

Wednesday, March 7, 1956

LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME I, 1956

(17th February to 15th March 1956).



TWELFTH SESSION, 1956

(Vol. I contains Nos. 1 to 20)

LOK SABHA SECRETARIAT
NEW DELHI.

CONTENTS

[Vol. I. Nos. 1 to 20—17TH FEBRUARY TO 15TH MARCH, 1956]

COLUMNS

No. 1—Friday, 17th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 41 to 46, 48 to 53, 55 to 60	1-34
Short Notice Question No. I.	34-37

Written Answers to Questions—

Starred Questions Nos. 1 to 28, 30 to 40, 47, 61 to 72	37-62
Unstarred Questions Nos. 1 to 29	63-78

Daily Digest

79-84

No. 2—Monday, 20th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 73 to 76, 78, 79, 101, 80, 82 to 85, 87 to 91	85-119
--	--------

Written Answers to Questions—

Starred Questions Nos. 77, 86, 92 to 100, 102 to 107	120-27
Unstarred Questions Nos. 30 to 48	127-36

Daily Digest

137-40

No. 3—Tuesday, 21st February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 108, 110, 111, 113, 115, 116, 118, 121 to 126, 128 to 131	141-75
--	--------

Written Answers to Questions—

Starred Questions Nos. 109, 112, 114, 117, 119, 120, 127, 132 to 134, 136 to 140, 142 to 149	175-85
--	--------

Unstarred Questions Nos. 49 to 55, 57 to 64	185-92
---	--------

Daily Digest

193-96

No. 4—Wednesday, 22nd February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 150 to 153, 155, 156, 162 to 168, 171 to 174, 176, 177, 179 to 182, 154 and 160	197-229
--	---------

Written Answers to Questions—

Starred Questions Nos. 157 to 159, 161, 169, 170, 178	229-32
---	--------

Unstarred Questions Nos. 65 to 81	232-40
-----------------------------------	--------

Daily Digest

241-42

No. 5—Thursday, 23rd February, 1956—

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 184 to 195, 197, 202 to 210 and 183 243-77

Written Answers to Questions—

Starred Questions Nos. 196, 198 to 201 277-79

Unstarred Questions Nos. 82 to 94 279-86

Daily Digest

287-90

No. 6—Friday, 24th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 211 to 215, 218 to 230, 234 to 238 291-326

Written Answers to Questions—

Starred Questions Nos. 216, 217, 231 to 233, 239 to 245 326-31

Unstarred Questions Nos. 95 to 108 331-38

Daily Digest

339-40

No. 7—Tuesday, 28th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 285 to 296, 298 to 301, 304, 306, 307, 312, 308 to 311. 341-73

Written Answers to Questions—

Starred Questions Nos. 246 to 284, 297, 302, 303, 313 to 315, 317, 318, 81. 373-95

Unstarred Questions Nos. 109 to 167 395-428

Daily Digest

429-34

No. 8—Wednesday, 29th February, 1956—

Oral Answers to Questions—

Starred Questions Nos. 319 to 322, 324 to 327, 329, 330, 332, 334, 336 to 339, 343 to 347, 349 435-69

Written Answers to Questions—

Starred Questions Nos. 323, 328, 331, 333, 335, 340 to 342, 348, 350 to 369 469-82

Unstarred Questions Nos. 169 to 186 483-92

Daily Digest

493-96

No. 9—Thursday, 1st March, 1956—

Oral Answers to Questions—

Starred Questions Nos. 370 to 372, 374 to 378, 381, 382, 384, 386 to 392 497-531

Short Notice Question No. 2 531-32

COLUMNS

Written Answers to Questions—	
Starred Questions Nos. 373, 379, 380 383, 385, 393 to 399	533-38
Unstarred Questions Nos. 187 to 207	538-50
Daily Digest	551-54
<i>No. 10—Friday, 2nd March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 400, to 403, 405, 406, 408, 409, 411, 412, 414, 415, 417, 419, 421 to 424, 427, 428	555-89
Written Answers to Questions—	
Starred Questions Nos. 404, 407, 410, 413, 416, 418, 420, 425, 426	589-93
Unstarred Questions Nos. 208 to 229	593-602
Daily Digest	603-06
<i>No. 11—Saturday, 3rd March, 1956—</i>	
Oral Answers to Questions—	
Short Notice Question No. 3	607-12
Daily Digest	613-14
<i>No. 12—Monday, 5th March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 433 to 437, 439, 440, 442 to 444, 446, 448 to 450, 452 to 454, 461, 463 to 465, 467	615-47
Written Answers to Questions—	
Starred Questions Nos. 429 to 432, 438, 441, 445, 447, 455 to 459, 462, 466 and 468 to 472	647-60
Unstarred Questions Nos. 230 to 253	661-70
Daily Digest	671-74
<i>No. 13—Tuesday, 6th March, 1956—</i>	
Oral Answers to Questions—	
Starred Questions Nos. 474, 476 to 481, 483, 485, 488 to 490, 492 to 494, 496, 498, 499, 502, 505, 507 and 508	675-708
Written Answers to Questions—	
Starred Questions Nos 473, 475, 482, 484, 486, 487, 491, 495, 497, 500, 501, 503, 504, 506, 509 to 530	708-24
Unstarred Questions Nos. 254 to 299	725-52
Daily Digest	753-58

No. 14—*Wednesday, 7th March, 1956*—

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 533, 535, 536, 539, 540, 542 to 544, 546, 547, 552 to 554, 556, 558, 560, 531, 537, 538	759-90
---	--------

Written Answers to Questions—

Starred Questions Nos. 532, 534, 541, 545, 548, 549, 551, 555	790-93
---	--------

Unstarred Questions Nos. 300 to 319	793-804
-------------------------------------	---------

Daily Digest

805-08

No. 15—*Thursday, 8th March, 1956*—

Resignation of Deputy-Speaker	809
-------------------------------	-----

Appointment of Speaker <i>Pro-tem</i>	809
---------------------------------------	-----

Oral Answers to Questions—

Starred Questions Nos. 561, 563 to 565, 567, 568, 571, 572, 573, 575, 576, 582, 585, 587, 570 and 584	809-34
--	--------

Written Answers to Questions—

Starred Questions Nos. 562, 566, 569, 574, 577 to 581, 583, 586 and 588	834-39
--	--------

Unstarred Questions Nos. 320 to 325	840-42
-------------------------------------	--------

Daily Digest

843-44

No. 16—*Friday, 9th March, 1956*—

Oral Answers to Questions—

Starred Questions Nos. 590 to 594, 599 to 601, 604 to 606, 608 to 610, 613 to 616, 589, 602, 603 and 607	845-78
---	--------

Written Answers to Questions—

Starred Questions Nos. 595 to 598, 611, 612 and 617	878-80
---	--------

Unstarred Questions Nos. 326 to 346	831-92
-------------------------------------	--------

Daily Digest

893-96

No. 17—*Monday, 12th March, 1956*—

Oral Answers to Questions—

Starred Questions Nos. 620, 623, 624, 626, 628, 630, 632, 634 to 636, 638 to 645, 559, 621	897-931
---	---------

Written Answers to Questions—

Starred Questions Nos. 618, 622, 625, 627, 631, 633, 637	931-34
--	--------

Unstarred Questions Nos. 347 to 362	934-46
-------------------------------------	--------

Daily Digest	946A-46B
--------------	----------

No. 18—*Tuesday, 13th March, 1956*—

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 646, 649, 650, 653, 652, 655, 656, 658, 660,
661, 663, to 665, 667 to 674, 676 to 679 947-80

Written Answers to Questions—

Starred Questions Nos. 647, 648, 651, 654, 657, 659, 662, 666, 675
and 680 981-85

Unstarred Questions Nos. 363 to 379 985-92

Daily Digest 993-96

No. 19—*Wednesday, 14th March, 1956*—

Oral Answers to Questions—

Starred Questions Nos. 682, 684 to 687, 689, 691 to 693, 698 to 703,
707 to 709, 683, 688, 681, 695 997-1031

Written Answers to Questions—

Starred Questions Nos. 690, 694, 696, 697, 704 to 706 and 710 1031-34

Unstarred Questions Nos. 380 to 408 1034-50

Daily Digest 1051-54

No. 20—*Thursday, 15th March, 1956*—

Oral Answers to Questions—

Starred Questions Nos. 711 to 714, 716 to 720, 722, 723, 725 to 729,
731, 734, 732, 715, 721, 724 1055-83

Written Answers to Questions—

Starred Question No. 733 1083-84

Unstarred Questions Nos. 409 to 418 1084-90

Daily Digest 1091-94

LOK SABHA DEBATES
(Part I—Questions and Answers)

Dated..... 25.03.2015

759

760

LOK SABHA

Wednesday, 7th March, 1956

The Lok Sabha met at Half Past Ten of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

**ORAL ANSWERS TO
QUESTIONS**

CONTRACTS IN M.E.S.

***533. Shri Keshavaiengar:** Will the Minister of Defence be pleased to state whether it is a fact that Government propose to take steps towards the abolition of contract system in respect of periodical services to Defence buildings?

The Deputy Minister of Defence (Sardar Majithia): No, Sir.

Shri Keshavaiengar: Is it not a fact that the periodical services for the Defence buildings were being got done satisfactorily during pre-war years and, if so, why does not the Government have the same thing and why has it changed the attitude, in getting it done by contractors?

Sardar Majithia: Unfortunately, the hon. Member did not understand my answer. I said, "No, Sir". That means there is no change.

Shri Venkatraman: May I know whether any action was taken on the alleged corruption and bribery among the M.E.S. officials in Willingdon Island, Cochin, about which there was an enquiry from the Defence Ministry?

Mr. Deputy-Speaker: It does not arise.

Shri Keshavaiengar: The reply by the hon. Minister, namely, "No, Sir", means that the Government is not taking any steps to abolish the contract system. Is that so?

Mr. Deputy-Speaker: That is what he said.

MILITARY MUSIC SCHOOL, PACHMARHI

***535. Shri Krishnacharya Joshi:** Will the Minister of Defence be pleased to state the total number of Army bandsmen who received training at the Military Music School, Pachmarhi during 1955?

The Deputy Minister of Defence (Sardar Majithia): 110.

Shri Krishnacharya Joshi: May I know how these figures compare with the figures for the previous year?

Sardar Majithia: I have said that this is the number of Army bandsmen that are under training. If the hon. Member wants to know whether we are thinking of expanding the school, it is correct that we have in mind a proposal to make this into an inter-service institution in which training will be given to all the three services, that is, Army, Navy and Air Force.

Shri Krishnacharya Joshi: May I know whether any Indian tune has been adopted in this music school?

Sardar Majithia: Quite a number of Indian tunes have been prepared and they are being played by the various bands in the services.

श्री भक्त. दर्शन : क्या इस स्कूल में कोई शुद्ध भारतीय डंग की नई धुनें निकली जा रही है, अर्थात् एक तो यह है कि जो पश्चिमी डंग की ट्यून्स हैं, उनका भारतीयकरण कर लिया

जाय और दूसरे बिलकुल शुद्ध भारतीय दंग की स्वतंत्र रूप से नई धनें निकाली जाये, और व्या इसके लिए भी वहां पर प्रयत्न किया जा रहा है।

सरदार मजीठिया : जो भी भारतीय ट्यूनें मार्शिंग के लिये ठीक समझी जाती हैं वह निकाली जा रही हैं।

Shrimati Ila Palchoudhury: Some of the I.N.A. tunes were very suitable for marching. Have any of them been incorporated in the teaching course for the students in this institution?

Sardar Majithia: I am afraid I do not know about the I.N.A. tunes; but, if the hon. Member lets me know which particular tune she wants to be incorporated, we will certainly look into it.

Shri T. S. A. Chettiar: May I know whether this is the only institution of its kind in India, or whether there are other institutions in other parts of the country?

Sardar Majithia: This is the only institution of its kind run by the services.

मिलिटरी इन्जीनियरिंग सर्विस के कर्मचारी

५३६ श्री भक्त दर्शन : क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मिलिटरी इन्जीनियरिंग सर्विस के कर्मचारियों के बड़े पैमाने पर छटनी की जाने वाली है;

(ख) यदि हां, तो उसका कारण क्या है; और

(ग) प्रत्येक श्रेणी के कितने कर्मचारियों पर इसका प्रभाव पड़ने की संभावना है?

प्रतिरक्षा उपमंत्री (सरदार मजीठिया):

(क) जी नहीं।

(ख) तथा (ग) : प्रश्न नहीं उठता।

श्री भक्त दर्शन : क्या कभी इस समस्या पर श्री विचार किया गया था कि एम० ई० एस० के कर्मचारियों को कम किया जाय, इस पर

विचार किया गया है, या नहीं, या विचार करने के बाद इसको छोड़ दिया गया?

सरदार मजीठिया : जी नहीं इसको छोड़ नहीं गया है। यह ठीक है कि हमारे पास कुछ कर्मचारी ज्यादा हैं और उनके लिए आलटर-नेटिव एम्प्लायमेंट का इन्तजाम किया जा रहा है।

श्री भक्त दर्शन : कितने कर्मचारी इस समय गवर्नमेंट की नजर में सरप्लस समझे जा रहे हैं और उन को किस तरह के दूसरे रोजगार देने की व्यवस्था की जारही है?

सरदार मजीठिया : कोई १०३ कर्मचारियों को तो आलटरनेटिव एम्प्लायमेंट का आफर दिया गया है और वाकी १७६ लोगों को भी आलटरनेटिव एम्प्लायमेंट देने की कोशिश हो रही है।

Shri Venkatraman : May I know whether there is a proposal to close down the M.E.S. depot at Avadi and that a number of people are going to be retrenched?

Sardar Majithia: I require notice.

श्री एम० एल० हिंदूदी : मैं जानना चाहता हूँ कि इस बात में कितना तथ्य है कि, एम० ई० एस० आर्डिनेंस डिपोज में सिविलियंस के स्थान पर बाकायदा भरती हुए सैनिकों को धीरे धीरे रखा जारहा है?

सरदार मजीठिया : यह प्रश्न इससे तो उठता नहीं है भगव इतना मैं कह सकता हूँ कि जो आर्डिनेंस फेंटरीज है, उनमें पहले सैनिक ही काम करते, थे, भगव लडाई के दौरान मैं वे दूसरी यनिट्स में चले गये और अब जैसे जैसे वह फालत हो रहे हैं, और निकल रहे हैं, उनको इन आर्डिनेंस डिपोज में फिर वापिस लाने की कोशिश हो रही है।

Shri B. D. Pande : Is it a fact that the pay of some of the officials of the M.E.S. was reduced recently?

Sardar Majithia: I require notice for that question.

Shri Bhagwat Jha Azad : May I know whether the scale and the facilities that are now provided to the

workers in the M.E.S. will be the same, or whether there will be any cut, when they are given alternative employment?

Sardar Majithia: It is the endeavour of the Government to fit them into practically the same pay-scale, but in case no such thing is available, then of course they have to go into other grades which are available.

Shri Venkataraman: May I know whether the Government have under consideration a key plan under which the ordnance depots will be concentrated in a few places and the rest of the depots in other places will be closed?

Sardar Majithia: We certainly have a key plan, but there is no idea of concentrating them at one place, because it is not advisable.

श्री भक्त दश्मन : क्या यह सत्य है कि रक्षा मंत्रालय अगली पंचवर्षीय योजना में बहुत बड़ी संस्था में भवनों का निर्माण करने जा रहा है और यदि इसे, तो क्या उस दशा में एम० ई० एम० के कर्मचारियों के बढ़ाने पर भी भी विचार किया जायगा ?

Mr. Deputy-Speaker: It is an argument.

TRANSLATION OF INDIAN CLASSICS

***539. Shri S. C. Samanta:** Will the Minister of Education be pleased to state :

(a) the nature of encouragement and facilities received from the UNESCO in regard to the translation of Indian Classics into foreign languages; and

(b) the progress so far made by the Project?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) and (b). A statement is placed on the Table of the House. [See Appendix III, annexure No. 38.]

Shri S. C. Samanta: I find from the statement that a Fund with contributions from the Government of India

and UNESCO has been created. May I know the amount and the proportion that has been allotted?

Dr. M. M. Das: The UNESCO is contributing the major share of this Fund. Up till now, we have paid Rs. 30,000 in two instalments during 1953-54 and 1954-55. Another sum of Rs. 15,000 is going to be paid before the end of the current financial year.

Shri S. C. Samanta: Who selects the books for translation?

Dr. M. M. Das: In the first stage, the recommendation comes from the linguistic organisations of the country and in the second stage, there is the Indian Commission for co-operation with the UNESCO. This Commission has got an executive body. This executive body finally recommends the names of the books to be translated by the UNESCO.

Shrimati Ila Palchoudhury: I would like to know what are the books that have been translated up to now, with the help of the UNESCO funds?

Dr. M. M. Das: A list has been given in the statement. For the information of the hon. lady Member, I may say that *Krishnakanta Will*, a Bengali novel, is being translated into English; *Tukuramache Abhang* into French; *An Anthology of Kashmiri Sivaism* into French; *Kamba Rama-yana* into English; and others.

Mr. Deputy-Speaker: A list is placed on the Table of the House.

Dr. Rama Rao: May I know the nature of the Indian National Commission, who appoints this Commission, who are the Members of the Commission etc.?

Dr. M. M. Das: There is no condition attached to it.

Mr. Deputy Speaker: The question is, who are the Members of the Commission and who appoints this Commission.

Dr. M. M. Das: This question does not arise out of the translation of the Indian classics into English and French.

Mr. Deputy-Speaker: The hon. Parliamentary Secretary is not in possession of that information.

सेठ गोविंद वास : अभी माननीय सभा सचिव ने कहा कि कुछ भाषाओं की जो संस्थायें हैं उनसे भी इस संबंध में सलाह ली जाती है ऐसे जानना चाहता हूँ कि जहाँ तक इन संस्थाओं का संबंध है वहाँ तक हिंदी भाषा की जो दो प्रमुख संस्थाएँ हैं, नागरी प्रचारणी सभा और हिन्दी साहित्य सम्मेलन, क्या उनसे भी कुछ सलाह ली गई है।

Dr. M. M. Das: I require notice of that question.

Shri B. S. Murthy: May I know whether the Sahitya Akademi is also consulted when Indian classics are translated into foreign languages?

Dr. M. M. Das: Yes. The Sahitya Akademi has made recommendations that certain books should be referred to UNESCO for translation.

श्री एम० एल० द्विवेदी : मैं जानना चाहता हूँ कि जिस प्रकार से भारतीय भाषाओं के महान् ग्रंथों को विदेशी भाषाओं में अनुवाद करने की व्यवस्था की जा रही है उसी प्रकार से क्या इस योजना के अन्तर्गत विदेशी भाषाओं के महान् ग्रंथों के हिन्दी या अन्य भारतीय भाषाओं में अनुवाद करने की व्यवस्था है?

Dr. M. M. Das: I think that will be taken up by the National Book Trust that is going to be established very soon.

AEROPLANE FOR V.I.Ps.

***540. Shri Gidwani:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that a special aeroplane for the use of V.I.Ps. has been ordered recently; and

(b) if so, its cost?

The Deputy Minister of Defence (Sardar Majithia): (a) No, Sir.

(b) Does not arise..

ORDNANCE FACTORIES

***542. Shri C. R. Narasimhan:** Will the Minister of Defence be pleased to state:

(a) the number of workers declared "idle" in all the Ordnance Factories for the year 1955 and the wages paid to them during this period;

(b) the average ratio of overhead charges in these Ordnance Factories to the cost of material and labour;

(c) whether the amount paid to workers for "idle hours" is taken into account while arriving at the average ratio of overhead charges;

(d) whether this factor influences Government's ability to offer competitive rates for civil trade; and

(e) the schemes which are under contemplation for progressive release, absorption in other State enterprises, and discharge of the surplus labour after retaining the necessary nucleus for keeping the factories in working order?

The Deputy Ministry of Defence (Sardar Majithia): (a) After excluding nearly 8,000 workers whom it has been possible to engage in civil trade work as a result of intensive efforts made since 1953 to utilize the surplus capacity of Ordnance Factories for the production of stores required by other Government departments and the Civil trade, the average number of "idle" workers in Ordnance Factories during the year 1955 was 4,800 approximately and the total idle time payment made during the year was Rs. 57 lakhs approximately.

(b) The average ratio of overhead charges in Ordnance Factories to the cost of material and direct labour is 1 : 2.368.

(c) No, Sir.

(d) No, Sir. Idle time payments are excluded from the production accounts and for quotations to civil trade.

(e) A statement is laid on the table of the House. [See Appendix III, annexure No. 39.]

Shri C. R. Narasimhan : In the statement it is said :

"...a large number of workers are at present engaged on production for Civil Government Department and Civil Trade."

May I know what that number is?

Sardar Majithia : The answer to this question has been already given in part (a) of my answer.

Shri C. R. Narasimhan : Have the Government any time-scheduled for the absorption of the surplus workers in other Government undertakings?

Sardar Majithia : We are trying to give alternative employment and for that the Government has decided on a number of measures. All the Ministries and State Governments are kept in touch and they have been asked to go in first for these people before they take others.

Shri Velayudhan : May I know whether the Ordnance Depot at Avadi which is employing about 7000 persons is going to be transferred from that place and if so, how many of them will be given employment?

Mr. Deputy-Speaker : Is there an Ordnance Depot at Avadi?

Shri Velayudhan : Yes, Sir. It is a big one.

Sardar Majithia : I am answering questions about Ordnance Factories: if the hon. Member gives notice of the question on Depots, I will certainly answer them.

Shri C. R. Narasimhan : May I know whether there is any reasonable time-limit within which the Government hope to be relieved of the major portion of the burden?

The Minister of Defence (Dr. Katju) : It is very difficult to answer this question. There is no measure of reasonable time-limit.

Shri E. M. Ello. द्विवेदी : क्या मैं जान सकता हूँ कि सेनिक कारखानों में कहीं कहीं पर आधी स अधिक मशीनें विल्कुल बेकार पड़ी हुई हैं, और उनका कोई उपयोग नहीं हो रहा है? क्या मंत्री महोदय ने कोई योजना बनाई है जिस में कि उन मशीनों से सेनिक अथवा नागरिक उपयोग की वस्तुएं बनाई जायें?

Dr. K. Katju : यह कहना हि आधी से अधिक मशीनें बेकार पड़ी हुई हैं, मेरे ख्याल से सही नहीं होगा।

Shri E. M. Ello. द्विवेदी : मैं ने स्वयम् देखा है।

Dr. K. Katju : लेकिन बहुत सी मशीनें ऐसी हैं जो सिवा मिलिटरी असला के कोई और चीज बना ही नहीं सकती।

Shri E. M. Ello. द्विवेदी : ऐसी भी मशीनें हैं जिनसे सिविल माल बन सकता है और इस की योजना भी थी, लेकिन काम नहीं हो रहा है।

Dr. K. Katju : जी हाँ, हो रहा है। ऐसी मशीनें जो एंडेजस्ट हो सकती थीं उन पर काम हो रहा है और उन का प्राइवेशन ५४ लाख से बढ़ कर ३ करोड़ तक पहुँच गया है।

Shri Keshavengar : May I know relative number of officers in supervisory staff who are also declared idle?

Dr. Katju : I want notice of that question.

सेठ गोविन्द दास : क्या माननीय मंत्री जानते हैं कि देश की सब से बड़ी आड़नैन्स फैक्ट्री जो जबलपुर में है वहां पर इस तरह की कई मशीनें हैं जिन का उपयोग नागरिक उपभोग की दूसरी वस्तुयें बनाने के काम में किया जा सकता है, और क्या जबलपुर फैक्ट्री के सम्बन्ध में इस बात की कोई जांच हो रही है कि वहां पर ऐसी मशीनों का उपयोग दूसरी चीजों के लिये किया जा रहा है या नहीं?

Dr. K. Katju : मैं बहुत मशकूर हूँगा अगर आप मशीन से गफ्तगू करें और बतायें कि कौन सी मशीनें इस्तेमाल हो सकती हैं। हम हमेशा यह कोशिश करते हैं कि हर मशीन को काम में लाया जाय। रही यह चीज कि जबलपुर फैक्ट्री देश में सबसे बड़ी है यह में ठीक नहीं कह सकता।

Shri Bhagwat Jha Azad: May I know what alternative employments are going to be given to the 5000 persons who have been declared as surplus in the Ordnance Factories?

Dr. Katju: We can only make an endeavour; we ask the other Ministries and State Governments. Ours is not an employment insurance.

ANDAMANS AND NICOBARS

***543. Shrimati Ila Palchoudhury:** Will the Minister of Home Affairs be pleased to state:

(a) whether there is a scheme to develop a coconuts plantation in the Andaman and Nicobar Islands;

(b) if so, the details thereof; and

(c) progress made in this connection?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) Yes.

(b) The scheme is to replace the existing cocoanut plantations in Andamans which, being very old, have lost their yield. It is proposed to clear about 2000 acres of unproductive forest land and bring it under coconut, Areca nut, Cashewnut and pepper plantations. This land will be allotted to private individuals with assistance in the form of interest free loans and cheap supply of improved varieties of seedlings. In Nicobars also assistance will be given to individuals for developing coconut plantations.

(c) The scheme is included in the draft Five Year Plan of these Islands and it at present under consideration of the Planning Commission.

Shrimati Ila Palchoudhury: May I know what percentage of the need for coconuts still remains unfulfilled?

Shri Datar: I said in reply to an earlier part of the question.....

Shrimati Ila Palchoudhury: I want to know what percentage of the need for coconuts still remains unfulfilled.

Shri Datar: It is very difficult to answer this question. The Government are anxious to make the land as productive as possible, so far as coconut cultivation is concerned.

Shrimati Ila Palchoudhury: Considering that seasoned coconut wood is supposed to be very good for furniture and other purposes, what steps are going to be taken to cultivate it for that purpose and see if it can be exported also?

Shri Datar: This very valuable suggestion will be taken into account.

Shri Datar: मैं जानना चाहता हूँ कि पिछली लड़ाई के बाद अंदमान और निकोबार द्वीपसमूह (आईलैंड्स) में जो नारियल के पौधे ये उनमें जो बड़ी भयंकर बीमारी हो गई थी, जिस से की पौधे नष्ट हो जाते थे, क्या उसको दूर करने के लिये कोई उपाय किये गये हैं, और क्या उसमें सफलता हुई है?

Shri Datar: I have not got any information on this point; but, I shall make enquiries.

Shri B. S. Murthy: May I know whether there are any coconut research units in Andamans to help the coconut planters?

Shri Datar: Already there is coconut plantation to the extent of 2,000 acres. I am giving the latest figures. I have already informed the House that the plantation is not in good condition and that is the reason why we propose to enlarge it.

Shri Matthen: There was a proposal for encouraging and developing coir yarn industry in the Andamans. Government had a proposal, and they wanted some experts. What has become of it?

Shri Datar: I do not have any information about that.

Shri Krishnacharya Joshi: What will be the expenditure on this scheme?

Shri Datar: Government propose to set apart about Rs. 11,80,000 over the scheme of the plantations either for clearing the forests or for giving interest-free loans.

SANSKRIT UNIVERSITY

***544. Shri Velayudhan:** Will the Minister of Education be pleased to state:

(a) whether there is any proposal to start a Sanskrit University in India;

(b) if so, the name of the State which has sponsored it; and

(c) whether the Central Government are considering the question of providing any further facilities for Sanskrit studies?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes, Sir.

(b) Punjab.

(c) Yes, Sir.

Shri Velayudhan: What was the nature of the scheme submitted by the Governor of the Punjab to the Central Government, and what action have the Central Government taken on it? Are the Central Government contemplating to start a Sanskrit University and, if so, at what place?

Dr. M. M. Das: The decision to start a university lies with the State Government; the Central Government has nothing to do with it. The Governor of the Punjab submitted a proposal to the President for establishing a Sanskrit University at Kurukshetra and President wanted to know the advice of the Ministry of Education, Government of India regarding the establishment of the Sanskrit University.

Shri Velayudhan: May I know what other facilities the Central Government is giving for the Sanskrit Colleges in India, and whether any Central grant is given to the Sanskrit colleges existing in India, especially in Travancore-Cochin where there are one or two colleges?

Dr. M. M. Das: We give grants to research institutions which are carrying out research in Indology and Sanskrit. For example, we give grants to Bhandarkar Institute, Poona, the Deccan College of Post-graduate Studies.....

Mr. Deputy-Speaker: It is enough if he gives the categories.

सेठ गोविन्द बास : काशी जो कि संस्कृत विद्या का आरम्भ से ही ऐतिहासिक केन्द्र रहा है और अभी भी है, क्या य०पी० की सरकार में कोई इस बातकी सिफारिश केन्द्रीय सरकार को प्राप्त हुई है कि संस्कृत का विश्वविद्यालय वहां स्थापित किया जाय ?

Dr. M. M. Das: I have at present no information about this.

Shri T. S. A. Chettiar: I understood from the reply that the matter was referred to the Ministry of Education for advice. May I know what was the advice given by the Ministry on this point?

Dr. M. M. Das: The Education Ministry placed before the President some facts regarding the establishment of a university. The University Grants Commission had said about this matter that a university properly so called should have more than one subject or Faculty. But this university was proposed only for one subject. That is number one. Then, the detailed plan was sent to the Ministry of Education where it was said that the university would be like any other university, only with a strong bias for Humanities, particularly Oriental Studies. The criticism was on this detailed plan.

Mr. Deputy-Speaker: What was the advice given?

Dr. M. M. Das: That it is not advisable for the State Government of Punjab now to start a university like this.

Shri D. C. Sharma: In this university, will the medium of instruction be Sanskrit or any modern language?

Dr. M. M. Das: We do not know the details of the plan whether the medium of instruction will be Sanskrit or something else.

Shri Velayudhan: In the answer given by the hon. Parliamentary Secretary, he mentioned that Government have reached certain conclusions about the subjects to be taught in the proposed Sanskrit University. May I know whether Government have enquired if certain specific subjects in Sanskrit are being taught in some of the very ancient Sanskrit colleges existing in India, especially in Travancore-Cochin where the first Sanskrit College in South India was started?

Dr. M. M. Das: Government have no confusion at all about the subjects that will be taught in the proposed University. They only said that the financial condition of the Punjab Government is such that they cannot consolidate the Punjab University and College and they cannot build the headquarters of the Punjab University and College, and so it will not be proper for the Punjab University to start this Sanskrit University at Kurukshetra.

The Deputy Minister of Education (Dr. K. L. Shrimali): I would like to add that Government are considering the proposal to appoint a Sanskrit Commission, that Commission will go into the whole question of the future of Sanskrit studies; and I hope the Commission will be appointed shortly.

OIL WELLS

*546. **Shri Bishwa Nath Roy:** Will the Minister of Natural Resources and Scientific Research be pleased to state whether any step has been taken for drilling oil-wells after mapping of structures suitable as potential oil-fields in the Hoshiarpur and Kangra Districts?

The Deputy Minister of Defence (Sardar Majithia): The Jwalamukhi area in the Kangra District has been mapped geologically. The study of the data indicates that there are prospects and further investigations and exploratory drilling are contemplated

in the near future. Geophysical investigation in the plains near Hoshiarpur is also expected to be taken up shortly.

Shri Bishwa Nath Roy: May I know why there is so much delay in drilling the wells?

Sardar Majithia: There is no delay. It has only recently been mapped out and we are proceeding at quite a rapid pace.

Shri D. C. Sharma: May I know what areas of the Hoshiarpur district are being investigated and how far the investigation has proceeded?

Sardar Majithia: It was the Russian experts who recently visited this country who went over the Kangra area and also the Hoshiarpur area, the area adjoining that. And they have submitted a preliminary report. Till we get the final report it will be difficult for me to give all the details.

Shri Bishwa Nath Roy: May I know whether there is any chance of the drilling of the oil wells being started this year?

Sardar Majithia: It is a bit too early at the moment.

LOWER DIVISION CLERKS IN GOVERNMENT OF INDIA

*547. **Th. Lakshman Singh Charak:** Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No. 1172 on the 18th March, 1955 and state:

(a) whether Government have taken any decision regarding the revision of the Pay Scale of the Lower Division clerks; and

(b) if so, the nature of it?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) No.

(b) Does not arise.

Th. Lakshman Singh Charak: What is the difficulty in the way of the Government to take a decision in this matter?

Shri Datar: The difficulty is a financial one, and it will involve not merely lakhs but perhaps a crore of rupees or more.

श्री एम० एल० हिंदेवी : मैं जानना चाहता हूँ कि क्या सरकारने इस बात की भी जांच कराई है कि जितने क्लासें हमारी गवर्नेंट की सेवाओं में हैं उनके पास पूरे समय का काम नहीं है और साथ ही वहां पर कुछ सरप्लस स्टाफ भी हैं और यदि यह बात सही है तो इसके बारे में क्या कार्यवाही करने का विचार किया जा रहा है?

Shri Datar: Whenever Government find any surplus staff they take steps to retrench. But so far as the existing staff is concerned there is no particular reason to suppose that it is surplus, except in certain cases.

Shri Velayudhan: May I know whether the demands put forward by the Lower Division Clerks' Union here about regularisation of their conditions on the basis of the Pay Commission's report have been accepted—whether any part of them has been accepted or how far they have been accepted by the Government?

Shri Datar: Government have gone a long way in satisfying the demands of the Third Division clerks. Two additional increments have been given to them, as also two further additional increments for passing Typing Tests. So Government have gone a very great way in helping these people.

MULTIPURPOSE SCHOOLS

*552. **Shri Ram Das:** Will the Minister of Education be pleased to refer to the reply given to part (c) of Starred Question No. 397 on the 2nd December, 1955 and state:

(a) whether the syllabi for the subjects to be introduced in the Multi-purpose Schools have been prepared; and

(b) if so, whether a copy of the same will be laid on the Table?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes, Sir.

(b) The syllabi are in the press at present. As soon as they are ready they would be made available in the Parliament Library.

Shri Ram Das: What are those insurmountable difficulties on account of which the Ministry cannot finalise them—because the introduction of the multi-purpose schools has been delayed from year to year?

Dr. M. M. Das: There has been no difficulty. The Central Co-ordination Committee was established in August, 1955. As I have said, most of the syllabi have been prepared and they are already in the press.

Shri Ram Das: May I now whether the Education Minister can give us an assurance that the schools will be converted into multi-purpose schools from 1957?

Mr. Deputy-Speaker: No assurance can be asked on the floor of the House in the Question-Hour.

Shri Velayudhan: What are the multi-purposes for which the schools are being established?

Dr. M. M. Das: I would refer the hon. Member to the Secondary Education Commission's report. He can go through the report and find out.

Shri N. M. Lingam: What is the number of languages to be taught according to the syllabi under the scheme?

Dr. M. M. Das: I would again refer the hon. Member to the Secondary Education Commission's Report.

Mr. Deputy-Speaker: He has said this once, twice, thrice.

SOVIET MINING EXPERTS

*553. **Shri Sadhan Gupta:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether the Soviet mining experts who have arrived here to advise the Government of India on oil prospecting have submitted any report;

- (b) if so, the details thereof; and
- (c) in what parts of India oil is expected to be found according to them?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). A preliminary report has been submitted and the final report is expected shortly.

Shri Sadhan Gupta: May I know whether the preliminary report gives any idea as to where oil may be found, and if so, what the Government are doing about it?

