest on capital are routine items of expenditure. But we have to pass excess grants for these.

What do these things indicate? They indicate that the railway accounts are

not maintained properly. I see the Deputy Minister nodding his head. May I take it as his assent or dissent.

Mr. Deputy-Speaker: Something between the two.

Shri T. B. Vittal Rao: Something has to be done very seriously to clear up the arrears in these accounts.

Shri Narasimhan: More than nodding.

Shri T. B. Vittal Rao: Then I come to the manufacture of diesel locomotives. An expert committee was appointed. You know the background and how this was finally decided to be taken up in the public sector. The Railway Board had originally decided to give it to the private sector. So we were urging upon Government that it should be done in the public sector in conformity with the Industrial Policy Resolution which this House adopted in 1956. We had to draw the attention of the Prime Minister also to this. We wrote him several letters. In the controversy between public and private sector, nearly two years elapsed. Then it was finally decided to take it up in the public sector. Then we asked, 'When are you going to take it up?' The answer was that they had appointed an expert committee to recommend a suitable site for the location of this factory. We thought the report of the committee would come out soon. After nearly 6—8 months the report came. Then we were told that the report was 'under the examination of the Railway Board'. That also took a considerable time.

What are the sites recommended by the expert committee? This information has not been laid on the Table nor made public. One is in Bihar, another in Bhakra-Nangal in Punjab and the third in Hyderabad in Andhra Pradesh. Finally, we were told that one of the three sites might be selected for location of this factory. But what happened? Suddenly we were told that the Railway Board had taken

a decision. With regard to this, they were not in a position to take a decision previously. They had to have the report of an expert committee. But suddenly they took a decision to locate it in Banaras. I have no quarrel with this location. It may be located in any place. Especially if it is in UP, I am very happy because it is the most backward State industrially.

An Hon. Member: All States are backward.

Shri Goray: In political leadership, it is not backward.

Shri T. B. Vittal Rao: I am not at all worried about this location. I only draw attention to the performance of the Railway Board in this matter, which is very interesting. Two years were lost in the controversy—public sectors *versus* private sector. Then an expert committee was appointed. That committee took some time. Then the report came. Then the Railway Board took time for examination of the report. Lastly, they came to an independent decision without caring for the report at all. If the Railway Board were capable enough to take a decision independently, why did they appoint an expert committee? Why did they lose so much time? By losing time, we delay the manufacture of locomotives. Delay in the manufacture of locomotives means that we are going to spend so much foreign exchange. It is said in the report that we are going to conserve foreign exchange on account of the manufacture here of these locomotives. Something must be done to overhaul the Railway Board. Tomorrow, we are discussing the railway accidents and we will say something about these things then also. This is not the method of functioning.

Deputy-Speaker: He has already taken half an hour.

Shri T. B. Vittal Rao: One more point. What to do? We have to sanction Rs. 8 crores, of which Rs. 1.25 crores have to be written off due to that fire.

Mr. Deputy-Speaker: I would certainly have given more time if some money could be retrieved out of it.

Shri T. B. Vittal Rao: That will not happen.

Shrimati Parvathi Krishnan: Realise it from the salaries of the Ministers.

Shri T. B. Vittal Rao: We are faced with this situation.

Now I come to a small point, but I consider it to be an important one. This concerns the catering arrangements on the Southern Railway, especially at Dronachalam. In the vegetarian section, they serve meals—lunch or dinner—in tiffin carriers which are very inconvenient. There are a few trays in which meals are served in the G.T. They are stainless steel trays with katoris. It is very nicely served. Last year when I was in Dronachalam, I asked them about it. They said they had only 4 trays, the rest being tiffin carriers. This year when I went there, they were serving again in tiffin carriers. When I asked them whether the number of trays had not been increased, they said, 'No, there are only 4 trays'. This should be looked into and the number of trays increased. If anybody wants meal in tiffin carrier, it may be supplied to him in carrier.

Then there is another small point, with regard to increase in expenditure on the consumption of coal. The price has been increased. Of course, the railways have no control over the prices because they are determined by the Ministry of Steel, Mines and Fuel. What we have been urging on the Railway Administration is that they should try to economise on the consumption of fuel, especially coal. In view of the fact that we are getting very cheap coal in our country, cheaper than in any other country in the world, we do not seem to attach much importance to efficient and economic use of coal in locomotives, with the result that year after year consumption

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is increasing and expenditure thereon is also shooting up.

In this connection, a fuel economy inquiry committee was appointed. It submitted certain recommendations to the Railway Board. One recommendation made was that instead of drawing coal from 400 collieries, we should concentrate on 200 only, so that there would be proper inspection of the coal supplied, so that there would be no complaint, as mentioned by the hon. Minister yesterday or the day before, that the quality of coal supplied was bad, and therefore, the shuttle train service between Delhi and Ghaziabad was not punctual. There is no question of coal being of bad quality. During the last so many years, the railways have been using very good metallurgical coal for raising steam, which is unheard of in any other industrial country—metallurgical coal being used for steam locomotives. Now the Planning Commission and the Government have decided that the railways should not use metallurgical coal but only ordinary coal. So something should be done about this instead of laying the blame on coal.

On the whole, while welcoming certain of the provisions made in the supplementary demands with regard to the new railway lines, I would strongly urge that something should be done to tone up the Railway Board and the railway administration as their efficiency has gone down.

Mr. Deputy-Speaker: May I know how many hon. Members desire to speak? Eight.

Shri T. B. Vittal Rao: There is Shri Narasimhan also.

Mr. Deputy-Speaker: I have counted him. I could not ignore him. Should I put a limit of ten minutes on speeches?

Shri Naushir Bharucha: All right.

Mr. Deputy-Speaker: It has been agreed that we will conclude this by

5 O'clock. How long will the Ministers take?

Shrimati Parvathi Krishnan: Ten minutes.

Mr. Deputy-Speaker: Ten minutes each.

Shri Naushir Bharucha: One of my grievances, particularly when the Minister comes for supplementary demands, has been that we are not being supplied with adequate particulars. In the points that I make I desire to emphasize that in coming for demands for grants, it is the duty of the Government to give a clear-cut explanation as to the reasons why the grant is asked for.

Take the example of Demand No. 7 which relates to "Ordinary Working Expenses—Operation (Fuel)" As the previous speaker pointed out, there is the question of increased consumption of coal. If we turn to page 6, we are told that over a crore of rupees represents the aggregate result of variations such as carry-forward of certain arrear bills, greater consumption than provided for etc. It is very difficult to make out the amount devoted to arrear bills and the actual increase in consumption. Year after year the House has protested against increasing consumption of coal. Already, the original grant consists of Rs. 73 crores, and it is a major item of expenditure. And still even by way of supplementary demands the Government comes forward without explaining at all whether this Rs. 1 crore is required for consumption or on account of arrear bills.

Similarly, if you examine page 6, there is another item (e) under which Rs. 52.26 lakhs are required on account of increased cost of generating power for more supplies now required by Messrs. Tatas from Chola Power House of Central Railway, than provided in the Budget. In the first instance, why should not this increased consumption have been provided

in the Budget? In the second place, if increased consumption is there, why should the cost of generation go up? On the contrary, with increased production, the cost should go down. But we have got absolutely no particulars.

Also, we do not know whether the increase is in the running costs or in the fixed costs, what is known as fixed kilowatt hour component. If it is contended that additional plant has to be installed for providing increased generation, then this item cannot come in revenue expenditure, it should be capital expenditure; so that, though they ask for more than Rs. 50 lakhs, we do not know whether the cost of generation has increased for one reason or other or why and how, and still they say this amount is required. Surely, I submit, this is not the way to treat the House.

Coming to Demand No. 9, one finds there is an item referring to compensation to passengers involved in accidents. I fully appreciate the desire of the Government to increase the amount of compensation to Rs. 20,000 from Rs. 10,000, but, side by side I feel it is not enough to increase the quantum. Certain principles must be definitely laid down for providing compensation for passengers who receive injuries or are involved in fatal accidents. I had to deal with one of the cases where the motor man of a local train was killed, and the question arose whether the sister or brother could claim compensation. Under the Fatal Accidents Act, it is only the parents or the children that can claim. Therefore, I submit that it is not enough to amend this provision, but also to amend the provisions of the Fatal Accidents Act to enable other dependants of a railwayman who is killed, or for the matter of that, any other passenger, so that they can claim compensation.