Sardar Majithia: According to the preliminary report, it is possible to find oil in Assam, West Bengal, Orissa, East Punjab, Jaisalmer, Saurashtra, Madras, Andhra coast, Travancore, Tripura and Andaman Islands.

Shri Bogawat: May I know if the Russian experts were shown the possibility of oil in the Ahmednagar district and whether the report does not contain the possibility of oil in this district?

Sardar Majithia: They were asked to go all over India and check about this. This is what the report says. I would advise the hon. Member to wait till receipt of the the final report in which he may find something in addition to this.

सेठ गोविंद वास : क्या रूस के विदेषश मन्यप्रदेश के बस्तर और सरगंजा जिलों में भी गये थे कि जहां तेल निकलने की सम्भावना है, और अगर नहीं गये थे तो क्या फिर जाने वाले हैं?

सरदार भजीठिया : इसका जवाब मैं इस बक्त नहीं दे सकता।

Dr. Rama Rao: The hon. Minister has mentioned Andhra coast. May I know which part of Andhra coast has been recommended for exploration of oil?

Sardar Majithia: I have not got the details. I have not got the report with me at the moment.

Shri B. S. Murthy: May I know whether this report contains any idea as to the total amount of oil to be obtained?

Sardar Majithia: That is hardly possible for the experts because it depends upon when you strike oil, and how you work the oil wells. Then only you can find what you can expect.

Shri Bhagawat Jha Azad: May I know whether the interim report has given any indication of the comparative cost of exploration in the U.S.A., U.S.S.R. and India?

Sardar Majithia: The total cost of the operations recommended in the Plan period is approximately Rs. 30 crores.

Shri Sadhan Gupta: May I know in what parts of West Bengal the existence of oil has been indicated in the report?

Mr. Deputy-Speaker : He has been already asked regarding Andhra. The Minister said that he has not got the details. Likewise for West Bengal.

STERLING BALANCES

***554. Dr. Rama Rao:** Will the Minister of Finance be pleased to state the amount of sterling Balances as on the 1st February, 1956?

The Deputy Minister of Finance (Shri B. R. Bhagat): On the 3rd February, 1956, the sterling balances amounted to Rs. 733.57 crores.

Dr. Rama Rao: May I know whether we get any interest on this and if so, how much?

Shri B. R. Bhagat: The sterling securities earn at present interest at rates ranging between 2 per cent. and 4 per cent. What the average rate works out to be it is difficult to say as the rates for short term money in which form a part of the sterling balances are kept, vary from time to time.

Dr. Rama Rao: In view of the press report that we are going to pay 7 per cent. according to one paper and 6½ per cent. according to another on the amounts to be advanced for the Durgapur Steel Plant, to what extent can we utilise the sterling balances to pay this amount?

Shri B. R. Bhagat: The two have no connection. These sterling balances under the Reserve Bank Act are invested in particular securities maturing on a short-term basis, not on a long-term basis. So the rates may be different.

Shri Kamath: What was the position with regard to the sterling balances on the 15th of August, 1947?

Shri B. R. Bhagat: I do not have the figure for the 15th of August 1947. I have the figure for 30th of March, 1951. Then, it was Rs. 884.18 crores.

Shri L. N. Mishra: May I know whether we have made any efforts to utilise the sterling balances for making payments to some other sterling areas countries and if so, to what extent?

Shri B. R. Bhagat: The sterling balances are utilised for making payments for all our imports from other countries also.

Shri R. P. Garg: May I know how much of the sterling balances were used for importing consumer goods and how much for capital goods during the last financial year?

Shri B. R. Bhagat: I should require notice.

Shri N. B. Chowdhury: May I know whether, in view of the increase in the bank rate in England, the Government will submit any proposal for a higher rate of interest for the sterling balances?

Shri B. R. Bhagat: If the market rate in England is high, we get a higher rate on our investments. It depends on the market rate there.

Dr. Rama Rao: Just now the hon. Minister said that the sterling balances may mature periodically. May I know what prevents the Government from utilising the same to pay for the Durgapur steel plant?

Shri B. R. Bhagat: We are to get credit to make our payment for Durgapur Steel Plant. The Sterling Balances will be utilised for something else. Nothing prevents us, except our common sense.

भूतत्त्वीय प्रश्नाक्षण

*५५६. श्री भक्त दर्शन : क्या प्राकृतिक संसाधन और गवेषणा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जिन क्षेत्रों में खाने पाई जाती हैं या जहां धातु निषेपों के पाये जाने की सम्भावना है, वहां के लोगों को भूतत्त्व शास्त्र की प्रारम्भिक जानकारी कराने के लिये एक योजना सरकार के विचाराधीन है ; और

(ख) यदि हां, तो इसमें अब तक क्या प्रगति हुई है ।

प्रतिरक्षा उपमंत्री (सरदार मजीठिया) :

(क) जी, हां ।

(ख) यह विषय विचाराधीन है ।

श्री भक्त दर्शन : क्या माननीय मंत्री महोदय मोटे तौर से बताने की कृपा करेंगे कि यह जानकारी किस प्रकार से वहाँ की जनता को दी जायेगी या किस तरह से ट्रेनिंग दी जायेगी ?

Sardar Majithia : The scheme was drafted by the Indian Bureau of Mines, the main features of which are as follows:

(1) Training will be given at two places, that is Purulia in Manbhum district and Almora. It would cover 2 to 3 weeks.

(2) Twenty to 40 volunteers would attend the classes. The volunteers would be produced by Dr. Hari Mohan from the Manbhum district and by the questioner from the hill districts of the U. P.

(3) The accommodation required for the classes would be made available on hire at the two places by the two M.Ps.

(4) Arrangements for the boarding of 40 volunteers would be made by the Government and the utensils will be made available on hire by the two M.Ps.

(5) Local committees of selected headmasters and heads of local Government institutions might be set up with the local M.Ps. as conveners.

(6).....

Mr. Deputy-Speaker: The hon. Minister cannot go on reading a long statement.

Sardar Majithia: There are two more.

Mr. Deputy-Speaker: Whenever the list is long, they may place it on the Table of the House.

Sardar Majithia: That would certainly be done.

श्री भक्त दर्शन : इस सम्बन्ध में कब तक अन्तिम निर्णय होनेकी आशा की जा सकती है;

सरदार मजीठिया : बहुत जल्द हो जायेगा।

Shri Velayudhan: May I know how many institutes are there in India for imparting geological studies and how many students are studying there?

Sardar Majithia: This is only a proposal to give some knowledge to the local inhabitants so that they may help in finding out where the stuff is.

Shri V. P. Nayar: May I know whether, with a view to impart preliminary knowledge among the people in geological matters, Government have under contemplation the organisation of an exhibition which will go from place to place and which will give all details of geological products of our country and the scope for the development of various products?

Sardar Majithia: Government will certainly consider it.

Mr. Deputy-Speaker: Is it a suggestion or eliciting of facts?

Shri V. P. Nayar: My question is whether the proposal is under consideration.

Mr. Deputy-Speaker: He says he will consider the suggestion.

Shri B. D. Pande: Will these proposals or the scheme mentioned by the hon. Minister be submitted to the M.Ps.?

Sardar Majithia: After it is laid on the Table, it is open to the M.Ps. to look through it.

ARTIFICIAL RAIN MAKING

***558. Shrimati Ila Palchoudhury:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) the period for which two scientists were sent to Australia for training in Artificial Rain Making; and

(b) the results achieved by them so far?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). It is proposed to send a Radio-Physicist and an Air-Force Meteorologist to Australia for training in Rain and Cloud Physics for a period of six months.

Shrimati Ila Palchoudhury: May I know how much expenditure will be incurred on training this personnel?

Sardar Majithia: So far as the question of the Air Force officer is concerned, the terms are still being discussed and will be finalised, because it is a question between Defence and this Ministry. About the other person, he is already an employee and his passage and other costs will have to be paid.

Shrimati Ilia Palchoudhury: In view of the trouble and the expenditure incurred in this, is India supposed to benefit by this in a commensurate way?

Sardar Majithia: Yes, certainly. Rain is always most welcome to our farms.

Shri T. S. A. Chettiar: May I know whether experiments have been tried in this country about this artificial rain-making; if so, with what results?

Sardar Majithia: As an experiment we are sending these two men to Australia because the conditions in Australia are very nearly the same as we find in India, and it is considered that we will benefit by it.

Shri Kamath: Has Australia had in recent years or even before, more artificial rain than other countries which have experimented with this business, and is that the reason why our scientists have been sent to Australia?

Sardar Majithia: As I said, the conditions in Australia are more akin to India than in other countries where this experiment is being carried on, and I may say that two very eminent scientists are carrying on experiments in Australia in this field.

Shri Kamath: Successfully?

सेठ गोविंद दास : जहां तक इस कृत्रिम वर्षा का सम्बन्ध है, क्या सरकार ने अब तक कोई पता लगा कर इस बात को देखा है कि प्रति एकड़ की वर्षा में कितना रुपया खर्च होगा और क्या इतना गरीब देश उतने रुपये का प्रबन्ध कर सकता है?

सरदार मजीठिया : यह तो सवाल तभी उठेगा जब कि हमारे यह साइंटिस्ट्स (वैज्ञानिक) वहां से ट्रूड होकर वापिस आ जायेंगे, तब देखेंगे कि इस पर कितना पैसा खर्च होगा। अभी तक तो जैसा मैंने बतलाया यह साइंटिस्ट्स ट्रेनिंग में ही है और ट्रेनिंग में कोई इतना ज्यादा पैसा खर्च नहीं होता है।

सेठ गोविंद दास : क्या इस बात का ध्यान रखा गया है कि यह प्रगत इतनी महंगी है, तो फिर इन विशेषज्ञों को विदेशों में भेज कर और शिक्षा दिला कर और इतना उन पर सर्व करने से क्या लाभ होगा?

सरदार मजीठिया : यह शिक्षा इतनी महंगी खायाल नहीं की जाती है जितनी कि आनंदेबुल मेम्बर उसको मोचते हैं।

श्री भक्त दशैन : माननीय मंत्री जी के उत्तर में मालूम हुआ कि यदि वर्षा न हो तो कृत्रिम वर्षा का प्रयत्न किया जायेगा, तो मैं जानना चाहता हूँ की जिन इलाकों में बहुत ज्यादा वर्षा होती है, उमेरोकने का भी प्रयत्न किया जायेगा?

Mr. Deputy-Speaker : Hon. Minister may say that there is South India; there is no difficulty.

श्री बी० डी० पांड : श्रीमान्, महाभारत में लिखा है कि अर्जन जब बाण चलाते थे, तो वर्षा हो जाती थी तो क्या कोई अर्जुन यहां भी पैदा हुआ है?

सरदार मजीठिया : मैं तो मालूम नहीं हूँ, अगर आपको मालूम हो तो बतला दीजिये।

Mr. Deputy-Speaker : He need not answer these things. There are certain questions which are put, not for the purpose of eliciting an answer.

प्रतिरक्षा सम्बन्धी विज्ञान में गवेषणा

***५६०. श्री भक्त दशैन :** क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रक्षा सम्बन्धी सामान के बारे में गवेषणा कार्य का सम्बन्ध य करने के लिये राष्ट्र मण्डलीय देशों के प्रतिनिधियों का एक सम्मेलन हाल ही में कनाडा में हुआ था; और

(ख) यदि हां, तो भारत की ओर से उक्त सम्मेलन में किन किन पदाधिकारियों ने भाग लिया?

प्रतिरक्षा उपमंत्री (सरदार मजीठिया) :

(क) जी हां।

(ल) भारत को और से निम्नलिखित सदस्यों ने भाग लिया :—

१. डा० डी० एस० कोठारो, प्रतिरक्षा मंत्रालय के वैज्ञानिक सलाहकार, प्रतिनिधि मण्डल के नेता ।
२. मेजर-जेनरल एस० डी० वर्मा, मास्टर जनरल आफ आर्डनेन्स, आर्मी हेड क्वार्टर्स ।
३. डा० आर० एस० ठाकुर, उप-प्रमुख वैज्ञानिक अफसर (सेना) ।
४. डा० बी० एन० सिंह, प्रधान वैज्ञानिक अफसर (वायुसेना) ।
५. डा० जे० एन० नन्दा, मुख्य वैज्ञानिक अफसर (नौसेना) ।
६. डा० सोहन लाल, मुख्य मनोवैज्ञानिक, प्रतिरक्षा मंत्रालय ।

इन के अतिरिक्त लन्दन स्थित भारत के हाई कमीशन के आर्डनेन्स सलाहकार ब्रिगेडियर टी० टी० मोर्टनदानी, जो कमेटी को कार्य पार्टी के स्थायी सदस्य हैं, लन्दन से एक सदस्य की हैंसियतमे इस प्रतिनिधि मण्डल में शामिल हुए थे। ब्रिगेडियर पी० सी० गुल, सेना अटेश, तथा विंग कमांडर टी० जी० केली, वायुसेना अटेश सहयोगित सदस्य को हैंसियत में थे।

श्री भक्त दर्शन : क्या मैं जान सकता हूँ कि इस प्रकार के सम्मेलनों में जो ब्रिटिश वैज्ञानिक हैं, वे रक्षा विज्ञान के जो वास्तविक रहस्य हैं, उनको छिपाने का प्रयत्न नहीं करते हैं क्योंकि वे भारत की अपेक्षा पाकिस्तान के अधिक मित्र मालूम होते हैं?

सरदार (मजीठिया) : नहीं, ऐसी बात तो हमारे सामने नहीं आई।

श्री भक्त दर्शन : क्या इस बात का भी प्रयत्न किया जा रहा है कि केवल कामनवेल्य (राष्ट्र-मण्डलीय देशों) कंट्रीज के साथ ही हम अपनी रक्षा विज्ञान सम्बन्धी बातों का आदान प्रदान न करें बल्कि और देशों से भी जिन्होंने रक्षा विज्ञान में उत्तरान्ति की है, जैसे कि सोवियट रूस और दूसरे अन्य देश से, उनके वैज्ञानिक से भी इस विषय में आदान प्रदान किया जाये?

प्रतिरक्षा मंत्री (डा० काटजू) : आपने जो फरमाया वह काबिले गौर तलब बात है। लेकिन यह जो कमेटी है यह तो कामनवेल्य देशों की कमेटी है और सन् ५० से चलती आरही है और वह सिलसिला अभी तक जारी है।

Shri Kamath: Has India been so far invited by any other countries, particularly the U.S.S.R., and the U.S.A., for participation in their defence science conferences, and if so, has Government accepted or declined such invitations so far?

Dr. Katju: I want notice of that question.

Shri Bhagwat Jha Azad: May I know whether this delegation since its return has submitted any proposal to Government for renovating the research department of the Defence Ministry?

डा० काटजू : अभी तक नहीं हुआ है। कमेटियों के जो मीम्बर गये थे, वे अभी वापस नहीं आये हैं वह वापिस आकर जो रिपोर्ट करेंगे तब उस सवाल पर विचार होगा।

Shri Joachim Alva: Have our representatives been able to attend every session of this science conference, both closed and open?

Dr. Katju: I shall wait for a report from the committee members when they return.

GEOLOGICAL SURVEY OF MALABAR

*531. **Shri V. P. Nayar:** Will the Minister of Natural Resources and Scientific Research be pleased to state whether the Government of India have, since the publication of the Memoirs of Geological Survey for South India in 1948, carried out any detailed survey of Malabar with a view to exploiting gold occurring in a reported area of 500 square miles?

The Deputy Minister of Defence (Sardar Majithia): A detailed examination of old Alpha and Harewood mines in the Wynad area of Madras known to contain iron pyrites associated with gold was carried out by the Geological Survey of India in 1952.

Except for certain limited portions in the Alpha mines, values are too low in sulphur and gold contents to admit of any large scale exploitation.

Shri V. P. Nayar: But I find from the report which is the basis of my question that about 1880 the occurrence of gold in Malabar as reported in London papers caused a gold boom in London and 33 companies were formed in London to exploit the gold there, and subsequently eleven or twelve companies were financed very well for this purpose, and these companies finally disappeared owing to bad management.

Mr. Deputy-Speaker: Why all this lecture. A question ought to be put.

Shri V. P. Nayar: Therefore, I want to know whether, in view of the very clear information on the subject, any detailed survey of the entire area has been made.

Sardar Majithia: The very clear information on the subject is that sulphur is less than 2 per cent. which is very, very low and not worth exploiting.

Shri V. P. Nayar: It is seen that gold occurs in quartz veins and they are found to occur all along in this particular area.

Mr. Deputy-Speaker: With respect to these matters, are we asking as to the result or giving them information as to how they should work hereafter?

Shri V. P. Nayar: My question is whether in view of the fact that gold has been known to occur in quartz veins in schists and in certain specified schists which are found all over this area, any attempt has been made at a preliminary investigation of these schists which are called Darrowian schists?

Sardar Majithia: As I said, this Ministry has got no further information about it excepting this. There is also some material available in Yernad Taluk in Malabar, but the results have still not come in, although on a preliminary enquiry I can say that they are encouraging.

Shri V. P. Nayar: Dr. M. S. Krishnan reports that a systematic investigation is likely to be of very great importance. Has such an investigation been made?

Sardar Majithia: Yes, investigation has been made, and the report is still with the Ministry, and they are looking into it.

SYNTHETIC OIL RESEARCH

*537. **Shri D. C. Sharma:** Will the Minister of Natural Resources and Scientific Research be pleased to state the total expenditure incurred on Synthetic Oil Research during 1954-55?

The Deputy Minister of Defence (Sardar Majithia): Rs. 50,000 approximately.

Shri D. C. Sharma: May I know the main items of research or the main projects that were investigated by this board?

Sardar Majithia: The main items of research were both fundamental and applied, on solid, liquid and gaseous fuels and also on coal.

Shri D. C. Sharma: May I know whether any attempt has been made to make use of the research for purposes of industry, and if so, in what way?

Sardar Majithia: That is exactly the idea with which we carry on these researches; and when we find them successful, we pass them on to industry for utilisation.

Shri P. C. Bose: May I know in what institute this research was carried on, and whether the scientists were Indians or foreigners.

Sardar Majithia: It was at the Fuel Research Institute at Digwadih. So far as the scientists are concerned—subject to correction—I think they are Indians.

* See note below cols. 803 and 804.

Shri D. C. Sharma: May I know how many of these researches have proved successful—to use the word of the Minister—and how many of them have been passed on to industry for utilisation?

Sardar Majithia: This only started recently. I have not got the details about it, but I can say that eminent industrialists, including Lala Shri Ram, Shri J. R. D. Tata, Shri Birla, Shri Kasturbhai Lalbhai etc. are on a committee which is looking into this matter.

स्कूल अन्तिम परीक्षा का पाठ्यक्रम

*५३८. श्री के० सौ० सोधिया : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने शिक्षा के केन्द्रीय मंत्रालय द्वारा की गई सिफारिश के अनुसरण में स्कूल अन्तिम परीक्षा का पाठ्यक्रम निश्चित करने के लिये एक समिति नियुक्त की है;

(ल) यदि हां, तो उक्त समिति कब नियुक्त की गई थी;

(ग) इस समिति में कितने सदस्य हैं और उनके नाम क्या हैं; और अब तक इस समिति की कितनी बैठकें हुई हैं; और

(घ) इस समिति की रिपोर्ट कब तक मिलने की सम्भावना है?

शिक्षा मंत्री के सभा सचिव (डा० एम० एम० दास) : एक विवरण सभा-पत्र पर रखा जाता है (देखिये परिशिष्ट ३, अनुबन्ध सं. ४०)

श्री के०सौ० सोधिया : इस विवरण में दिया हुआ है कि यह सिलेबी (पाठ्यक्रम) तैयार हो गये हैं और यह सिलेबी इम्तहान के हैं। तो मैं जानना चाहता हूं कि यह इम्तहान मैट्रिक्युलेशन के बदले में होगा या यह कोई दूसरा मप्लीमेन्ट्री (अनुपूरक) इम्तहान होगा।

Dr. M. M. Das: These syllabi have been prepared for multi-purpose schools of a higher secondary type.

Mr. Deputy-Speaker: Now, Dr. Rama Rao.

Shri K. C. Sodha: Will the boys of the multipurpose schools be allowed.

Mr. Deputy-Speaker: I have called Dr. Rama Rao.

Dr. Rama Rao. May I know out of ten members of this committee, six are from Delhi, and why not a single person is there from Travancore-Cochin, Madras, Andhra, Orissa or other States in the south? Is this committee intended for North India only or for the whole of India?

Shri Nambiar: South is omitted.

Mr. Deputy-Speaker: Order, order. Let the question be answered.

Dr. M. M. Das: I shall enquire about this matter.

श्री के०सौ० सोधिया : यह जो नया इम्तहान है उस में बैठने वाले जो लड़के हैं वे मैट्रिक्युलेशन में विठाये जायेंगे या नहीं !

Dr. M. M. Das: I have said that this is for higher secondary schools.

श्री एम० एम० द्विवेदी : मैं जानना चाहता हूं कि जहां पर यह मल्टी परपज (बहूप्रयोजनीय) स्कूल सोले जा रहे हैं वहां उन के लिये केन्द्रीय सरकार क्या सहायता देगी।

Dr. M. M. Das: This question has been put in this House several times, and I have said that 66 per cent. of the capital expenditure will be borne by the Central Government, and—I am speaking from memory—about 25 per cent. of the recurring expenditure will be borne by the Central Government.

WRITTEN ANSWERS TO QUESTIONS

CULTURAL DELEGATIONS

*५३२. **Shri K. J. Das:**
Chaudhuri Muhammed Shafiee:

Will the Minister of Education be pleased to state:

(a) the number of foreign cultural delegations that have visited India during the current financial year to date;

(b) the expenditure incurred by the Government of India on these delegations; and

(c) the number of cultural delegations that have been sent to foreign countries during the said period and the expenditure therein?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Four.

(b) Rs. 3,93,000 have been sanctioned.

(c) Four, for which a sum of Rs. 3,56,401 has been sanctioned.

DIAMONDS

***534. Shri Ibrahim:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) the total quantity of diamonds obtained from diamond mines in India during 1954 and 1955 separately; and

(b) the total amount of royalty received from these mines during the same period?

The Deputy Minister of Defence (Sardar Majithia):

(a) 1954—1800 Carats.
1955—1588 Carats.

(b) 1954-55 (Financial year)—Rs.88,205.
1955-56 (Financial year)—Rs.97,312.

Figures by calendar years are not available.

OIL WELL AT NAHARKATIYA

***541. Shri Sivamurthi Swami:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether it is a fact that oil has been found at a depth of 10,000 feet in a newly completed well at Naharkatiya in Assam;

(b) if so, the estimated turnover of oil; and

(c) whether the prospecting licences in the Hugrijan and Moran areas have been issued to the Assam Oil Company?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes, Sir.

(b) It is not possible to give any estimate as yet as the calibre of the well remains to be settled.

(c) Yes, Sir.

2-60 L. S.

INTERNATIONAL GEOPHYSICAL YEAR

***545. Shri Gadilingana Gowd:** Will the Minister of Natural Resources and Scientific Research be pleased to State whether any arrangements are being made in India to observe the first artificial earth's satellite to be launched during the Conference of the International Geophysical Year 1957-58?

The Deputy Minister of Defence (Sardar Majithia): Arrangements for rocket observations of the Satellite will be considered after further details regarding the launching of the Satellite have been received.

INDIAN SCHOOL OF MINES AND APPLIED GEOLOGY, DHANBAD

***548. Ch. Raghubir Singh:** Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) whether it is a fact that admissions to the Indian School of Mines and Applied Geology, Dhanbad are made every year;

(b) if so, the number of students admitted last year and the procedure adopted for their admission; and

(c) whether it is a fact that some students who passed their Diploma Examinations were sent abroad for further training?

The Deputy Minister of Defence (Sardar Majithia): (a) to (c). A statement giving the required information is laid on the Table of the House. [See Appendix III, annexure No. 41].

RETIREMENT OF I.A.S. OFFICERS

***549. Shri S. V. Ramaswamy:** Will the Minister of Home Affairs be pleased to state the number of I.A.S. Officers expected to retire during the Second Plan period?

The Minister in the Ministry of Home Affairs (Shri Datar): 83.

COPPER DEPOSITS

***551. Sardar Iqbal Singh:** Will the Minister of Natural Resources and Scientific Research be pleased to state the names of the places where copper deposits have been found in the last three years?

The Deputy Minister of Defence (Sardar Majithia): Only one new copper deposit in the Umrer Tehsil of Nagpur district was located by the Geological Survey of India during the last three years.

JOINT SERVICES WING EXAMINATION

***555. Shri Ibrahim:** Will the Minister of Defence be pleased to state:

(a) whether it is fact that the N. C. C. Cadets are given certain concessions while appearing for the Joint Services Wing Examination held by the U.P.S.C.; and

(b) if so, the nature of such concessions?

The Deputy Minister of Defence (Sardar Majithia): (a) No.

(b) Does not arise.

WAR SERVICE CANDIDATES

300. Shri Nambiar: Will the Minister of Home Affairs be pleased to lay on the Table of the Sabha :

(a) copies of all rules and orders issued to date by the different Ministries of the Government of India in regard to the fixation of pay, service benefits etc., of war service candidates employed under the Government of India; and

(b) the number of employees covered by these rules and orders as on the 31st December, 1955?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) A complete set of the orders issued by the Ministries of Home Affairs, Defence and Railway (Railway Board) on the subject is laid on the Table of the House. [Placed in Library. See No. 80/56.]

(b) The information is being collected and will be laid on the Table of the House as soon as it is complete.

USE OF HINDI

301. Thakur Jugal Kishore Sinha: Will the Minister of Home Affairs be pleased to state the names of the States which have so far adopted Hindi as their Official language?

The Minister in the Ministry of Home Affairs (Shri Datar): According to the information available, the following States have, by law, adopted Hindi as the language to be used for official purposes:

- (1) Ajmer
 - (2) Bihar
 - (3) Madhya Bharat
 - (4) Madhya Pradesh
 - (5) Rajasthan
 - (6) Uttar Pradesh.

2. Some other States have adopted Hindi as the language to be used for certain specified purposes, e.g. Resolutions, Bills and Acts, Court proceedings.

FOREIGN INVESTMENTS

302. { Shri Shree Narayan Das:
Shri G. P. Sinha:
Shri Anirudha Sinha:

Will the Minister of Finance be pleased to state:

(a) the extent of inflow of foreign capital into India during 1955 giving separate figures for foreign private investment, foreign Government investment and institutional investment;

(b) the extent of outflow of foreign capital from India during the same period giving separate figures of each category of investment; and

(c) the extent to which foreign investors have reinvested their profits in India or have taken away their profits outside India?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Rs. 2.35 crores in cash were received during 1955 for investment in India from institutions and private parties. No information is available on investments in other forms.

(b) Rs. 8.97 crores were repatriated out of business investments from India during 1955. A statement is attached showing the various categories. [See Appendix III, annexure No. 42.]

(c) Information with regard to the extent reinvestment of profits is being made is not available. During 1955, Rs. 30.62 crores were remitted abroad on account of profits by foreign firms and companies.

CURRENCY NOTES

303. Shri Ibrahim: Will the Minister of Finance be pleased to state:

(a) the total value of the currency notes of various denominations printed at the Currency Note Press, Nasik in 1955; and

(b) the total value of currency notes printed for foreign countries during the same period?

The Minister for Revenue and Defence Expenditure (Shri A. C. Guha): (a) Currency and Bank Notes of various denominations of the face value of Rupees eight hundred and thirty-three crores, forty-eight Lakhs, twenty-nine thousand two hundred and forty were printed at the Currency Note Press, Nasik Road, during the year 1955.

(b) The total face value of the Currency Notes printed for foreign countries during the year 1955 was Rupees 4 (four) crores only.

शिक्षा मंत्रालय के प्रकाशन

३०४ { श्री एम० एस० द्विवेदि :
श्री सी० डॉ पांडि :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५ के दौरान में शिक्षा मंत्रालय ने कौन कौन से प्रकाशन निकाले हैं;

(ख) क्या मंत्रालय के प्रकाशनों के प्रारूप कई संगठनों आदि को उनकी मंत्रणा भौर राय के लिये छपने से पहले भेजा जाता है; और

(ग) यदि हाँ, तो ऐसे प्रकाशनों का स्वरूप क्या है भौर संगठनों के नाम क्या है?

शिक्षा मंत्री के समाचिद (डा० एम० एम० बाल): (क) यह जानकारी "प्रकाशनों का सूचीपत्र १९५६" में दी गई है, जिसकी प्रतियाँ संसद के पुस्तकालय में मौजूद हैं।

(ख) नहीं

(ग) प्रक्षेप उत्पन्न नहीं होता।

ORDNANCE CORPS

305. Shri S. C. Samanta: Will the Minister of Defence be pleased to state:

(a) whether it is a fact that Army personnel serving in the Ordnance Corps enjoy no benefits of annual increments of pay;

(b) if so, whether any other facilities are given to them;

(c) whether they get any chance of upgrading;

(d) if so, the way in which it is done; and

(e) the number of persons upgraded since 1952?

The Minister of Defence (Dr. Katju):

(a) There is no system of annual increments of pay under the present pay code for Army personnel, except for Jemadars, Risaldars/Subedars and Commissioned Officers.

(b) Trained soldiers, whether serving in the Ordnance Corps or in other arms of the Army, get basic pay ranging from Rs. 25/- to Rs. 90/- p.m. according to their trade group and classification. In addition, rank/appointment pay ranging from Rs. 5/- to Rs. 30/- p.m. is admissible for higher rank/appointment in the case of lance naiks, naiks and havildars, as also an increment for length of service at Rs. 2/8/- p.m. after five years service and another at Rs. 2/8/- p.m. after 10 years total service. Good service pay is also admissible in addition, subject to certain conditions, for service in the ranks of Naik and Havildar.

(c) Yes, they have chances of being upgraded to a higher class in the same rank and trade or to a higher rank, subject to fulfilment of prescribed conditions regarding seniority, qualification, training, etc., and availability of vacancies.

(d) and (e). Upgrading to a higher class in the same rank and trade is done twice a year on the 1st January and the 1st July. 7266 other ranks

have been so upgraded since January 1952. Promotion to a higher rank is done as and when a vacancy arises.

SMUGGLED GOLD

**306. { Shri D. C. Sharma:
Sardar Iqbal Singh:**

Will the Minister of Finance be pleased to state the quantity of gold confiscated since the 1st of December, 1955 on the West Pakistan border?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): The quantity of gold confiscated between the 1st of December, 1955 and the 31st January, 1956 on the West Pakistan border is 163 tolas.

GRANTS TO STATES

307. Shri B. D. Pande: Will the Minister of Finance be pleased to state the amount of money given by way of grants-in-aid or subsidy to the following State Governments from 1947 to 1955 :

- (i) P.E.P.S.U. and
- (ii) Himachal Pradesh.

The Deputy Minister of Finance (Shri B. R. Bhagat): The amount of money given by way of grants-in-aid or subsidy to the Governments of PEPSSU and Himachal Pradesh from 1947 to 1955 is as under :

- | | |
|-----------------------|------------------|
| (i) PEPSSU | Rs. 2,66,15,331 |
| (ii) Himachal Pradesh | Rs. 4,21,89,896. |

इंडियन स्कूल आँफ माइन्स एन्ड इंस्लाइंड ज्योलोजी

308. श्री केंद्र सोवियत : क्या प्राकृतिक संसाधन और वैज्ञानिक गवेषणा मंत्री टेबल पर एक विवरण रखने की कृपा करेंगे जिसमें निम्न-लिखित बातें दिलाई गयी हों :

(क) १९५३-५४ और १९५४-५५ के दौरान में इंडियन स्कूल आँफ माइन्स एन्ड एप्लाइंड ज्योलोजी बारा सी गई? विभिन्न परीक्षाओं में कूल कितने परीक्षार्थी बैठे और कूल कितने उत्तीर्ण हुए;

(ख) कितने उत्तीर्ण परीक्षार्थी उच्च शिक्षा प्राप्त करने के लिये गये;

(ग) उक्त स्कूल में कूल कितनी सरकारी आवृत्तियां दी गईं और उन दो वर्षों में उनकी राशि क्या थीं ; और

(घ) इन दो वर्षों में स्कूल का समस्त व्यय कितना था ?

प्रतिरक्षा उपमंत्री (श्री मजिथिया) : (क) से (घ) तक आवश्यक जानकारी विवरण पत्र के रूप में साथ में लगाई जाती है। [देखिये परिशिष्ट ३, अनुबन्ध सं. ४३.]

WAR CEMETERY

309. Shri D. C. Sharma: Will the Minister of Defence be pleased to state:

(a) whether the war-cemetery in Delhi Cantonment has been completed ; and

(b) if so, the total expenditure incurred by the Government of India.

The Deputy Minister of Defence (Sardar Majithia) : (a) Yes.

(b) No expenditure has been incurred by the Government of India.

GRANTS FOR UPLIFT OF SCHEDULED CASTES

310. Shri N. Rachiah: Will the Minister of Home Affairs be pleased state:

(a) the total grant given to Mysore State for the amelioration of Scheduled Castes during 1955-56;

(b) the schemes for which the grants were made; and

(c) whether any grant was given for boarding, lodging, scholarships and other amenities for the Scheduled Castes students studying in primary, middle and high schools in Mysore State?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) A sum of Rs. 2.91 lakhs has been sanctioned to the State for the removal of untouchability. Out of this, a sum of Rs. 1.455 lakhs has already been paid

and the balance will be paid before the close of the financial year on receipt of full details regarding the actual expenditure incurred by the State Government on the various schemes including that met from their own funds.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 44.]

(c) No.

RECRUITMENT OF ASSISTANTS IN CENTRAL SECRETARIAT

311. Shri B. S. Murthy: Will the Minister of Home Affairs be pleased to state:

(a) the number of Assistants employed in the Central Secretariat during 1955;

(b) the agency for the recruitment of the same;

(c) the qualifications prescribed therefor; and

(d) the number of persons applied?

The Minister in the Ministry of Home Affairs (Shri B. N. Datar): (a) It is presumed that the reference is to direct recruitment. There were no appointments by direct recruitment during the year 1955. The Union Public Service Commission held two Examinations during 1955, one was open to candidates from the Scheduled Castes and Scheduled Tribes. The successful candidates are being appointed. The other was open to all communities. The results have not been declared as yet.

(b) The Union Public Service Commission.

(c) A graduate of a recognised University between the age of 21-28 years.

(d) 564 persons applied to the Union Public Service Commission for the Examination open to Scheduled Castes and Scheduled Tribes, and 7220 for the open Competitive Examination.

COFFEE INDUSTRY

312. Shri D. C. Sharma: Will the Minister of Finance be pleased to state the amount of profits accruing from the coffee industry that has been remitted abroad since January, 1955?

The Deputy Minister of Finance (Shri B. R. Bhagat): A sum of Rs. 8.32 lacs was remitted abroad during the period January to December, 1955.

MONUMENTS IN PUNJAB

313. Shri D. C. Sharma: Will the Minister of Education be pleased to state:

(a) the names of the protected monuments in the State of Punjab; and

(b) the amount proposed to be spent on their repairs and upkeep during 1956-57?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) A statement is attached. [See Appendix III, annexure No. 45.]

(b) Rs. 32,283/-.