Another point in this connection is that the Government must make it a rule that, irrespective of the question whose fault it is, where an accident has occurred, a minimum amount of

compensation must be automatically provided for. There should be no enquiry as to whose fault it is. All medical costs, transport costs, loss of baggage etc., must be provided for, without the party being called upon to prove that it is the fault of the railways. I think it should not be difficult for the railways to lay down the principles on which officers can act and quickly dispose of claims for compensation in accidents. After all, it is not enough to express good intentions. We must make the compensation easily available to people who have suffered.

There is an interesting item with regard to railway catering. While coming down to attend this session, I happened to travel and have my dinner in a dining car. While I found that the charge of the dinner was Rs. 3 as usual, out of the two items of the menu one had been cut down. On enquiry I was told it was the Railway Board's orders. I should like to know whether the public sector is going to work in this way. Is this the way Government is organising departmental catering? You cut down the food by 50 per cent. and keep the charge just the same. In other words, what you have done is to increase the charge by nearly 50 per cent. I submit that before the Government takes any such action and imposes what may be regarded as indirect taxation on the masses, it should come to the House and explain, and not merely by way of supplementary demands or otherwise, put through this item.

Then I come to the provision for new lines. I refer to page 11. One of the lines in Panvel-Apta extension (10 miles length, out of the 15 miles length of the Panvel-Kharpada line) on the Central Railway—the Diva-Panvel-Uran line, for the construction of which provision was made in the budget for 1961-62, having since been altered as the Diva-Panvel-Kharpada-Uran line. I would like to know exactly what progress has been made on

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this line. From time to time we are told that negligible amounts are set aside. I am sure the hon. Railway Minister will say that they have made the preliminary survey.

Shri Nath Pai: How many preliminary surveys do they make?

Shri Naushir Bharucha: I do not know whether in our life time we will be able to see this functioning. I strongly protest against this tardy progress of construction of a very important link, and I do hope the Railway Minister will tell us that the work is in progress. I should particularly like to know the expected date of completion, and in what manner the progress is to be further speeded up.

I hope the Government will look into the points to which I have drawn their attention.

Shri Narasimhan: There are two modest amounts of Rs. 2 lakhs and Rs. 3 lakhs respectively under Demand Nos. 2 and 15. Though Demand No. 15 is a token demand and the amount is very small, it is a very significant factor. One of the items under the demand is the construction of 152 miles of new railway line in my district. Actually, this marks the end of a tragic chapter in the district's history. Two decades ago, as a result of the war, a hundred miles of railway lines were removed at one stroke. In those days there was no representation for the district even in the Central Assembly. One Member represented three or four districts, and he invariably came from another district. So, my district was not able to pull its weight in the matter.

After two decades we now find that the tragic chapter is over, and that there is an immediate prospect of the lines being restored, not merely partially restored; but the alignment has to be so extended that it becomes effective. While we have been hearing of Berlin being destroyed by bombs

and then reconstructed the reconstructed Berlin appearing to be much better than the old one, here our experience was one of the sorrow and waiting. But that has come to a close. Though the amounts are very in significant and though they come in the form of supplementary Demands, the change is very epoch-making as far as my district is concerned. This was waiting for two decades; and thanks to the attention of responsible persons having been drawn to it we are getting back this line.

I am very glad to see the following in the Budget note:

"A beginning in the construction of all these four lines has to be made urgently."

The word 'urgently' goes to show that Government are seized of the matter—this is not about only these lines but about a few others also. Shri Vittal Rao was full of fears. He was not appreciating the earnestness of Government; but this very sentence quoted shows that Government are earnest in the matter. Shri Vittal Rao's anxiety has to be appreciated; it was only fear born of anxiety and not one born of want of confidence. That is how I take his fears to be. I assure him and I am assuring myself—and it is an assurance even to this House—that this sentence is there in the note.

I hope the final location survey would be concluded soon. The engineering survey was already over 5 years ago; but the matter was left at that stage. There was inordinate delay. As Shri Vittal Rao feared, I also had some pessimism as to the vigour with which the Railways are capable of going into this matter. I also emphasise that vigorous steps should be taken.

There is also another danger. It has become clear that the Railways are going to have those lines in those

areas. Unless work is taken up quickly the price of land is bound to go up and there would be unnecessary increase in the cost of the line. Quick work will mean economy. Otherwise, due to speculation the costs would increase and the burden on the exchequer would increase.

I am sure that apart from ending the tragic chapter it is going to be a beginning of a very good era. It is actually linking three important districts, two in my State and one outside the State.

Mr. Deputy-Speaker: That is where the two hon. Members differ. Shri Vittal Rao thinks that it is yet a beginning but the hon. Member considers it as the end of a tragic chapter. Therefore, they differ.

Shri Narasimhan: Maybe.

It is the beginning of a very good chapter; that is to say, full industrial development and exploitation of all the resources in these three districts (*Interruption*). These three district form an industrial belt. It may not be quite as good as the Dhanbad area; but it is good enough for the extreme south. In the Neyveli lignite area we have recently found occurrences of copper also, which is a very precious metal for the country. The Salem district is full of iron ore and magnesite, chromite and other minerals including the atomic minerals. Then, there is the adjoining State of Mysore with its superior type of iron ore. With all these, I think, the area will develop fast. Though we have gone through two decades of patient waiting and suffering, we hope that the present spurt would be so quick that past pain would certainly be forgotten. Therefore I am very happy that this is happening.

I am also grateful to you for giving me this opportunity to express the satisfaction of my district and my State, satisfaction and happiness over this great step forward.

Mr. Deputy-Speaker: He has the support of many hon. Members.

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): I hope I have heard the hon. Member correctly. Did he say that copper has been discovered?

Shri Narasimhan: Occurrences of copper have been found in South Arcot.

Dr. K. B. Menon (Badagara): Sir, I subscribe to the increase in the compensation for victims of accidents. But I would like to submit that prevention is better than cure. Increasing toll of life that it is taking every year is bringing a bad reputation to the Railways. Nothing so far has been done, as far as I know; no serious move has been made to enquire into the causes of these accidents nor to pacify the people who are agitated on the issue.

In 1960-61, there were 3,925 accidents and in the half year ending 1961-62—April to October,—there was 1,883 accidents. There is every reason to hope that the Railways will maintain their reputation in the remaining half year and bring the figure to as high as 1960-61, if not more. This number of accidents averages to about 10 or a little more than 10 per day. That should be a world record. I do not have the figures to make any definite statement on the subject.

The break-up of these figures is very revealing. Collisions and averted collisions come to about 98—61 and 37; ignoring of danger signals by drivers of engines, which seems to me one of the most serious offences that a driver can be guilty of, come up to about 70. As far as I know, very often, very minor punishments like warning or cancellation of passes are the only punishments that are given for this offence.

Breaking of block rules come to about 30; and there are other accidents like derailment and parting of trains and fire etc. I myself have an almost personal experience of a fire in a mail train where two patients—a

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patient and her mother—were locked up in a coupe; and as the train moved the fire broke out. They did not know how to pull the chain. Accidentally, one of the passengers in another compartment saw smoke coming out and he pulled the chain and stopped the train. These kind of little accidents do not receive much publicity in the Press; they are tucked off in the files. The investigation is dragged on over a long period of time and finally the persons who are guilty of it escape with very minor punishments. I do not know what the reasons are that are responsible for this kind of accidents, but I do think that the neglect, indifference and misplaced leniency on the part of the officials is largely responsible for these accidents. There is some indifference which, on enquiry I found, was partly due to the reservation of promotions which had made them feel that merit was not given recognition. There are also very many reasons like the posting or promotion of people who are not capable of discharging their duties. Because of the increasing number of accidents because of these reasons, it is time that Parliament appointed a committee with technical experts to look into them because the standard of safety over the railways should be very carefully studied. I am feeling that promotions have a great deal to do with increasing accidents and that is also a subject which should be gone into. All cases of accidents that had happened so far should be thoroughly studied and the reasons should be made known. I hope the Railway Minister would take this submission into consideration. The railway is the largest nationalised public utility in the country and the Government therefore has a special responsibility to the people, to save the life of the innocent people. The present Home Minister, Shri Shastri, resigned in 1956 after a major railway accident. It was of course a very commendable act. He did it not because he felt any personal guilt in the matter but to focus the attention of the department and the railways and to reduce the number of accidents.

His resignation was a failure for it does not seem to have had any effect on the railways. I, therefore, wish to invite the attention of the Government to this and suggest that a committee of enquiry should be appointed which should make the facts available to the people and also prevent the number of accidents increasing.

There was an order in the Ministry, in 1960 I believe, that there should be no upward revision of salaries or addition of posts unless it is absolutely necessary for the purpose of planning. I understand that a number of advisers had been appointed, such as sleeper adviser, timber adviser, labour adviser and so on. I do not know why there should be a sleeper adviser when there is a timber adviser, unless he is a sleeping partner to the timber adviser. I also understand that the salary scale of C.P.Os. had been raised from 1600—1800 to 1800—2000. In the case of their appointments also I am told—I am subject to correction—that it needs some experience of the staff which many of the people who are occupying the position do not have. I also understand that a number of directors have been appointed in the Railway Board and their salaries had been raised by Rs. 250. Just now the information came that the Railway Board is already costing us Rs. 86 lakhs and even more. There is no reason why there should be any increase especially when there is the Ministry's standing order of 1960.

I would like to conclude with a word about catering. In the south it is supposed to be better but there is considerable scope for improvement. The railways have raised the tariff but with the increase in the tariff there has not been any corresponding increase in the quality or quantity of the meal. Particularly the tea served is charged at 12 nP but outside, the same quantity of tea, perhaps of better quality if not the same, is available for 6, 8 or at the most 9 nP. For a lunch or dinner, Rs. 1.25 is charged which is available outside, the quality

is better—for 12 annas. Particularly in the south, the Railways have taken charge of catering and refreshment rooms. I suppose they are better run than the private caterers but the charges are very heavy. I understand that the Railways are running them at a loss in spite of the fact that administrative expenses are not charged to the catering. Considerable improvement can be effected in the services. When a train arrives in the platform there is great rush and scramble near the counter: it is sometimes very pathetic and the railways should instruct their refreshment rooms to improve the services and have more staff at the rush time to meet this kind of emergency at the time of arrival of trains.

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर) : उपाध्यक्ष महोदय, मुझे रेलवे की अनुदान की मांगों पर बोलते हुए प्रसन्नता हो रही है और मैं उन का अनुमोदन करती हूँ। सच बात तो यह है कि मेरे विचार में रेलवे का काम—पता नहीं कि मैं उस को ठीक समझी या नहीं—बहुत ही अच्छी तरह से चल रहा है। जब हम नये कॉचिज को देखते हैं, जिनमें हम बड़े आराम से सफ़र करते हैं, तो हम को बहुत खुशी होती है कि हमारा देश कितना उन्नत हो रहा है और हम प्रगति के मार्ग पर कितना आगे बढ़ चुके हैं। चित्तंजन में इंजिन बनाये जा रहे हैं और टूलज़ की फ़ैक्ट्रियां काम कर रही हैं। वहां पर बहुत अच्छा काम हो रहा है। यह ठीक है कि कुछ कमियां हैं, लेकिन अगर कमियां न हों, तो हम कैसे आगे बढ़ सकते हैं और कैसे कुछ सीख सकते हैं। ये सब तारीफ़ करने योग्य बातें हैं।

सब से बड़ी बात यह है कि जब भी हम ने माननीय मंत्री और रेलवे बोर्ड का जनता की कठिनाई की तरफ़ ध्यान दिलाया, तो उन्होंने तुरन्त उस का निवारण किया। मेरा अनुभव यह है कि बहुत सी बातों में जनता की कठिनाइयां समाप्त हो गई हैं और उस के लिए मैं माननीय मंत्री जी और रेलवे बोर्ड को

घन्यवाद देती हूँ। मैं चाहती हूँ कि उन को जनता की सेवा करने की ज्यादा से ज्यादा शक्ति प्राप्त हो और वह जनता की फ़रियाद को सुनें।

जहां तक मेरा सम्बन्ध है, मैं कुछ निराश हूँ, क्योंकि जम्मू-काश्मीर का रेलवे विभाग की तरफ़ से कोई प्रोत्साहन नहीं मिला। लगभग चार या पांच वर्ष पहले मुझे इस सदन में आने का सीमाग्य प्राप्त हुआ। शुरु में मैं ने यह देखने की कोशिश की कि हमारी रियासत में कौन सी बड़ी कठिनाई है और वहां की जनता को सब से पहले क्या सहूलियत मिलनी चाहिए। मैं ने देखा कि रेलवे की सुविधा के बारे में सब से ज्यादा पुकार थी। मैं ने यहां आ कर सदन के सामने जनता की फ़रियाद रखी। मुझे याद आता है कि जब रेलवे के बारे में यहां पर मेरा पहला या दूसरा भाषण हुआ और मैं सदन से बाहर गई, तो माननीय सदस्य, स्वर्गीय गांधी जी, ने लाबी में मुझे कहा कि वाकई तुम ने बहुत अच्छे पायंट उठाये हैं। मुझे यहां तक याद है, उस समय माननीय श्री जगजीवन राम जी से लाबी में रेल के विषय में बात की। मुझे यह भी याद पड़ता है कि उन्होंने बोर्ड की मीटिंग में इस का जिक्र भी किया था और शायद यह चीज रेलवे बोर्ड के रिकार्ड में भी होगी। तभी से यह रेलवे की कुछ हलचल चली है। तभी से यह ६ मील लाइन बनाने की बात चली आ रही है कि इस के बारे में भी कुछ करना है। परन्तु मुझे दुख के साथ कहना पड़ता है कि जब भी मैं जाती हूँ मैं पाती हूँ कि वह सुविधा वहां नहीं पहुंची है। तीसरी पंच वर्षीय योजना भी आ गई है लेकिन कोई इसको पूरा करने का आश्वासन नहीं दिलाया गया है। मैं आप को यह भी बतलाना चाहती हूँ कि १४ साल पहले जम्मू काश्मीर में रेलवे लाइन थी। आज भी वहां बोर्ड लगा हुआ है स्टेशन रोड का। नाम सड़क का है पर रेलवे का कहीं नहीं है। वह पहाड़ी इलाका है, जंगलात से भरा पूरा इलाका है। कितनी ही लकड़ी आप को उन

[श्रीमती कृष्णा मेहता]

जंगलात में से मिल सकती है। सब से बड़ी बात यह है कि तीसरी पंचवर्षीय योजना में प्लानिंग कमिशन ने यह रखा है कि जहां कोयला और उद्योग होंगे वहां रेलवे ले जायेंगे। मैं आप को विश्वास दिलाती हूँ कि काज़ाकोट में कोयले का बहुत बड़ा भण्डार है और वह बहुत अच्छा कोयला है। मेरा ख्याल है कि उस कोयले का निरीक्षण भी कराया गया था और पाया गया था कि वह उत्तरी रेलवे को सस्ता पड़ेगा। इतना होते हुए भी मुझे पता नहीं क्या त्रुटि है? क्या यह त्रुटि रेलवे बोर्ड में है या योजना आयोग में, मैं नहीं जानती हूँ। इस चीज़ को मैं आज तक भी नहीं समझ पाई हूँ।

मेरा माननीय मंत्री जी से तथा इस सदन से भी कहना है कि आज जब बहस हंगरी है बदाख के मामले की और चीनी हमले की तो हम सूरत हाल को न जानते हैं और न ही समझते हैं। हम इतनी बातें करते हैं लेकिन क्या कभी किसी ने सोचा है कि जिन सिपाहियों को आप देश की रक्षा करने के लिए सरहद पर भेजते हैं, क्या उन के लिये आप वे सभी सुविधायें मुहैया करतें हैं, जो कि की जानी चाहिये? मैं जानना चाहती हूँ कि आप ने क्या क्या सुविलियतें उन के लिए मुहैया की हैं। रेलवे की उन के लिए भी बड़ी भारी आवश्यकता है। इतनी उंचाई पर बैठ कर वे ड्यूटी देते हैं और उसके बाद जब वे एक महीने की छुट्टी आते हैं तो क्या आपने कभी सोचा है कि उनके इनमें से सात आठ दिन रास्ते में ही व्यतीत हो जाते हैं। क्या आपने कभी इस पर भी ख्याल किया है कि उनके लिए जब कभी अनाज की या दूसरी चीज़ों की जरूरत होती है तो उसको सप्लाई करने में कितनी मुश्किलता का सामना करना पड़ता है। जब तक हमारी बुनियाद और जड़ मजबूत नहीं होती तब तक किस तरह से हम आगे बढ़ सकते हैं? अगर कोई लद्दाख के इलाके में गया हो तो वह इन सब चीज़ों को आसानी से समझ सकता है।