CENTRAL DRUG RESEARCH INSTITUTE, LUCKNOW

314. Shri D. C. Sharma: Will the Minister of Natural Resources and Scientific Research be pleased to state:

(a) the annual expenditure incurred at present on the maintenance of the Central Drug Research Institute, Lucknow;

(b) the total number of officers and staff working there;

(c) whether any income accrues to Government from it; and

(d) if so, how much?

The Deputy Minister of Defence (Sardar Majithia): (a) Annual recurring expenditure, at present, is approximately Rs. 10 lakhs.

(b) 286.

(c) and (d). Rs. 5531-12-6 have so far been received by way of testing fees and sale of Laboratory Animals.

CENTRAL SOCIAL WELFARE BOARD

315. { **Thakur Jugal Kishore Sinha:**
Shri Asthana:

Will the Minister of Education be pleased to state:

(a) the number of applications from Bihar, if any, that were rejected by the Central Social Welfare Board during 1954 and 1955;

(b) the purpose for which grants were made during 1954 and 1955 to different organisations in the State of Bihar and their names;

(c) the conditions on which the grants were made; and

(d) whether the conditions have been fulfilled?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) 14 applications were rejected during 1953-54, 1954-55 and 1955-56 (record is maintained according to financial year).

(b) A statement giving the requisite information is attached. [See Appendix III, annexure No. 46.]

(c) A statement showing the conditions usually attached to grants given by the Central Social Welfare Board is attached. [See Appendix III, annexure No. 46.]

(d) The conditions have been fulfilled by the institutions to which grants were given in 1953-54 and 1954-55. Information in respect of institutions to which the grants have been given during 1955-56 will be available after some time.

REHABILITATION FINANCE ADMINISTRATION

316. Sardar Iqbal Singh: Will the Minister of Finance be pleased to state the number of displaced persons in Punjab and PEPSU who have been granted loans during the year 1955-56 so far by the Rehabilitation Finance Administration?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): Since some time no new applications have been invited or received from West Pakistan displaced persons but from amongst the old applications, two persons have been granted loan from 1st April, 1955 to 28th February, 1956.

OFFICIAL LANGUAGE COMMISSION

317. { **Sardar Iqbal Singh:**
Shri R. K. Gupta:

Will the Minister of Home Affairs be pleased to state:

(a) the total number of sittings held by the Official Language Commission so far; and

(b) the names of the States which have been visited so far by the Commission?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) and (b). The Commission has so far visited the States of Saurashtra, Bombay, Madhya Pradesh, West Bengal, Assam, Orissa, Hyderabad, Andhra, Madras, Mysore, Travancore-Cochin, Delhi, Madhya Bharat and Rajasthan. During tours they sit every day, apart from days taken in transit, in two sessions of three hours each in the morning and evening.

EX-SERVICEMEN

318. Shri Hem Raj: Will the Minister of Defence be pleased to state:

(a) the number of ex-servicemen who received training in basic agriculture in 1954-55 and 1955-56; and

(b) the number proposed to be trained in 1956-57?

The Minister of Defence (Dr. Katsu): (a) 63 ex-servicemen received training in basic agriculture during 1954-55 and 183 are undergoing training during 1955-56.

(b) It is proposed to give training to 300 ex-servicemen during 1956-57.

RECRUITMENT OF ASSISTANTS FROM SCHEDULED CASTES AND SCHEDULED TRIBES

319. Shri Ram Dass: Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred

Question No. 901 on the 22nd December, 1955 and state the number of persons who have been employed up to the 31st January, 1956 in the Central Secretariat from among the qualified candidates?

The Minister in the Ministry of Home Affairs (Shri Datar): 46 persons have been appointed so far. The remaining persons will be appointed as soon as the requisite preliminaries, such as medical examination etc., have been completed.

Note vide Footnote below col. 787.

This answer was later corrected by the Deputy Minister of Defence (Sardar Majithia *vide* Part II Debates dated 17-4-56 as follows :

" but the results have still to come in, although on a preliminary enquiry, I can say that they were not encouraging. "

DAILY DIGEST

885

886

[Wednesday, 7th March, 1956]

COLUMN 9

COLUMN 8

ORAL ANSWERS TO QUESTIONS		759-90	WRITTEN ANSWERS TO QUESTIONS		790-804
S. Q. No.	Subject		S. Q. No.	Subject	
533.	Contracts in M.E.S.	759-60	532.	Cultural Delegations	790-91
535.	Military Music School, Pachmarhi	760-61	534.	Diamonds	791
536.	M.E.S. Employees	761-63	541.	Oil Well at Nahar- katiya	791
539.	Translation of Indian Classics	763-65	545.	International Geo- physical Year	792
540.	Aeroplane for V. I. Ps.	765-66	548.	Indian School of Mi- nes and Applied Geo- logy, Dhanbad	792
542.	Ordnance Factories	766-69	549.	Retirement of I.A.S. Officers	792
543.	Andamans and Nicobars	769-71	551.	Copper Deposits	792-93
544.	Sanskrit University	771-73	555.	Joint Services Wing Examination	793
546.	Oil Wells	773-74			
547.	Lower Division Clerks in Government of India	774-75			
552.	Multi-purpose Schools	775-76	300.	War Service Candi- dates	793
553.	Soviet Mining Ex- perts	776-78	301.	Use of Hindi	793-94
554.	Sterling Balances	778-80	302.	Foreign Investments	794-95
556.	Geological Training	780-82	303.	Currency Notes	795
558.	Artificial Rain Mak- ing	782-84	304.	Publications of Mini- stry of Education	795
560.	Research in Defence Science	784-86	305.	Ordnance Corps	796-97
531.	Geological Survey of Malabar	786-88	306.	Smuggled Gold	797
537.	Synthetic Oil Resear- ch	788-89	307.	Grants to States	797
538.	Curriculum for School Final Examination	789-90	308.	Indian School of Mines and Applied Geology	797-98
3—160 L. S.			309.	War Cemetery	798
			310.	Grants for Uplift of Scheduled Cates	798-99

DAILY DIGEST—*contd.* .Written Answers to Questions—*contd.*Written Answers to Questions—*contd.*

COLUMNS		COLUMNS	
<i>U. S. Q.</i>	<i>Subject</i>	<i>U. S. Q.</i>	<i>Subject</i>
<i>No.</i>		<i>No.</i>	
311. Recruitment of Assistants in Central Secretariat . . .	799	316. Rehabilitation Finance Administration	802
312. Coffee Industry . . .	800	317. Official Language Commission . . .	802
313. Monuments in Punjab	800	318. Ex-Servicemen . . .	802-03
314. Central Drug Research Institute . . .	800-01	319. Recruitment of Assistants from Scheduled Castes and Scheduled Tribes. . .	803-04
315. Central Social Welfare Board . . .	801		

Wednesday, March 7, 1956

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

VOL. II, 1956

(5th March to 23rd March, 1956)



TWELFTH SESSION, 1956

(Vol. II contains Nos. 16 to 30)

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**LOK SABHA SECRETARIAT
NEW DELHI**

CONTENTS

[Part II Debates—Volume II—5th March to 23rd March 1956]

COLUMNS

No. 16—*Monday, 5th March, 1956*

Papers laid on the Table	1567
President's Assent to Bill	1567
Demands for Supplementary Grants—Railways, 1955-56	1568
Demands for Excess Grants—Railways, 1950-51	1568
Demands for Excess Grants—Railways, 1951-52	1568
Demands for Excess Grants—Railways, 1952-53	1568
Railway Budget—General Discussion	1568-1686
Daily Digest	1687-88

No. 17—*Tuesday, 6th March, 1956*

Point of procedure <i>re.</i> Leakage of Budget proposals	1689-1705
 Election to Committee—	
Indian Central Jute Committee	1705-06
 Calling attention to matter of urgent public importance—	
Change in British bank rate	1706-07
Railway Budget—General Discussion	1707-1812
Daily Digest	1813-14

No. 18—*Wednesday, 7th March, 1956*

 Question of Privilege—	
Warrant for arrest of a Member during Session	1816-26
Business of the House	1827-2086
Railway Budget—General Discussion	1827-97
Demands for Grants—Railways	1897-1950
Demand No. 1—Railway Board	1898-1950
Demand No. 2—Miscellaneous Expenditure	1898-1950
Demand No. 3—Payment to worked lines and others	1898-1950
Demand No. 14—Open line works—(Revenue)—other than Labour Welfare	1898-1950
Demand No. 15—Construction of new lines—Capital and depreciation reserve fund.	1898-1950
Daily Digest	1951-52

No. 19—*Thursday, 8th March, 1956*

 Election of Speaker	
Correction of Answer to Starred Questions	1953-68
Business of the House	1968-69
Demands for Grants—Railways	1969-70
Demand No. 1—Railway Board	1970-2041
Demand No. 2—Miscellaneous Expenditure	1970-2041

Demand No. 3—Payment to worked lines and others	1970-2041
Demand No. 14—Open line works—(Revenue)—other than labour welfare	1970-2041
Demand No. 15—Construction of new lines—Capital and depreciation reserve fund	1970-2041
Demand No. 4—Ordinary working Expenses—Administration	2041-86
Demand No. 5—Ordinary Working Expenses—Repairs and Maintenance	2041-86
Daily Digest	2087-88

No. 20—Friday, 9th March, 1956

Statement <i>re.</i> Leakage of Budget Proposals	2089
Demands for Grants—Railways—	
Demand No. 4—Ordinary Working Expenses—Administration	2089-2133
Demand No. 5—Ordinary Working Expenses—Operating Staff	2089-2133
Demand No. 6—Ordinary Working Expenses—Operating Staff	2133-2164
Demand No. 7—Ordinary Working Expenses—Operation (Fuel)	2133-2164
Demand No. 8—Ordinary Working Expenses—Operation other than Staff and Fuel	2134-2164
Demand No. 9—Ordinary Working Expenses—Miscellaneous Expenses	2134-2164
Demand No. 10—Ordinary Working Expenses—Labour Welfare	2134-64
National Development (Peoples' Participation) Bill	2164
National and Festival Paid Holidays Bill	2164
Shri Kashi Viswanath Mandir Bill—	
Motion to consider	2164-84
Indian Railways (Amendment) Bill (<i>Omission of section 71A-etc.</i>)—	
Motion to consider	2185-2210
Factories (Amendment) Bill (<i>Substitution of section 59</i>)—	
Motion to consider	2210-16
Daily Digest	2217-2218

No. 21—Monday, 12th March, 1956

President's Assent to Bill	2219
Demands for Grants on Account	2219-44
Statement <i>re.</i> Leakage of Budget Proposals	2244-51
Appropriation (Vote on Account) Bill	2251
Demands for Grants—Railways—	
Demand No. 6—Ordinary Working Expenses—Operation Staff	2251-85
Demand No. 7—Ordinary Working Expenses—Operation (Fuel)	2251-85
Demand No. 8—Ordinary Working Expenses—Operation other than the staff and Fuel	2251-85
Demand No. 9—Ordinary Working Expenses—Miscellaneous Expenses	2251-85

Demand No. 10—Ordinary Working Expenses—Labour Welfare	2251-85
Demand No. 11—Appropriation to Depreciation Reserve Fund	2286-97
Demand No. 12 Dividend Payable to General Revenues	2286-97
Demand No. 13—Open Line Works—(Revenue)—Labour Welfare	2286-97
Demand No. 16—Open Line Works— Additions	2287-98
Demand No. 17—Open Line Works—(Replacements)	2287-98
Demand No. 18—Open Line Works—Development Fund	2287-98
Demand No. 19—Capital Outlay on Vizagapatam Port	2287-98
Demand No. 20—Appropriation to Development Fund	2287-98
Appropriation (Railways) Bill	2298-99
Demands for Supplementary Grants—Railways for 1955-56 and Demands for Excess Grants—Railways for 1950-51, 1951-52 and 1952-53	2299-2348
Appropriation (Railways) No. 2 Bill	2348-49
Appropriation (Railways) No. 3 Bill	2349
Appropriation (Railways) No. 4 Bill	2349-50
Appropriation (Railways) No. 5 Bill	2350
Copyright Bill—	
Motion <i>re.</i> Joint Committee	2350-55
Discussion on Report of Jaundice Enquiry Committee	2355-76
Daily Digest	2377-80

No. 22—Tuesday, 13th March, 1956

Papers laid on the Table	2381
Messages from Rajya Sabha	2381-82
Calling attention to Matter of Urgent Public Importance—	
Situation arising out of invalidation of Manipur Foodgrains (Movement) Control Order, 1951	2382
Appropriation (Vote on Account) Bill	2382-83
Appropriation (Railways) Bill	2383
Appropriation (Railways) No. 3 Bill	2384
Appropriation (Railways) No. 4 Bill	2384-85
Appropriation (Railways) No. 5 Bill	2385-86
General Budget—General Discussion	2386-2504
Discussion on Report of Jaundice Enquiry Committee	2504-26
Daily Digest	2527-28

No. 23—Wednesday 14th March 1956

Papers laid on the Table	2529
Message from Rajya Sabha	2529-30
Committee on Private Members' Bills and Resolutions—	
Forty-Sixth Report	2530

Calling attention to matter of urgent Public Importance—

Rehabilitation of refugees from East Pakistan in Tripura	2530-32
Appropriation (Railways) No. 2 Bill	2532-33
General Budget—General Discussion	2533-2650
Daily Digest	2651-52

No. 24—Thursday, 15th March, 1956

Motion for Adjournment—

Refusal to permit Jan Sangh Worker to go to Jammu	2653-56
Message from Rajya Sabha	2656
Indian Registration (Amendment) Bill (<i>Amendment to section 2 etc.</i>)	2656
Rewithdrawal of Manipur State Hill Peoples (Administration) Regulation (Amendment) Bill	2657-59
General Budget—General Discussion	2659-2784
Daily Digest	2785-86

No. 25—Friday, 16th March, 1956

Papers laid on the Table	2787-88
Messages from Rajya Sabha	2855-56
Estimates Committee—	
Twenty-third Report	2789
Committee on Absence of Members from sittings of House—	
Thirteenth Report	2789
Committee on Petitions—	
Eighth Report	2789
General Budget—General Discussion	2789-2855
Committee on Private Members' Bills and Resolutions—	
Forty-sixth Report	2856
Resolution <i>re.</i> Fixing a Target date for Prohibition	2856-82, 2883-2906
Point of order <i>re.</i> Paper laid on the Table	2882-83
Daily Digest	2907-10

No. 26—Monday, 19th March, 1956

Leakage of Budget Proposals	2911-13
President's Assent to Bill	2913
Messages from Rajya Sabha	2913-15
Estimates Committee—	
Twenty-second Report	2915
Leave of Absence	2915-16
Life Insurance Corporation Bill—	
Motion to refer to Select Committee	2916-3030
Daily Digest	3031-34

No. 27—Tuesday 20th March, 1956

Motion for Adjournment—

Clash between Indian and Pakistani Army Units at Hussainiwala	3035-3050
headwoks	3036-40
Election of Deputy-Speaker	3041-50
Statement on Foreign Affairs	3050-51
Papers laid on the Table	3050, 3051-3124
Life Insurance Corporation Bill—	
Motion to refer to Select Committee	3125-74
Leakage of Budget Proposals	3175-76

No. 28—Wednesday, 21st March 1956

Papers laid on the Table	3177
Committee on Private Members' Bills and Resolutions—	
Forty-seventh Report	3177
Demands for Grants	3177-3316
Demand No. 11—Ministry of Defence	3178-3315
Demand No. 12—Defence Services, Effective—Army	3178-3179, 3315
Demand No. 13—Defence Services, Effective—Navy	3179-3315
Demand No. 14—Defence Services, Effective—Air Force	3179-3316
Demand No. 15—Defence Services, Non-effective Charges	3179-3316
Demand No. 16—Miscellaneous expenditure under the Ministry of Defence	3179-3316
Demand No. 117—Defence Capital Outlay	3180-3316

Daily Digest

No. 29—Thursday, 22nd March, 1956

Announcement re. Admission of Questions	3319
Business of the House	3319-20
Demands for Grants	3321-3452
Demand No. 5—Ministry of Communications	3323-3450
Demand No. 6—Indian Posts & Telegraphs Department (Including Working Expenses)	3323-3450
Demand No. 7—Meteorology	3323-3450
Demand No. 8—Overseas Communications Service	3323-3450
Demand No. 9—Aviation	3323-3450
Demand No. 10—Miscellaneous Departments and Expenditure under the Ministry of Communications	3324-3451
Demand No. 114—Capital Outlay on Indian Posts and Telegraphs (Not met from Revenue)	3324-3451
Demand No. 115—Capital Outlay on Civil Aviation	3324-3451
Demand No. 116—Other Capital Outlay of the Ministry of Communications	3324-3452
Nomination to Panel of Chairmen	3452
Daily Digest	3453-54

No. 30—*Friday, 23rd March, 1956*

Motion for adjournment—

Formation of Ministry in Travancore-Cochin	3455-58
Demands for Grants	3458-3535
Demand No. 95—Ministry of Transport	3458-3534
Demand No. 96—Ports and Pilotage	3459-3534
Demand No. 97—Lighthouses and Lightships	3459-3534
Demand No. 98—Central Road Fund	3459-3534
Demand No. 99—Communications (including National Highways)	3459-3534
Demand No. 100—Miscellaneous Departments and Expenditure under the Ministry of Transport	3460-3535
Demand No. 140—Capital Outlay on Ports	3460-3535
Demand No. 141—Capital Outlay on Roads	3460-3535
Demand No. 142—Other Capital Outlay of the Ministry of Transport	3460-3535
Committee on Private Members' Bills and Resolutions—	
Forty-seventh Report	3535-36
Business of the House	3536
Abolition of Adoption Bill	3536-37
Child Marriage Restraint (Amendment) Bill (<i>Amendment of section 2</i>)	3537
Equal Remuneration Bill	3537
Criminal Law Amendment Bill	3538
Indian Registration (Amendment) Bill (<i>Amendment of section 2 etc.</i>)— Amendments made by Rajya Sabha	3538-41
Factories (Amendment) Bill (Substitution of Section 59)—	
Motion to consider	3541-47
Proceedings of Legislatures (Protection of Publication) Bill—	
Motion to consider	3547-84
Daily Digest	3585-86

(Part II—Proceedings other than Questions and Answers)

1815

1816

LOK SABHA

Wednesday, 7th March, 1956

The Lok Sabha met at Half Past Ten of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-25 A.M.

Shri Lokenath Mishra (Puri): May I crave your indulgence on a matter of which I have already informed you?....**Mr. Deputy-Speaker:** I know, I have not yet come to that topic.**Shri Gidwani** (Thana): On a point of order. In reply to a supplementary question of mine on 5th March, 1956 in regard to the suspension of a top official of the Durgapur Steel Works, the Minister of Industries stated that the person was under full judicial detention. In reply to another supplementary, he stated:

"He has been produced before the court and they have remanded him to custody."

You will be surprised to know that the man came and saw me yesterday evening on this point....

Mr. Deputy-Speaker: I have heard the hon. Member's point. I may just state what I am thinking about it. Points of order ought to be raised as and when a particular point comes up. If any mistake has been made either on this side or on that side, he may write to the Speaker saying that such and such a mistake had been committed, and also draw the attention of the Minister to it; he must also be apprised of it, so that he would come ready with the answer, and if there is anything wrong, he will correct it; and if the question is wrong he will also correct that. So, the hon. Member may take that course.

1—18 Lok Sabha

QUESTION OF PRIVILEGE

WARRANT FOR ARREST OF A MEMBER DURING SESSION

Shri H. N. Mukerjee (Calcutta North-East): Some of us, the day before yesterday, sent to you a notice seeking to raise a question of privilege over the issue of a bailable warrant of arrest against a Member of this House for alleged non-attendance as a witness. May I know what has happened to that?**Mr. Deputy-Speaker:** So far as that notice is concerned, it also states that Shri V. P. Nayar has asked for certified copies of certain correspondence to elucidate this very position as to the circumstances under which it had been done and so on. Therefore, I asked for elucidation of facts; and I send this notice also to the Minister. I thought I shall hear him first; and if these papers are necessary, I shall call for them as early as possible and as soon as the papers are obtained.....**The Minister of Legal Affairs (Shri Pataskar):** I would briefly state the facts for the information of the House as well as you, according to your instructions.**Shri V. P. Nayar, M.P.,** was personally served.....**Mr. Deputy-Speaker:** I would like to know from the Minister whether he will get through this, that is to say, argue out this matter and say whether he is for or against the motion, or he is stating the facts now.**Shri Pataskar:** I am only stating the facts. If hon. Members who have given notice of it are satisfied, they may not proceed with the motion at all.**Dr. Lanka Sundaram** (Visakhapatnam): Let the case be stated on this side first, before the Minister gives the facts. Otherwise, it does not lead us anywhere. Or you hold your own counsel, and bring the matter up later.**Mr. Deputy-Speaker:** I wanted them for my own purpose. Earlier also, before Shri V. P. Nayar came here, a communication was sent by the district judge

Mr. Deputy-Speaker: It is a question of law and by merely hissing it won't disappear. The main point is this. There can be a process to be served for which the permission of the House is not necessary. If he does not come, the other process is also there; a bailable warrant can be issued. What we want to know is whether it is to enforce this presence or is it by way of punishment for non-attendance as a witness.

Shri H. N. Mukerjee: A warrant is issued only after the issuing authority has satisfied himself of a certain position, namely, that a citizen has rendered himself liable to punishment and if the service of the warrant happens to be resisted by the person concerned, naturally, certain consequences would have ensued. Therefore, the issue of a warrant in itself is punishment. The practice here in this House is that whenever a Member is arrested, information of the arrest is sent to the Speaker. Similarly, on this occasion the issue of the warrant of arrest is there. It was really tantamount to arrest itself because unless the Member offered bail and the bail was accepted, he would have been in custody. Therefore, this is certainly a punishment.

Also, the procedure followed in this case was rather peculiar. You were informed of this and you read it out before the House—in all conscience—and all over the country an impression was created that a particular Member had been "wanted" by the law. I say this is, for all practical purposes, punishment enough. I cannot argue this point very much more in detail because I feel there are other aspects of the matter which should be taken into consideration. May be, this is a kind of precedent which will be a great advantage to us in future. That is why I say that this should be referred to the Committee of Privileges and whatever documents Shri Nayar may or may not procure may also be put up before the Committee for its consideration and they may be taken into account by the Committee of Privileges and it may present a report which might help this House and its Members on subsequent occasions.

Shri Kamath (Hoshangabad): May I bring to your notice another aspect of the matter?

Mr. Deputy-Speaker: Is the hon. Member also a signatory to this?

Shri Kamath: No, Sir; but I thought the matter was being discussed.

Mr. Deputy-Speaker: I only wanted to know as a matter of information.

Shri Kamath: The President has summoned each one of us, Members of Parliament, to be present on a particular date and during this session of Parliament. That summons must have importance and high priority over any other business for which a Member may be called. Therefore, any other writ, summons or warrant from any other authority cannot be executed except with the permission of this House. The law, custom and usage in Britain so far as this privilege is concerned is categorical and quite clear. My friend, Prof. Mukerjee read out briefly the position with regard to this from page 122 of May's book. But please refer to page 121. It is said:

"Members of both Houses are, by the law and custom of Parliament, exempted from attendance as witnesses during the session of Parliament, and from service as jurors at all times by the Juries Act, 1870."

It goes on to say:

"But according to present usage, the service of a *subpoena* on a Member during the session of Parliament, unless effected within the precincts of the House, . . . would not be regarded as a breach of privilege."

Mr. Deputy-Speaker: That is a change in usage.

Shri Kamath: But the law and custom exempt from attendance as witnesses all Members of Parliament during session. There is a case reported here.

"On 30 June 1938, however, the Committee of Privileges reported that an order requiring the attendance of a Member, who was also a Territorial officer, to attend as a witness before a military court of inquiry was a breach of the privilege of the House . . ." (Interruption.)

In the case of Shri Nayar a bailable warrant was issued for his arrest. I submit this is a much more serious matter and this must be taken notice of by the House and by its Committee, and the culprit brought before the bar of this House for condign punishment.

Shri Pataskar: May I state the facts before hon. Members proceed to discuss the matter?

Mr. Deputy-Speaker: The hon. Minister may reply once for all. I would like to know what Shri Basu has got to say.

Shri K. K. Basu: As we have said earlier, the main principle on which this privilege motion has been brought in is whether a Member who is first responsible for attending Parliament can be prevented by the court or any other authority from attending the session of the House, and whether the issue of a bailable warrant is a punishment. The fact is that a bailable warrant was issued and he would have been arrested and prevented from attending the House; it is clear. It is a clear case of breach of privilege and as my leader has said, it is very bad and has created a precedent in the parliamentary life of this country. Therefore we feel that this matter should be gone into in detail and thoroughly in the Privileges Committee and a decision come to on this point.

Shri Raghunath Singh (Banaras Distt.—Central): Sir, I want to say something on this point.

Mr. Deputy-Speaker: It is only a question of sending it to the Committee or not. The hon. Minister of Legal Affairs, on behalf of Government, will explain.

Shri Raghunath Singh: One point, Sir.

Mr. Deputy-Speaker: Time is not enough for the other debate.

Shri Pataskar: I would like first of all to place the facts before the hon. Members of this House so that they will be in a better position to find out whether any breach of privilege, as a matter of fact, occurred.

Shri H. N. Mukerjee: As far as this question is concerned, we do not go at this point of time into the examination of the facts because even Shri Nayar has not been able to ascertain some of the facts. We are not prepared at this point of time to listen to Government if they give any facts.

Mr. Deputy-Speaker: That is why even at the outset I said that I am not going into this matter piecemeal. Possibly I may require all that before I come to a conclusion. But they were not prepared to put it off by one day and insisted upon taking it up today, and so the background of this is being given. I never prevented hon. Members who sponsored this motion from giving all the facts. As a matter of fact, there is a handicap that is felt by them and by me, and yet

they wanted me to take this up. Therefore, I thought it will not be right for me to prevent them from doing so. Let us have the facts.

Shri H. N. Mukerjee: At this point of time if a statement of facts as known to Government through the Magistrate concerned is placed before the House, it is only fair that the counter set of facts, if any, should also be placed before the House. Therefore, my point is that the main principle in regard to the correctness or otherwise of the service of summons in a matter of this sort should be left to the Committee of Privileges

Mr. Deputy-Speaker: I will certainly hear all that has to be said by the Minister. If on any particular facts I consider that there is a handicap to the sponsors of this motion, I will certainly give them time and they can place those facts.

Shrimati Renu Chakravarty (Basirhat): So I take it that a statement can be made from this side of the House after the Minister has made his.

Shri Bhagwat Jha Azad (Purnea cum Santal Parganas): We are of opinion that as the case has been put, there is no necessity for giving all these facts. It is simply a question of going into this point, namely, that we have been summoned by the President to sit here. (Interruptions)

Mr. Deputy-Speaker: All that I can say is that hon. Members must be patient with respect to these matters. I would appeal to all sections of the House for exercise of patience. This is a matter which is quite new and so far as this House is concerned, a similar thing has not occurred. We are referring to May's *Parliamentary Practice*. I also raised the point as to whether an attempt to coerce the service of notice or to enforce attendance is itself an attempt to punish. That is a legal point. The hon. Minister of Legal Affairs has taken up this matter and he is replying to what has been stated here. Let us consider the question calmly.

Shri Pataskar: I should first of all like to make it clear that there is no intention on my part whatsoever, by stating facts, in any way to try to allow the privilege of the House being interfered with by anyone. Let us be clear about that. But the point is that on page 122 of May's *Parliamentary Practice*, it is stated that any attempt to punish a member might be treated as a breach of privilege and,

therefore, it is necessary to go into the facts to find out whether there was an attempt really to punish him which could constitute a breach of privilege within the meaning of what is stated there.

The facts of the case, therefore, are these. Shri V. P. Nayar was personally served with a summons to appear in the court of Shri Budhi Raja as a witness in a criminal case *States versus Kusum Kumari Sharma*, under section 380/411 of the Indian Penal Code on the 30th November, 1955, but on that day he did not appear.

Mr. Deputy-Speaker: Was it served?

Shri Pataskar: Yes, but he did not appear. But on the next day, 1st December, 1955, a letter dated the 29th November, 1955 from Shri Nayar was handed over to the judge by the counsel for the accused saying that he (Shri Nayar) was leaving Delhi on the 2nd December, 1955. Accordingly, the judge issued a summons for Shri Nayar for the 2nd December, 1955, but the same was received back with Shri Nayar's own report that he could not attend court at such short notice because of his parliamentary duties and that he required at least a week's notice for appearance in court. Another summons was issued to Shri Nayar for appearing on the 12th December, 1955, but this was received back with the report that Shri Nayar had refused to accept service.

Shri V. P. Nayar (Chirayinkil): That is wrong.

Shri Pataskar: Again one more summons was issued for his attendance on the 29th December, 1955. As it was not served on him, yet again another summons was issued for the 14th February, 1956 by Shri Jawala Das who had, in the meantime, succeeded Shri Budhi Raja as judge. As the case had already become very old, this summons was served on Shri Nayar personally through a special messenger sent all the way to Pandratam in Travancore-Cochin on the 7th February, 1956, but in spite of this Shri Nayar failed to appear in the court on the 14th February, 1956 and also did not communicate any reason for his absence to the court. It was under these circumstances that finally a warrant of arrest bailable in the sum of Rs. 500 was issued under intimation to the Speaker of the Lok Sabha. The warrant was also taken to the Lok Sabha Secretariat by the police officer for service.

It was returned by the Lok Sabha Secretariat on the ground that the permission of the House for the arrest of the witness was required in accordance with May's *Parliamentary Practice*.

Shri Kamath: Very good.

Shri Pataskar: On receipt of this information, the trying judge adjourned the case to the 7th March, 1956 and no fresh warrant was issued. On the 1st March, 1956, the court received a telegram from Shri Nayar intimating that he would be reaching Delhi on the 10th March and would appear in court on any day thereafter and also praying that the warrant against him should be withdrawn. Under the circumstances there was no question of withdrawing the warrant as the warrant had already lapsed and no fresh warrant had been issued.

The circumstances narrated above clearly indicate that the court has throughout acted in good faith and there has never been any question of intended disrespect to the House or to the privilege of the hon. Member or to the privilege of this House.

I would say, therefore, that on the question of privilege, so far as the facts are concerned, there was no attempt to punish the hon. Member at all. On the contrary, the court has been trying its level best to accommodate Shri Nayar as far as it could. I do not think it was ever intended to punish him by the mere issue of a process to compel his attendance in court, nor can it be said that it was an attempt to punish him.

Shri Sinhasan Singh (Gorakhpur Distt. —South): The point at issue . . .

Mr. Deputy-Speaker: Order, order. I am not going to allow the hon. Member to speak.

Shri Sinhasan Singh: Just a minute please.

Mr. Deputy-Speaker: No, no. Whatever he might say, have I not the first preference to get the matter cleared up? I want to know from the hon. Minister what are the sections, if he is able to lay his hand, where under a witness, who is called and refuses to attend, can be punished by the court. Or is it merely on the general ground of contempt of court?

Shri Pataskar: He could be prosecuted for disobedience of the summons.

Mr. Deputy-Speaker: Is this kind of summons issued for disobedience of summons as a substantive offence

Shri Pataskar: No, no.

Mr. Deputy-Speaker: Therefore, for the purpose of enforcing the attendance of the witness, you could do it by ordinary service or non-bailable warrant. Has the Minister anything more to say regarding this position as differentiated between an attempt to punish as a substantive punishment and one to enforce the issue of a warrant to enforce attendance in court. I would like the views of the Minister of Legal Affairs.

Shri Pataskar: If the court wanted it, action could have been taken against the witness for contempt of court, but they did nothing of the kind, and on the contrary the Court sent a special messenger to Travancore-Cochin for personally serving the summons, which means that the only anxiety of the court was that the evidence of the witness should be available. There is no intention, nor can it be said that there was any attempt, to punish him. There is no question of breach of privilege.

Dr. Ram Subhag Singh (Sahabad—South): Sometimes we are cited as witnesses. For instance the court asks us to appear as a witness on somebody's behalf and we have been cited as a witness with taking our consent. What will be the position in that case?

Mr. Deputy-Speaker: This is not a general discussion regarding the subject. There is a specific issue and it is said that there has been a breach of privilege. Every hon. Member is not a Nayar himself. I am not going into this matter now. Has Shri Mukerjee anything to say?

Shri H. N. Mukerjee: I feel that the short point that we raised remains unanswered ultimately. During the pendency of the session of the House, a Member has certain immunities and one of them was sought to be infringed by the action of a court. In this matter the court had a way out which was to inform you to get the permission of the House for the release of the Member concerned for a particular day or days during the pendency of the session. If during the pendency of the session the sword of Damocles—the summons from courts regarding the giving of evidence—hangs over the heads of Members it may be rather undesirable situation. Or, it may not be.

That is the matter which is still left to be determined by the Privileges Committee.

Mr. Deputy-Speaker: I have heard both sides and I shall look into this matter and try to place the matter before the House.

Shri V. P. Nayar: I should like you to give me an opportunity later on to explain my position because a reference has been made to me in that letter.

Mr. Deputy-Speaker: The hon. Member has been hearing all that has been said. At his instance, the Leader of his group sponsored this motion. Even at the outset I referred to it; something was said that the copies had not yet been obtained. The hon. Member could have instructed him to wait but in spite of that he wanted to proceed with it. Even now, I say it. For clarification he wanted a particular document. What is the stage by stage business? One hon. Member who belongs to a group of 40 or 50 just making a motion on behalf another hon. Member and allowing that hon. Member to make another motion—it should not be so. I will just put off considering this matter for a week. Meanwhile copies may have to be obtained and handed over. I do not want to hustle.

Shri Kamath: So, it is held over?

Mr. Deputy-Speaker: Yes, it is held over.

Shri V. P. Nayar: I want to give a personal explanation to the House in view of the letter which has been read out because I dispute certain facts.

Mr. Deputy-Speaker: This matter will stand over. I am not giving my ruling. I shall wait until he is able to give me copies. How long will it take?

Shri V. P. Nayar: I have applied for them day before yesterday. The moment I came to Delhi, I have applied for all the attested copies. I hope to be able to get them in a few days' time. I have sent a personal messenger to wait on the convenience of the court and take them as early as possible.

Mr. Deputy-Speaker: Not earlier than a week?

Shri V. P. Nayar: About a week or within a week.

Mr. Deputy-Speaker: This matter will stand over.

BUSINESS OF THE HOUSE

Shri Kamath (Hoshangabad): May I make a brief request? In the Bulletin dated March 1st, it is stated that the days on which the Budget discussion on Demands for Grants relating to various Ministries would be held would be announced in due course. This was on the 1st March, 1956. Today fortunately, the Minister of Parliamentary Affairs is here and I would request him to see that the dates are announced by the end of this week so as to enable us to prepare for the discussion.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I shall be able to announce them tomorrow.

RAILWAY BUDGET—GENERAL DISCUSSION

Mr. Deputy-Speaker: The House will now resume general discussion on the Railway Budget. Out of 15 hours allotted for general discussion, 11 hours and 25 minutes have already been availed of. This leaves 3 hours and 35 minutes. I am calling upon the hon. Minister to reply to the debate at about 2.30. Now, it is about five minutes to twelve. He will close at 3.30.