मैं वहां गई हूँ और मैं इन सब चीज़ों को जानती हूँ। हमारे पूर्वजों ने कई साल तक हुकूमत के साथ काम किया बहुत कम आदमी ही इन सब बातों को जानते होंगे। मुश्किल यह है कि हम असली चीज़को देखते नहीं हैं। मेरा निवेदन है कि जहां कहीं भी कोई त्रुटि हो, प्लानिंग कमिशन में हो या कहीं और हो, वहां तब मेरो इतना करोयाद को अवश्य पहुंचा दिया जाए। देश की सुरक्षा के लिए, देश की मजबूती के लिए हमें चाहिये कि हम सब से पहले रेलवे के बारे में कुछ करें। जब तक वहां रेल नहीं जाएगी कोई उद्योग वहां पर पनप नहीं सकेंगे। काश्मीर के लोग लाखों की तादाद में मजदूर हो कर हमारे यहां पंजाब में और दिल्ली में तथा दूसरी जगहों पर काम करने के लिए आते हैं। वे इधर दौड़े आते हैं, इसका क्या कारण है, यह भी मैं आपको बतला देना चाहती हूँ। इसका कारण यह है कि वहां कोई कारखाने नहीं हैं, वहां कोई उद्योग नहीं हैं। अगर छोटे मोटे कारखाने वहां पर हैं, तो उनमें कितने लोगों को रोजगार मिल सकता है। इस वास्ते सब से जरूरी बात यह है कि वहां हम रेलवे लाइन ले जाएं। मैं निवेदन करती हूँ कि इस और आप जरूर ध्यान दीजिये।

जम्मू-काश्मीर के जो रेलवे में मुलाखिम हैं, उनको पास की सुविधा नहीं है। कहीं भी जाना हो, उन बेचारों को पहले पठानकोट जाना पड़ता है। आगे उनको कोई रियायत नहीं मिल सकती है। उनके लिए कुछ पास की आसानी हो, इसके बारे में भी आपको सोचना चाहिये। मैं मानती हूँ आपने बहुत से अच्छे अच्छे काम किए हैं, लेकिन इस और भी आपका ध्यान जाना चाहिये।

जहां तक स्लीपर्स का ताल्लुक है, मेरा ख्याल है रेलवे को जितने भी स्लीपर्स की जरूरत होती है, वे विदेशी से मंगाये जाते हैं। तीसरा या चौथा हिस्सा ही काश्मीर

को लकड़ी खरीद करके बेनाये जाते हैं। मैं माननीय मंत्री जो से प्रार्थना करती हूँ कि जो लकड़ी हमारे यहां मिलती है अगर वह विदेशी लकड़ी का अच्छी तरह से मुकाबिला कर सकती है, तो जितने भी स्लोपर हम खरीदते हैं, क्यों न उनको काश्मीर गवर्नमेंट को आर्डर देकर उससे लें ताकि हमारे अपने देश का जो उद्योग है वह बड़े, फले फूले।

ये ही दो तीन बातें थीं जो मुझे आपके सामने रखनी थीं। मैं आपका धन्यवाद करती हूँ कि आपने मुझे बोलने का मौका दिया। मैं आशा करती हूँ कि मुझ से बाद में जो माननीय सदस्य बोलेंगे वे जम्मू काश्मीर की बाइन के बारे में अवश्य अपने विचार प्रकट करेंगे और इसके बारे में भी कुछ कहेंगे।

Shri Jaipal Singh: Mr. Deputy-Speaker, Sir, I am grateful to you because it enables me to continue my talk of yesterday, since I am concerned with the question of the Railway Service Commissions. Yesterday, as you will remember, I tried to make a point on the very big issue of national integration. In the railways, there is nothing regional; there is nothing provincial. The railways are a national concern. I feel that the railways can lead the way in giving a national outlook to the Home Ministry.

When you look at the history of civilisations, whatever civilisations they are, they have all been somehow or other dependent on communications as in the case of the Greek Archipelago,—quick transport for getting from here to there. The railways in this country, particularly after Independence, have been endeavouring to perform a task on the ground, and not in the air as the hon. Minister of Transport and Communications might think of. Over and above that,—it is not merely transporting people from here to there—the railways have been compelling them, unconsciously it may be, to take to other habits. We in this House have been accustomed to listening to questions about the

Grand Trunk Express. It is neither grand, nor trunk nor express. This is what we have got used to.

But the whole question has been that the people coming from Madras to Delhi have not got quite used to the idea that they were coming to Delhi. They thought that Madras would be there for ever; from Madras to Delhi, but back to Madras, Madras, Madras! Well, there it has been in the matter of their food habits. They are not worried about their physical habits.

An Hon. Member: It is right.

Shri Jaipal Singh: I am very glad my hon. friend from the South says it is very right. But why do they ask questions? If it is very right, do not ask questions.

Shri S. M. Banerjee: They are right questions.

Mr. Deputy-Speaker: Though during this session, I am not insisting very much on relevance, may I know under what head he is speaking?

Shri Jaipal Singh: You have ordered me and it has been helpful to me, although I have not always been a good boy! But the point is that the railways are one of the very, very few institutions that can make this country feel that it is one country. They have, I think, despite all the criticisms people might make, been doing a very good job, right from the top to the bottom. I am not saying they are perfect.

[**SHRI MULCHAND DUBE in the Chair**]

10.59 hrs.

The railways would laugh at me if I have to say that they are wonderful and perfect. But considering the circumstances, I think they have done and are continuing to do a first-class job, considering the people they have to deal with and the Members of Parliament they have to deal with. Let us not talk of the people who cannot hit back at us, people who are not there to answer. I am here today to throw

[Shri Jaipal Singh]

a challenge to my colleagues in the Lok Sabha. I am not talking of the Raja Sabha because that is somewhere else. My colleagues in my household will look after that. But I can look after myself in the Lok Sabha.

You will forgive me if I pluck up courage and say this. Here we criticise the railways. May I humbly ask everyone of my colleagues here as to whether we have contributed to the efficiency of the railways. Have we? We have taken full advantage of the fact that we are Members of Parliament and therefore we are above the rule of law of the railways. I ask this question pertinently. It is a very important thing. In my little experience of travelling, I have discovered that we have not set the example.

16 hrs.

Yesterday I accused the Home Ministry in my speech. I feel that it is about time to realise that with all the privileges we have, it was not fair that we should criticise the railway administration unless we ourselves set the example. I am sorry I have to say this, because every time I go anywhere, I get VIP treatment, not because I am a Member of Parliament, but because I happen to have better manners than most Members, if I may put it that way, because I realise the difficulties of the railway administration. They have very, very serious difficulties. While I hear of these complaints, I would very much like our colleagues to appreciate the fact that not only are they dealing with Members of Lok Sabha, but they are dealing with a particular species of humanity which is not so easy to handle.

My friends have been talking of accidents. There could be no worse accident than the accident at Ghatsila where I myself lost very, very intimate friends. It is very easy for me to get up here and say, "Sack Shri Shahnawaz Khan; sack Shri Rama-

swamy; sack Shri Jagjivan Ram". It is very easy to say these things. We can even accept the report and say that it was sabotage. All these things are very easy, because we are here immune; we can say anything we like and get away with murder.

The question is how to run the railways. The tragedy in this country is that here in this House, we think we are running the railways for the Members of Lok Sabha. It is about time we appreciate this fact, because when I make criticisms against the railway administration, I am not one who will say that the engine driver, the signal men, the track men and all these people are perfect. I am not saying that, but they are doing a good job. They are trying their best. I will say that because I see it all along the line.

My point is that there is lack of imagination in the railway administration as far as certain fundamental things are concerned. Let me get to the first fundamental thing. In the House of Commons in England, the most important committee is what they call the Ministry of Interior; it is the food committee which is called the Ministry of the Interior.

The biggest failure in the railway administration is in regard to the 'Ministry of Interior', i.e. food. I love the south; I do go to the south not because I like my friends there, but because the south is a wonderful area in the country.

Shri D. C. Sharma (Gurdaspur): Does he not love Shri Ramaswamy?

Shri Jaipal Singh: You do not worry about my loving somebody else; worry about yourself.

If you go from Howrah to the south, the moment you cross the Vindhyaas, you discover that the restaurant car loses its significance, because every traveller carries his own food. Can my friends to my right—they happen to be to my right, though they are leftists—deny this? If I go from Howrah to Delhi, there is no *sambar*

or anything like that. There is only one place where I feel safe gastronomically and that is the habitat of the Leader of the House, viz., Allahabad.