Shri Frank Anthony (Nominated—Anglo-Indians): The Railway Minister's speech was, in my opinion, as significant for what it said as for what it left unsaid. There is no doubt that the advance of the administration in many directions warrants the congratulation of this House. But I feel that in the interest of the railways and in the larger interest of the country, it is very necessary to prevent any sense of complacency supervening on the Railway Administration or any belief becoming prevalent that everything in the railway garden is near perfect and above reproach. I am aware that in a vast sprawling administration of the size of the railways, there must be defects and dark spots and it is my endeavour to indicate where the remediable defects can be corrected and where light will lighten the dark spots.

So far as the financial allocation in respect of the Railway Administration is concerned, the Railway Minister and his administration have my very deep sympathy. The provision under the Second Plan is Rs. 750 crores. If we add Rs. 350 crores which the Railway Administration has to find itself, it comes to

Rs. 1125 crores. In my humble opinion, this provision is not only insufficient but it is hopelessly inadequate.

The original estimate of the Railway Administration was that it will have to provide 60.8 million tons in respect of the goods traffic. The Railway Minister has now revised that estimate and he now proposes to find increased capacity to the extent of 42 million tons for the goods traffic. I cannot help expressing the feeling that he has been driven to resort to a procrustean process. He has truncated his figures and his estimates in order to fit the truncated financial bed. My own view is that the Railway Minister during the Second Plan will require increased capacity for at least 75-80 million tons of good traffic. The Railway Minister has not made allowance not only for new projects but for the existing projects excepting for a few in the public sector. My own view is that these requirements in respect of the existing projects and new projects in the public sector will require a capacity for an additional ten million tons. The Minister has also not allowed for the needs of the private sector; he has not allowed for the needs of transport, irrigation, import and export and the vast volume of miscellaneous traffic for which I believe he would have been required to set aside another 25-30 million tons. In short, my estimate is—I believe events justify my estimate—that the Minister's estimate will be shown ultimately to reveal a shortfall or a gap of 30-40 million tons with regard to goods traffic. My own feeling is that there will be similar shortfalls with regard to passenger traffic.

12 Noon.

All that the Minister now envisages is to provide additional transport capacity for 15 per cent. of passenger traffic: I presume half of this will go to alleviate congestion and the other half to meet increasing passenger demands. According to his own estimate—his estimate is not only a conservative estimate but in my opinion it is an under-estimate—congestion will be intensified to the extent of 10 per cent. to 20 per cent. My view is that the Minister has not taken into account all the development envisaged in the Second Five Year Plan. Under the Second Five Year Plan we envisaged, I think, a 25 per cent. increase in the national income and a provision of 10 million more jobs. My view is that the shortfall with regard to passenger traffic will be between 30 per cent.

[Shri Frank Anthony]

and 40 per cent. This means that congestion will be increased by one-fifth or by a quarter during the Second Five Year Plan.

Arising out of my estimated increase of and intensification in congestion is the suggestion made by the Railway Administration to abolish second class travel. I feel that these motives of moving towards a classless society ought to be applauded but I also feel that this constant tinkering with classification and reclassification at a tremendous price to the Exchequer without a single compensating gain to the travelling public is to be strongly deprecated. What is the abolition going to lead to? It will only mean some kind of sop to some kind of political philosophy—I won't say political sophistry—without any gain to a single member of the travelling public. I can understand that if we had the resources to remove congestion, to adequately improve third-class travelling. I would go much further than the Minister and I would start by abolishing air-conditioned travel—though I would suffer because I prefer travelling by air-conditioned class—and then abolish the first class. But what, will be the result now? The present proposal will mean only adding to the misery of poor people in this country. I have already said that congestion will be increased during the Second Five Year Plan by 20 to 25 per cent. By abolishing your present second class and by seeking to rename your third-class it will mean that the poor section of the people who are able to pay this little extra amount for some kind of reasonable decent travelling facilities, their wives and daughters, will be compelled to join the present cattle conditions of herd travelling. I am not against the suggestion, but I would say, let first thing come first. Let us not add to the misery of the lower class of the travelling public.

Then another casualty is going to be this. The Railway Minister originally estimated as his target for new line construction 3,000 miles. In my view that was the minimum absolutely essential target if the railways were going to carry burdens which we expect to impose on them. What happening now? I am not blaming the railways. I am only blaming the Planning Commission. They will have to find money; otherwise the wheels on which our Plan are going to be run, those wheels will be immobilised. The Plan itself will be completely subverted and paralysed. They will have to

find money. Now what are you going to do? What you are going to do is to build 850 miles instead of your proposed minimum target of 3,000 miles.

Then, I feel that the House is justified in the feeling gratified at this marked progress toward self-sufficiency. I congratulate the Minister on that. More than that I congratulate his officers and his staff for the energy with which they have achieved targets ahead of schedule. But, I would sound a note of warning. I want this progress towards the very necessary target of self-sufficiency not to be a rake's progress. We have to pay a price but let it not be a price which we cannot afford. I can quote a lot of figures in this connection. Recently the Railway Administration supplied certain figures with regard to the cost of indigenous production. Those figures at least to me were very disquieting. According to those figures a YP locomotive produced at Telco cost the Railway Administration—I do not know whether they have paid it, I hope they won't pay—Rs. 5,82,000. The landed cost of the same locomotive imported into this country was Rs. 3,40,000. That is, for one locomotive made at Telcos of this type the country is being required to pay Rs. 2½ lakhs more. With regard to XC boilers Telcos have charged—at least they charged I do not know whether that has been paid—Rs. 2,63,689. The landed cost of the same boiler was Rs. 1,26,000—less than half. We are paying twice as much for the indigenous products. That is why I say let us be careful; not only talk in terms of self sufficiency but let this self-sufficiency not represent a rake's progress.

The Railway Minister has given us figures which suggest a striking stepping up of operational efficiency. I would be the last person to deny the Railway Minister and his Administration any necessary congratulation on this point. But, I am not satisfied that these figures are reliable figures. Statistics are notoriously pliable things. They can be framed to suit not only conflicting points of view, they can be framed to suit entirely opposing points of view. I feel that the Minister has only picked out certain aspects of operational upgrading and not dealt with the whole problem of operational efficiency. What perplexes me is this. In the journal *Railwaymen's Rights*, which I edit, I published not long ago the statistics furnished by the Efficiency Bureau. According to that in 1949-50 and 1951—and they were assessing

general operational efficiency, not only certain *ad hoc* single aspects of it—the railways showed an annual improvement in general operational efficiency of 6.9 per cent. According to the Efficiency Bureau figures there was a decline in operational efficiency in 1952—a sharp decline—and a further sharp decline in 1953. Then there was some restoration in 1954. But according to the Efficiency Bureau the general operational figures showed that in 1954 the index was 12 per cent. behind the operational index before the regrouping and also, according to the Efficiency Bureau, they said that the Railways envisaged during the whole period of the Second Five Year Plan an upgrading in the operational efficiency and the operational efficiency was sought by the Railway Administration to be upgraded 10 per cent. during the plan period. That is on the overall basis. I would like the Minister to explain this.

There is another aspect. There is no doubt that the Railway Administration has striven—and striven manfully—to improve the operational efficiency. I give them all credit for that but I would ask the Railway Minister to see this. In pursuing this very proper objective to increase operational efficiency let him not, or at least let his administration not subscribe to this rather jesuitical philosophy of the end justifying the means. Sir, I have had 20 years experience of dealing with the railwaymen and wherever I go the complaint is this. It is the complaint without exception on every railway that railway officers particularly in the lower reaches of the railway hierarchy that they are so concerned in supplying lurid figures of operational efficiency that they are prepared to adopt any methods, dubious methods, illegal methods, unashamedly terroristic methods in order to improve operational efficiency. I can give you numerous examples but let me give you some to show what is happening today to your railway staff. The burden falls on your loco staff. What is happening today to your loco staff? I can give the Minister a scandalous example. A senior driver—these men have a tremendous tradition of loyalty of service: they will never fall down—was being compelled by a local boss to take out a mail and express train without head-lights. He refused. He said: "I am not allowed to take out a mail or passenger train without head-lights". He was suspended and charge-sheeted because he refused to take out an engine without head-light. They are being compelled to take out engines not

only in defective but in dangerous condition because of this trend to boost operational efficiency at any cost. What has happened in Kanpur? That man had to be reinstated but he was so fed up that he resigned his job. That is the feeling with all your senior men. I am talking of persons without any discrimination of caste. They are so fed up today with this attempt to boost operational inefficiency. They are punished on the slightest pretext. As I said, they are compelled to take out trains without head-lights. They are compelled to take out trains with dummy brakes. I do not think the Minister knows all that. If they refuse, they are charge-sheeted for removal. They have never worked under these conditions, and they say they cannot work under these conditions.

While we have this tremendous concentration on boosting operational efficiency, I regret to say that there is not the same application or attention paid to the other equally and important aspects of railway administration. I would ask the Minister to concentrate on this also. He has got the Efficiency Bureau. I would ask him immediately to get his Efficiency Bureau to tackle the establishment side of the administration. The establishment side of the administration deals with staff problems—pay, promotion, transfers, confirmation arrears, provident fund and gratuity. I say this without qualification that the establishment side is not only not maintaining efficiency today, but today, the establishment side of the railways, on every railway, is a veritable shambles with the result that your men today are not only frustrated but they are resentful. Your personnel branch is not only a joke but it is a bad joke.

An Hon. Member: A good joke.

Shri Frank Anthony: I can get a reply from the Railway Minister. I can get a reply from Shri Mushran. But I can get very few replies from the General Managers and I can get no replies from the lesser nawabs who run the railway administration. And when I write to the General Managers, they say, let the men come through the normal channels, and the normal channel of the railway administration today is the waste-paper basket. The men say—if we wait for our representations to be answered by these lesser *Nawabs*; we will either have to die or we will certainly retire before we get any answer to our representations. So, I ask the Railway Minister, "Concentrate on operational efficiency," but I ask

[**Shri Frank Anthony**]

him also to pay some attention to the establishment side; pay some attention to the personnel branch. As I said, the personnel branch is a very bad joke.

Now, there is this other important side of railway activity, namely, maintenance of rolling-stock. The administration has emphasised operational efficiency. Well, let them do it; they have also provided spectacular figures, and the Members here do not obviously know this other important aspect, namely, maintenance of rolling-stock. They are overborne by the figures and they say that the railway administration is even superseding the targets set by the administrations in any other parts of the world. But what is the position of your maintenance of the rolling-stocks? Let me tell you what is the position of the maintenance of the rolling-stock. Today, there has been a progressive degeneration in the maintenance of standards so far as the rolling-stock is concerned. The drivers from every part of the country tell me, "We book repairs, but they do not carry out the repairs". The blame for engine failures is put on the drivers. I have talked not only to the men who do the work but I have talked to the senior engineers on the mechanical engineering side. So far as the track is concerned, they complain that they are so snarled in red tape snowed under with files that to they are quite unable to maintain the necessary inspection of our tracks and that is why today, your railway track—apart from your degenerations of standards of maintenance, and your engines in a sorry condition not because the material is always old but because of these other conditions. Wherever I go, the people tell me that the track is comparatively new but the amount of shunting and lurching that takes place is so great that the track goes down. Engines have been prematurely destroyed. The wagons are prematurely destroyed. It is a fact. It is a deplorable condition, because the maintenance of standards is bad.

Shri B. D. Pande (Almora Distt.—North-East): How do you travel—by plans?

Shri Frank Anthony: I travel by train. Some of the bumps on the way are assimilated and absorbed by the air-conditioned travel when we are not exposed to bumps as the ordinary carriages. This is a matter on which I might be allowed a few minutes more.

Mr. Deputy-Speaker: I have already given him 20 minutes.

Shri Frank Anthony: I shall finish soon. With regard to the extra staff, the Railway Minister has said that the wage bill in respect of extra staff will be about Rs. 6 crores. I have nowhere been able to get an approximate figure with regard to the extra staff that will be required to be recruited in respect of our expanding needs. So far as the 1954-55 figures are concerned, the report of the Railway Board says that the number of Class III and Class IV staff has increased by about 25,000. But I feel that the ratio of increase will be further accelerated. In my view,—I may be wrong—we will require some thing between one lakh and two lakhs of additional Class III and IV staff. My fear is this. With this tremendous intake of new recruits, what is going to happen to the permanent and senior men? I know the step-motherly and niggardly and even grossly illegal treatment that was meted out to your Class II officers. Even today they are not getting a fair deal. I am hoping about this intake of new staff—I am particularly hoping that this new plan will not be used as an opportunity for the Class I officers to make this new recruitment a happy hunting-ground for young, inexperienced people. I am hoping that your direct recruitment will not be used to bring in all these young fellows in the junior scale of Class I. Otherwise, in a few years, you will flood your Class I ranks with young, inexperienced people. And this is the curse of the railway administration today. Men are reaching divisional rank in a few years, which normally they would have reached only in 20 to 25 years. As it is, they have neither experience nor ability. Therefore, the staff are resentful, because men who are incapable of holding down their positions are helping them. They are not capable of holding them. Therefore, my fear is, if you fill Class I jobs with new recruits it will cause resentment. Promote your subordinates. Get your senior, tried men, for the higher posts. Do not be overborne by this *babu* complex, the complex of wanting post-graduates qualification and all that. Get your senior men for Class II and Class III of the men who have been the linchpins of the administration. Promote them to Class I and Class II posts.

Now, there is the question of quarters. The Railway Minister's speech was significantly silent with regard to quarters this year. I was afraid that because of this inadequate provision in the Second Five Year Plan the provision of quarters would be one of the casualties. And I

am afraid that it is going to come true. Last year, the Railway Minister provided for Rs. 4 crores. This amount provided for the building of 8,000 to 9,000 units. I may point out that that is a hopelessly inadequate provision. I told the Railway Minister that on the Southern Railway alone over a lakh of railwaymen are without quarters. In the whole of the railways, half a million are without quarters. If you provide 8,000 or 9,000 units each year, it means that the railwaymen will have to wait for a hundred years before they get this inalienable right to be provided with quarters. If you are going to take in another 200,000 men and there is no commensurate provision for quarters, what is going to be the position? The position is already ghastly, and it will be made worse.

Take the running rooms. I saw the General Manager of the Southern Railway the other day. He said, "We have no money". He admitted that the running rooms in the ex-MSM railway are a scandal. They are a disgrace to any civilised administration. Without the provision of reasonable amenities railwaymen are yet to be asked to gear their work to increased efforts and efficiency. Their minimum needs are going to fall by the wayside.

I shall conclude by referring to the Railway Minister's rather usual encomia to the National Federation of Railwaymen. What I have to say, I say with a great deal of regret. There has been a sedulously nurtured illusion about this National Federation of Railwaymen. There has never been a merger. There was never a merger either at the top or at the bottom. It only existed in the imagination of the railway administration. In almost every station, they had these two parallel organisations—the organisation belonging to the Indian National Federation of Railway workers and the organisation belonging to the former All India Railwaymen's Federation. I say this with regret. I do not say that the Minister has done it. I do not say that the Members of the Railway Board are doing it. But I charge the railway administration in the lower reaches for deliberately encouraging one wing of railway trade unionism in this country, that is, encouraging the workers of the National Federation of Indian Railwaymen, and all its units. Well, I can understand the Communists. Treat them badly; they deserve to be treated badly. But the main office-bearers of other unions are

also being victimised. They are being deliberately persecuted. I wrote to the Minister the other day. In Vizagapatam, the largest branch of railway trade unionism belongs to the National Union of Railwaymen. It is the oldest union in the country, of which I have the privilege to be the President. The President of the local unions has been presented. The Vice President of the Union, Shri Tharuniah was charge-sheeted by a young official who had the temerity to ask him to show cause why he should not be removed from service for passing on certain general grievances to me, the President. I say this is scandalous. Here is a deliberate policy of victimisation of officer bearers of the unions. The Vice President of this Union, which is the oldest union in the country, is charge-sheeted because he brings to the notice of the President certain general grievances.

A number of railwaymen are looking away from the National Federation of Indian Railwaymen. They suspect its *bona fide*; They suspect its independence I suspect its capacity. I say that I am convinced about its capacity. I mean to say that I am convinced about its lack of capacity. Why do so many grievances combine to suppurate and represent festering sores on the face of the Administration. Because the federation do not understand the railwaymen's problems. The three things which they have claimed to achieve namely payment of arrears, uniform policy, to calculating overtime etc., have been pursued by me. I have pursued for two years the matter regarding an optional scheme a pension and various other matters.

I would tell the Railway Minister that there are so many matters which he can redress and then capture the support of the railwaymen. I am not pointing a finger at the Railway Minister; I know he is very good and well-intentioned. But, I want the good intentions to percolate down through the machinery of the railway administration. He must invite the co-operation of the people, of the unions, to help him in this tremendous task; it is not an easy task. It is a difficult task, a challenging task, but it is a worthwhile task.

Shri G. H. Deshpande (Nasik Central): I rise to express my views on the Railway Budget which is being discussed in this House. I was listening to the speeches of the Opposition Members with rapt attention and I was surprised to hear some of the adjectives which

[Shri G. H. Deshpande]

were used to describe the budget. Some said it was an attempt at window-dressing; there were others who described it as a camouflage. There was a third category which said that there was nothing real in it and that it was all a show.

The speech of my hon. friend opposite, Shri Trivedi, was nothing but a general denunciation of everything that is being done in the Indian Railways. He started by saying, "So many things have been mentioned by the Railway Minister, but nothing is true. Nothing is being done for the third class passengers; there are no amenities" and so on. I was surprised to hear this from an hon. Member of this House. If he takes care to go through the literature that is supplied to us, he will find that a number of things are being done. I know that there are hardships yet from which the third class passengers are suffering. But, at the same time, who can deny that attempts are being made to improve their lot? Who can forget that a number of new trains are being run for them? Who can forget the concession regarding the reservation of sleeping accommodation that has been introduced? Look at the newly constructed railway stations. They are not a few; they form a considerable number. Look at the construction works that are going on several lines. Look at the railway stations that have been newly constructed and others that are under construction. You will find that there is tremendous difference. So many amenities are being provided for the third class passenger. Lighting arrangements in the new stations are much better; the sanitary arrangements are far more satisfactory and the waiting halls have been improved considerably. Look at the newly constructed stations and compare them with the stations five years before. You will find that undoubtedly there is improvement. I do not say that this is sufficient. I do not want to maintain that there are no hardships for the third class passenger. But at the same time, nobody can forget that many things are being done. If an hon. Member says that it is all show, I do not see how I can correct him. It is no use spending time in trying to awake people who are not sleeping, but who pretend to sleep.

The hon. Member said that corruption is rampant in the railways. I have found that many speakers who are pleaders, when they talk of corruption, people are amused at it. They make a grand

speech here against corruption and give a grand defence in the court for a corrupt man. Corruption is something which we come across everywhere. There is corruption in the railways; I do not deny it. But, is it restricted to railways alone? There are more than a million people serving in the railways and they are all sons of the Indian soil. If you say they are corrupt, that is a description of the general character of the Indian people. The railways are not unmindful of the fact that there is corruption. They are taking substantial steps. Recently a committee was appointed and they have made certain recommendations. The Railway Minister has mentioned that about 146 suggestions were made, out of which 128 are being implemented and the rest are being thought of. Is it not a substantial step taken by the railways to remove corruption? If corruption in railways is to be removed, is it not the duty of every citizen to co-operate? I ask my friend who has said that there is so much corruption, what has he done during all these years? Has he brought a single instance to the notice of the railway authorities which has not been attended to? What is the use of speaking in general terms about this, without trying to help the authorities and trying to remove corruption personally? I do not think anything can be gained by this sort of general denunciation. Corruption was there and it is still there; but, I do maintain that corruption is becoming less and less. Attempts are being made by the railway authorities. The appointment of the committee and the implementation of its suggestions has its own wholesome effect. But unless and until the general standard of citizenship in this country is improved, corruption will not be wiped out. There may be more opportunities for corruption in railways, but I do not say that every other section is free from it. To remove it, a general drive for the improvement of our character is necessary.

A reference was made to the watch and ward section also. That was mentioned as watch and thief section. I was very much surprised at it. Anyone who would go through the working of this Section there will find that very serious attempts are being made to improve this important section in the railways. I have found that recently certain railways have recruited special men who are specially equipped for this job. They are entrusting the job to specially experienced officers and it is the duty of the public to co-operate with them. Railway property is being robbed. Why is

it being robbed? It is because customers are there and people are not coming forward to help the railway authorities. That is why thefts are going on. If you want that the Watch and Ward Section of the Railways should work efficiently, it will not be achieved by simply abusing and running down the Railway administration as such. You have to co-operate and make constructive suggestions. You have to visit certain localities and see that such things do not occur, and whenever necessary co-operation from the general public should be given. If that is done I have no doubt that that Section will also improve.

It was said: there are administrative changes brought about in haste; what is all this divisionalisation? We are having more and more work, work is going to be intensified, and it is not that out of haste we are taking to any important changes. But many experienced people have said that the divisional pattern will help in better working. I personally think it will help in the betterment of the railways.

I was very much surprised to hear the speech of Shri Sarangadhar Das. A reference to the Railway Minister's speech is made about the destruction of property that was indulged in during the recent disturbances. Can anybody take objection to it? An attempt was made to show that Congressmen indulged it. We do not know whether he indulged in it or not. (*An Hon. Member: he did*) There was a meeting which several citizens attended and matters were being instigated there. Was it not his duty to go there and stop it? Whatever the people did, is it worth being done? Is it not a thing which ought to be condemned? During recent years it has become a fashion of India that whenever there is a discontent it is taken advantage of by some people and specially this transport apparatus is being destroyed, the means of transport are being destroyed, buses are destroyed, railways are derailed, tracks are destroyed. What is this? How is it going to achieve anybody's object? And then it is said that a particular party did it and you can recover the money from it.

Will he find out, he also has responsibility in it if in his own State, in his own City and its vicinity people are indulging in these things? He says he is an M. P. and a representative of the people here. Is it not the duty of the representative to go to the people, to go

to the public meeting where these things were instigated and make them stop from doing these things? How can he escape his responsibility?

I hold strong views about certain decisions regarding the State reorganisation. We are not concerned with it now.

Shri Nambiar (Mayuram): Did you stop it?

Shri Sarangadhar Das (Dhenkanal—West Cuttack): I say....

Shri G. H. Deshpande: I am in possession of the House. If I am discontented is it my duty to go and destroy the railways? Will I get what I want thereby? If the people are indulging in those things can I shirk my responsibility and say they have done it and I have nothing to do with it? I must share my responsibility.

It is a matter of shame and humiliation that people should act recklessly as they did and destroy railways. Much of the development of the country depends on transport; and those who indulge in such activities, whoever they may be, whatever their political label, they are the enemies of the country. They are enemies of the progress of India, and this thing ought to be discouraged. There is no doubt about it.

Shri Bogawat (Ahmednagar South): Traitors they are.

Shri G. H. Deshpande: If one will go through the budget one will find out the real and correct position about the Railways. They have done so much. There are many difficulties. Look at the way how our transport is being improved. Since November last considerable improvement in the goods transport had been brought about. Many devices were introduced. And if we are not having more transport facilities for goods, it is because there are certain bottlenecks. One will find that these bottlenecks cannot be removed all of a sudden. For removing some of them you have to go in for certain construction. For that, again, you have to secure certain material. All these things cannot be had in a day. But one will find from the records that attempts are being made in this direction. No doubt our Railways today are not in a position to satisfy the needs of the people. But if they are not in a position to satisfy the needs of the people, it is not their fault. If one will see the circumstances under which they are developing, the circumstances in which they are working—there may be a few

[Shri G. H. Deshpande]

drawbacks and there may be scope for improvement—but on the whole one has to say that satisfactory improvement is being made.

Look at the way how the First Five Year Plan has been fulfilled. A very small amount was allotted to them. Some increase was there. But they have done well within means made available to them.

Some criticism was made as to what will happen in the Second Five Year Plan. I do think that transport is a very important subject. If during the last five years we had better and more efficient transport arrangements I have no doubt that the fruits of our development during the First Five Year Plan would have been better reaped. Whatever allocation has been made by the Planning Commission in this respect falls far short of the requirements. I would suggest to this hon. House through you that it is the duty of every hon. Member of this House to bring to the notice of the Members of the Planning Commission that greater allotment ought to be made for the Railways. Because, whatever good work is done in other directions, the community will not be in a position to reap the benefits thereof without adequate means of transport. And if railways have to function properly in this country, then more provision for funds ought to be made. There is some increase in the freight. Why? Because we have already seen that their requirements were more. But the Planning Commission, for various reasons, were not in a position to meet their requirements. So they had to curtail that amount and they had to say, "You try to raise funds from your own resources to some extent". And that is why the Railways have to resort to some increase in the freight. Can that be made a grievance? If we have to build our own country and if we have to build our transport, we have to pay for it and we cannot have any grievance about it.

Having said all these general things about the budget, I do maintain that taking into consideration the circumstances under which the Railways had to work, they have done fairly well. There may be some scope for improvement, but they are trying to improve at every step is a fact.

So far as my constituency is concerned, we had presented for a railway line from Manmad to Malegaon and Malegaon to Dhulia. That is an area which

is being industrially developed. There is a sugar mill, and some more sugar mills are coming up. There are 6,000 power looms, and textile mills also. And there is a lot of oil industry. For the successful development of this area a railway line between Manmad and Malegaon and Malegaon and Dhulia is absolutely necessary.

And the railway station at Manmad is badly in need of an over-bridge for crossing the railway line, and a shed for goods.

I hope that these things will also be taken into consideration and whenever possible these schemes will be undertaken. With these words I have done.

Shri Sarangadhar Das: Sir, on a point of personal explanation. The hon. Member just now referred to my speech.

I was not present at the Puri incident. I was 150 miles away. I quoted only from a first information report of the police that has been given to the High Court of Orissa, and I was not connected with it one way or the other.

Mr. Deputy-Speaker: Very well. Shri Satyendra Narayan Sinha. The hon. Member is not present. Shri Lokenath Mishra.

Shri Lokenath Mishra (Puri): Sir, I am grateful to you for giving me a chance, and I am particularly grateful to Shri Sarangadhar Das that while intending to injure me and the Congress he has given me a chance to explain the position of the Congress and myself.

While speaking on the head Vandalism on Railway Property he has tried to show that what happened at Puri on the 22nd January was due to the Congress and particularly to myself, and he has referred to me there as President. And he just now said, as a responsible M.P., that he knows nothing about it except what he has read from the F.I.R. I should say that he should have more knowledge of what a F.I.R. is and he ought to know what is the duty of the police in that matter, over which he need not bother.

He has made mention of certain facts which are insinuations maliciously made and are deliberately false. I should like to say.

Shri Sadhan Gupta (Calcutta South-East): Sir, on a point of order. Is it parliamentary to say that the facts are deliberately false?

Mr. Deputy-Speaker: The hon. Member might say "highly incorrect".

Shri Lokenath Mishra: All right. I stand corrected as you have put it, Sir. He has first of all made a charge against the Railway Ministry that due to their carelessness or lack of vigilance this loss of Rs. 56 lakhs to the Railways has occurred at Puri. To some extent it is true. The Railway Ministry has erred, but erred on the side of goodness. They perhaps thought that this temporary agitation will die out and people will not go so mad as to inflict this loss on the railways, which is a national property. I would request the Railway Ministry henceforth to be more careful about it. As my predecessor just now said, these tactics of getting remedies even for just causes by stopping trains and burning railway properties are by themselves crimes and as crimes, they must be treated firmly, be they for a national cause or any other thing. I would request the Railway Ministry to be watchful about it because more cases may occur, as things have not yet subsided, though they may have gone underground.

Having said that, I should say that the Railway Minister told this House that the people of Puri are responsible for this. It is not a fact. Those who were responsible are a handful of undesirable political aspirants, I should say all of them non-congressmen, who, in view of the coming elections, are trying to whip up the people to a political frenzy so that they may have a better chance in the next elections. As for myself, I do the care for the next elections, whatever it may be. But, to spoon-feed the people and agitate them on issues which are undesirable is, I think, not worthy of a politician. I would request the hon. Minister to definitely find out the facts. I agree with Shri Sarangadhar Das on this point that there must be a definite enquiry as to who did it. So far as I know, not more than 20 or 30 people are responsible for this disgraceful Vandalism. It was done in clear broad daylight. The Government through its intelligence department or by any other means should know who really did it, if the courts cannot satisfy the demands of justice for lack of evidence or otherwise. It was said that I was the president of that meeting and I was responsible for this. I am a responsible M. P. The charge cannot be made against me. I must make this clear. I must say that if anybody was responsible for this initially, it is the hon. Member Shri Sarangadhar Das. I shall

give the dates. On the 18th of January, he had gone to Puri. He addressed a public meeting on the S.R.C. report. Because the India Government has not been able to give any favourable decision.....

Shri Raghavachari (Penukonda): He is making a charge against another hon. Member.

Mr. Deputy-Speaker: Shri Sarangadhar Das levelled a charge against him. Let them settle between themselves.

Shri Lokenath Mishra: I may tell you, it was said in that meeting by the hon. Member and his following in the name of patriotism that because there is a Congress Govt. there, we could not get an inch from Bihar. They wanted to whip up the frenzy of the people, not for patriotic purposes, but for the next election. Let the police find out, or let him as a truthful witness say what exhortation he made to the people. Did he not give a fighting speech? As a result, an action committee was formed of which a socialist was the president. That action committee went on doing all these things, picketing the railways and doing all nonsense till the 21st. Puri is a place of pilgrimage. If the trains are stopped, the people of Puri will starve. Is it ever possible and natural that the people of Puri would like normally this programme? People would be starved and did starve. Pilgrims suffered and suffered terribly. The hon. Member does not know what Puri is. It is a place of pilgrimage. For all the time, 18th, 19th, 20th and 21st, the people had to starve. What is Puri except the Temple and the temple without pilgrims? For all the three days there was a stalemate. The action committee was formed definitely on the advice of Shri Sarangadhar Das in that public meeting. An M.L.A. was the president of the committee and in the action committee there were 32 members, in which there was no responsible congressman. This is printed matter; there are leaflets.

Shri Sarangadhar Das: May I ask when I was present in any action committee?

Shri Lokenath Mishra: You were not present at the action committee. In the public meeting on the 18th, you spoke. That was the birthplace of the action committee of which a socialist was the president, not a Congressman.

Shri Nambiar: On a point of order, Sir, . . .

Shri Lokenath Mishra: Let me have my say.

Mr. Deputy-Speaker: A point of order has been raised. Order, order.

Shri Nambiar: We are in the midst of the discussion of the Railway Budget. We are not here to say who was responsible for the Puri incidents. We cannot allow these things to go on in this way, accusations against somebody who is not here, especially the M.L.A., to defend himself. Therefore, this is wrong.

An Hon. Member: Shri Sarangadhar Das is here.

Shri Bogawat: Loss to the railways is the issue.

Mr. Deputy-Speaker: Hon. Members will decide the issue? Order, order. When I was here, some objection was taken in this debate or in some other connection when the hon. Deputy Minister said that he had suggested that the local people of Puri must rebuild that station, by chandas and so on. Exception was taken to this. Reference was made to the previous regime. If on account of frenzy or infatuation or by deliberate or other attempts, particular persons are responsible for such incidents, the whole community must be taxed. That is what the hon. Minister said.

Shri Kamath (Hoshangabad): Punitive tax.

Mr. Deputy-Speaker: A punitive tax for having destroyed the station. In connection with that statement, the hon. Member is developing his point.

Shri Lokenath Mishra: On the 19th, 20th and the 21st, I heard that the people of Puri were actually coerced to difficulties. I thought I should intervene in this matter and clear up the position because I knew that by false propaganda of facts and by giving wrong ideas and hopes, the people were made to do things which they should not do. I know the heart of the people. The people of Puri are peace-loving. They do not want all these things. When they were goaded to do these things, I thought I must intervene. On the evening of the 21st, the agitators were going to hold a public meeting. That was not a public meeting called on behalf of the Congress. Let me make it perfectly clear. That public meeting was convened by persons other than Congressmen, definitely by the socialists and others. To that meeting, I went. As an M.P. I may have prestige or not, I was made the President.

Shri Raghavachari: You said that somebody was president.

Shri Lokenath Mishra: Fortunately or unfortunately, I was made the President. I can tell you, in that public meeting at least three socialists definitely said, indefinite suspension of railway transport is our programme. The trains must indefinitely stop. I intervened and said to the organizers, if that is so, I cannot preside over this meeting, you must clearly know what is my view, you perhaps do not know what is my view in this matter. If you refer to the resolution passed in that meeting, you will see that the resolution completely discontinued the previous action committee and their programme for the last 3 days. I was asked to advise the people properly and the new council of action was asked to give their own programme. This action committee was formed of which I was the president. When the public meeting was over, I saw there were so many people showing violent temper. I told all of them, please do not go by the railway station, please go outside. But, those people who had hammered up to this agitation for the last 3 days, these irresponsible people went through the platform and broke down the gates. There was such huge noise and I thought I should intervene. I did. Nobody heard.

[SHRIMATI SUSHAMA SEN in the Chair]

Apprehending that violence is in the air, I wrote this immediately, at 10 P.M. on the night of the 21st to the secretary of the action committee. It is as follows:

"I am sorry I could not finish my speech. In my opinion what I have already said should be the first step and as that should be enough for the present. Nothing should now be done without the direction of the committee and no direction should be valid unless resolved in writing.

I have found traces of violent temper already. All care should be taken to control one and all and who could not be controlled should be immediately listed and disowned.

Uptill the committee meets and decides, there is no programme of action now including what have already been done. This should be clearly understood."

Shri Sarangadhar Das: Who was the Secretary?

Shri Lokenath Mishra: Please wait. He was socialistic. I tell you, Sir, that by that I meant that what they had done in the last three days no more stood as the

programme, because the action committee had gone along with their programme. I definitely wrote to them that since I had become the President of the Action Committee, and since it had not yet met there was no programme before the people. Therefore those people who had exhorted the people to go to railway station must bear the responsibility for it. You must remember that the railway station is two miles from the interior of the city, and there was nothing in the city itself.

The Secretary perhaps did nothing. Early morning I sent for the Secretary and asked him: "What have you done with my letter?" He said: "I have convened a meeting of the new action committee".

Mr. Chairman: The hon. Member may address the Chair.

Shri Lokenath Mishra: At 9 A.M. the second action committee of which I was the President was convened. As I could not go to the committee but in time, I gave them these directions in writing:

"Friends: any sort of haste will be dangerous and extremely harmful to the cause.

2. Stopping trains coming or going would be a war against the people of India and not merely a protest against the Indian Government's decision.

3. People should be educated now publicly as to the issues involved and the cause we espouse.

4. Please do not stand on false prestige. We must check wrong ideas and actions.

5. My letter to Secretary yesterday should be seriously considered and on that basis we should go ahead."

Having got this note from me, non-Congress elements thought perhaps they were losing leadership. And in that very meeting I definitely said: "Unless we withdraw this programme, I must withdraw from the committee". And a resolution was passed unanimously—the Socialists and the Communists were unwilling of course—that this programme should stop. And having done that, those people went ahead behind me, went to the railway station and exhorted the people, saying: "This Congressman is going to sabotage the whole movement. Do not hear him". I went to the railway station, and told them "Please do not do it. For the sake of your

very cause, do not do it", but they had been engineered before. I resigned, and at that very moment a third action committee was formed of which again a Socialist was the President and a Communist was the Secretary. Is it or is it not a fact? Therefore I say that the action committee of which I was the President never acted, never came into operation and its directions were never heard. It never gave that programme. Now, my friend has just now said—look at the fun of it, how irresponsible he is...