My only criticism is if the 'Ministry of the Interior'—the stomach—can be developed and improved by the railway administration, they will have done a first class job. We do not mind what they would charge. Foreigners come here and we are trying to develop the tourist traffic. May I ask the railway administration, is there any place anywhere in India including the capital where you can say, "Give me curry" and you will get curry? My friends in the Ministry of Communications and Transport and in the Ministry of Railways give you *kohai* curry, not Indian curry.

Shri S. V. Ramaswamy: What is *kohari* curry?

Shri Jaipal Singh: I am sorry I have to speak in the pre-independence language. I am prepared to speak in the language of my friend, Shri Ramaswamy, but I do not think the rest of the House will understand me. The sooner this *kohai* curry disappears from the railways, the better will be the railway catering service. Food is the most important thing. Whenever you have any domestic trouble, the first advice given is, "Feed the beast". If a wife is in trouble, the first advice you give is, "Feed the beast". There are about 16 crores of people travelling. Feed the beasts; feed the 16 crores and the railway administration will have all the encomium and bouquets showered on them.

Sir, the most important thing that the Railway Administration can do is to improve the supply of clean water, not only at the show-places like Delhi but everywhere, not only in the cold weather season but in the hot weather season, to third class passengers. The Railways should provide clean drinking water, drinkable water, potable water. After that comes the question of catering. I would request my hon. friend to think of this very, very seriously,

because that is the biggest advertisement that we can give to our visitors, visitors we claim to welcome. For heaven's sake, let us give our visitors typical, characteristic Indian food and not this *kohai* East India Company food. That is what we are having now.

Having said all that, may I get back to my theme of yesterday, the setting up of a public Railway Commission. Yesterday, Sir, I tried to make a point on national integration. The railways have been built by ordinary unskilled labour—the permanent way and the like. Now, recently, in my own area we have welcomed the development of more and more railways. I would like the Ministry of Railways to tell the State Governments where they got off. Take the question of the broad gauge to Ranchi. Sir, it is not the fault of the Ministry of Railways that there was a demonstration at Ranchi by my humble party, my very, very humble party, the day the Minister of Railways and the great Chairman of the Railway Board came there. The great Chairman of the Railway Board at long last has been compensated for the insult that was meted out to him earlier. I am talking of Sardar Karnail Singh. I would like to take this opportunity of forgiving my friends over there, forgiving them for their woeful manners and the way they treated him. Whatever the reason be—whether it is U.P. or Bharat or India—at long last he has been made the Chairman. The day Sardar Karnail Singh as Chairman of the Railway Board and the Minister of Railways were in Ranchi my colleagues in my humble party said that the railways shall not run. They said that the Government had not paid to the poor Adivasis and others for having built the railways. They said: "You think you are the Government of India. Just run the thing. You have not paid the people for building the railways over their lands". I am only mentioning this. I would like the Ministry of Railways to tell the Present Government and the future Government, whatever government

[Shri Jaipal Singh]

comes here, and also the States that they must not do things like this. Just because you are in the Government of India and because the railways must run on a certain route, you cannot just ignore the rule of law. This is happening even today. I challenge my friends. Let them come with me to Ranchi, come with me 100 miles west of Ranchi. The railways are being extended there. But have you seen to it that the State Government is compensated, that the poor villagers have been compensated for their paddy fields that are being occupied by contractors now—contractors, mind you. I am not blaming them. They will say it is the business of the State Government. That is what they usually say. They say that they are willing but they are not concerned and it is for the State Government.

Sir, we are in the happy position—I know my friends on the right will not accept the situation—today of the Centre and the States being the same. Therefore, there is no excuse whatever for the Centre to say that it is the business of the State and the Centre cannot do anything. I am not merely talking about the extension from Ranchi to Rourkela. It is not a political statement that I am making. I am going to see to it that there shall be no extension till people are compensated, till they compensate the people. Not merely from Ranchi to Rourkela, but I shall see to it that the other branch they are going to build shall also not take place. I feel very, very strongly about it because they are very poor people; poor, humble adivasis. You put contractors in their midst and they think they can get away with murder because of the Railway Ministry. They come there at the end of their show and say that it is for the Government of India, it is for the Nehru Government. I am sorry. Nehru is what we all want him to be, but Nehru cannot be what he thinks he is. Let us not make that mistake. The Railway Administration is a very, very important factor in the matter of national integration.

Then I come to the question of the Railway Commission. I would like my friends to realise that not merely in the matter of recruiting people but even in the gastronomical atmosphere there are certain regional areas where people eat certain things. Well, see to it that the people eat what they want.

Finally, I would like to end up by saying that once again I congratulate the Railway Administration. They have a very, very difficult task; not difficult because the tracks are not good but because of the fact that every passenger they have to deal with, whether he be from Delhi, Old Delhi, Ranchi or Madras, the average Indian citizen they have to deal with, is not what we talk about here. That being the case I would congratulate the Railway Administration for whatever they have achieved so far. Admittedly, there is a very, very big scope for improvement.

Sir, the hon. Railway Minister comes from my State. One would have expected that the best bogies, the best lavatories and the best of everything would have been in Bihar. No, Sir. That is not so. That is where the stupidity of Bihar comes in.

Shri Tangamani: Greatness of Bihar.

Shri Jaipal Singh: Any other Minister from any other State would have seen to it that at least his home province was served best. Not so here. We are a stupid people.

The Deputy Minister of Railways (Shri Sahahnawaz Khan): The whole of India is his home.

Shri Jaipal Singh: Well, I wish I could say that. I am very glad the Deputy Minister thinks that there is a wider field, because if he and I join then the rest of India is ours. I mean the whole of India and not the rest of India.

Shri Tangamani: The whole world is your mother.

Shri Jaipal Singh: If the Minister of Railways and Shri Jaipal Singh combine, Sir, there is no doubt that, with the assistance of Shri Shahnawaz Khan, nothing can stop us; I mean, democratically. What I would like to say is, as I was trying to plead yesterday, national integration is something very important. The railways, because there is nothing provincial, parochial or regional about it, is the one national organisation—may be, there are one or two others like the Posts and Telegraphs Department—which can set the pace, set an example. With the leadership that we have there, north versus south or north and south—I think it is north and south—with that sort of...

Shri Tangamani: Integration.

Shri Jaipal Singh: No, combination. If we have that spirit of north and south in this country, then I would say "good luck to the railways".

Mr. Chairman: Shri S. M. Banerjee

Shri Nath Pai: May I ask for a clarification? We were told that there were about eight speakers. After the delightful discourse that Shri Jaipal Singh was pleased to make, in view of the fact that some of us wanted to speak even earlier, I would like to know whether there has been a change in the time schedule, because only forty minutes are now left.

Shri Jaipal Singh: Do not complain about my speech.

Shri Nath Pai: I said "delightful". What is your ruling Sir, regarding time? Are we continuing this debate tomorrow?

Mr. Chairman: We will go up to 5 O'Clock. This will have to be finished by 5 O'Clock.

Shri Nath Pai: We were told that we will get ten minutes each and we are about eight.

Mr. Chairman: The hon. Minister has to reply by 5 O' Clock.

Shri Tangamani: I am one of those who have moved a number of cut motions. So, I would like to speak.

Shri S. M. Banerjee: The hon. Minister can reply tomorrow.

Mr. Chairman: The guillotine should be applied at 5 O' Clock.

Shri T. B. Vittal Rao: Who decided that this will be finished today? we wanted more time.

Mr. Chairman: The Deputy-Speaker or the Chairman, whoever was present.

Shri Nath Pai: Then we would plead with you that the time should be extended.

Mr. Chairman: I am told that Shri Jaganatha Rao fixed the time till 5 O' Clock and the Deputy-Speaker confirmed it.

Shri Nath Pai: On a point of order. The fixing of time is the function of either the Speaker or the Deputy-Speaker. With due respect to whoever might have been in the Chair, I submit that it is a function which cannot be taken over by the Chairman. That is the rule.

Mr. Chairman: It has been confirmed by the Deputy-Speaker.

Shri Jaipal Singh: I strongly object to what my great friend, Shri Nath Pai, has stated.

Shri Nath Pai: About what?

Shri Jaipal Singh: About the term "whoever might have been in the Chair". If I had been in the Chair, I would not have permitted this type of expression. It is the Chair which decides the question; it is not a question of the Speaker, or the Deputy-Speaker, or the Chairman, or anybody else. Let us be clear about it; let there be no confusion.

Shri Nath Pai: I am very clear in my mind. There is no reason for me to be confused. I remain very clear always, throughout.

Mr. Chairman: Let us not spend any more time on this. I am told that this matter was decided and it was announced by the Chairman and confirmed by the Deputy-Speaker. So, the matter has been decided once and for all. It was also put to the House.

Shri Tangamani: In view of the fact that some hon. Members have to speak for more than ten minutes and as there are a number of speakers who would like to participate, we would request that the time may be extended.

Mr. Chairman: The question has been decided once. So, I do not see any reason why I should revise it. It is over. The House can discuss this till 5 O'Clock.

Shri T. B. Vittal Rao: I can propose that the time may be extended till tomorrow.

Mr. Chairman: I do not think we can revive it today.

Shri T. B. Vittal Rao: In the morning the Speaker was present and I categorically asked him about the number of hours allotted for this when he said "We will see". Then, when Shri Jaganatha Rao was in the chair, he might have decided this. I am not aware of that. We would now request that some more time may be given.

Mr. Chairman: What about the earlier decision confirmed by the Deputy-Speaker?

Shri Tangamani: What is that decision?

Mr. Chairman: The House has once decided that the guillotine will be applied at 5 O'Clock. I do not think it should be changed.

Shri Tangamani: Then I would like to move that it may be extended by another hour. Because there was no time-limit fixed by the Business Advisory Committee, when this was placed before the House, the Chair, merely stated that we would like to conclude by 5 O'Clock. Now I move

that the time may be extended by one hour.

Shri Nath Pai: I rise to support that motion.

Mr. Chairman: The House having once decided it, we cannot alter it now.

Shri Tangamani: There was no such decision. So, this is an extraordinary decision.

Mr. Chairman: It was put to the House and the House had decided it.

Shri Tangamani: It was not put to the vote.

Shri T. B. Vittal Rao: I respectfully submit that it was never put to the vote.

Shri Tangamani: It may be recorded that we strongly protest against it.

Shri Nath Pai: It remained as a suggestion. We never gave our consent to it. It is open to us to extend the time. One more final word.

Mr. Chairman: I was not present in the House at that time. I am now informed by office that there was no formal decision on this. Therefore, the time is extended. Now Shri S. M. Banerjee.

Shri S. M. Banerjee: I shall confine myself to Demand Nos. 1, 7 and 9. I will first take up the upgradation of Delhi and payment of compensatory allowance from 1-7-1961. I am surprised why Government took this decision so late and did not implement this particular recommendation of the Pay Commission from 1-7-1959 when all other recommendations have been implemented from that date. If a particular decision is taken, after the ruling party suffered a defeat in the New Delhi bye-elections, I think they should have implemented it along with the other recommendations which were implemented from 1-7-1959. I also feel that the Railway Ministry must consider the upgradation of cities like Madras and Kanpur where the population has

gone up, and Madurai and Nagpur as these are certain places which deserve immediate consideration.

Then I come to the question of compensation, coming under Demand No. 9. I am glad that in reply to a starred question two days back the hon. Railway Minister has stated that a good amount has been set apart as compensation to the family members of the late lamented Shri Rama Rao. I was happy to read the answer to that question, but I was surprised to read some of the affidavits deposed by Shri Saligram Ojha, Shrimati Alice Khess and a third one by Shri Shiv Narain Chaube. As we all know, in this very House this matter was taken up again and again and it was stated that the life of Shri Rama Rao could have been saved if there had been a chain in that train. I will confine myself to this particular point. The affidavit reads as under:

"I, Saligram Ojha, son of Shri Jata Dhari Ojha, resident of Katean P. S. Behea, District Shahbad do hereby solemnly affirm as follows:

1. That on March 9th, 1961 I was sitting at the dispensary of a doctor in Behea market when at about 10-30 A.M. a passerby said that an accident had taken place and that a passenger had fallen out of the 11 UP Delhi Express about half an hour ago."

Mr. Chairman: Have you filed a copy of the affidavit?

Shri S. M. Banerjee: I have got a copy.

Mr. Chairman: Has he filed it?

Shri S. M. Banerjee: I will lay it on the Table for your perusal, if you like.

Mr. Chairman: This is an affidavit of another person. It is not his affidavit.

Shri S. M. Banerjee: I have got a copy.

Mr. Chairman: A copy should be filed. |

Shri S. M. Banerjee: I will lay it on the Table of the House for your perusal.

It reads:

".....that an accident had taken place and that a passenger had fallen out of the 11 Up Delhi Express about half an hour ago.

That I took my cycle and went to the spot of accident. It must have taken me about twenty minutes to reach the spot.

That when I saw the fallen passenger, I noticed that he had received some head injuries and was alive.

That I was anxious to rush some medical aid to the fallen passenger and so after about three minutes I took up my cycle to inform a doctor in Behea.

That while I was cycling on the uneven path from the railway track to Behea which must have taken ten or fifteen minutes, I saw the Janta train stop near the place of accident.

That I learnt injured man was picked up by Janta Train.

That from the newspapers of March 10th and 11th I learnt and found from the photos and news that the fallen passenger I had seen was the distinguished journalist Shri K. Rama Rao."

In the same way another affidavit says that he was alive for about 60 minutes. We have been pleading in this House that because of the blanking off of the chain in that particular train he could not be saved. Compensation has been paid and we are obliged to the hon. Railway Minister for that. But I would like to know whether these affidavits have been forwarded to the Railway Ministry by the son of the late Shri K. Rama Rao, whether they have been considered and whether the enquiry has

[Shri S. M. Banerjee]

been made on the basis of these affidavits. I would request the hon. Ministry kindly to go through the three copies of the affidavits which are in my possession and which, with your permission, I would like to lay on the Table* of the House for your perusal.

Then about coal, only for want of good coal certain trains are detained or run late from Ghaziabad. Serious trouble had arisen there. You know that students stopped the train because they were unable to travel. There are people who are daily coming to Delhi from Ghaziabad, Muradnagar and other places. They are unable to reach Delhi in time because of the late running of the trains. I feel that the quality of coal should be improved and adequate steps should be taken by the Railway Ministry, in consultation with the Fuel Ministry, to see that on that account there is no dislocation of trains. A thorough probe is necessary in this matter. Every time there is some trouble in Ghaziabad, Shahbad or any other station near about Delhi, passengers are unable to get into the train or reach Delhi late with the result that they are unable to attend to their duties properly.

When the hon. Deputy Minister, Shri Shah Nawaz Khan, visited Bahadurgarh, he was given a memorandum by the Central Government Employees' Association, Bahadurgarh, on the 18th October, 1961. They said, "It is our good fortune that your honour has paid a visit to our town." Shri Shah Nawaz Khan took this memorandum. Their only request was that there should be a separate train or a shuttle from Bahadurgarh or from Rohtak to Delhi. There is only one train which comes from Ferozepur and it is difficult for anyone to get into that train there and reach Delhi in time. I hope the hon. Railway Minister or the hon. Deputy Minister who was presented

with this memorandum on the 18th October, 1961, must have considered this and taken some action on it. It should not be rejected merely because the quality of coal is not good or because there is a shortage of coal it is not possible to run a particular shuttle. It is actually the need of the hour. I feel it is very necessary.

About the Dhilwan fire, there were fires simultaneously in many places. My suspicion still is that these took place because of the stock verification which takes place in the month of March, in about the last week. I am told that there were tremendous shortages in this godown. I would request the hon. Deputy Minister that he will kindly let us know whether a proper assessment was made and whether stock verification was done before the fire took place. This is what I want to know.

About catering, I am all for the extension of departmental catering. I do not want any contract system to exist in the Railways as regards catering. But my submission only is that third-class passengers do not get either the *thal* or any other thing properly because all attention is diverted towards the first-class passengers. Recently in the meeting of the Lucknow Division Consultative Committee or Users' Committee I raised this matter and said that there should be food packets. Somebody said that people in the north were not used to food packets. I would request the hon. Minister to try these food packets. If he could possibly give four, five or six good *puris* and other things, people will take them because due to the rush it is very difficult to get even *thals*. Then there is no place to keep the *thals* and eat because there is a tremendous rush in the third-class bogies. Somebody said in that particular meeting that after all the third-class passengers did not eat more. But I say that they eat more because they

*The Speaker not having subsequently accorded the permission, the document was not treated as having been laid on the Table.

cannot sleep throughout the night. There is no place to sleep. So naturally a man who has had no place to sleep and is kept awake the whole night must eat something. They eat more. So I feel that these food packets should be introduced so that the third-class passengers may have these packets in the north also and eat something.