Mr. Chairman: The hon. Member's time is up.

Shri Lokenath Mishra: Now, what does he say? He says the crowd did not agree with the suggestion made by the President, i.e., myself, at the previous night's meeting, but after changing his mind the President had said and had advised that the railway communication should not be interfered with. At least he has given me that honesty, that before the occurrence took place I had the guts, the courage to say: "Please do not do it". Whether I changed my mind or not will be proved from what I have said, from my written directions above-quoted. I had the courage to say: "Please do not do it".

Then, what happened? The third action committee of which a Socialist was the President and a Communist was the Secretary misled the people to do this, and what was the result? What good did it do to the cause? How could those people, the people of Puri gain? This is irresponsible leadership. I should say it is not leadership. The whole point is this: why was it done?

My friend Shri Sarangadhar Das, after all these incidents, again went back to Puri, some days after the incidents, and held a public meeting. And I ask: did he condemn those people who perpetrated these acts? Had he the guts to say that they had done wrong? He could not say so because he would lose popularity. He wanted to be a popular leader. He wanted to see that the Socialist candidate wins in the next elections. I ask him as a responsible M.P.—please let him say in this House whether what was done on the 22nd January at Puri was right or wrong. Whoever might have done it, if, it was wrong, we must say clearly even at the cost of our political life: "Please do not do it. Please repent for it". I again ask him to test his own heart, let him say to them: "I was forced

[**Shri Lokenath Mishra**]

to say in Parliament that what you did on the 22nd was wrong. I say it is wrong, you have done wrong". The temper will rise and people will give him simply lathis and nothing else. He is an M.P. of India. He has a duty to Puri also. Let him go and say his own lieutenants that they erred and erred egregiously.

Mr. Chairman: The hon. Member's time is up. I must call the next hon. Member.

Shri Lokenath Mishra: Will I not be allowed to use one gracious concluding word?

Mr. Chairman: Well, just one minute more. Please finish.

Shri Lokenath Mishra: Let the Railway Minister be kind to none, including myself. If I was responsible for the Vandalism even by indication, I say I must resign from this House because I am an irresponsible man. But, on the other hand, if he and his lieutenants did it, they must also be brought to book.

Shri Sarangadhar Das: This is not right. I have not mentioned his name at all.

Shri Lokenath Mishra: I do not put forth as an M.P. wrong facts. I say all that Shri Das said is based on wrong facts, wrong insinuation. He should learn better by now.

Shri Sarangadhar Das: The President has been released by the High Court this morning, the report says.

Shri Nambiar: Let us travel from Puri to Delhi by railway now. Let us approach the Railway Budget....

Shri B. S. Murthy (Eluru): Are you the driver or the guard?

Shri Nambiar: ...in the light that it is going to be the first year's budget of the next Five Year Plan on the railways. On the 1st April, 1956 we are starting our work with Rs. 1,125 crores for the next five years. Let us see what we have done in the past before we go to the next Plan.

I have got all appreciation for whatever has been done, but I consider that it is very limited and not at all satisfactory, because I cannot say that after spending Rs. 432 crores in five years we have achieved a lot.

My criticism can be grouped under four main heads. Firstly, I say that the

progress made in the First Plan has to be compared in relation to the money and material spent, and in that case, if we analyse carefully, there is nothing to be satisfied about.

Secondly, I say that the central missing factor of the Plan is its disregard shown towards the one million workers on whose efforts success depends, and the absence of efforts to secure their co-operation. I have to say that the Second Plan should not go in that way.

Thirdly, I have to say that it is impossible to seek increased allotment for railways from the Planning Commission without hampering greatly the entire growth of this country.

And lastly I find no case has been made out for an immediate increase in the surcharge on freights.

Now I must explain my position. Coming to the performance of the last five years, from the facts supplied by the Ministry and ably proved by hon. Member Shri Anthony, there is not much to be satisfied about. The Railway Ministry says that there was 2.5 per cent increase in passenger capacity, 2.4 per cent drop in passenger miles, 9 per cent increase in passenger coach miles and 19.3 per cent increase in the quantity of traffic lifted. I think this is not enough for Rs. 432 crores.

Out of these Rs. 432 crores, Rs. 15 crores has been spent on passenger amenities at the rate of Rs. 3 crores per year. Every year about 120 crores of passengers travel on the railways and what this Rs. 3 crores could provide in the form of amenities to them I leave it to the Chair and the House to decide. Let alone painting here and there, putting some pictures or white-washing here and there.

With regard to expenses I have to submit that the expenditure position has not improved. Regrouping has failed and the hon. Minister has accepted at last that regrouping has to be reconsidered and smaller slices are to be brought about. Therefore I need not go into it in detail, but he said: "I do not want to have another S.R.C. on the railways. That is why I am waiting for a better opportunity to bring in further slices of railway zones". But it is after all admitted. Therefore let us await the day when this is reconsidered and smaller units are brought about.

1 P.M.

My next point is in regard to the non-securing of the co-operation of the railwaymen, who number not less than one million today. During these five years, when we were engaged in the task of implementing the First Five Year Plan with so much of pomp and fanfare, did we ever care to tell the railway workers what they were expected to do? I ask in all humility, and in all sincerity: Did anyone of these one million railwaymen know what he was aiming at during the last five years? Whether it be in the workshop, or in the factory, or in the running shed, or in the marshalling yard, or in the junctions, did any of the officers care to tell the railwayman, "We have to do so much in five years"? Nothing of that sort was done. Now, even after fulfilling the Plan, as they say, have they ever told the railway workers, "We have done so much during these five years, and we have achieved so much, and we have failed to do so much", and so on? They never cared to take the workers into confidence at all.

Even today when we are on the eve of the Second Five Year Plan, has the Railway Ministry with all the apparatus at its command cared to tell the railwaymen that in the next five years, they have to do so much, and that they are getting so much of allotment? This idea never enters their mind at all. They do not consider that the railwayman is a part and parcel of the achievements and failures or whatever it is, of the Plan. That is the most sorrowful conclusion I have come to.

Why should they not tell the railwaymen what they are expected to do? They do not tell them because they feel that the railwaymen must come and help them only thinking of their wages, that is only as wage-earners, and not as co-partners in this national undertaking. The old outlook has not at all changed. That is the reason why they do not want the willing and enthusiastic co-operation of the railway workers.

You would recall that yesterday there was so much of a quarrel between Shri V. V. Giri and Shri Alagesan on one point. It was not a small point at all. It was a very important point. Shri V. V. Giri said that the Railway Ministry can, and must, get the enthusiastic co-operation of the one million railway workers. But if this splitting tactics of putting one section of trade unionists against the other, and encouraging one section as against the other on account of political

prejudices and personal motives, continues, then there will be no end to it; what will happen is that the railwaymen will simply get disgusted with it and they will only be wage-earners, and will not develop themselves to their full stature of co-partnership. That is why Shri V. V. Giri stressed this point yesterday. I also feel the same way. Shri Asoka Mehta and Shri A. K. Gopalan also had suggested that this problem has to be solved in a better way.

The Deputy Minister of Railways, in the course of his speech yesterday, answered this point by saying that after all, this was due to the Labour union leaders themselves. I say that we have nothing to do with it. I ask in all humility, whether the Railway Ministry has not supported a particular wing of the Federation encouraged them and set them against the other wing. Are they not issuing passes, and giving privileges and circulairs in favour of one wing only, and at the same time condemning the other wing? Is this the tactics that the Ministry should follow, if they want the co-operation of the railway workers?

The railway industry is not the concern of only a few officers sitting above; the expansion of the railway industry is the concern of the Indian people as a whole, and the Indian people therefore rightly expect an answer from the Railway Minister to this question.

How is it that this question has acquired such a great importance today? It has acquired importance because the railways today are the biggest undertaking in the public sector. They have already got a capital of Rs. 900 crores, and they extend over a total length of 34,000 miles or so. And we are now going to spend another Rs. 1,125 crores on the expansion of our railways. And it is on the expansion of the railways that the success of our Second Five Year Plan will depend.

When the railways were company-managed, and the Britishers were in charge of them, they could have done things in the way they wanted. But surely, the same thing cannot continue now. The continuance of the bureaucratic apparatus at the top, and the political quarrels or mischiefs behind the railwaymen cannot be justified now. They have to be given up completely, if the railwaymen are to do their job well.

Since we are experimenting with the public sector, we have to be very careful on this point. And I am glad to find

[Shri Nambiar]

that we are going to extend the public sector still further. The public sector cannot succeed without the willing and enthusiastic co-operation of the men employed in that sector. I therefore submit that the case of the railwaymen acquires priority at the time of this budget.

Let us take the question of the wages of the railwaymen. It has been said that they have been given some increase in wages. It is true that a few rupees here and there might have been given, but let us see the sum total of it. The class IV employees who constitute more than 55 per cent of the total number of employees are getting only Rs. 78 p.m. on an average, according to their figures. Is that a real and reasonable wage in today's circumstances? Let us see again whether the railway workers are justified in asking for an increase. They have got a right to ask for an increase in their wages. For, it is a fact that the railway earnings have shown an increase during the last seven years, that is from 1948 to 1955. There has been an annual increase of Rs. 80 crores in railway earnings. That shows that the railwaymen have contributed their utmost to the nation.

Further, originally the contribution to the Depreciation Reserve Fund was made at the rate of Rs. 15 crores a year. But subsequently, that is in 1952, the amount was increased to Rs. 30 crores; in December 1954, it was again increased to Rs. 35 crores, and today the proposal is to increase it to Rs. 45 crores. So, the amount has gone up from Rs. 15 crores to Rs. 45 crores which is nearly three times the original amount.

All these years, the railways were paying 4 per cent interest, but from this budget year they have to pay Rs. 36 crores towards dividend charges. Over and above this, on several occasions, they have paid from their surplus to the general revenues. Apart from this, there is a Stock Reserve Fund of Rs. 166 crores, at the end of the First Five Year Plan.

Are these factors not sufficient enough to justify the demand of the railwaymen for a reasonable minimum increase in their wages, not in cash, but in kind, in the sense that they should be compensated for the fall in the real wages? Is that not a reasonable demand that the railwaymen can make? Can they not come forward and say, let us have some courtesy, let us have some decent settlement,

let the Railway Ministry at least give a promise that they will appoint a wage commission to go into this matter, and in the meanwhile give us some interim relief? Is that not a very reasonable demand?

After all, it was not without any thinking that Shri V. V. Giri had suggested this. If that suggestion had come from our side, then the Minister might probably have thought that it is we who are creating troubles, and trying to fish in troubled waters. But in reality, it is not so.

Let us try and persuade these railwaymen to come forward and give out their best. That persuasion must come from this House and the Minister; and the Minister must forget all political prejudices and bickerings, and narrow mindedness, if he has any. If he says that he has no narrow-mindedness, then I am prepared to accept it. But let him say so. And let him grant this wage increase, so that he can enlist the willing co-operation of the railwaymen.

I have two more points to deal with, and I shall be very brief in my submission, for the time at my disposal is short. My hon. friend Shri T. B. Vittal Rao has dealt with one of the points yesterday. We have got about 29 per cent of the total outlay on the Plan allotted to railways and transport. The railways are getting an allotment of Rs. 1,125 crores, whereas industry and minerals get only 19 per cent of the total outlay.

If we allot more money for railway expansion, at the cost of industry, then what will happen is that industrialisation will get postponed; for the time being, railway expansion may feed the villages with more consumer goods. It will give us some revenue but what will happen is that in the end the railways will find it difficult to accommodate themselves because the charge on the capital is increasing and the charge on the Depreciation Fund is also increasing. So, in the end they will find it very difficult. Then, the freight increase should be reasonable.

I now come to the question of the treatment of railwaymen—victimisation, reinstatement etc. under the Safeguarding of National Security Rules. I have received an express letter this morning from Shoranur saying that the Assistant General Secretary of the Labour Union has now been charge-sheeted and he was suspended on the 10th under the Safeguarding of National Security Rules.

though the hon. Minister, Shri Lal Bahadur Shastri, promised us several times that these Rules are not being used at present. I will deal with those subjects during the Demands. I have no grudge in thanking if there is improvement. But thanks I give with all these reservations of mine.

Shri B. S. Murthy: Let it be with grace.

श्री ए० एन० विद्यालंकार (जालंधर) : रेलवे बजट पर इस बड़े हाउस में विचार करते हुए, जनता इस बात की आशा करती है कि हम उसके संतोष या असंतोष को यहां पर जाहिर करें। केवल एक तरफ से नुकताचीनी या एक तरफ से सिर्फ उसकी तारीफ कर देना काफी नहीं है। जनता से मिलते हुए जब हम लोग विचार करते हैं, या बातचीत करते हैं, तो जनता में एक आम संतोष पाया जाता है और जो लोग यात्रा करते हैं या जिन लोगों को रेलवे से काम पड़ता है वे यह अनुभव करते हैं कि बावजूद उन तमाम दोषों के या नुकायस के रेलवे के अन्दर इम्प्रूवमेंट (सुधार) हो रहा है, तरकी हो रही है, और मैं समझता हूं कि हाउस की तरफ से हमें रेलवे मंत्री को इस बात पर धन्यवाद देना चाहिये कि रेलवे विभाग का जब से उन्होंने कार्यभार संभाला है, तब से रेलवे के काम में तरकी हुई है। इस में कोई शक नहीं है कि बहुत सारी बातें हमें आगे लानी हैं, बहुत से नुकायस दूर करने हैं, क्योंकि आखिर एक पुराने ढांचे में तबदीली करने में काफी मुश्किलात आती है। आवश्यकता इस बात की है कि रेलवे में काम करने वाले कर्मचारियों और अफसरान को एक नये ढांचे में ढाला जाय। उन्हें नये सिरे से शिक्षित करना है, क्योंकि समाज का ढांचा बदलने के साथ रेलवे के वर्कसं और अफसरान के दिमाग और उन के जो पुराने तरीके हैं, उन को भी बदलना है। ऐसी तबदीली लाने में दिक्कत होती है, लेकिन मैं समझता हूं कि हमारे रेलवे मंत्री महोदय का हमेशा यह प्रयत्न रहा है कि उस ढांग से जिस ढांग से कि हम ने देश के अन्दर परिवर्तन लाने का रास्ता पकड़ा है, उसी दृष्टि से वह भी परिवर्तन ला रहे हैं, और उस के लिये यथेष्ट प्रयत्न कर रहे हैं। मैं इसको जानता हूं क्योंकि यह जो लगातार पिछले ४, ५ वर्षों से मुझे रेलवे के अफसरान से बातचीत करते का अवसर प्राप्त होता रहता है और मैं यह पाता हूं कि उनके दृष्टिकोण में और उन की मनोवृत्ति में फर्क है।

वह फर्क लगातार बढ़ता जाता है। मैं इसके लिये रेलवे मंत्री महोदय को क्रैडिट (श्रेय) देता हूं। रेलवे विभाग के अन्दर धीरे-धीरे वह काफी परिवर्तन ला रहे हैं और उस के लिये मैं उनको मुवारकबाद देता हूं।

इसी बात जो मैं कहता हूं वह है रेलवे के अन्दर उन्नति की बात; करीबन पिछले सालों में १३२ नई ट्रेनें चलाई गई हैं जिसके कारण मुसाफिरों को काफी सुविधा हुई है। तीसरे दर्जे के डिव्हिनों में पिछले ४-५ वर्षों में काफी सुधार हुआ है, इस से इनकार नहीं किया जा सकता। रेलवे के मुसाफिरों के लिये पानी का इन्तजाम और शेड्स बगैरह का इन्तजाम और अन्य चीजों का इन्तजाम में मानता हूं कि इन के लिये रेलवे के मुसाफिरों को अधिकार या लेकिन उन के इस अधिकार की अभी तक परवाह नहीं की गई थी और मुझे यह बात करने में जरा भी हिचकिचाहट नहीं कि उस दिशा में काफी काम हो रहा है और जो काम हो रहा है, उस के लिये हमें मन्त्री महोदय को धन्यवाद देता चाहिये और हमें उस को स्वीकार करना चाहिये। सिर्फ यह कह देना कि यह नहीं हो रहा है, और वह नहीं हो रहा है, यह एक तरह से देश की जनता में निराशा की भावना उत्पन्न करता है, एक निराशा और असंतोष की फीलिंग (भावना) पैदा करता है। आज देश में हमें ऐसी भावना पैदा करने की आवश्यकता है कि जिस से हमारे लोगों में आत्मविश्वास बढ़े और जिन को उन्होंने शासन चलाने के लिये अपना प्रतिनिधि चुना है, उन में उन का विश्वास और भरोसा पैदा करें। लेकिन आगर हम जनता के दिमाग में एक निराशा और असंतोष की भावना भरेंगे और उन के दिलों से उन के चुने हुए जो शासन में प्रतिनिधि हैं उनके प्रति भरोसे को हटाने की कोशिश करेंगे तो उस से देश की प्रगति की रफ्तार रुक जायगी और देश और जनता आगे नहीं बढ़ सकेगी और उन में आगे बढ़ने का उत्साह नहीं रहेगा। हमारे अपोजीशन के भेस्टर्स (विरोधी सदस्य) हैं और खास तौर पर जो हमारे कम्युनिस्ट (साम्यवादी) भाई हैं जो रूस और चीन का लिटरेचर (साहित्य) पढ़ते हैं, वे जानते होंगे कि वहां भी कई नुकस होते हैं और उन नुक्सों पर विचार भी करते हैं लेकिन वहां जनता को भरोसा दिलाया जाता है, और ढारस और उत्साह दिलाया जाता है, उसी तरह का उत्साह में चाहता हूं कि हम को अपने देश की जनता में उत्पन्न करना चाहिये।

[श्री ए० एन० विद्यालंकार]

अभी मुझ से पहले श्री नम्बियार ने यहां पर बोलते हुए कहा था कि सेकेंड फाइव इयर प्लान (द्वितीय पंचवर्षीय योजना) के सम्बन्ध में रेलवे विभाग वर्कस को अपने साथ में लाने की कोशिश नहीं कर रहा, वर्कस का सहयोग प्राप्त करने के बास्ते सक्रिय कार्यवाही रेलवे वाले नहीं कर रहे हैं। उन्हें चाहिये कि वर्कस को कहें कि भाइयों, यह पंच-साला प्रोग्राम हमें भिल जुल कर पूरा करना है, जहां तक इस का सम्बन्ध में उन से इस बात में पूर्ण सहमत हूं और रेलवे विभाग को अपने वर्कस का सहयोग प्राप्त करने की अवश्य कोशिश करनी चाहिये और इसकी आवश्यकता के सम्बन्ध में कोई दो राय नहीं हो सकती। परन्तु मैं मिसाल के तौर पर श्री नम्बियार और उन की पार्टी के अन्य साथियों से पूछता चाहती हूं कि वे कैं दफा रेलवे के मजदूरों के पास गये, कैं दफा वह दूसरे मजदूरों के पास गये और कैं दफा उन्होंने उन को पंच-साला प्रोग्राम के बारे में बतलाया कि किस तरह उस में आगे बढ़ कर काम करना चाहिये। उन्होंने वर्कस के अन्दर कितना उत्साह पैदा किया, या उन को भरोसा दिलाया और डारस बंधाया कि जो कुछ उन की दिक्कतें और कठिनाईयां हैं, उन को दूर करने के बातें हम उन के साथ कंधे से कंधा मिला कर लड़ेंगे और उन को दूर करने की कोशिश करेंगे, परन्तु राष्ट्र के निर्माण के काम में हम कोई अड़कन भी न आने देंगे। मुझ मजदूरों के बीच में काम करने जाना पड़ता है इसलिये मैं इस बात को जानता हूं जितनी भी मजदूरों के बीच में ट्रेड यूनियन (कर्मिक संघ) काम करती है, उन में आई० एन० टी० य० सी० की ट्रेड यूनियन है या कुछ सोशलिस्ट भाइयों की पार्टी की कुछ ट्रेड यूनियन हैं, जो कि मजदूरों के बीच कुछ उपयोगी काम कर रही हैं। जहां तक कम्पनिस्ट भाइयों की ट्रेड यूनियनों का ताल्लुक है, उन की ट्रेड यूनियनों की तरफ से कभी पौर्जिटिव (क्रियात्मक) चीजें नहीं कही जाती बल्कि ज्यादातर निमेटिव (अक्रियात्मक) चीजें कही जाता हैं और ज्यादातर सरकारी कार्यों की नुकताचीनी की जाती है और मजदूरों को यह कहा जाता है कि यह जो पंच-साला प्लान है, यह एक नेशनल प्लान नहीं है, यह देश का प्लान ही नहीं है। इस तरह की बातें कम्पनिस्ट पार्टी की ट्रेड यूनियनों द्वारा कही जाती हैं और जिस का नतीजा यह होता है कि मजदूरों में और वर्कस में एक तरह की निराशा और असंतोष की भावना पैदा होती है। मैं इस बात से इंकार नहीं करता कि

आज हमारे मजदूरों में और वर्कस में किन्हीं कारणों को लेकर असंतोष है, लेकिन एक असन्तुष्ट आदमी को हमेशा यह कहना कि कुछ नहीं होने वाला है और तुम्हारा तब ही ठीक काम बनेगा जब दूसरी पार्टी की हक्कमत इस देश में आयेगी, या यह कि वर्तमान गवर्नमेंट बिल्कुल निकम्मा है और इस का पंच-साला प्रोग्राम निकम्मा है, इस प्रकार की बातें कहने से मजदूरों का या देश का कुछ नहीं बनता है, वर्कस में एक विश्वास की भावना पैदा करनी चाहिये और वर्कस को इस बात के लिये आमादा करना चाहिये कि वे अपने कर्तव्य को अच्छी तरह से निभायें और देश जो उन से इस पंचवर्षीय योजना काल में अपेक्षा रखता है, उस को पूरा कर दिखायें।

यहां इस बहस के दौरान में एक नई बहस छिड़ गई। श्री बी० बी० गिरी बहुत तज्ज्ञकार ट्रेड यूनियनिस्ट हैं और उन्होंने इस मौके पर जो बहुत सी बातें कही हैं, उसके तौर पर वे बिल्कुल ठीक हैं। उन्होंने कहा कि ट्रेड यूनियनों में यूनिटी (एकता) होनी चाहिये। मैं भी इस चीज को मानता हूं कि उन में यूनिटी होनी चाहिये। मैं भी ट्रेड यूनियनिस्ट हूं और मैं चाहता हूं कि उन के अन्दर एकता हो। मुझे मजदूरों के बीच कुछ काम करने का मौका मिलता है और जब मैं मजदूरों के अन्दर झगड़ा होते देखता हूं और उन में दो या ज्यादा पार्टियां देखता हूं तो मुझे बहुत दुःख होता है। लेकिन ट्रेड यूनियन जब कुछ काम करती हैं तो उस में सबाल आजाता है तरीकों का, कि आखिर हमें किस तरीके से उन को चलाना चाहिये। हमारे यहां पर कुछ पिछले ट्रेडिंग्स (परम्परायें) अंग्रेजों के जमाने से अभी तक ऐसे चले आते हैं, पुराने ढरें और पुराना ढाँचा अभी तक चला आता है और उस के लिये जैसा कि मैंने शूरू में कहा हमें अपने वर्कस को रीएज्यूकेट (पुरांशक्ति) करना है, अपने अफसरान की मनोवृत्ति में सुधार करना है और साथ ही ट्रेड यूनियनों के नेताओं को भी रीएज्यूकेट करने की ज़रूरत है, और जो उनका पुराना तरीका रहा है, यानी न्यूसेंस वैल्यू क्रीएट करने का (गड़बड़ पैदा करने का) एक मुसीबत पैदा करने का, ऐसी ट्रेड यूनियनों से हम आशा करते हैं कि वे बदले हुए समय को पहचानें और वे अब पार्जिटिव काम करें। हम चाहते हैं कि जिस तरह रूस और चीन की ट्रेड यूनियनों ने अपने मजदूरों को आशा दिलाई, उन में हौसला पैदा किया, राष्ट्र के लिये काम करने का उत्साह पैदा किया, और उन की हालत सुधारते

के लिये भी प्रयत्न किया, उसी तरह का पाजिटिव काम यह ट्रेड यूनियन्स भी करें। जिस तरह से कि रूस और चीन में वहां की ट्रेड यूनियनों ने मजदूरों के हित के साथ साथ देश हित को भी सामने रखा और मजदूरों को यह सलाह दी कि देश की उन्नति करने के लिये और उस को आत्म-निर्भर बनाने के लिये अगर मजदूरों को भूखे रह कर भी काम करना पड़े तो उन को करना चाहिये और उन को अपना कर्तव्य पूरा करने का उत्साह दिलाया, मैं चाहता हूँ कि हमारी ट्रेड यूनियन्स उसी तरह का उत्साह का वातावरण हमारे मजदूरों में पैदा करें और हमारे लोगों में भी एक इन्व्यूजियाज्म का एटमोसफियर (उत्साह का वातावरण) पैदा हो। यह बड़े अफसोस का मुकाम है कि हम रूस और चीन आदि देशों के मजदूरों में फैले उस इन्व्यूजियाज्म की तो तारीफ करते हैं लेकिन जब हम अपने देश में मजदूरों में इस तरह का इन्व्यूजियाज्म का एटमोसफियर पैदा करना चाहते हैं तो वहां पर उस का विरोध किया जाता है और लड़ाई झगड़ा होता है जो कि अवांछनीय है और जो कि देशहित के विरुद्ध है।

अभी हमारे देश के कुछ एक भागों में कुछ लड़ाई झगड़े हुए और बम्बई के अन्दर जो गड़बड़ हुई तो वकर्स को अपने राजनीतिक स्वार्थ की पूर्ति के हेतु भड़काया गया और उन को एक्सप्लायट (शोषण) किया गया। एस० आर० सी० रिपोर्ट को लेकर हड्डताल कराई गई और वकर्स के नाम को बदनाम किया गया। मैं यहां पर यह स्पष्ट कर देना चाहता हूँ कि यदि हमारे बीच में कुछ ट्रेड यूनियनें हैं जो कि इस तरह के अवांछनीय और अनचित कार्य करने के लिये वकर्स को भड़काती हैं और उन को एक्सप्लायट करती हैं, तो ऐसी यनियनों के साथ हमारा एका नहीं हो सकता और उन के साथ हम मिल कर काम नहीं कर सकते। यह दिक्कत है जिसकी वजह से यहां पर ट्रेड यूनियन के अन्दर पोलिटिकल झगड़े खड़े हो जाते हैं। गवर्नरमेंट को चाहिये कि पब्लिक सेक्टर (सरकारी क्षेत्र) के अन्दर वह झगड़े न आने दे। यहां पर कहा गया है कि रेलवे मंत्री ट्रेड यूनियनों के झगड़ों में दखल देते हैं, और खामलाह ट्रेड यूनियन्स को लड़ाते हैं। यह शिकायत तो मुझे हो सकती थी, या उन लोगों की हो हो सकती थी जो कि रेलवे फेडरेशन के लोग हैं, उन लोगों को हो सकती थी जो कि नशनल फेडरेशन से ताल्लुक रखते हैं, जिन के लिये कहा जाता है कि गवर्नरमेंट उन को मदद देती है। आज नम्बियार जी ने कहा कि कंसेशन्स

(रियायत) पास और दूसरी चीजें दी जाती हैं, लेकिन क्या एक ही आदमी को यह चीजें दी जाती हैं? क्या आज जो श्री गुरुस्वामी जी का ग्रुप है उस को कंसेशन नहीं है? मुझे शिकायत हो सकती थी, या उन लोगों को हो सकती थी जो नेशनल फेडरेशन की हिमायत कर रहे हैं। बगैर तहकीकात किये हुए यहां बातें कही जाती हैं। बहरहाल मैं यह बहस यहां नहीं रखना चाहता हूँ कि क्या झगड़े हैं। लेकिन अगर आप ईमानदारी के साथ तमाम तफसील में जायें कि क्या झगड़ा है तो मैं समझता हूँ कि आप इसी नीतिये पर पहुँचेंगे और आप समझेंगे कि क्या चीज लड़ाई और मुसीबत पैदा कर रही है। इसलिये यह तय करना मुश्किल है कि किस को रिकम्नाइज करें (मान्यता दें) या किसे न करें। यहां यह शिकायत की गई कि रेलवे बोर्ड तथा फेडरेशन के बीच नेगोशिएशन (बातचीत) करा कर मामले को तय किया गया, उस को ट्राइब्यूनल (न्यायाधिकारण) के सामने नहीं भेजा गया। मुझे अफसोस हुआ जब मैं ने श्री गिरी के मुंह से यह बात सुनी क्योंकि वह हमेशा से इस बात के हासीर रहे हैं कि बातचीत कर के मामलों को तय किया जाय। अगर आज रेलवे महकमा और नशनल रेलवेमेंस फेडरेशन के बीच नेगोशिएशन कर के मामलों को तय करने की कोशिश की गई तो क्यों यह शिकायत की जाय कि ट्राइब्यूनल को मामला नहीं गया और उस का फैसला क्यों नहीं लिया गया। मैं समझता हूँ कि इन चीजों के बारे में महज पाठ्यों का लिहाज कर के कोई चीज कहना गलत है और मजदूरों के काज (हित) को नुकसान पहुँचाना है।

पिछले साल मैं रेलवे मिनिस्टीरियल स्टाफ एसेसिएशन का प्रेजीडेंट था। उस दर्मन में कई दफा रेलवे मिनिस्टर से मिला और उन्होंने बड़े गौर से मेरी बातों को सुना। मुझे इस बात का संतोष है कि रेलवे मंत्री महोदय ने अपने भाषण में कुछ इशारा किया है, साफ तो नहीं कहा, लेकिन इशारा दिया है। आज हमारे मिनिस्टीरियल स्टाफ के लोग जो कि तीसरे दर्जे के थे वह लालायित थे, उन की मांग थी कि उन का प्रेड वह होना चाहिये जो कि पे कमीशन ने मुकर्रर किया है यानी ८० से २२० का प्रेड। जहां तक मैंने समझा है, रेलवे मंत्री महोदय उन में से बहुत सी बातों से सहमत हैं। कम से कम उस दिक्कत को समझते हैं। वह इस को अच्छी तरह समझ रहे हैं कि रेलवे मुलाजमों का क्या प्लाइंट है। जो कुछ उन्होंने इशारा किया है अगर वह ठीक है, तो मैं उस से

[श्री ए० एन० विद्यालंकार]

यही समझा कि उन का इशारा इसी की ओर है कि जो क्षेत्र दर्जे के लोग हैं, तीसरे दर्जे के लोग हैं, कलर्कस बगैरह, उन का काम बहुत ज्यादा है और इसलिये उन का कुछ अपर्याप्तिग किया जायेगा, उन को ऊंचे ग्रेड के अन्दर ले जाया जायेगा। मैं समझता हूँ कि जो मांग उन आदमियों की थी वह अब पूरी हो जायेगी, लेकिन मैं चाहता हूँ कि बजाय इस के कि टेंडे तरीके से काम हो, सीधे तरीके से होना चाहिये और हमें पता लगे कि इस काम के लिये क्या मैशीनरी कायम होने वाली है ताकि वहां फेवरिटिजम (पक्षपात) बगैरह न हो। मैं अनुभव करता हूँ कि जो कुछ उन्होंने कहा या जो कुछ मैंने समझा है, वह ठीक है तो सात साल की जदोजहद के बाद रेलवे विभाग ने किसी सीमा तक स्वीकार किया कि उस के ऊपर बोझ बहुत ज्यादा है। अब तक इसी पर बहस होती रही कि कौन डिस्पोजल कलर्क है और कौन स्टीन कलर्क है और यह बहस सात साल तक चलती रही। वह लोग सात साल तक इन्तजार करते रहे और यह मामला चलता रहा। उस के बाद जब उन्होंने घमकी दी तो उन के साथ न्याय हो गया। मैं चाहता हूँ कि मजदूरों की मांग पर सरकार स्वयं ध्यान दे। मैं चाहता हूँ कि रेलवे का जो महकमा है उस को इस बात पर विशेष विचार करना चाहिये कि जो हमारे वकर्स हैं, मजदूर हैं उन की जरूरतों को जल्दी पहिचाना जाय, यह नहीं कि अभी विचार कर रहे हैं, नहीं नहीं कहते जाते हैं, पर आलीर में जब दबाव पड़ा और एजिटेशन (आन्दोलन) दुआ तो मान लिया। किसी आदमी ने शाराफत से बात की तो उस के लिये नहीं नहीं करते रहे और अगर किसी ने घमकी दे दी तो उस की मांग को शीघ्र ही पूरा कर दिया। यह गलत तरीके से चलना है। हम को इस प्रकार नहीं करना चाहिये। जो न्याय की बात हो उस को पहले ही दिन सुना है और तय करना है। अगर हम को पंचिक सेक्टर को सफल बनाना है तो हम को मजदूरों और एम्प्लायीज (कर्मचारियों) की इच्छा की पूर्ति करनी होगी। हम को चाहिये कि मजदूरों के कहे बगैर ही हम उन की तकलीफों को देखें और उन को हीर करें। अगर इस तरह से हम उन के कहे बगैर ही इन बत्तें पर ध्यान देंगे तो मैं समझता हूँ कि ज्यादां अच्छा होगा। आप को इस की कोशिश करनी चाहिये कि उन की इच्छाओं की जल्दी से जल्दी पूर्ति हो।

इन शब्दों के साथ मैं यह आशा करता हूँ कि जो हमारे रेलवे मिनिस्टरीरियल स्टाफ (रेलवे मंत्रालय) के लोग हैं उन के सम्बन्ध में रेलवे मंत्री महोदय अपने भाषण में कुछ कहेंगे कि उन को वह किस तरह से डील (निवाटारा) करना चाहते हैं।

Shri Mathew (Kottayam): I know we are hard pressed for time and so I hope to be very brief. I want to refer only to two things, one of a general character and the other of a more specific nature.

The question of order of preference or of priorities is of great practical importance in every walk of life because we have to choose not only between good things and bad things—that is perhaps easier—but between good things and good things, between good things and slightly better things and between good things and a little less good things. We have to make a choice here in the present case between two points of view, one the need for the expansion of railway as fast as we can, as much as we can, i.e. the opening up of all parts of the country by railway lines. The other, I do not say far less important, is the question of increased amenities especially for third class passengers. It cannot be said that I do not press for amenities—I do press for them and I do join the chorus of demand for them—but frankly, when there is a choice between the two, I would like to stress a little more the need for faster and greater expansion of railway lines.

Coming to this question of amenities, especially for the third class passengers, I have already said, I am all for it. But, then, simply to call third class by the name of second class would not add to the amenities. I know that that is not the intention of the Ministry. The intention of the Ministry is to increase the amenities and then change the name. But this change of the name is not financially a very cheap thing. I am afraid it is a costly thing, though I have no accurate figures that I can give. Because it is a somewhat costly thing, I would suggest that it should wait till substantially there is improvement in the amenities. When the amenities are increased and when they practically approximate to the amenities of the second class, they become in substance second class even though called by the old name of third class. Therefore, let us not be in a hurry

to change the name; let us spend all the resources that we can spare for the increasing of the amenities.