With these words I request the hon. Minister or the hon. Deputy Minister kindly to throw some light on the various points raised by me. I hope he will kindly do so.

Shri Tangamani: Mr. Chairman, Sir, I have already moved some of my cut motions and hon. Members, Shri Vittal Rao and Shri Narasimhan, have touched upon some of the points raised in these cut motions. My cut motions mainly are to three Demands, namely, to Demands Nos. 1, 2 and 9. To Demand No. 1 my cut motion is No. 13, to Demand No. 2 my cut motions are Nos. 1 and 2 and to Demand 9, my cut motions are Nos. 8, 9 and 10.

Regarding my cut motion No. 13 which deals with the upgrading of Delhi and consequent payment of enhanced dearness allowance and house rent allowance, it says that if the Government had decided to upgrade Delhi on the basis of the Second Pay Commission's Report, it should have done so from the 1st April, 1959. When the other benefits under the award are extended from the 1st July, 1959, I see no reason why it has not been done in the case of enhanced dearness allowance and house rent allowance. I find that if this enhanced payment is made, on the average each employee will be entitled to at least Rs. 500. Government cannot take a decision which is going to benefit them and at the same time take away what is due to them to the tune of nearly Rs. 500 per mensem.

Enough has been said about the upgrading of other cities also on the

same basis, namely, for the cities of Madras, Madurai and Kanpur.

I now wish to come to my cut motions Nos. 1 and 2 which refer to the need to speed up work on Manamadurai Virudhunagar, Mangalore-Hassan, Salem-Bangalore line as also to the need to extend Salem-Bangalore line to Dindigul via Karur. So far no hon. Member has touched upon the new Virudhunagar-Manamadurai line. As the House is aware, the Madurai-Virudhunagar section is generally the most crowded section. There has been a repeated demand for doubling this particular section. For the past three years or so, the creation of the marshalling yard at Virudhunagar has been going on. I am happy to find that the construction of this metre-gauge line between Manamadurai and Virudhunagar, approximately 41 miles in length, estimated to cost Rs. 2.50 crores, has been taken up. This certainly will facilitate the handling of traffic south of Madurai during the Third Five Year Plan by providing an alternate link between Manamadurai and Virudhunagar, thereby relieving the existing pressure on the lines from Manamadurai to Madurai and from Madurai to Virudhunagar. Having regard to the aforesaid urgent operational requirement, it is proposed to make a beginning in the construction of this relatively short link of 41 miles in the current year itself, immediately following the surveys in respect of it for which provision is being asked for separately under Demand No. 2. Under Demand No. 2, what is being demanded is, Preliminary Engineering, Traffic and Final location survey for Manamadurai-Virudhunagar, Rs. 85,000. Under Demand No. 15 which deals with three or four main lines for construction in the Third Five Year Plan, only Rs. 3 lakhs have been allotted. I must submit that this sum of Rs. 3 lakhs will be hardly sufficient and there should not have been this particular delay. If they really mean what they say, more amount ought to

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have been allotted for this particular purpose.

I will be failing in my duty if I did not say that a certain amount of step-motherly treatment has been extended to the Mangalore-Hassan line. Because, it has been having probably top priority in the old days. I think even the Mysore Government of old have always recommended this. Why should this step-motherly treatment be given to this? The same priority and equal treatment should be given in the matter of Manamadurai-Virudhunagar, Hassan-Mangalore and Salem-Bangalore lines.

Regarding Salem-Bangalore, my cut motion is that from Salem, the line should be extended to Dindigul. In reply to one of my questions, it was stated that there are enough materials for starting a cement factory in and around Karur. Any visitor to the south, particularly in that part of that district will bear me out when I say that Dindigul is fast becoming a developing junction. Linking Dindigul with Salem will certainly be a link-up from Poona right up to Tuticorin. From Poona to Tuticorin is a straight line. From Poona to Bangalore, Bangalore to Salem, Salem to Dindigul and Dindigul to Tuticorin will be a direct link by this particular line. Therefore, I do plead that they should not confine themselves to this particular aspect, but extend it to this particular line also.

Having said this, I wish to make a brief reference to my cut motions 8, 9 and 10. Enough has been said about Dhilwan Depot fire. One point that I would like to elicit from the hon. Minister is whether it is a fact that the fire which broke in that depot, broke out only in one centre in that depot or simultaneously in two or three places. That is not obvious, that is not evident from the report that has been submitted. Another point that I would like to mention is whether they would supply us details of the stock position during January

and February. If the stock position is supplied to us, some of the questions raised in the House that this fire may have been engineered, because there has been a fall in the stock, may probably be enlightened.

The last point that I would like to mention is about the payment of municipal taxes to the Madurai municipality. There is a provision under Demand No. 9 where they say:

"17.8 lakhs for payment of arrears of municipal taxes—has been paid or has to be paid—based on the settlement arrived at with different local bodies subsequent to the Budget."

I know for certain that a considerable amount is due to the Madurai municipality. Because, it does not make it clear as to how far this sum of Rs. 17.18 lakhs has been paid, to one or to many municipalities. I would like to have details. I also want to know if they have not paid to the Madurai municipality, why they have not paid. That is necessary. We make a demand from the Madurai municipality that they must also contribute if they want an un-manned gate to be up-graded into a manned gate. When money is due to the municipality from the Railway Ministry itself, the Railway Ministry adopts this kind of attitude. There has been a lot of resentment amongst the people in that area.

The last point which I would like to mention is the question of the catering section. I am not one of those who wants catering to be shifted to the private contractor. I have also—not only myself, many Members in this particular section of the House have—opposed giving contracts. There is departmental catering. There is a sub-contract. That leads to all kinds of confusion. A sum of Rs. 10.64 lakhs, under Catering department, is now demanded due to expansion of

departmental catering facilities etc., the increased receipts from which go to earnings and not as reduction of expenditure. Having demanded this sum of Rs. 10.64 lakhs, my cut motion brings to notice a certain threat to the catering section in Dindigul, in the Southern Railway, in the Madurai division. Dindigul is an important junction. I have had occasion to refer to Dindigul before. The general impression is that the Coffee supplied in Dindigul is of the highest quality. It has got a certain name established. It really caters for the Trivandrum Express passengers coming from the south which reaches this place at about 8 p.m. or so. That is the proper time for dinner. Dinner is served at that place, particularly to those who take vegetarian food. Representations have been made to me that there is a proposal to close this departmental catering. I would like to have a categorical answer from the Ministry whether there is any truth in that fear. I hope that there will not be any such proposal, because it is a developing junction, We would like this junction to develop much further also. I know, in the R.M.S. also they are going to have a new section in Dindigul itself. When this place is increasingly becoming more and more important, there is absolutely no justification for closing this catering division in this particular place.

Shri Nath Pai: Mr. Chairman, during the few minutes at my disposal, I shall confine my remarks to only two subjects. The first is one about which a cut motion has been moved by my hon. friend Shri Naushir Bharucha, and that comes under the head, construction of new lines. Times without number, a plea has been made, an appeal has been made to the Government, to the Ministry and to the Railway Board to give some attention to the question of building a railway line in the Konkan region. This region has been woefully neglected. Its only satisfaction is that it is the

mother of Tilak, Gokhale, Vinobha Bhave and some of the greatest sons of the country. Having received the compliment of having produced stars of India, great sons of India, builders of modern India, the people of that region are asked to forget about their sufferings. This region is very badly served in every form of communication, be it sea transport by ship, which is closed for four months, be it S.T. service, because the heavy monsoon and rainfall raging between 150 and 250 inches disturbs the entire communication, be it railway, which is absent. There are 4 million people living in this region. We find that not only this region, but Maharashtra as a whole, is very poorly served in the matter of railway lines. If we take the railway miles per thousand heads of the population or if we apply the test of railway lines per thousand square miles of the surface there, in that State, applying both these tests, Maharashtra is among the poorly served States. I do not want to go into this because it will be said that it is a very advanced and well served State because of the fact that Bombay is the chief city of Maharashtra. There is this coastal region. Its economic development depends very largely upon our ability to provide easy and quick transport. So, the only possible transport that could be provided to Konkan, and Ratnagiri in particular, is through the building of a railway line. The Government, and the Ministers in particular when election time comes, play a kind of hide-and-seek with the people. This demand for the Konkan railway has the unanimity of the people behind it; it has the cogency in the form that it offers for the development of the entire region and it has its defence potentials. After all, it is a whole coast, beginning from Bombay and going down south to Goa. We must consider the defence aspect, and the economic aspect and the tremendous inconvenience and suffering to which as many as four million people have been subjected to all these years. At least a beginning could have been made.