I am reminded of an old joke of a medical practitioner who is said to have performed miraculous cures by simple oil, Latinised! To call oil by a Latin name may give it the air of dignity in western *Materia Medica*, but the medical qualities remain as before. Even so, to call third class by name of second class will not by itself be of any advantage; even psychologically, it may not be very much of an advantage. It may make third class passengers feel that now they are travelling by second class. When the amenities have not substantially increased, that feeling however is not worth much.

Again, it has been said that it would also probably mean increased fare. I know and admit it is a reasonable proposition that when amenities are increased, somebody has to pay and the passengers it is that have to pay. The Deputy Minister brought forward that somewhat invincible or unanswerable argument and yet the desirability of the measure will so much depend upon what the increase would be. If it is very slight and very nominal, it may not be objectionable. But if the increased amenities would mean substantial increase in the fares of the third class passengers, then one feels a little doubtful about the whole measure. So, I plead that if there is to be an increase, it should be of a very nominal character.

Again, what about the present second class? Previously it used to be called the intermediate class; now it is called second class. When the third class is renamed second class, what is to happen to this present second class? I would say that if the third class will come to have practically all the amenities of the present second class, then the present second class will practically wither away as it were. But, if the conversion of this present second class compartment into something else would again be a costly proposition, one feels a little doubtful of its soundness. All the satisfaction there will be, is that there are only two classes and not three classes and I do not know whether this satisfaction is of a substantial character as to pay for heavily.

That brings me to my next point of the ideological consideration, namely that we must have classless travel, as much

as possible. Let us have a classless society; that is the first thing and the other thing will naturally follow. If you tell me that by introducing classless travel, you can facilitate classless society, then I am sceptical about it. I would say that it is just the other way about. It is just like stating that by wagging the tail, you can wag the dog as it were. Classless society is that where the incomes are though not on an equal level, are very close to one another. That should precede first and then the other thing will naturally follow. By introducing classless travel I do not think we can hasten the day of classless society.

I now come to a specific suggestion. I would commend to the earnest attention of the Railway Ministry the opening of a new line between Madura nearer the east coast in South India and Cochin, on the West Coast, with its new harbour rising in importance. A short line of railway communication between Madura to the east and Cochin on the west coast is obviously an advantage, upon which I need not dilate. I need not stress the importance of Madura in the Madras State nor the importance of Cochin in Kerala, as a harbour on the west coast. A short line of communication between the two places is to be desired from every point of view. I would say it is more important from the point of view of the Madras State, though I am not specially stressing that point. However it would also open up a large portion of Central Travancore where we grow in large quantities cardamom, rubber, pepper, etc. and would facilitate the transport of these products to the Cochin harbour.

It is well known that the most beautiful parts in India are Kashmir and Travancore or Kerala. And in Travancore or Kerala, there are a few spots which will excel in beauty—the Periyar Lake and its shores—and practically all distinguished visitors to Travancore-Cochin avail themselves of the opportunity to go to the Periyar Lake. This new line which I am suggesting would be of great convenience to all such visitors to our State.

I will not go into further details. May I remind you that I began by saying that the extension of railway lines should be given priority over the increase of amenities? Consistent with that, I urge the opening up of this new line between Cochin harbour and the great centre to the east of it in South India, Madura.

[**Shri Mathew]**

With these observations I would also join the chorus of tribute that has been paid to the Ministry for the great strides that have already been taken in the matter of Railways and for the development plans that they have placed before the House.

Shri S. L. Saksena (Gorakhpur Distt.—North): First of all, I would like to join Shri Giri in what he said about trade union democracy in the Railways. It has been a very sad affair for us to have to ask the Minister not to treat railway labour as any other labour. Unfortunately, there is a feeling all over the country that the Governments, both Central and Provincial, are partial to one section of the trade union. We have been protesting against it everywhere and I would request the Railway Minister not to let that feeling prevail in the minds of the Railway labour. A strike in the Railways is a very serious affair and let not the labour become desperate by not getting the relief required urgently. I would urge on the Railway Minister to respect the conscience of this former colleague Shri V. V. Giri for earning the gratitude of labour in the country and I join in the appeal he made which was both honourable and worthy of him. I will not say more upon this, but if the issue is resolved—either both sections will be restored to their old position but there will be one federation or a referendum will be resorted to for deciding the issue—that will be the most ideal thing.

I would like to draw the attention of the House to the miserable conditions on the S. S. Light Railway, which is still an anachronism. I am sure our Ministers travel from here to Saharanpur—and one of them lives very near that place.

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Several times.

Shri S. L. Saksena: I hope he knows about the conditions of work, the long hours of work, etc. of the staff here, and all these things are a crying shame. I hope this Railway will soon be taken over and no extension will be given to that company. This Railway is in an important section of our country and I hope the trouble in taking over this Railway is worth while, because the conditions of those railwaymen are miserable.

About the delay which occurs in attending to the grievances of railway

workers, here is a case about 19 years old and still undecided. It is a case of a Train Examiner who was given double punishment in 1937. For several years this was continuing and several officers looked into the case. I personally wrote to the then Minister—that was in 1950. Thereafter one General Manager, Shri Basu, personally went into the case and observed "I have a feeling that the man was a victim of some form of bias". But the story is that this fellow is an efficient Train Examiner, he was put on many Railways carrying the Governors of Bengal, Orissa, etc., and the King of Nepal, but he did not pay visits to his bosses and did not also grease the palms of some people. He rather got into the bad books of those bosses, which was the cause of his punishment. Then the matter was sent to the Law Officer for examination, who also said that he was the victim of some form of bias. But even till today the case is undecided. I personally wrote this letter on the 23rd February, 1956 to the Chairman of the Railway Board:

"It is really astonishing that injustice done in 1937 should not be rectified even after 19 years, despite the fact that a General Manager wanted justice to be done and the Law Officer reported in his favour. I would be grateful if I get a reply by the time the Budget debate comes up, so that I may know your point of view as well lest I might say something which may be unjust to your department".

I have got no reply so far. I hope this case will now be taken up after 19 years of injustice has been done. This is not a solitary case; there are similar cases which unfortunately are found everywhere. I hope that the Department would be more efficient in their work in attending to such cases and removing the just grievances of the labour, because much depends upon the allegiance of the workers and the feeling that we create in them by removing their grievances against injustice. I hope the grievances will be redressed without delay.

There is a special class of railwaymen whose case I would like to bring to your notice and they are the train examiners who are involved when there are accidents. The Railway Accident Enquiry Committee in its report under para 155 observed:

"One important fact which has been mentioned practically by all CMEs concerned the pay scale of train examiners. The work of

train examiners, it was stated, was of highly technical nature had to be performed under very difficult conditions. The skill expected from these men is no lower than that of the fitter chargeman in loco shed and yet the grade was lower... It was strongly pressed that if the raising of the standard of the train examination was desired the grades allotted to the train examiners should be raised so as to bring it on a line with the grade for fitter chargeman in the loco shed. It was pointed out that on account of poor grade not only the quality of new recruits are poor but the train examiners in the existing working post are also suffering from a shape of inferiority complex which was in no small degree responsible for the unsatisfactory quality of train examination. The force with which the CMEs have referred to the matter compels attention".

I hope that in the interest of the safety of the human lives this recommendation should be given effect to and they should be given the category of fitter charge-men in the loco shed.

There is then the case of telephone operators who have no venue of promotion. They begin as operators and retire as such and their number is very large. They have been repeatedly crying but there was no reply. I hope that this important section of the people will also receive justice.

We have got railwaymen working in the NEFA area also and the cost of living in those areas in Assam, Manipur and Tripura, is high. There has been a demand for special concessions on many occasions but nothing has been given. I request the hon. Minister to give some special commercial allowance to the staff working in that area because of the hazards to which they are exposed and the high cost of living.

I wish to congratulate the hon. Minister on his decision regarding State catering. I have close contact of such ventures and I would like to offer a few suggestions and point out the dangers that lie ahead. It is really a great thing. In the railways all over the world, there is competition between the railways and the contractors to give the best catering service in order to attract large number of passengers. In our railways there is no competition. Still, we should try to look after the welfare of the passengers by giving them the best catering service.

I had the honour of being the Chairman of such a committee in OT Railway when we enquired into the conditions of the contractors. I brought some cases to the notice of the late Shri N. Gopalaswamy Ayyangar about subletting by the contractors. What happened is this. The contractors without themselves doing any work earn thousands of rupees from the other vendors and poor people. Even now this thing exists in certain places. When Shri Ayyangar came to know about it, enquiries were made and a co-operative society was established. The society at Khurja is doing good work. In another case, the contractor was there for a part of the time and he discredited the complaint.

There are three kinds of catering—contractor, co-operative and State catering. Now the State is undertaking this work. There is the danger of the contractors all over the country combining together and showing that this will fail. When these contractors were running this, the railway staff used to get free their tea, break-fast, etc. They are all now gone. (Interruptions.) Formerly when there were any complaints, they never took it down on account of that reason. But now they would try to invite complaints and see that even the best efforts of the State-catering service are nullified by the complaints. These complaints should, therefore, be viewed in their proper perspective. I hope that this experiment would help the workers. I can assure you that the workers on the railways are whole-heartedly with them. They want this to be expanded. I have also received so many letters that it should be expanded. I would request you to expand this as much as possible. Even now, what is happening is this. A racket has begun in the recruitment of persons for service. The old persons who had been in service for about twenty years and more are dismissed and young men are put in on receiving Rs. 100 and Rs. 200. This sort of money racket is being created and this should be curbed. Some big contractors are doing all these things. There is no limit to their doings.

About these vendors, I have to say something. What happens? The railway gives all the materials. Actually they are not there all the 24 hours. So, they put some two or three persons and take some commission from them. Thus, actually they make a lot of money. There are no proper accounts. There should be proper accounts so that much money may not be lost. If a proper check is kept, much money would be saved. With regard to

[Shri S. L. Saksena]

vending you should make the vendors servants of the Railways. You give them the materials and ask them to serve them to the passengers. In that way you will be able to serve good food to the public through your own staff.

There is not enough time and therefore I conclude by saying that in this matter the Railway Administration deserves hearty congratulations and full co-operation in enabling them to see that this is done as early as possible.

Shri Satyendra Narayan Sinha (Gaya West): The railway Minister has already received congratulations and bouquets of praise from every section of the House

Shri K. K. Basu (Diamond Harbour): No.

Shri Satyendra Narayan Sinha: Excepting yourself, perhaps. I think he must have had a surfeit of them. Even so, my desire to compliment him is so irresistible that I cannot help even adding to the surfeit that he has already got.

The Budget that he has presented to the House, from all accounts, is a record of achievements and development for the Railways. It bears an unmistakable proof of the impress of his personality. His presence is felt at all levels of administration as is reflected in the unfailing courtesy of railwaymen and their anxiety to help the railway users. The very fact that the railways have already exceeded the targets set before them for fulfilment during the First Five Year Plan goes to show the efficacy of the administration and the earnestness and sincerity with which the railwaymen at all levels are trying to rebuild this country and help in the fulfilment of the targets that we have laid before the Railway Administration as also for the development of this country.

I need not recount the many achievements that the Railways have to their credit because at the fag end of the debate it will only mean repetition of what my hon. friends have already spoken. But one can in a passing way say that the Railways have already exceeded the targets of the First Plan. They have spent Rs. 432 crores, Rs. 32 crores more than that was the fund allotted to the Railways for utilisation during the First Five Year Plan. The Chittaranjan Locomotive works has also exceeded the target and produced 337 engines, much

in excess of the target of 268. The Integral Coach Factory has also gone into production. There is also improvement in the performance of the Railways in the wagon load, in the net ton-mile per wagon per day and in the use of wagons and engines. This shows that the Railways have been trying to utilise the resources that are at their disposal and trying to make the most of them.

At a time like this when the Railways have already given proof of their ability to utilise the funds allocated to them, it has come as a sort of disappointment to many of us to learn that the Planning Commission has cut down the allocation for the Railways in the Second Five Year Plan. From a perusal of the cuts imposed, one finds that the impact on the construction of new lines and on the rolling-stock will be the greatest. The original allocation for rolling-stock was Rs. 467 crores but now the Railways have decided to spend only Rs. 380 crores. For the new lines I find the original allocation was Rs. 195 crores but now that amount has been cut down to Rs. 66 crores.

The impact of the cuts will be felt on a problem with which we are all very familiar and we are exercised about it. The overcrowding in Railways it appears will continue as it is today. The little increase in the capacity of the Railways to carry more passengers will not appreciably wipe off the overcrowding and the increase in the capacity of the Railways to carry 3 per cent of the passenger offering only is very insignificant in its effect in the matter of relieving the overcrowding. Those of us who have to travel on the North-Eastern Railway know the fate of the passengers travelling on that line. I won't be exaggerating if I say that on many occasions you will find that passengers travel on the top of the coaches and the passengers are packed like sardines in the compartments.

An Hon. Member: Daily occurrence.

Shri Satyendra Narayan Sinha: An hon. friend over there says that it is a matter of daily occurrence.

Shri K. K. Basu: You also accept that. Say, most of the time, why say 'on many occasions'?

Shri Satyendra Narayan Sinha: I should like the Railway Minister to apply his mind to this problem with greater urgency than will be the case with this present allocation.

Then, with respect to the timings I beg to draw the attention of the Railway Minister to one thing. For completing a journey of 30 to 35 miles across the Ganges from Patna, a person has to spend about 5 hours and during the rains it goes up to 8 hours and even 9 hours. In respect to the time taken, as also the punctuality of trains, I am really sorry to say that the position is not satisfactory. This continues to be a legacy of the past and has not shown any appreciable difference under the present Administration. During the O.T. Railway Administration the trains were notoriously late, overcrowded and they continue to be so even now.

Between Patna and Plaeza Ghat the steamer service is not enough to carry passengers across the Ganges. In addition there is a private ferry service which carries passengers from Patna across the Ganges and also back in country-made boats. It is not possible to run these country-made boats service during the rains. Moreover, the rate charged by the Railways is also much higher than what is charged for covering the same distance through trains. The Railway Minister has got to apply his mind to this problem. In fact, from the human point of view it would have been more welcome if the Railways had constructed a bridge near Patna to link North Bihar with South Bihar, but unfortunately it could not be so. As long as it is not possible the Railway Minister must apply his mind to solve the problem of the passengers going across the Ganges so that they may be saved from the contingency of having to spend 6 or 7 hours for covering a distance which would otherwise be covered in three hours at the most and, secondly, from having to go in packed compartments.

2 P.M.

Then, according to the Estimates Committee the railways have yet to renew track to the extent of 7,300 miles and their estimate is that during the Second Five Year Plan there will be an addition of 5,000 miles. So, the total will come to about 12,000 miles of track renewal. The railways will now be able to renew only 8,000 miles with the amount allotted to them, leaving 4,000 miles of track renewal in arrears. This will again oblige them to introduce speed restrictions over considerable length of track.

I would specially draw the attention of the Railway Minister to the track between Patna and Ranchi. The Member

for Transportation who was the General Manager of the Eastern Railways is well aware of the fact that that track needs immediate renewal. But in spite of the fact that it is one of the most important lines connecting Ranchi and Patna and further on Jamshedpur, the railways have not yet found time to apply their minds to this problem. The track continues to be in a bad state and anybody who has travelled on that will admit that a journey on it is unsafe, and passengers feel very much apprehensive at night. When one looks at the heavy arrears of track renewal including even important lines like Patna-Ranchi, one feels very disappointed.

Mr. Chairman: The hon. Member has two more minutes left.

Shri Satyendra Narayan Sinha: I shall try to finish.

I must place on record my appreciation of the anxiety of the Railway Minister to bring home to the people the ideal that we have set before us and he has already acquired a reputation of being a great leveller; he has already decided to level up the third class on the railways and is anxious to abolish class distinctions. We do hope that while these class distinctions are gradually done will not result in increase in fares alongside with upgrading of the amenities for the present third class which will be named as second class. A sort of apprehension has been created by the statement of the Deputy Minister yesterday that they might resort to increase in railway fares, whereas, in the other hand, we had expected that very soon the Railway Minister would come forward with an announcement that there would be some more concessions in railway fares. It has created a scare in our minds and the jubilation that was created at the upgrading of the third class, with the provision of additional amenities, has been damped.

Mr. Chairman: The hon. Member must conclude now.

Shri Satyendra Narayan Sinha: I have one word to say about the Bihar Bhatiarpur Railway. It is a matter of gratification that the railways are now taking this over, but the survey has to be undertaken and it will take some time. You are aware, Madam, that we are going to celebrate Lord Buddha's *Parinirvan* this year and it will not be possible for the present light railway to cope with the heavy rush of the passengers; a large

[Shri Satyendra Narayan Sinha] number of distinguished visitors from foreign countries are also coming. So, I think, if the Railway Minister pending the survey, decides to take over the railway straightway, it will not mean more than Rs. 20 lakhs at the most. They are aware of the experience they had in 1953 Mela when Rs. 40,000 had to be paid by Government to Railway Board in freight and hire charges without using the two locomotives loaned to them.

I would conclude by saying that the railways are the real carriers of the message of the socialist pattern to the masses and the classless travel that is now being introduced will go a long way to create a sense of jubilation among the people and bring home the realisation of the welfare ideas that we have set before ourselves.

श्री आर० क० गुप्त (महेन्द्रगढ़) : सब से पहले मैं आप का शक्तिया अदा करना चाहता हूँ कि आप ने मुझे रेलवे बजट पर बोलने का मौका दिया। इस बजट के लिये जिस में पृथ्वे डेवेलपमेंट (भावी विकास) पर खास ध्यान दिया गया है, मैं मंत्री जी को दिल से मुबारकबाद पेश करता हूँ। पिछले तीन सालों में जब से कि उन्होंने यह काम अपने हाथ में लिया है, जितनी तरक्की रेलवे में हुई है उतनी किसी और महकमे में नहीं हुई। यह सब उन की ईमानदारी, महनत और काविलियत का ही नतीजा है।

सन् १९४७-४८ में पार्टिशन (विभाजन) के बाद हिन्दुस्तान में रेलों की तादाद ३३,६५५ मील की थी, लेकिन आज हम देखते हैं कि वह टोटल माइलेज (कुल मील संख्या) तकरीबन ३५,००० मील की है। यही नहीं, ४५४ मील के करीब नई रेलवे लाइनें बनाई जा रही हैं और २२१ मील के करीब नई लाइनों पर इस साल काम शुरू हो जायेगा। २,००० मील नई लाइन बनाने के लिये इस साल सर्वे (सर्वेक्षण) भी शुरू हो रहा है। लोड कैपेसिटी (मार-वहन क्षमता) को बढ़ाने के लिये बहुत सी संसगल लाइनों (एकल रेल पथों) को डबल और एलेक्ट्रिकाई (विद्युतमय) किया जा रहा है। आमदनी में भी पिछले तीन सालों में काफी इजाफा हुआ है। उदाहरण के तौर पर सन् १९४३ में कुल आमदनी २७४ करोड़ २१ लाख थी, लेकिन इस साल अन्दाजा है कि आमदनी ३४५ करोड़ के करीब हो जायेगी, यानी करीब ७० करोड़ के बढ़ जायेगी। सब से ज्यादा खुशी की बात यह है कि किराये में कोई खास इजाफा नहीं किया गया है। गुद्द्स (माल) पर एक आना की रूपया

जो सरचार्ज (अधिभार) लगाया गया है उस का बोझ भी आम आदिमयों पर नहीं पड़ेगा। मेरी राय में यह सरचार्ज बहुत कम है, पृथ्वे (भावी) जरूरियात को देखत हुए कम से कम इस को दो गुना जरूर कर दिया जाय।

माननीय मंत्री जी के इस सुझाव का कि मौजूदा थर्ड क्लास (तीसरा दर्जा) उड़ा दिया जायेगा, मैं दिल से स्वागत करता हूँ और उन से अपील करता हूँ कि इस सिलसिले में जल्दी से जल्दी कार्यवाही शुरू की जाय।

अब मैं माननीय मंत्री जी के सामने चन्द्र तजवीजें रखना चाहता हूँ जिन की तरफ मुझ को विश्वास है कि वह पूरा ध्यान देंगे। सब से पहले मेरी उन से यह तजवीज है कि मौजूदा जोन्स (महा लंडों) को, जो कि बनाये गये हैं, जरूर रिवाइज (पुनरीकृत) किया जाय। खास तौर पर जब से भीटर गेज (छोटी लाइन) सेक्शन को दो हिस्से कर के नार्दन और वेस्टर्न रेलवे में मिलाया गया है तब से भीटर गेज सेक्शन की एकिशिएन्सी (कार्यकुशलता) कम हो गई है। इसलिये मेरी उन से अपील है कि तमाम भीटर गेज लाइन्स को मिला कर एक नया जोन जरूर बनाया जाय। भीटर गेज लाइन्स पर इंजनों, कोचेज (यात्री डिव्हों) और बेगनों (माल डिव्हों) की सख्त कमी है। इस के लिये एक भीटर गेज कोच फैक्टरी (यात्री डिव्हे फैक्टरी) और बर्कशाप (कम्पशाला) का होना लाजिमी है। इस के लिये मेरी राय में अजमेर सब से अच्छी जगह है। जहां तक नई लाइनें बनाने की बात का ताल्लुक है, उस के बारे में मैं माननीय मंत्री जी से अपील करूँगा कि नार्थ वेस्टर्न इंडिया (उत्तर पश्चिमी भारत) को जिस में हिमाचल प्रदेश, पंजाब, पेस्टु और राजस्थान शामिल हैं सब से ज्यादा निगलकंट (उपेक्षित) किया जा रहा है। क्योंकि इस हिस्से में अभी भी काफी एरियाज (क्षेत्र) हैं जो कि बैक्वेंड (पिछे हुए) हैं, इसलिये मैं प्रार्थना करता हूँ कि इस तरफ खास ध्यान दिया जाय। मेरी राय है कि चंडीगढ़ को बजरिया भीटर गेज लाइन हिसार से लिंक किया जाये। ऐसा करने से चंडीगढ़ और कांडला के बीच एक डाइरेक्ट लिंक (कड़ी) हो जायेगा।

दूसरा सुझाव मेरा यह है कि कोसी कलां और अलवर लाइन सर्वे को भी नार्नोल तक एक्सपेंड (विस्तृत) कर दिया जावे।

मौजूदा आर० एफ० आर० के भंडा कोटक-पूरा भीटर गेज लाइन को उत्थाप दिया जाये क्योंकि जब पहले से इन नों स्टेशनों के बीच

बड़ी लाइन है तो इस की क्या जरूरत है और चकाया कोटकपूरा फाजिलका सेक्शन को ब्राड गेज (बड़ी लाइन) में कनवर्ट (परिवर्तित) कर के उस को हिन्दुमालकोट तक एक्सपैंड कर दिया जाये ।

Shri U. M. Trivedi (Chitoor): On a point of order.

श्री आर० क० गुप्त : इसी तरह से हिन्दु-मालकोट और गंगानगर सर्वे को भी सिरसा तक एक्सपैंड कर दिया जाय ।

Mr. Chairman Yes. Shri U. M. Trivedi.

Shri U. M. Trivedi: I wanted only to point out that he was reading. But then, this is his maiden speech.

Mr. Chairman: Yes, this is his first speech.

Shri R. K. Gupta: So many Members are reading here.

अब मैं मिनिस्टर साहब से अपील करूंगा कि रेवाड़ी स्टेशन पर जो कि नादर्न रेलवे की भीटर गेज लाइन पर सब से बड़ा है और जहां पर केटरिंग (भोजन-व्यवस्था) का बहुत खराब इन्टर्जाम है, डिपार्टमेंटल केटरिंग (विभागीय भोजन व्यवस्था) शुरू कर दिया जाये । पानी की भी वहां सल्त कमी है और इस कमी के कारण गमियों में मुसाफिरों की जैसी बुरी हालत होती है, वह बयान नहीं की जा सकती । इसलिये मेरी ध्यान दें कि वहां पर पानी का भी अवश्य प्रबन्ध किया जाय ।

इतना कह कर आखिर मैं मैं माननीय मंत्री जी से फिर प्रार्थना करूंगा कि वह भीटर गेज सेक्शन की तरफ जिस की कि हालत बहुत खराब है, खास तौर पर पर ध्यान दें ।

श्रीमती अनन्दपालाई बोरकर (भंडारा-रक्षित अनन्दपूर्ण जातियां) : सब से पहले तो मैं रेलवे नौजी को जो उन्होंने बजट बनाया है उस के लिये धन्यवाद देती हूं । साथ ही साथ मैं उन का ध्यान रेलवे कर्मचारियों की तीन-चार तकलीफों की ओर भी दिलाना चाहती हूं ।

करीब जून के महीने में मैंने सेंट्रल (मध्य) रेलवे के ट्रेन क्लार्क्स, यार्ड सुपरवाइजर्ज और स्टेशन मास्टर्ज आदि की कानकेस (सम्मेलन) का उद्घाटन किया था और उस बक्त मुझे उन की मुश्किलात को देखने का अवसर प्राप्त हुआ था । मैं महस्स करती हूं कि उन की जो मांगें

हैं वे जायज़ हैं और उन को अवश्य पूरा किया जाना चाहिये । १९४६ से अपनी मांगें रेलवे मंत्री जी के सामने रखते आये हैं लेकिन अभी तक कुछ भी नहीं किया गया है । उनकी पहली मांग तो यह है कि उन के बेतन में वृद्धि की जाये । उन को भी वही बेतन दिया जाये जौ उन के दीगर साथियों को जैसे स्टेशन मास्टर, गार्ड ग्रेड आदि को दिया जाता है जो पे कमीशन से पहले इन के ही ग्रेड में थे मगर पे कमीशन के बाद इन के बेतन में वृद्धि की गई है उसी तरह से इन कर्मचारियों के बेतन में भी वृद्धि की जाये । मैं चाहूंगी कि माननीय मंत्री इस और अवश्य ध्यान दें और उन की मांग को स्वीकार करें ।

दूसरी मांग जो उन की है वह यह है कि उन को मौसमी कपड़े नहीं दिये जाते । यह जो रेलवे कर्मचारी हैं मैं समझती हूं कि इन का एक महत्व-पूर्ण स्थान है और यदि भी यह कहूं कि यह शास्त्र रेल की रीढ़ है तो यह कोई गलत बात नहीं होगी । इन को सब बगनों (माल डिब्बों) आदि के बारे में जानकारी रखनी पड़ती है और उन को २४ घंटे काम करना पड़ता है । गर्मी हो या सर्दी, धूप हो या बारिश इन को काम करते ही रहना पड़ता है । दिन हो या रात इन के काम में कोई शिथिलता नहीं आती । बारिश में इन के एक हाथ में टार्च रहती है और दूसरे में छाता और ये अपना काम करते ही जाते हैं । गाड़ियों के ऊपर जो लेबल आदि लगाने का काम है वह इन्हीं को करना और देखना पड़ता है । इन का काम बहुत मुश्किल है और मैं चाहती हूं कि मौसमी वर्दियां इनको अवश्य ही सुलभ की जायें ।

सातवें ईस्टर्न रेलवे पर जो क्लास फोर गवर्नर्मेंट सवन्ट (श्रेणी ४ के सरकारी कर्मचारी) हैं उन से आठ घंटे से भी ज्यादा काम लिया जाता है । उन को ज्यादा काम करने के लिये कोई ओवर टाइम एलाउंस भी नहीं दिया जाता है । मैं चाहती हूं कि माननीय मंत्री जी स और भी ध्यान दें ।

अब जो रेलवे जू में प्रोमोशन (पदोन्नतियां) होती हैं उन के बारे में मैं कुछ कहना चाहती हूं । जो लोग डिस्ट्रिक्ट हैडक्वार्टर्स (जिला मूल्यालयों) में काम करते हैं या डिविजनल हैडक्वार्टर्स (विभागीय मूल्यालयों) में काम करते हैं उन का कोई प्रोमोशन नहीं होता है । कई बार तो ऐसा होता है कि जिस जगह पर आकर वह लोग लगते हैं उसी से वे लोग रिटायर (सेवा निवृत्त) हो जाते हैं और कोई भी तरकी उन को नहीं मिलती है । मैं मंत्री महोदय से प्रार्थना

[श्रीमती अनुसयाबाई बोरकर]
करती हूं कि जिस तरह से रेलवे बोर्ड में प्रोमोशंस मिलती हैं उसी तरह से उन को भी प्रोमोशंस मिलनी चाहियें ।

अब जो क्लास फोर के रास्ते में अड्डचनें आती हैं उन की ओर में मंत्री महोदय का ध्यान आकर्षित करना चाहती हैं । जो बड़े बड़े अफसर होते हैं वे लोग उन को जो कि उन के नीचे काम करते हैं उनको अपने धरां पर काम करने के लिये कहते हैं और कोयला आदि चोरी करके अपने धरां में पहुंचाने के लिये कहते हैं । जब यह लोग कोयला ले जाने से इन्कार करते हैं तो उनको डिसमिस (सेवामुक्त) कर दिया जाता है । अगर ये लोग कोयला चोरी करके ले जाते हैं तो उन को पलिस गिरफ्तार कर लेती है । जब वे यह कहते हैं कि फलां अफसर ने कोयला मंगाया है तो वह अफसर साफ इन्कार कर देता है । अगर वह कोई रिप्रिंटेशन (अभ्यावेदन) देते हैं तो उस को फाइल (दाखिल दफ्तर) कर दिया जाता है और कोई उस का जवाब नहीं दिया जाता है । हम खुद ही देखते हैं कि यदि हम कोई चिट्ठी लिखते हैं तो पांच-पांच और छः-छः महीने तक कोई उत्तर नहीं आता है, तो उन को कैसे कोई भी जवाब भेजा जा सकता है । मैं चाहती हूं कि इस ओर भी ध्यान दिया जाय ।

मुझे यह जान कर खुशी हुई कि रेलवे बोर्ड अब खादी खरीदेगा और उस की वरदियां बना कर अपने एम्पलाइज (कर्मचारियों) को देगा । मैं चाहती हूं कि रेलवे स्टेशन पर जो लोग सामान आदि बेचन आयें उन को ऐसा करने की इजाजत दे दी जाये । इस से हमारे जो गृह-उद्योग हैं उन को बहुत प्रोत्साहन मिलेगा । और लोगों में जो बेरोजगारी है वह भी कुछ हद तक कम हो जायेगी । रेलवे स्टेशन ही ऐसा स्थान है जिस में बहुत से लोग दूसरे प्रान्तों के एक प्रान्त से दूसरे में जाते हैं और वह इन चीजों को खरीद सकते हैं ।

अब मैं भ्रष्टाचार के बारे में योड़ा सा कहना चाहती हूं । हमारे मंत्री जी ने भ्रष्टाचार को खत्म करने के लिये जो कुछ किया है उस के लिये मैं उन को धन्यवाद देती हूं । लेकिन मैं यह बताना चाहती हूं कि अभी भी काफी भ्रष्टाचार रेलों में तेंता है । अगर आप बैगन लेने जायें तो जब तक आप रिश्वत न दें तब तक आप को बैगन नहीं मिलती हैं । इस तरह की जो रिश्वतखोरी है यह भी बन्द होनी चाहिये ।

जो हालत रेलवे डिसपेंसरीज (चिकित्सालयों) की है वह मैं आप को बतलाना चाहती हूं । वहां

पर जो कीमती कीमती दवाइयां होती हैं उन को तो बेच दिया जाता है और जो मरीज़ वहां पर जाते हैं उन को पानी ही दिया जाता है । यह चीज़ भी दूर होनी चाहिये ।

रेलवे में जो भर्ती होती है उस के बारे में भी मैं कुछ कहना चाहती हूं । जब कभी कोई आदमी रखे जाते हैं तो उन को मेरिट (योग्यता) पर नहीं रखा जाता है बल्कि जो किसी अफसर का रिक्तदार होता है उसी को रख लिया जाता है । इस तरह की जो बातें होती हैं वह भी खत्म होनी चाहिये ।

अब मैं अन्त में अपनी कास्टिट्यूएंसी (निर्वाचन क्षेत्र) के बारे में कहना चाहती हूं । जो मांग में पेश कर रही हूं यह कोई नई मांग नहीं है पहले भी कई बार इस मांग को पेश किया जा चुका है और आज... मैं फिर इसी मांग को दौहराती हूं । हमारी मांग को रेलवे मिनिस्टर साहब बहुत अच्छी तरह से जानते हैं परन्तु अभी तक उस को पूरा करने के लिये उहोंने कुछ नहीं किया है । पहली बात तो यह है कि भंडारा शहर जो है वह स्टेशन से कोई ६ मील के फासले पर है । इस से लोगों को स्टेशन तक जाने के लिये बड़ी कठिनाई होती है । इस ६ मील के फासले को यदि वह रेल द्वारा पूरा करा दें तो इस से लोगों की कठिनाई बहुत हद तक दूर हो जायेगी ।

दूसरी बात यह है कि चांदा से चांदा फोर्ड के बीच जो एक मील का अन्तर है इस को भी छोटी या बड़ी लाइन से पूरा कर दिया जाये ।

आखिरी बात जो मुझे कहनी है वह यह है कि गोंडिया से वाडसा के बीच जो छोटी लाइन जाती है इस पर बहुत भीड़ रहती है जिस की बजह से यात्रियों को बहुत कठिनाई का सामना करना पड़ता है । इस लाइन को यदि डबल (दोहरा) कर दिया जाये तो इस से लोगों को बहुत सहलियत हो जायेगी ।

अन्त में मैं आशा करती हूं कि जो सुझाव मैंने दिये हैं उन की ओर ध्यान दिया जायेगा और उन को अमल में लाया जाये ।

Shri Mohanlal Saksena (Lucknow Distt.—cum Dara Banki Distt.). The budget relates to the first year of the second Five Year Plan, and I feel it my duty to make certain suggestions.

Mr. Chairman: I may remind hon. Member that there are only about five or ten minutes left. Kindly conclude soon,

because there are one or two more Members to speak before the hon. Minister begins to reply.

Shri Mohanlal Saksena: Then, I conclude. Let the others have the satisfaction of speaking.

श्री जगवाड़े (संचाल परगना व हजारीबाग) : आपने जो मुझे अपने विचार प्रकट करने का अवसर प्रदान किया है इस के लिये मैं आप को धन्यवाद देता हूँ ।

मैं चारों ओर से रेल्वे मंत्री महोदय और उन के सहकारियों के लिये सन् १९५६ के बजट के लिये धन्यवाद सुन रहा हूँ और मैं भी समझता हूँ कि उन्होंने रेल्वे के स्तर को ऊंचा उठाने में जो कार्यक्रमता दिखाई है उस को देखते हुए वह वास्तव में उस धन्यवाद के पात्र है । प्रथम पंचवर्षीय योजना के सम्बन्ध में यात्रियों के यातायात के लिये और माल के यातायात के लिये उन्होंने जो मुविधायें दी हैं और दूसरी पंचवर्षीय योजना के लिये जो उन की तैयारी हैं उस के लिये वह बधाई के पात्र है और उन का यह प्रयास निश्चय ही सराहनीय है । बहुत सी रेल्वे लाइनें नई बनाने की तैयारी हो रही हैं । पर मैं आपको अपने क्षेत्र की ओर ले जाना चाहता हूँ । मैं मिनिस्टर महोदय का ध्यान अपने देश के पिछड़े हुए भूभाग की ओर आकर्षित करना चाहता हूँ । बहुत बार पहले भी मैंने उन का ध्यान इस ओर आकर्षित किया है लेकिन मुझे आश्चर्य होता है कि मिनिस्टर महोदय के आश्वासन देने के बाद भी उस तरफ कोई ध्यान नहीं दिया जाता ।

**प्राप्ते वसंत समये ऋद्धिं प्राप्नुवन्ति सकल
बनराजयः, जन न करीरं पत्रं तत् किम्
दोषो वसंतस्य ।**

वसंत का कष्ट दोष है । हम अभागे हैं । हमारे लिये बादा किया जाता है फिर भी हमारी ओर ध्यान नहीं दिया जाता । यहां पर संचाल परगना के भूभाग की अनेक बार चर्चा हुई है और मिनिस्टर महोदय ने आश्वासन भी दिया और उस क्षेत्र में बहुत स्थानों में सर्वे (सरक्षण) का कार्य भी हो चका था और हजारी बाग से लेकर गिरिधोल होती हुई दुमका रायपुर हार तक लाइन बनाने की चर्चा थी । पर अब जो चर्चा अभी हो रही है उस में उस का न मालूम क्यों जिक नहीं है । एक और लाइन की चर्चा है जो कि परिपेती से डमका देवधर तक के लिये जाती है, उस का भी जिक नहीं है । मैं स्थाल करता हूँ कि मिनिस्टर महोदय इस ओर ध्यान देंगे ।

इस के अतिरिक्त मैं कुछ और छोटी छोटी बातों की ओर सरकार का ध्यान दिलान चाहता हूँ । यहां पर बहुत पैसेजर एमेनिटीज के बारेम चर्चा हुई है । इस सम्बन्ध में मैं ने कई बार ध्यान दिलाया है कि आवश्यक दो एक फ्लैग स्टेशन बना दिये जायें तो यात्रियों को बड़ी सुविधा हो सकती है, एक तो नबीनगर में और दूसरा पुंछिया में । इन की ओर मैं मिनिस्टर साहब का ध्यान फिर आकर्षित करना चाहता हूँ । मैं ने कहा था कि रेलवे आयारिटीज (रेलवे प्राधिकारियों से मुझे बात करने का मौका दिया जावे तो मैं उन को इन स्टेशनों की आवश्यकता के बारे में कनविस (विश्वास) कर सकता हूँ ।

मैं एक और यातायात की सुविधा की ओर ध्यान दिलाना चाहता हूँ । एक पैसिंजर ट्रेन जो मुकामा से ज्ञाना तक जा कर रुक जाती है यदि उसे जसीडीह तक एक्सटेंड कर दिया जाता तो यात्रियों को इस से बहुत सुविधा हो सकती है और इस में रेलवे का कोई विशेष लक्ष्य नहीं होगा ।

एक और ट्रेन का मैं जिक करूँगा जिस का सम्बन्ध तीर्थयात्रियों से है । मैं चाहता हूँ कि एक गाड़ी गया से वैद्यनाथ को सीधी चलायी जाये ताकि यात्रियों को बीच में गाड़ी न बदलनी पड़े । इससे यात्रियों को बहुत सुविधा हो जायेगी । इस पर ध्यान दिया जाना चाहिये ।

आजकल मर्जर (संविलयन) की बातचीत चल रही है । इस सम्बन्ध में मेरा सुझाव यह है कि मालदा और राजमहल के बीच में गंगा का ब्रिज (पुल) बनाया जाये । इस से बहुत सी कठिनाइयां हल हो जायेंगी ।

इसी तरह से जो कनसेशन (रियायत) देने का विचार है उस सम्बन्ध में मैं यह कहना चाहता हूँ कि इस को एक मास के लिये और बड़ा दिया जाता अर्थात् इस को चातुर्मास के लिये कर दिया जाता । यह कनसेशन १५ जुलाई से शुरू होने के बजाय १५ जून से शुरू हो और सितम्बर के अन्त तक रहने के बजाय अक्टूबर के मध्य तक कर दिया जाये तो इस से पूजा आदि के समय में बहुत सुविधा हो सकती है ।

हिन्दी के बारे में बहुत कुछ कहा जाता है । पर मेरा कहना है कि हिन्दी के बल स्लोगन (नारेबाजी) के लिये ही नहीं होनी चाहिये । उस का ठीक प्रकार से प्रयोग भी होना चाहिये । बहुत से स्थानों में हिन्दी बहुत अशुद्ध लिखी जाती है और प्रायः “भारम् न बाधते

[श्री जजवाड़े]

राजन्, यथा बाधति बाधते' बाली कहावत चरितार्थ होती है। इस ओर विशेष व्यान दिया जाना चाहिये।

भोजन की व्यवस्था के बारे में भी जिक किया गया है। भोजन के लिये ट्रेन में एक गाड़ी लगाने की भी व्यवस्था की गई है। पर मेरा सुझाव यह है कि भोजन अच्छे स्तर का दिया जाय, इस ओर व्यान दिया जाना चाहिये।

मैंने जल्दी में थोड़ी सी बातें अपने पिछड़े हुए इलाके के बारे में कह दी हैं। इन की ओर मैं मिनिस्टर महोदय का व्यान बहुत बार दिला चुका हूँ।

मैं एक बात टरमिनल टैक्स (सीमाकर) के बारे में भी कहना चाहता हूँ। मेरे के समय और तीर्थ स्थानों का स्थाल करके वैद्यनाथ धाम के लिये टरमिनल टैक्स के विषय में प्रान्तीय सरकार ने मंजुरी देदी है और इस ओर रेलवे बोर्ड के अधिकारियों का व्यान दिलाया जा रहा है। इस ओर भी व्यान दिया जाना चाहिये।

इस के अतिरिक्त में यह कहना चाहता हूँ कि जिस स्टेशन पर जितनी आमदनी होती है उस पर उतना खर्च भी होना चाहिये। इस सम्बन्ध में मैं पाकुड़ और सुलतानगंज का विशेष रूप से जिक करना चाहता हूँ। इस प्रकार के मैं और भी अनेक उदाहरण दे सकता हूँ जहाँ कि बहुत भीड़ होती है पर जहाँ काफी मात्रा में शेड, पाखाने, जल आदि का प्रबन्ध नहीं है। मेरा अनुरोध है कि ऐसे स्टेशनों पर जहाँ कि ज्यादा आमदनी होती है वहाँ पर यात्रियों को सुविधायें देने का विशेष रूप से व्यान रखा जाना चाहिये। यदि इस ओर मंजुरी महोदय व्यान देंगे तो इस से बहुत लोगों को लाभ होगा। यदि कोई लोग रत्नाकर के नजदीक रहते हों और किसी भी वे दरिद्र रहें तो इस में उन लोगों का दोष नहीं है जितना कि रत्नाकर का है। हमारी एक साधन सम्पन्न सरकार है जिस के संचालक बहुत योग्य हैं। मैं उन से बराबर यह आशा रखता हूँ कि वह हमारे पिछड़े हुए इलाके की ओर भी व्यान देंगे।

Shri B. S. Murthy: I am going to finish my big lecture in five minutes. I rise to thank the hon. Minister for the message of hope he has given to the Station Masters that appropriate adjustments will be made. I thank him for this and I hope that this appropriate adjustment will please the 20,000 Station Masters who have been subjected to lot

of inconvenience and hardship. Their salaries have not been increased in spite of multifarious duties and sometimes their plight is woeful. I hope the hon. Minister will state in his reply what exactly this appropriate adjustment is and I trust his speech will be a real message of hope.

I want to mention one point about the vendors. I think a lot of complaints are being made and the state of affairs in Delhi Station as well as in Pathankot is not very encouraging. I will take up this matter when I get a proper chance during the course of the debate.

Regarding the Railway Federation, I have one word to say. If the two wings are not going to come together it is better that the Minister or the authority concerned tells them that no wing will be recognised. It is better that all unions are asked to send their representatives and a new Federation of workers may be created.

One word about the lack of lines in Andhra. I think the Deputy Minister knows the position, because he has been recently touring the whole Andhra area. It is not very encouraging. There is one line from Bezwada to Guntakal and another line from Bezwada to Madras. The whole area, comprising thousands of miles, is not at all covered. I would like to say that the Maidukud-Nellore line is not sufficient. I hope the Kazipet-Mecherla-Gudur line will be given top priority.

I think I have finished in five minutes.

The Minister of Railways and Transport (Shri L. B. Shastri): Madam, I welcome the criticisms made in the course of the debate. Only, I wish they were more related to realities. But when the Opposition considers it a part of its duty to criticize whether there is enough justification or not, there is no help and one has to put up with it.

Dr. Lanka Sundaram (Visakhapatnam): You don't include Shri Giri in the Opposition, do you?

Shri L. B. Shastri: I shall say something about Shri Giri later on. But I won't take up the attitude he took.

Shri B. S. Murthy: Now, about Shri Lanka.

Shri L. B. Shastri: Criticism, I might be premitted to say, Madam, has its effect only if there is some reality about it. Otherwise it often falls on deaf ears.

However, this should not mean that there are no shortcomings on the railways and there is nothing further to be done. The work that we have to do is enormous and necessitates rapid improvements in so many directions. We will therefore do our level best to do our utmost in the light of suggestions made by hon. Members.

The Deputy Minister has already covered several points and I need not cover the same ground. I shall therefore deal with some of the other points raised during the course of the debate in the last two days.

Shri Asoka Mehta referred to window-dressing on my part. But I am sorry that I am not at fault. It really depends on how you view a thing. Sometimes coloured glasses give you a deceptive picture of things.

Shri Asoka Mehta: (Bhandara): My glasses are white.

Shri B. D. Pande (Almora Distt.—North-East): Window dressing is done by bodey girls and not gentlemen.

Shri Nambiar: Delhi jaundice.

Shri L. B. Shastri: It is not the words and phrases but the ideas and proposals which were put forth in my speech which have given it perhaps a likable and popular touch. I therefore wonder whether I should deserve Shri Asoka Mehta's criticism on that score. I take it as a compliment if I am dubbed as a good salesman as I am in the happy company of Shri Asoka Mehta himself. I am glad Shri Asoka Mehta, as a salesman of his party, has also no insignificant achievement to his credit.

I entirely agree with Shri Asoka Mehta that there should be better co-ordination between the various means of transport, and I have been myself frequently emphasizing that fact. A Study Group in the Transport Ministry was formed to study this problem, and it has made useful recommendations. The setting up of the Rail-Sea Co-ordination Committee is also a step in the same direction. I regret I do not agree with him that it would have been feasible to consider and decide this matter, which is really very important, without examining all the aspects of this problem by some committee. And the report of that Committee is expected to be received very soon.

However, two things have to be borne in mind when we talk of this co-ordination, especially in the present context.

The railways have to carry 93 per cent of the total traffic, and may have to do the same in the coming years. And then it should not so happen that all the high-rated traffic is carried through other means of transport and the other low-rated goods only are left over for the railways. The House will agree that roads and road services have still to develop, which would naturally take some time. The House, however, knows that the State Governments are more or less autonomous in this matter. But in consultation with them we have framed the Motor Vehicles Amendment Bill which has been introduced in this House, and I am sure when the law has been enacted in this regard it would go a long way to help in the development of road transport.

Regarding coastal shipping, one of the terms of reference for the Rail-Sea Co-ordination Committee is whether any standing machinery should be set up for this purpose. Let me hope that it would be possible for us to take active steps in this regard during the next five years.

It is very unreasonable on the part of Shri Tulsidas Kilachand to suggest that the railways have not been able to cope up with the total traffic of goods—which we have never claimed to have done. The railways have, if he will permit me to say so, done remarkably well in the matter of loadings. It is true that registrations have mounted up. They had mounted up, which I have myself admitted in my speech. But the way we tackled the problem and cleared the goods should deserve the notice of Shri Tulsidas Kilachand to a far greater extent than in the past. We are passing through the busiest season just at present, and I do not know what the present position of our registrations is. But I have no doubt that the railways would be able to handle it successfully.

I am sorry that Shri Tulsidas Kilachand tried to create a scare among the people and some of the factories, because he said that some of the factories may have to close down due to short supply of coal. When he says that, I may be allowed to say he is neither fair to himself nor to the industry. I have yet to know of a mill which had to close down on this account, that is on account of the short supply of coal. A scare, I remember, was created some time back also; but it proved wholly false. It would be strange if the railways

[**Shri L. B. Shastri**] on the one hand helped in the setting up of new industries and allowed old ones to close down. I might say that the railways may have inadequate stock of coal and some time or the other, but no industry which is vital to the country will be allowed to suffer.

We will of course give all facilities to export goods, and we are already doing so, except perhaps in the case of iron ore which will have to be further tackled. The railways have fixed a very high target of performance in the Second Five Year Plan, and they have to do their utmost to achieve it. I have every hope that they will not fail.

Shri Tulsidas Kilachand also referred to the express goods trains. He said that the other goods trains might suffer as a result of these express goods trains. Well, I can only assure him and the House that we will take all precautions to avoid it. The House might remember that I mentioned about the Chasing Section in the last session when the discussions on the budget were held. I had said that we would be setting up Chasing Sections on each Railway and, if possible, in each Division. I might inform the House that the Chasing Section is already working with a view to avoiding detention of ordinary goods trains; and I might also say that they have done a good job.

For the goods reaching their destination within an assured period I do not think there is any objection to a surcharge being imposed. In fact I was glad to hear publicity from a big industrialist the other day that they will be prepared to accept a surcharge of 25 per cent. if the period is guaranteed. I should not like to take the time of the House regarding the speed of goods trains. **Shri Venkataraman** has quoted the relevant figures. There has been an increase in the speed of goods trains in three Railways. On the others, it has gone down, mainly because of various engineering works which are under construction, especially on the Western, Central and Southern Railways. The North-Eastern Railway has its own problems of serious floods and breaches every year which has resulted in the slowing down of the speed in that Railway. But, I would like to mention that the density of goods trains has gone up by 3·2 per cent. In this connection, I can do no better than read out the conclusions arrived at by the Efficiency Bureau. I shall

not read out the full quotation; I shall read only a few sentences.

"The increase in density has a very marked adverse influence on speed. Above 80 per cent. utilisation of capacity the speed tends to drop fast with an elemental increase in density. Line capacity works are indicated on all sections where the utilisation is above the optimum limit. On the broad gauge, the percentage utilisation of capacity on the main route is very high pointing to the urgency of works for increasing line capacity. On certain important lines of communication, the density has reached almost the saturation level. The yards on the way have also to take a share in the strain. Good operational results can hardly be maintained on sections working as a rule at saturation level. Increase in line capacity on such sections and also the simultaneous improvements in facilities in the yards on the way, therefore, appear to be necessary if the standard of efficiency in regard to speed is to be appreciably raised."

The hon. Deputy Minister has already dealt with the question of the abolition of third class. There should be no point in upgrading the third to the second class if certain further amenities are not provided. In any case, it will have to be done early. I should like the arrangement of having two classes only to be started on the branch sections as early as possible. The present second class passengers do not get sleeping accommodation. In this House itself, several questions have been asked on that subject. In the new arrangements that we propose to make, they will be provided with sleeping accommodation. In fact, my aim is to provide sleeping accommodation to the passengers of the present third class and would-be second class during the course of a few years if not earlier. They will, of course, have to pay the usual surcharge. **Shri Frank Anthony** and some other hon. Members need not be afraid of the steps that I propose to take in this direction.

Shri S. V. Ramaswamy,—he does not happen to be here—is rather very anxious regarding the convenience of officers not being curtailed. I shall bear that in mind, of course, but not at the cost of the interests of the public at large. He has perhaps quoted other countries, and said that they have got so many classes in Russia, five or six. He has

quoted other countries also. Personally, I do not think it necessary to quote other countries in this connection as we should be wise and intelligent enough to fashion our own scheme of things in accordance with the needs and requirements of our travelling public. I may assure the House that I shall decide these steps carefully. I would further assure the House that the change-over will not mean any large expenditure. In fact, it would perhaps be nominal.

Several Members naturally referred to the excessive overcrowding that still prevails over many sections. I had explained in my Budget speech the data which has already been collected regarding overcrowding on the various sections, and that on sections in which it is at its worst, new trains will be introduced and the existing trains extended and the composition of trains strengthened to the extent engines and carriages become available. I am glad to inform the House that the Railway Board has since completed the detailed plans on these lines for the removal of overcrowding. I shall give the figures. It is expected that in next 12 months, over 500 additional carriages and 50 additional engines will be brought into use on the metre gauge while over the broad gauge over 200 carriages and 30 engines will be put on. The sections in which the existing trains will be strengthened and the sections in which additional trains will be put on have all been programmed, giving due priority to the sections over which overcrowding is at its worst. Over the metre gauge section in the Northern Railway, the Western Railway and the North-Eastern Railway where there is heavy overcrowding, a reduction in overcrowding to the extent of 10 to 15 per cent is expected after allowing for an increase in the passenger traffic during the year of approximately 3 per cent. Similarly, on the broad gauge over the Western and Northern Railways where heavy overcrowding prevails, a reduction of about 8 per cent is expected to be achieved.

Shri Debeswar Sarmah has mentioned about the poor condition of railway travel on the metre gauge system in general and Assam and North Bengal in particular. I have no hesitation in admitting that the metre gauge system on the Indian Railways, which is practically equal in mileage to the broad gauge has not had its due share of attention in the past. This is not due to our neglect; but it is due to limitation of resources and priority of operational needs in the

broad gauge section. However, as I have said in my Budget speech, the intention now is to pay greater attention to the improvement of travelling facilities and operational requirements in the metre gauge system during the Second Five Year Plan period. As pointed out by Shri L. N. Mishra and Shri Satyendra Narayan Sinha, I know it very well that the conditions in the North-Eastern Railway, especially in Assam and North Bengal are not as good as they should be, although there are difficulties due to climatic and other conditions of the areas through which the North-Eastern Railway passes especially in the Pandu zone. I may tell the House that direction has already been given to the Railway Board that as more metre gauge rolling stock and locomotives become available, a major portion of them should be allotted to the North-Eastern Railway to relieve the overcrowding, especially in the Pandu zone. As regards line capacity works, a number of them including major yard remodelling have been carried out or are in progress in the trunk route between Lucknow and Amingaon. As regards new line construction in Assam, the first problem is to stabilise the link route which cuts across the natural drainage of the country. Hon. Members from Assam must be aware of the money and efforts that are being spent for the last 4 or 5 years in stabilising the route and finding an alternative alignment to avoid the most vulnerable sections. I have also included in the Budget for 1956-57 a survey of the route from Pandu to Daranagiri via Amjanga. I can again assure Members from Assam, especially Shri Debeswar Sarmah, that although Assam is far away from Delhi, it is always in our thoughts.

Shri Debeswar Sarmah (Golaghat-Jorhat): We are grateful to you.

Shri L. B. Shastri: As suggested by Shri Jangde, the Railway Board has already held a special recruitment and a special training class for members of the Scheduled Tribes and Scheduled Castes for Class III posts in its office. We will certainly pay greater attention to this and see to it that separate examinations for Scheduled Castes and Scheduled Tribes are conducted to ensure that the quotas reserved for these communities are filled and do not lapse.

Shri Bhagwat Jha Azad mentioned about the Piplaini-Dumka line. Between 1946 and 1948 engineering and traffic surveys were carried out for linking Harari-bagh with Rampur Haut via Giridih,

[Shri L. B. Shastri]

fadhpur and Dumka. Because of the high cost of construction and poor prospect of traffic the anticipated financial return proved to be low. The reports on these previous surveys can be examined to see in what way conditions have changed, and also how this alignment will compare with the alternative suggestion for a 110 mile long branch line from Pirpainti to Deoghar via Dumka.

Regarding the need for developing more lines in North Kanara, as mentioned in the budget speech an aerial survey has been carried out of the West Coast region between Dasgaon and Mysore with the object of exploring the possibilities of railway development in the region. In studying the report of his aerial survey, the possibilities of running a new line from Alnawar to Karwar via Yellahpur and Dandeli which will be about 80 miles long can be projected before proceeding with the general examination of the country.

The proposal for the survey of new lines from Barhalganj to Bahrach via Basti-Dumariaganj and Balrampur has also been noted for consideration.

I need not deal with the other suggestions for the construction of new lines as the Deputy Minister has already dealt with them in his speech yesterday. I might merely say that surveys are in progress or are proposed to be undertaken for lines from Darbhanga to Muzaffarpur, and Rourkela to Barkakana in Bihar, from Pandu to Garo Hills in Assam, and Diva to Dasgaon Survey in the Konkan area has been completed.

Other suggestions which have been made will receive due consideration on their merits not only as revenue-producing assets, but also as developmental lines intended to open up new areas inadequately served now by railway communications.

I am sure Shri Gurupadaswamy does not really believe that the decision for the conduct of surveys and construction of new lines rests on political grounds. I do not know how he can fight over a new railway line being provided in the backward areas whether it is in one area or in the other. Development in the backward areas is necessary at almost all places. Hence no decision of ours should be looked at with suspicion. Of course, I cannot use the language that he is accustomed to use, but anyhow I would like to explain it to him that although operational and industrial necessity has

been the dominating note of such activities in the recent past, every attempt has been made to explore alternative possibilities and fit in the needs of backward and undeveloped areas. No one, I think, including Shri Gurupadaswamy, will doubt that the construction of the Gandhidham-Kandla line and the Chunar-Robertsganj-Churk line has served a specific industrial purpose or that the Gop-Gatkola, the Khandwa-Hingoli and the Raniwara-Bhiladi lines are operationally necessary. Let him go through the list of surveys which I have mentioned in my budget speech, and he will find that principle of selection which I have just now mentioned has been duly observed in those cases also.

Shri Anthony is not here.

An Hon. Member: He has come.

Shri L. B. Shastri: He has come. I am thankful to him for the expression of his appreciation

An Hon. Member: And sudden appearance.

Shri L. B. Shastri: . . . of the Railway Board and the Railway Ministry, I do not want to deal in fact with some of the things he has referred to. I have not much objection to them also. I cannot say anything definitely about them at the present moment. I would however like to go into them and certainly find out where the fault lies.

Perhaps he will himself agree that there is satisfactory progress in the matter of indigenous production. The price of TELCO locomotives, I must say, has been quoted somewhat high, but I cannot say anything at the present moment about that matter because it has been referred to the Tariff Commission and they are acting as expert advisers and the fixation of the price of TELCO locomotives will be finally decided when their recommendation has been received, and we will have therefore to wait till then. In regard to other indigenous products, their price etc. compare favourably with the products that we get from abroad, and I can say with some satisfaction that whether in the public sector or the private sector, the progress made in regard to indigenous production has been quite satisfactory.

Operational efficiency has of course considerably gone up. I shall quote a few figures. Taking the pre-war year 1938-39 as the base, the index of operational

efficiency had reached the highest figures in 1954-55. In 1939-40 it was 101.2 and now in 1954-55 it is 103.6. This is on broad gauge. In metre gauge in 1939-40 it was 101.5. Then it went down to 88.4 in the year 1946-47. Since then there has been improvement to 90.6, then 92.7 then 93.6 and then in 1952-53 it is 96.1, in 1953-54 it is 96.3 and in 1954-55 it is 97.8.

3 P.M.

So, on the metre gauge also, there has been a consistent improvement. But I agree with Shri Frank Anthony that more strain should not be put on the workers or on the staff. I also agree with him that the personnel branch on the railways are to be more vigilant and careful in their duties. They can, I know, remove many grievances of the staff, if they act well and perform their duties satisfactorily. I do want the Railway Board to pay special attention to this matter, and I trust that definite steps would be taken in this regard.

I might also inform the House that the Efficiency Bureau is already looking into the matter of reducing and cutting down delays in the disposal of cases, whether concerning leave or provident funds, etc.

While on the subject of staff matter, I would like to refer to a matter that has come up again and again, and has been discussed by the Federation with the Railway Board on more than one occasion. That is the matter relating to the confirmation of the staff. According to the rules of Government service, a person cannot be confirmed in a post, unless there is a permanent vacancy.

There has been a considerable expansion of the cadres on the Indian railways since Partition. Many of these posts were temporary. Several drives have been instituted to examine the justifications for the creation of these posts, so that the posts that are required permanently can be converted from temporary into permanent. The previous drives and the current ones have produced results. But the expansion of the work, and the staff requirements for the planning organisations and surveys and constructions necessitate the creation of additional posts, many of which must in their very nature be temporary.

In the creation of permanent cadres, it has to be borne in mind that improvement in efficiency and the introduction of improved techniques may result in less

number of men being required for the same amount of work. But I agree that the legitimate desire of a person to obtain a permanent appointment with the security and the privileges that go with it, must be given due consideration. Most of the privileges of permanent service have been at present extended to temporary railway servants, after they have put in one year's service.

Dr. Lanka Sundaram: Could you give the House the total number of temporary people on the railway system today, in relation to the permanent staff?

Shri L. B. Shastri: Not just at present. I cannot give the exact figures now.

Shri Nambiar: It is 1½ lakhs.

Shri L. B. Shastri: I cannot say that it is exactly 1½ lakhs, but it is nearabout that figure.

Probably what I am going to say just now might give some satisfaction to the temporary staff. And I would like to inform the House that I have decided that the remaining privileges such as for instance the full provident fund benefits and the grant of special contributions to the provident fund will be extended to all temporary employees. It was not being extended until now, but it will be extended to all temporary employees, as soon as they complete three years' service, and with retrospective effect from the date of completion of one year's service. I have also decided that staff who had been officiating in higher grades for three years or more will be granted retirement benefits as if they had been confirmed in their posts.

Reference has been made by some Members to the statement in my budget speech, in regard to the redistribution of posts in various categories to be in consonance with present responsibilities attached to posts in lower grades, which would therefore be reduced in number. I have examined this matter in the light of what I have in my mind. I must emphasise however that the details of what should be done is obviously a matter for examination by the representatives of labour and of the Railway Board. The decisions would have to be integrated as a whole.

In the taking of these decisions, anomalies would have to be avoided, as for instance, in the oft-repeated accusation that the ticket collectors and commercial clerks whose work a station master had to supervise were in a higher scale than the station master

[Shri L. B. Shastri]

himself. I would at the same time not limit action to the mere redistribution of posts between various grades. I may further mention that the Railway Board have already commenced examination of the facets of the problem, and I have decided that the Deputy Minister will provide personal guidance in the matter. To arrive at final decisions will take time, because it is a somewhat complicated matter. Therefore, as an assurance of good faith, I might mention that any decision taken would be implemented with effect from 1st April 1956.

There are one or two small points that had been raised. Shri D. C. Sharma said something about the sale of gangster stories and crime books on the railway book-stalls. This matter has received sustained attention at the hands of the Railway Board, and orders have been issued prohibiting stocking and sale of books on sex including scientific literature on the subject. But it is true that we have not succeeded very much so far. I have recently decided that a standing committee will be constituted on each railway, comprising of one or two non-official members of the zonal railway users' consultative committee and one or two well-known retired educationists, to go round and make periodical checks to ensure that the instructions on the subject are complied with.

Shri T. B. Vittal Rao (Khammam): Shri D. C. Sharma's service will be available.

Shri Nambiar: Professor Sharma's services will be available.

Shri L. B. Shastri: Shri Dabhi, of course referred to the three-tier arrangement in class III sleeper coaches. It is his very favourite and pet subject. This arrangement has been examined and modified recently. I do not know whether he has been able to see the new coach or not. But if he has not seen the new coach, I would welcome him one day to come with me and see that coach. Six new broad gauge prototype coaches are accordingly under construction. While it is appreciated that the three-tier arrangement does not provide the best in comfort, it may be said that similar arrangements prevail in other countries also; but anyhow, I might tell him that this question is still under our examination.

I might also tell Shri Asoka Mehta who was somewhat disappointed at the small expenditure on research, that we

are developing that work. Perhaps he may be pleased to know that from a figure of Rs. 3½ lakhs in 1948-49, it has risen to Rs. 14½ lakhs in the budget estimates for the next year. In fact, it was only in 1952 that a separate research and testing directorate was formed. This has its headquarters at Lucknow with sub-centres at Chittaranjan and Lonavala. At Lucknow, problems connected with track, bridges, steel structures, mechanical engineering and instrumentation are handled; and test cars and dynamometer cars are sent for performance trial. Research on the dynamic effect of vehicles on the track and bridges, and the riding qualities of locomotives and rolling stock is concentrated there. The Chittaranjan sub-centre deals with mechanical and metallurgical problems, and also works as consultant in metallurgical and chemical problems to the Railways, and as metallurgical inspectors of the locomotive components manufactured in India. They have also developed paints, varnishes and enamels with 'bhilawan' and cashewnut shell oils as base. The Lonavala sub-centre is for research and tests in concrete, mortars, soil mechanics and foundation engineering. A wide variety of testing equipment has been manufactured locally, among which I may mention weigh bars and accelerometers. The technical bulletin as well as documentation notes, giving abstracts of technical literature, are issued to all Railways every month, and have become a popular feature. The Railway Testing and Research centres keep in close touch with other research centres in the country and farm out work wherever it is expedient to do so.

With regard to the question of participation of workers in the management we have yet to draw up our concrete scheme. But experimentation on a small scale, as suggested by me, has been somewhat criticised. I personally think that there is no better way of perfecting this scheme than to try it in some of the workshops and modify or alter it in the light of experience gained through working it. There will, of course, have to be a joint effort by workers and officers to implement the scheme and they have to see to it that it is made more and more successful. I am glad to note that co-operation has come from every section of the House and I feel happy to find that the prospects in this regard are so bright and hopeful. I entirely agree with Shri Giri and Shri A. K. Gopalan, who referred to the prime necessity of dealing with imagination

with workers and enlisting their co-operation for the successful implementation of the Second Five Year Plan. This matter has been very much in our minds and we propose to take a number of steps in this direction. Shri Nambiar, I must say, has pointed out something which is very correct. I may tell him that once at least. I might tell him that the role which each railway employee has to fill now in the successful implementation of the First Plan and how he will have to assist in the implementation of the Second Five Year Plan will be described in a pamphlet to be handed over to each railway employee. The objectives of the Second Plan translated into actual targets for each station, workshop etc., will be discussed at meetings with the representatives of staff, and difficulties in respect of material, etc. and the steps taken to improve the resources as well as the risk involved in any failure to achieve targets will be brought forth to the staff with a view to evoking better co-operation. Instructions will also be issued to the railway administrations to invite suggestions from the staff and discuss them in a cordial spirit.

I do not propose to take the time of the House over certain other points raised in the debate. They will certainly be looked into by me and the Railway Board. Thereby I shall be saving the time of the House for discussing other matters which are on the agenda. But, before concluding, I may say that Shri Giri dealt with a delicate matter and the Deputy Minister has already replied to some of the points raised by him. Well, I would not like to enter into a controversy with Giriji. He is a colleague with much warmth in him. He said at the end that I might have been annoyed by his speech. In fact, I am not. I gladly admit that he has all his life served the railway labour and I only wish that he should be further helpful in this matter to bring about a rapprochement between the two groups which are at the present moment at loggerheads. I am really glad that he has again said that there should be one federation, if possible. Basically it is correct to have one and only one federation. It means greater strength to the workers and the administration also finds it convenient to deal with only one body. I would still beg of the railway labour leaders to unite and work as a team and I am always prepared to help if help is indeed sought for.

I am at one with Shri Giri that the negotiating machinery should be made

a success. I know that the officials have to play an important part in making the machinery a success. They have to be more helpful and more responsive. There should be a friendly approach and friendly discussion at the meetings of the officers and staff and the necessary spirit of give and take in settling disputed points. I should expect that the officers at the regional, divisional and the zonal levels will pursue this policy, which is of the highest importance from my points of view, for maintaining industrial peace on the railways. But I would like to add that if the negotiating machinery is cracking, as Shri Giri said, it is due to the disruption among the workers and the unions themselves. The railway officers do not know where they stand. There is a competition on the part of each Union to pitch its demands high and the result is that there is no genuine spirit to sit round the table and settle matters amicably. I would, therefore, request Shri Giri and Shri Asoka Mehta and other hon. Members to think coolly over the matter and not feel satisfied by merely criticising the Railway Ministry. I was pained the other day to see a small hand-bill from a very prominent labour leader, giving a call to the workers to undertake satyagraha and prepare themselves further for a bigger struggle. May I ask: that the correct attitude to be taken by them when the railways have to shoulder a stupendous responsibility? There should be complete understanding amongst the staff and the administration if our plans and schemes have to go through. Let me hope that wiser counsels would prevail and railwaymen would rise to the occasion and move forward peacefully and unitedly.

Shri Nambiar: May I seek a clarification? The hon. Minister has not mentioned anything about the possibility or otherwise of setting up a pay commission to give interim relief to the workers, which was referred to by many of the Members from both this side as well as the other side. May I request him to clarify that point?

Shri L. B. Shastri: The pay commission will have only two or three members, and Mr. Lanka Sundaram was good enough to say that that is not a correct demand. But anyhow the hon. Member knows it very well that the appointment of the last pay commission was made by the Government of India. It is not for the Railway Ministry to seek a decision unilaterally. Therefore, this matter

[Shri L. B. Shastri]

will have to be considered at the level of the Government of India itself and if he so desires, but I do not want to encourage him say a few words on the general discussion of the general budget.

Shri K. K. Basu: What is your advice?

श्री आर० एस० तिवारी (छतरपुर दतिया टीकमगढ़): मुझे आप की ग्रन्तमिति से अपने रेलवे मंत्री महोदय से यह पूछता है कि उन लोगों को जिन को बोलने का अवसर मिल गया है उन्होंने तो अपने लोगों में नई रेलवे लाइनों के बाबत कह दिया है और चंकि मुझे बोलने का अवसर नहीं मिला है, इसलिये मैं उन से यह जानना चाहूँगा कि विन्यु प्रदेश के भूभाग में जहां पर रेलवे नहीं हैं, वहां की बाबत भी आप कुछ सोच रहे हैं?

श्री एस० बी० शास्त्री: हम सभी बातों को जरूर सोचेंगे। माननीय सदस्य को लिखने का भी मौका मिलता है, और मिलने का भी। लेकिन, मैं समझता हूँ उन्हें संतोष मानना चाहिये कि विन्यु प्रदेश में एक लाइन का सर्वे (सर्वेक्षण) हम ने शामिल कर लिया है।

लाला अर्चित राम (हिसार): मैं ने एक सुआव दिया था कि रेलवे स्टेशनों पर.....

DEMANDS FOR GRANTS—RAILWAYS

Mr. Chairman: Order, order. The House will now proceed with the second stage of the Railway Budget—Voting on Demands for Grants. As the House is aware, 12½ hours have been allotted for the disposal of the Demands and the connected Appropriation Bill.

Before we proceed with the discussion, the House may decide the allocation of time for each Demand I have received the following suggestions:

Demands Nos. 1, 14 and 15	- 5 hours
Demands Nos. 4 and 5	- 4 hours
Demands Nos. 6 to 10	- 3 hours
Demands Nos. 11 to 20	- ½ hour.

Shri K. K. Basu (Diamond Harbour): Demands Nos. 2 and 3 may also be taken up with Demand No. 1. It is similar; we may have a common debate.

Mr. Chairman: I hope the House agrees to this.

The Minister of Railways and Transport (Shri L. B. Shastri): What time is allotted for Demand No. 1?

Mr. Chairman: The time allotted for Demands Nos. 1, 14 and 15 is 5 hours. As suggested by Shri Basu Nos. 2 and 3 may be added to these.