[Shri Nath Pai]

I am in possession of knowledge that the Maharashtra Government, before the Third Plan was finalised, had submitted a suggestion that a beginning perhaps could be made, though not with the line from Bombay up to the Goa border, at least by connecting the metre gauge Southern Railway to one of the ports like Vijaydurg, Deogarh or Ratnagiri. I agree that the terrain is not a particularly convenient one for cheap construction of railway lines. But, granting that, and taking into consideration the fact that Rs. 14 lakhs would be the estimated cost per mile, the total cost between Kolhapur and Vijaydrug or Ratnagiri or Deograh, one of the three ports, would not have come to more than Rs. 11 crores. But what do we find? In a Plan of more than Rs. 10,000 crores in size, can we not find Rs. 10 to 15 crores to serve a whole population of as many as four millions?

I would like, therefore, to plead with the Railway Board and the Railway Ministry that let us make a beginning by having a survey and giving the people an estimate of the cost which they think will be inevitable. On the other hand, we are in a position to submit schemes prepared by some of their own experts, which say that the cost is not as forbidding or as prohibitive as is very often claimed on the part of Government. I fervently hope that this will be taken up.

Apart from the Konkan Railway, I would also like to raise another question with the Ministry and through them with the Railway Board, since there is a Demand under the Head 'Railway Board', and the Railway Board is, I think, very much concerned with the efficiency of the railways, and avoiding accidents on railways. One of the factors, leading to efficiency is a contented railway force, that is, a contented lot of those who operate the railways. We know that if it is the brains of the

Railway Board which manage the railways, it is the hands of these twelve lakhs of railway men who run the services, which also should be taken into consideration. I have this point in mind, and I would like to ask the Railway Ministry what precisely is gained by having scores of employees still out of their jobs, because they participated in the strike. Now is not the time to go into that matter, but I would like to raise this plea. Is it fair to go on keeping them out of job? I know that there is not over-victimisation, nor am I fond of the word, but it comes to that, when nearly sixteen months after the termination of the strike, we see scores of them still out of employment. Not one of them has been found guilty of sabotage or violence. In some cases, they have been found not guilty by courts of law. So, what is gained? This is not the only one kind of punishment that is meted out to them. May I ask the hon. Minister, through you Sir, 'Is it fair to keep a large number of employees out of their job, for using abusive language?' Here, you, Sir, are often constrained to stop Members from using language which is not strictly parliamentary. Do we expect very high standards from employees who in the heat of their action might have used a word here or a word there? I am not condoning, I am not defending, and I am not supporting. But, I should only like to address myself to the only Deputy Minister who is present here at the moment, that he should look at these things from the broader point of view of introducing contentment, and removing dissatisfaction and frustration on the part of the railway employees, so that we achieve the common target of improving the efficiency of the railways, and I hope that the hon. Minister will assure us that now at least, no time would be lost in reinstating those who were not found guilty of violence.

Shri. Aurobindo Ghosal: At the outset, I would like to point out one

mistake which is all along being committed by the Railway Ministry, namely the asking of supplementary grants for new services. For a long time, the Public Accounts Committee has been saying that no Ministry should come forward with demands for supplementary grants for new services, whether by way of token grant or in any other way. But I find from the explanatory memorandum, in para (c) of the introductory remarks, it has been stated that:

"These supplementary demands are not to secure additional funds, but are in the nature of token demands to bring specifically to the notice of the Parliament certain new lines and new projects, which constitute a 'New Service' for the purpose of article 115(1) (a) of the Constitution of India."

I feel that the principle which has been laid down by the Public Accounts Committee for a long time should be observed by the Railway Ministry. After all, there is no emergency, and even if two or three more months elapse, nothing will happen. They could, therefore, wait till the next regular budget.

Regarding Demand No. 2, I would like to draw the attention of the House to one important line in the South-Eastern Railway, namely the Haldia Port-Kharagpur line, in regard to which preliminary engineering, traffic and final location survey is proposed to be undertaken. This line is an important line. The Haldia port is going to be developed, and a lot of money has been allocated for developing a subsidiary port for Calcutta, at Haldia. But, I find that still they are surveying the whole thing. I understand that even the alignment has not been fixed. The Railway Ministry should take up this matter immediately. Otherwise, the development of Haldia port will be delayed, if this line is not laid at the earliest opportunity. I would request the hon. Minister to see that the alignment is also settled at the earliest time.

Coming to Demand No. 7 regarding coal, the coal from the Jharia fields is now being carried by trucks to the industrial areas, because of lack of wagons and because wagon allocations are not made for short distances. Difficulty is being experienced also because of the 80 nP. cess which is being imposed even when coal is carried by trucks. What is happening as a result of this is that the cost of carrying coal from the Jharia coal-fields to the Calcutta area is about Rs. 8 to 10 per ton by rail, whereas by trucks, it comes to about Rs. 36 or 40. Even today, the carriage of coal to Cochin is cheaper than the carriage of coal to Calcutta from the Bihar collieries. The result is that the industries are suffering, and they have complained to the Ministry that either they should allocate wagons for the carriage of coal to their industries or at least no taxes or cesses should be imposed on coal which is carried by trucks.

Regarding Demand No. 9, I would like to say something which has already been stated by several hon. Members, and that is in regard to the catering department. I have got personal experience of the catering department's service. The supply of meals to the third class passengers is really unsatisfactory. I know this from personal experience because I happen to travel by third class so many times. Unless one discloses one's identity that one is an M.P. or something like that, one will be treated most shabbily by the catering department people. I would request the hon. Minister to see that passengers who travel by third class should get the same treatment as that meted out to the first class passengers.

I would also like to point that the vegetarian diet has gradually deteriorated on the North and Eastern Railway catering departments, because nowadays, though the price has been fixed at the previous rate, the menu and the quantity have decreased. I do not know whether they have been decreased under the regulations, or

[Shri Aurobindo Ghosal]

they have been reduced only while supplying; anyhow, we find that the quantity has decreased.

As regards the last item on which I have got my cut motion, relating to Demand No. 16, I would like to submit that already we know about the history of the manufacture of diesel engines which has been stated by my hon. friend Shri T. B. Vittal Rao. Naturally, the time has come now when we should immediately set up this factory for manufacturing diesel locomotives, so that we can conserve our foreign exchange of which we are so much in need.

Shri T. Subramanyam: I shall very briefly refer to the survey of some of the railway lines proposed to be taken up, and with respect to which supplementary demands for grants have been made. Regarding the doubling of the railway line between Guntakal and Hospet, a sum of Rs. 58,000 has been asked for as a token grant, and then, for the Hassan-Mangalore railway line, a sum of Rs. 2,15,000 for the final location survey has been asked for.

Mr. Chairman: The hon. Member will continue his speech tomorrow. He will be the only Member left, and after him, the hon. Minister will reply to the debate.

17 hrs.

SHORTAGE OF DOCTORS*

Pandit D. N. Tiwari (Kesaria): Yesterday, while replying to questions regarding the shortage of doctors in the country, the hon. Minister of Health was pleased to give replies which were very curt and unsatisfactory. He gave the reply that figures were not available and the question did not arise. Then the Chair had to intervene and remark that he was very sorry to hear such a reply. Not only that, the Chair

said that this was a most unsatisfactory way of dealing with the matter. These were harsh remarks from the Chair.

We read in the newspapers that in some State or the other there are hospitals where there are no doctors. Accordingly, Members were concerned about the matter and they wanted to know the real position by tabling questions and giving notice of Motions. The replies that have been given do not satisfy the House. Not only that. It shows that the Minister is not in the know of the whole matter.

After replying in this unsatisfactory manner, I think he himself was not satisfied and then elaborated the point and said that such and such arrangements are being made and no doubt, there is a shortage of doctors. I think that was an offhand reply which he regretted perhaps afterwards.

Reference is made to this point in the Third Five Year Plan. Figures are already given there. So what is the difficulty? It is stated there (in page 652):

"Although there has been considerable development in the field of health and in the related services, at the end of the Second Plan, certain deficiencies were specially marked. Thus, in relation to needs, the institutional facilities were quite inadequate, specially in the rural areas. Doctors were not evenly distributed between urban and rural areas, and as against concentration in many urban areas, in the rural areas generally there were shortages, and the existing institutions did not have their full complement of personnel."

Not only this. In page 657, the difficulties have been enumerated. I do not think the Minister was unaware of all these difficulties while

*Half-an-hour discussion.