Shri Nambiar (Mayuram): Demands Nos. 2 and 3 may be added to these.

Mr. Chairman: I suppose the House agrees to this allotment of time.

Demands Nos. 1, 2, 3, 14 and 15 - 5 hours

Demands Nos. 4 and 5 - 4 hours

Demands Nos. 6, 7, 8, 9, and 10 - 3 hours

The remaining Demands - ½ hour

A large number of cut motions to various Demands have been tabled by Members. As usual, hon. Members and Leaders of Groups may hand over the numbers of those cut motions which they select, to the Secretary within 15 minutes. I will treat them as moved, if those hon. Members in whose names those cut motions stand, are present in the House and the motions are otherwise in order.

DEMAND NO. 1—RAILWAY BOARD

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 53,19,000 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, 1957 in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,62,61,000 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, 1957 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 28,73,000 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, 1957 in respect of 'Payments to worked lines and others'."

DEMAND NO. 14—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 9,31,10,000 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, 1957 in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 13,38,28,000 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, 1957 in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

Shri Biren Dutt (Tripura West): I have submitted some cut motions whereby I have tried to draw the attention of the Railway Minister to the need for new lines connecting Tripura with Assam. Last time also I tried to draw the attention of the Railway Minister to the urgency of opening up those railway lines. Today in Tripura we have not got an inch of railway line; we have no roads linking other parts of India. So the position of the people there has become very precarious. I should like to cite some instances.

[**SHRI BARMAN** in the Chair]

We have heard from Shri Sharma about the attempts of the Central Government employees including the railway employees for increase in their compensatory allowances. With your permission, I would like to read a portion of the memorandum which they have submitted.

"The division of India has kept Assam isolated from the rest of the dominion. Therefore, until the previous trade route was replaced by new one, they would have to pass through a great crisis. During the last few years, the common man was feeling the pinch of want of necessary commodities. This was further aggravated after the division of India into two territories. Now with the recent declaration they were completely cut off. On account of shortage of commodities, the common man had been feeling in spite of August 15 that freedom did not mean plenty. Their economy was on the brink of a great crisis, and the common man was feeling that the difficulties of obtaining essentials of life instead of decreasing were on the increase."

You know in Tripura previously there were only 3 lakhs of people and the number has now been swelled by influx of persons up to 10 lakhs. You can understand the conditions prevailing there.

Yesterday I have received a telegram intimating that about 4000 refugees are launching a hunger strike and that some of them are in a precarious condition. I tried to draw the attention of the House to it through an adjournment motion. But, unfortunately, it has been refused. But the condition is such that whatever commodities are required for the consumption of the people of Tripura are scarce there. Thereby all the essentials of life have to be bought at fabulous prices. Cotton etc. are transported from one place to another by air. Even inside Tripura we have to transport from Kuwait to Agartala by air. You can now understand the actual position of trade and commerce in that portion of the Indian Union.

But, unfortunately, again and again the people of Tripura have tried to draw the attention of the Railway Minister to this. He once assured us that this matter would receive his attention. I have seen in newspapers that a high official was sent to Tripura in the middle of February. I do not know whether the Government have come to any conclusion regarding the opening of the railway line joining Tripura with other parts. Probably it will not be more than 80 miles and it will not be insurmountable or it will not be so costly because there are no big rivers in that zone.

At present the prices of commodities are rising to an abnormal degree. Last time on account of storm and heavy rain and foodcrops of Tripura were destroyed. Now, in all the colonies where the refugees have been rehabilitated, 5 lakhs of them, hunger is staring them and the people have started going from the colonies to the village areas about Agartala and the rehabilitated refugees have launched a hunger strike. I do not know how this thing will take a turn in Tripura. The area is mainly inhabited by the tribal people. The tribal people were admitting evacuees there and the rehabilitation of a lakh of people was proposed by the Government of India. But how can all these things be done without even giving them a link to join that portion with the railway system of the Indian Union. This is a very serious question to which I would like to draw the attention of the House so that we

[Shri Biren Dutt]

may know how to meet the situation. Again, how can there be developmental activity there without a rail link established between that portion and Assam? All the developmental activities are really suspended and nothing has come out of all the sanctions and grants for the upliftment of that area. Community Projects, National Extension Works and everything else are tumbling on the issue of the want of a link through which the necessities can be availed of there. Even the development of agriculture is tumbling. At first I thought that during the First Five Year Plan period there would arise such a demand in the midst of India's general economy that the agricultural producers of Tripura, especially in raw jute, will draw the attention of the industrialists and the Government of India to the necessity of the link with that portion of land so as to make possible the transport of raw jute, cotton etc., to industrial areas. But my hope has been belied. It has not come out of the normal necessity of the developmental process in India. The demands of the existing industries and the establishment of new industries are creating a difficult situation and I think that because of the pattern of our present economy and the cry for expanding the purchasing power of the people, there may not be much turn-over in the existing industries, which will require the agricultural produce in our State.

Another question gave me some hope that the Government of India is loudly declaring that it intends to establish a welfare State. And from that angle just now the hon. Railway Minister stated that he has given consideration to the problem of upliftment and welfare of the people in some areas. He has also referred to the fact that he has taken up some survey work in backward areas with that intention. But he has not referred to anything about the line to be opened in Tripura. May I know from him whether he proposes to have a survey there to give that portion a rail link which can connect our State with India? We are a part of India but we are kept without any road link. We have to move by air, and this is a very serious condition.

Last time I tried to draw the attention of the House and of the hon. Minister to the necessity for this link, but I do not know whether it has fallen flat or there is some consideration given by the Railway Ministry. We do not know

either from the Budget speech or even from the Minister's reply given just now as to his intentions. The position of the people is such that the Government of India is to rehabilitate three lakhs of tribal people on land. They have undertaken a scheme for tribal people's rehabilitation. There are four lakhs of displaced persons to be rehabilitated. There is not a road through which the goods from India can be transported to our portion. There are visitations of flood in that portion due to the existence of small turbulent rivers. The Flood Control Investigation Commission has proposed that some rivers require dredging, but the question is how the dredger can be sent to that portion. So, the flood control measures are not carried out there and we have to put up with the visitation of floods now.

The question of bringing some land under cultivation to rehabilitate the tribal people and the displaced persons taken up by the Central Government also has presented difficulties. From the Central Tractor Organisation a party went there, but when it visited that area, it suggested that a big portion of the land can be easily brought under cultivation with the help of tractors. But the same question crops up again—how the tractors can be sent there. There is no way to send the tractors and so the proposal has been dropped. There can never be any flood control measures there; there can never be any land brought under cultivation there; there can never be any rehabilitation of the people there. It is so because there is no rail link.

Now the Second Five Year Plan has begun or is about to begin. We hear so many things about it. We welcome some features of the Second Five Year Plan as proposed. But when we think of the state of affairs that is existing in Tripura, we practically cannot find any hope that these plans can contribute any benefit to the State of Tripura unless and until the first thing is done, namely, that a rail link is opened in Tripura without any further delay. If the Railway Minister is not aware of this fact, he may send his officers there to enquire. Once I heard that he was willing to go to Tripura and personally study the situation, but till today that has not taken place. I would earnestly appeal to the Minister and also to the Members of this House to consider our demand for having a rail link, connecting Agartala

with Assam. The link will not be more than 84 miles from Kalkalighat to Agartala Town.

Shri S. C. Deb. (Cachar-Lushai Hills): I thank you for giving me an opportunity to speak on the Demands. First of all, I offer my congratulations, hearty congratulations, to the hon. Railway Minister for his forceful address while placing the Budget before the House and for his humane approach to the various problems facing the railway transport. It is really heartening that there is distinct improvement in the traffic both in passengers and goods, and the public are encouraged to take advantage of these facilities. It is a vital part of our daily life and certainly people will take advantage of the improvements and facilities offered. It is also a matter of pride that new devices and plans are being thought out and are being put into practice to relieve various kinds of public grievances, particularly passenger amenities.

Now I like to offer some observations for the consideration of our Railway Minister. First of all, I would like to say something about our Second Plan. The Railway Minister gave us an assurance that he would stick to the original programme of opening new lines of 3,000 miles in spite of the cut imposed by the Planning Commission, the original estimate of the Railway Board was Rs. 1480 crores but it has to come down to Rs. 1125 crores. The Railway Minister mentioned two lines in Assam. One is the Garo hills line and the other is Pandu-Amjanga-Darangiri line. In the first case a traffic estimate has been made and in the second, the work will soon commence. I would like to know from the Minister when that will be taken up in the Second Plan and if so what would be the total estimate of the performance. I may mention one more project line that was also suggested to the Railway Ministry. That is the Bongaigaon-Jugigupa line. I do not know what is being done about it. I should like to know something about the proposal that was made in the House sometime back about the extension of the Karimganj-Kalkalighat branch line to Dharmanagar in Tripura State. It is an important place and Karimganj is a commercial centre in the district of Cachar in Assam. Its main connection is with Karimganj and if the proposal is taken up in the Second Plan it will be a good proposition. The hon. Member who preceded me made mention of new lines in Tripura State. Some bottle neck is

there. Agartala is connected by air with Calcutta for commercial purposes but Dharmanagar is not in that way connected. It will help to get all its daily necessities if this line is opened. A survey was taken some years back but nothing has been done so far. One of the proposals from my district to the Railway Ministry is the extension of Katakhali-Lalaghat line thereby linking it up with the Lushai Hills and another line from Silchar to be opened up to Lakhimpur thereby connecting Lushai Hills and Manipur State. Financially and commercially, these proposals will prove to be sound if these are taken up. It will also provide good communication between Lushai Hills and Manipur State, which, for all practical purposes depend upon Cachar district and also for commercial purposes.

Next, I come to the problem, of metre gauge railway—the North-Eastern Railway. There are many difficulties there and many Members from this House have expressed their viewpoints about this Railway. The Railway Minister is also concerned about this Railway. I would like to know firstly whether there is any proposal for converting it into broad gauge; it is a metre gauge system and so it cannot be compared with the broad gauge system for its efficient working. There are some inherent weaknesses in this system. If there is no proposals for conversion, I want to know whether there are any proposals for doubling the line to increase its low capacity and avoid late running of trains. You know right from Maniharighat to Amingaon there is this Assam link and there are many problems there. Every year there is flood and dislocation of traffic for three months. People have to suffer very much. The suggestion for an alternative route or for doubling the line was made. I do not know which the Railway Ministry is going to consider. People from North Bihar, North Bengal and Assam are suffering every year for many months. There is always shortage of coal, wagons, etc. and there is a very peculiar position with regard to the movement of wagons. The Railway Ministry should take special care of these things. There are also other difficulties. The only mail train is the O.T. Mail from Lucknow to Katihar. Even from this it will be seen how poor that railway system is. We take four or five days to reach our places though my residence is only one mile from the nearest railway station. We are living in an almost unknown world. I have not seen such railway stations which could be so distant from our capital in other places.

Mr. Chairman: At Lucknow there is 9 hours' halt.

Shri S. C. Deb: And, one trouble is that at Lucknow there is no direct train connecting the whole of Assam, North Bihar, North Bengal and some parts of U.P. with Delhi. There is no railway link as in other parts of the country. We have to wait at Lucknow for 9 hours to get the next train. I do not imagine that there is such a difficulty in any other part of the country. When I take 5 days to reach my place I must say so here. I may also inform the House that formerly from my place we could reach Calcutta in 18 to 20 hours but now if one is to go to Calcutta it takes three days. Always the people are saying that in an independent country there are many facilities. In my part the people could not imagine that third class sleeping accommodation would be there, good water arrangements would be there and fast running trains would be there. Though we had, formerly you know, the Surma Mail direct from Silchar to Calcutta and in 22 hours from Silchar it could reach Calcutta. I am speaking of prepartition days. Now it is a difficult way. There cannot be any connection through Pakistan. Though there was a proposal to improve the traffic in this area in consultation with Pakistan that has also not come out.

Now I would like to say something about the Assam Zone. There is a demand for creating a separate Railway both from the public and also from some important organisations because of the transport bottleneck. Though the Minister assured us in this House that Brahmaputra Bridge will be constructed until now nothing has been done. Therefore, the people are naturally thinking of having a separate Railway in that area. You know, Sir, there are many natural resources there to be exploited. Also, that area is undeveloped in many respects. There are many opportunities from improvement but it could not be taken advantage of because of the present system. I would, therefore, like to draw the special attention of our Railway Minister to this aspect of the matter.

Now I come to my own district. There is some proposal of remodelling Badarpur and Katakkal junctions. In Badarpur station there is very great difficulty when 3 or 4 trains arrive together. Passengers have to run from one line to another and in between these lines there is only a distance of two feet. Therefore,

there is a demand for an overbridge, the platforms to be improved and other things. This also should be taken into consideration.

There is another thing. With regard to Karimganj station in my own place from 1952 there is a constant demand for electrification, there is also difficulty at the level crossing, previously there was a demand for an overbridge but the Administration is thinking of solving the problem in a different way. In any case nothing has been done as yet and the difficulty is still there. Drinking water difficulty is also there. When the *Ad Hoc* Committee was there to see the other problems in the Assam zone they made a report in which they recommended the erection of shed over the lines because ours is an area where rainfall is very great. That shed has still not been constructed. It is a great necessity and there is a great public demand for it.

About the hill section I want to say something. From Lumding to Badarpur tremendous engineering work was done previously for constructing a railway line. There are 32 tunnels in that hill section. But, now the whole work is neglected with the result that there is late running of trains every day. This is the connecting link between our part and Brahmaputra Valley through the hill section. The engineering work done previously needs careful attention but that is being neglected. I find the negligence is so that it seems the Administrations do not take any care of that place.

Shri K. S. Gounder (Periyakulam): Mr. Chairman, I thank you for having given me this opportunity to congratulate the Minister and the Deputy Minister of Railways for having affected steady and all-round improvements and developments in our Railways. I have all praise and appreciation for their sincere work and the achievements.

But, I will be failing in my duty to the Government and to my people if I do not say a few words about the dire necessity of the extension of the Madura-Bodinaykkannur Branch Railway Line up to Gudalur. And I request the hon. Railway Minister to make a special note of this.

Madura-Bodinaykkannur Line was mainly intended to develop a vast fertile valley with a number of closely crowded towns with a huge population of 5 lakhs, called

the Cumbum Valley adjoining the Cardamom Hills of the much coveted Peer-made and Devikalam Taluks. This wartime dismantled line which was recently restored will neither be remunerative to the Government nor be of much purpose to the people unless and until it is extended up to Gudalur. Hence, there was the necessity, originally, for another line, that is, Dindigul-Gudalur line.

Cumbum Valley begins from Theni and extends up to 40 miles further south. Madura-Bodinaykkanur line only just touches the fringe of Cumbum Valley; but to cover, develop and serve the Valley it should be extended up to Gudalur.

The Madura District Board innumerable public bodies and more than a dozen Panchayat Boards, many of them with fifteen to thirty thousand population, in the Valley have passed resolutions requesting the Government for the extension of the railway line to Gudalur. Engineering survey and a favourable traffic survey to Gudalur had been completed before the second world war.

T.V.S. and other road transports, however well organised and efficient they be, are not in a position to cope up with the heavy and ever-increasing passenger and goods traffic of the Valley.

4 P. M.

Further, a major multi-purpose scheme costing Rs. 13 crores and included at the end of the first Five Year Plan period, called the Periyar Hydro-electric Scheme, has been started nearly Gudalur. Taking into consideration the implementation of this scheme and other special importance of this valley, the Madras Government has rightly recommended the construction of this line, giving the topmost and the highest priority in the State. I request the hon. Minister and the Deputy Minister of Railways to take up the construction of this line as early as possible if not immediately.

Before I conclude, I wish to bring one or two points for favourable consideration by the Minister. Almost all stations on the Madura-Bodinaykkanur line are situated far away from the connected town or village, thereby causing great difficulty and inconvenience to passengers and general traffic. The existing two trains on this line may be increased by a third train up and down. Licences may be issued to the vend *pan*, fruits, cool drinks, tea, coffee, etc., in all these

stations in this branch line. All stations may be electrified on this line wherever there is electric supply available.

Shri M. D. Ramaswami (Arruppokkottai): I thank you for the opportunity given to me to speak on this budget. I express my grateful thanks to the hon. Railway Minister and the hon. Deputy Minister of Railways for granting my request, repeated year after year, that the town of Arruppokkottai must have a railway connection with Virudhunagar on the West or Manamadura on the east. Recently I have been having my own misgivings whether this project is likely to come off, because I heard from the highest quarters that on account of restrictions placed on the financial allocations in regard to the railway's proposals, this line is not going to be included. But I am glad that the Railway Minister has made a promise that this line will be surveyed this year. But I make another request. The proposal should not stop with the survey of the line alone. That must be followed up with the laying of the line actually, as early as possible, because, this line, as I submitted, should have, great precedence over all the other lines which have been planned for the next five-year period; the more so because it has been a grievance of this area for over 60 years. So, I request that this line should be given special consideration and the question of laying the line actually be followed up, with the completion of the survey which has been proposed now.

In regard to the surcharge on freight, I would like to make one point. Among the textiles, khadi alone has been considered for exemption. I would like to point out that the most deserving among the textiles is handloom cloth which also must come under this exemption. Recently, Government have been showing much concern over the position of the handloom industry and have been doing a lot and giving a lot of concessions in regard to the rehabilitation of this industry. I would urge, therefore, that in regard to the surcharge, exemption must be given to handloom textiles also along with khadi. In regard to khadi, the freight which may be foregone is likely to be very little. But in regard to the handloom industry, the Government probably is aware that it is a major cottage industry and therefore, I feel that it deserves exemption regarding freight rates. I request the Railway Minister to look into it and show the usual concession to the handloom industry which has

[Shri M. D. Ramaswami] been shown by the other Ministry—the Ministry of Commerce and Industry—towards the rehabilitation of this industry.

I wanted to make a reference to the Dindigul-Gudalur line, but my friend Shri K. S. Gounder has already made mention of it. He made a specific request in regard to the laying of this line. This line has been under consideration from 1899, as he told the Lok Sabha, and it connects three important projects which are now in progress, namely, the Periyar project, the Vaigai reservoir and the Dindigul protected water supply scheme. The Government may be aware that the Dindigul-Gudalur line is one of the lines which will connect many important markets centres and many important and big towns. So I would add my request to that made by Shri K. S. Gounder, namely, that the Dindigul-Gudalur line may also be given consideration and be taken up as early as possible.

Another request of mine is that the number of trains running between Virudunagar and Rajapalayam are very few. There are only two trains—one in the morning and the other in the evening. The Virudunagar-Rajapalayam line has got many important market towns, namely, Sivakasi, Srivilliputtur and others. There is no train in the noon time. So I request that the provision of another train between Virudunagar and Rajapalayam and *vice versa* may be considered.

Shri K. L. More (Kolhapur *cum* Satara—Reserved—Sch. Castes): I am grateful to you for giving me this opportunity to take part in the budget discussion now. In the first place, I support the Demands and oppose all the cut motions that have been moved in this connection.

Shri Nambiar: Please have the courtesy of consideration, before you proceed to oppose them!

Shri K. L. More: I would be failing in my duty if I were not to express my views regarding the best performance that has been shown by the Railway Minister and the Railway Board. Really, I must associate myself with the praise and admiration that have been expressed by the Lok Sabha. I wholeheartedly congratulate the Minister for his admirable achievements in the first Five Year Plan period and for presenting to us a very ambitious budget on the eve of the second Five Year Plan. Really, this

successful performance in the implementation of the Plan by the railways has created a great hope and confidence in the mind of the whole nation. The present budget is a clear indication of this all-round and healthy approach to the very difficult problem of transport in the country. Really, the Minister is a man of the masses. Therefore, the budget reflects his soft heart for the third class passengers and the railway workmen. His budget speech reveals the provision of innumerable amenities for the passengers, especially to the third class passengers. It also reveals the provision for amenities to the railway workers. I need not go into the details of all these things, because, the Railway Minister in his budget speech as well as many hon. Members have referred to them.

I want to say something about other matters also. First of all, I must extend my congratulations to the Railway Board for the very good attitude that they have taken towards the recruitment of Scheduled Castes and Scheduled Tribes. I must also congratulate the Minister for the further opportunities that he has promised to give to the Scheduled Castes in the matter of recruitment.

I now come to a very important matter which has also been mentioned in the Budget speech. I was a member of the Railway Corruption Enquiry Committee and really it is my duty to express what I feel about it. The Railway Board have accepted all the recommendations of the Corruption Enquiry Committee, and I am sure that all the members who served on that committee would very much like to express their heart-felt thanks to the Railway Ministry. The committee had gone into the whole question of the administration of the railways and I think that at this juncture it is not desirable for me to make any suggestions regarding this matter, because the committee has left no stone unturned with regard to railway matters. I could feel the anxiousness of the Railway Board in removing corruption and maintaining efficiency in the railway administration. Whatever recommendations were passed on to the Board by that committee, were gladly accepted and implemented. The Railway Minister himself was very anxious to look into that matter. So, I must thank him again.

There is one thing more. One very important recommendation of that committee was with regard to the anti-corruption organizations. Here there is a departure with regard to the head of the

organisation. The committee had suggested an independent agency, *i.e.* an agency outside the administration. I do not understand why there is a variation with regard to that recommendation. The committee had given very serious thought to the matter before making that recommendation. However, the responsibility lies on the administration, especially the Railway Board; therefore, it is better to leave the matter to them and I would not like to press it very much. But, they should take into account this very important recommendation.

Lastly, I come to matters relating to my constituency. The Railway Minister had visited that area and had promised to convert the narrow gauge line from Miraj to Latur into broad gauge and to convert metre gauge line from Kolahpur to Poona. It is an industrial place, especially from the point of view of rural economy and therefore, I would request the Minister to take that matter very urgently. I do not find any indication of it in the budget speech. I hope that the Railway Minister would give his urgent attention to this matter.

The Railway Board and the Ministry have taken up very seriously the question of administrative efficiency. Matters like increase in rolling stock are no doubt important, but the most important thing is the administrative matter. The more the efficiency, the more will be the benefit that the nation would derive. Therefore, they have taken this suggestion to have regional set-up. The Corruption Enquiry Committee also has made suggestions with regard to this matter. Let me hope that their recommendation will be taken seriously.

I now come to the other matters. The surcharge is a very little thing and we should not mind it in the interests of the country, in view of the benefits that we are going to get from it. Therefore, I request that hon. Members should not mind that surcharge or any increase in the freight that is needed for the development of the country. I must also express my very strong condemnation of vandalism and destruction of railway property because of some political movement. I would request hon. Members opposite not to encourage such an attitude directly or indirectly. I hope they will consider my request in the interests of the nation.

I now come to the question of the unions. The Minister and the Deputy Minister have replied very aptly to the

charges made by the Opposition. There is a cut motion by Mr. Gopalan and Mr. Nambiar regarding the discriminatory encouragement given by the railway administration to various unions. With regard to that, I may just point out the remarks of the Railway Corruption Enquiry Committee. This is what they said:

"It is also unfortunate that in order to gain and retain local popularity, the main activities of the Unions have been concentrated more on the demands for increase of the privileges and emoluments of their members and on individual cases rather than on devoting their attention to broader issues."

Therefore, my humble appeal to the Opposition Members and also to Congress Members is that this matter must be taken into consideration. While I was on tour, I noticed that many Opposition Members in political parties were taking interest in different unions. If they desire the union of all the workmen, then they should try to work in that direction. I think I have not found any case where the Railway Board or the Ministry had encouraged any union.

Shri U. M. Trivedi (Chitoor): On a point of information, Sir. I have moved certain economy cut motions. But, I am very much puzzled that in Demand No. 2, the very small amount of Rs. 95,000 is mentioned as expenditure for the doubling of the Godhra-Dohad-Ratlam line, which I know will cost about Rs. 8 crores.

Mr. Chairman: I have called Shri Bogawat.

Shri U. M. Trivedi: I am not going to make any speech unless you call me. I want to know where I can find in these Demands for Grants that particular item of expenditure over the doubling of this Godhra-Ratlam line. I will be very much obliged to have that information because I am not able to get it in these Demands for Grants.

Shri Bogawat (Ahmednagar South): I congratulate the Members of the Railway Board who are very intelligent people and men of wide experience and some of whom are present and listening to these debates, and I congratulate the Railway Minister who is a man of high thinking and of principle and also a man of sincerity. He had laid down a policy as regards the construction of new lines. He had said formerly in his speech that new lines would be taken up in areas

[Shri Bogawat]

which are backward, where there is heavy traffic, where there are projects or there is industrial development and where minerals are found.

I wish to bring to the notice of the Minister and the Railway Board that there has been a continuous demand, for two generations, for the Ahmednagar-Shevgaon-Bir railway line. From the map we can see that the Hingoli-Khandwa line is taken up; it is a metre gauge line. We can also see from the map that up to Purli Vaijnath there is a broad gauge line. Similarly, after Hingoli and Parbhani there is the metre gauge up to Purli Vaijnath. Now, the northern metre gauge is joined to the southern line by the Hingoli-Khandwa line. But the missing link is not yet considered. This missing link is from Purli Vaijnath via Bir, Shevgaon, Ahmednagar to Poona joining the western metre gauge line. For this there is a demand from all directions, from the merchants, chambers of commerce, Congressmen and the all-parties conference. There is a suggestion by all the parties for the construction of this line in the Second Five Year Plan.

The reasons are that this is a very fertile tract, the Godavari valley, giving rich cotton as well as oilseed, and the agriculturists are suffering the most. Because, they have to bring their corn and other things for sale in the markets from sixty or seventy miles in carts, and these poor people get Rs. 20 or Rs. 30 less per cart because they have to sell at Rs. 1 or 1½ per maund less. They have to suffer this loss because there is no railway line.

The people in the Bir district areas are very much backward owing to the lack of communications. So I have put the case before the Railway Ministry from time to time, and there is a reply also that if the State Government support this then it will be taken up. Unfortunately the State Government could not propose this line on account of the need for some other lines and though this railway line is very material, all the points might not have come to their notice. But I have brought to the notice of the Ministry the dire necessity of this very important line. And with all the vehemence at my command I say that if this line is taken up then this backward area would be developed. As I said, the people are very very backward there. Though the soil is rich, there is good rain in the Bir district and oilseeds are produced in abundance, the people are most

backward in the whole district because there is no development so far as communications and transport are concerned.

Again, we see that to join Hyderabad and the Deccan part from Purli Vaijnath there is a railway line from a point on the Secunderabad line. Up to Purli Vaijnath there is broad gauge. If it is joined to Poona, then the connection with Bombay will be nearer to send cotton and oilseeds which are produced in the Bir and other districts. But there is a big vacuum in this area. There is no railway line in about 160 miles in this tract, and therefore the area is very backward. There is no railway line in the Bir district. Soon there will be Samyukta Maharashtra, and Marathwada and Maharashtra would come together. But there is no joining link.

So this line is very important if we consider the regions as well as the other aspects. There is an industrial development going on in that area. In my district itself there are twelve sugar factories now. But there is no railway line for sending this sugar to all the four districts, namely Osmanabad district, Bir district, Ahmednagar district and part of Poona district. In all these, except for one line, down to Manmad there is no railway.

Moreover it can be seen that there are the big trading centres such as Parbhani and Sailu where many commodities are sold and they are brought via Manmad, then from Manmad to Ahmednagar and then to the other districts. Similarly, the jaggery crop is also grown on a very large scale in my district. And there are now two big projects, the Ghod project which is a big project for which Rs. 7 crores have been allotted in the next Plan, and the Muia project in Shevgaon and Newasa taluk up to Paithan. That project has also been sanctioned, and a sum of Rs. 3 crores has been allotted out of the Rs. 9 crores. Then there is the Gangapur project, and in the Bir district there are others which are going on.

Now the crops are increasing, the traffic is increasing there are many trade centres on this line. Godhnadi is a trade centre. The project is going on there on the Godh river. Similarly, Ahmednagar is a big trade centre. There are sugar industries in the district. Then Shevgaon is a cotton centre. And there are very many other places where big fairs are held. And there are Dehu and Alandi fairs. And then Paithan is a place where lakhs of people go for the

fair. Similarly, there are other big fairs on this route; for instance Ambejogai as also Gebrai and Madhi. For going to all these fairs there is no convenience of any railway, and people have put in their say from time to time.

Formerly the Railways had spent lakhs and lakhs from Srirampur to Shevgaon by putting all the railway lines and material. But that scheme was abandoned and the line was to be taken from Ahmednagar to Shevgaon. There was a committee, and officers were sent there and it was to be taken up. This was in 1946-47. But after independence nobody paid heed to this very important line. As the Hingoli-Khandwa line is joined this missing link, which is the most important line, ought to be taken into consideration and a survey ought to be made. I have written to the Railway Minister also about this some days ago. Even though the State Government may not have supported this line, it must be considered by the Planning Commission, by the Railway Ministry and by the Railway Board independently. This line is very essential for the agriculturists who suffer the most. I request the hon. Deputy Minister to give his serious consideration to this important problem. This demand has been made for so many years from so many institutions.

After having said this, I wish to refer to the amenities required very badly in some of the railway stations. On the Dhond-Manmad line, there are a number of sugar factories, about 12 I think. There are no waiting rooms in many railway stations. Kopergaon is a big trade centre. It has got 2 or 3 sugar factories nearby. The same is the case with Padhegaon and Shrigonda. In the God project about 20,000 people are working. So many people come to Shrigonda. The convenience of the passengers coming to these stations should be looked after. I request the hon. Deputy Minister and the Parliamentary Secretary to give attention to all these suggestions.

Shri P. Subba Rao (Nowrangpur): I have given notice of some cut motions. The first of them relates to the non-restoration of loop lines on the Nidadavolu-Narasapur branch of Southern Railway. These loop lines were removed during the world-war. They have not been restored till now. Each loop line will be two furlongs in length. The distance of the line is 48 miles. There are two loop lines in Bhimavaram and some other station. At fifth stations, the lines have been removed. They have not yet

been restored. The area that is served by this line is one of the most thickly populated in India, with a population of 100 per square mile, being a rich Godavari delta. Five trains run on either side besides the goods trains. Even these trains are not sufficient. So, some diesel cars should be introduced. They could not be introduced now because there are no loop lines to cross. This is a matter which should be urgently attended to without any more delay.

The second point is about the appointment of the civil engineers as Deputy General Managers. Generally, Deputy General Managers have to deal with appeals from the staff and any injustice to them will have to be set right. This involves interpretations of rules and regulations and law. A civil engineer cannot be expected to know any of these things. It is something like a shipman riding a horse. It is better to appoint some other persons with administrative experience rather than give promotions to civil engineers or mechanical engineers or electrical engineers. I can illustrate the injustice that would result from such appointments by two cases, which are the subjects of two cut motions of mine. A Train Examiner was reduced in the year 1937, that is 18 years ago, from Rs. 95 to Rs. 90, contrary to the provisions of the Payment of Wages Act. He sent several appeals during these 18 years. The injustice has not been set right. Some years later, the General Manager referred the matter to the Law Officer and the Law Officer held that the reduction is contrary to the Payment of Wages Act. Still no relief has been given. Only Civil Mechanical Engineer says that it is injustice and that he should be reimbursed to the extent of Rs. 815, being the loss of salary at the rate of Rs. 10 per month for 7 years. But, what about his super-session? His juniors have been promoted. One of them is drawing Rs. 600 and five others are drawing Rs. 400. The C.M.E. is speaking of reimbursement of Rs. 815. This is paltry sum. The overlooking of his seniority is the greater injustice.

In the second instance, the employees appeared for a selection examination for being promoted to a higher grade. A Welfare Officer was asked to appear in the selection and he was selected. He was made to act in four different posts, from Labour Welfare Officer to personal assistant. Two years later, he was asked to appear again for a second selection, I think in 1938. He did not know what the result of the selection was till the South-Eastern zone was separated. It is

[**Shri P. Subba Rao**]

unjust that, when a person has been selected and is certified to have passed a departmental test. He should be asked to appear for selection again. He should continue to be on the panel till he is absorbed in a permanent vacancy. It is absurd to ask the officer to appear over and over again for selection. If that test is applied, most of the officers now working in the Government and even advocates of the Supreme Court and the High Court should be disentitled to practice now or be dismissed from service, because if these persons are asked to appear for the University examination again, they are sure to fail. All these law graduates who have passed in the first class are sure to fail if they are asked to appear again.

[**SARDAR HUKAM SINGH in the Chair**]

These two instances will illustrate the difficulties in appointing civil engineers as Deputy General Managers.

My next point is the abolition of smoking in third class carriages. Notices are put up that passengers should not smoke if the fellow passengers object. Is it possible in the third class carriage containing 50 or 100 people to take permission? If one of the passengers objects he will straightforwardly be abused and it will result in assault. When it is prohibited in the public buses and in the cinema halls, where is the objection to prohibiting smoking in third class carriages? A person who is addicted to smoking, can get down on the platform where the train stops, finish his smoking and then get into the train. I hear that there are smoking saloons in England. I do not want to introduce smoking saloons. We have other problems. I think, till then, smoking should be prohibited. I have no objection to smoking being allowed to continue in the first class carriages with the permission of the other passengers or if the other passengers do not object.

The next point is about the non-opening of a train halt at Etikoppaka in the Southern Railway. It is 40 miles from Waltair. When I moved a cut motion three years ago, a stereotyped reply was given that the traffic does not warrant that. Unless the train halt is opened, is it possible to know whether there will be traffic or not? I fail to see the basis on which the administration comes to this conclusion. I have known passenger train halts where 2 or 3 passengers get in or sometimes none at all. They are all continued once they are opened. I

suggest that a train halt should be opened at Etikoppaka. If there are no passengers, it may be closed after 6 months. This is one of the most important stations. I think the stations on either side will lose all the traffic if this train halt is opened. There is a sugar factory, there is a big toy industry. The population will be 20,000.

Shri Kamath (Hoshangabad): Industrial centre.

Shri P. Subba Rao: Yes; industrial centre.

Mr. Chairman: The hon. Member should not succumb to surrounding temptations.

Shri P. Subba Rao: Then, to put down corruption, a special police establishment was formed. Persons, mostly clerks and stations clerks in the railways were recruited as R.S.Os. or Railway Section Officers to assist the special police establishment in the detection of crimes. And persons who did meritorious service and who obtained certificates of merit and reward from the Government at open durbars were reverted back to their petty posts, and persons with no experience were newly appointed, and they were allowed to continue though they did not do any good. The reason is, persons who did good work went to the length of exposing the corruption of gazetted officers and I.C.S. officers, and naturally this is disliked. Probably the department expects that they should touch only the minor fry, some two or three clerks and leave out the bigger ones. Persons who touched the bigger ones were penalised by being reverted to their posts and made to work under the very officers against whom they got evidence. And when I asked the reason, they say every person should be given a chance to act once. Why should every persons be given? Persons who have done important work should be allowed to continue. Only then can corruption be put down.

My next point is with regard to the railway service commission. Prior to the appointment of these commissions, the general managers or commercial officers were recruiting and there was some discontent in the country that the sons of railway employees and the relatives of railway employees were given preference and outsiders were not given a chance. Then the service commissions came, and now there is a cry from the railway employees that their sons have no

chance of being selected. Their discontent comes to this that they are not putting forth the necessary interests in the work that they are expected to, and so my belief is there must be a compromise between these two. At least a certain percentage of posts should be thrown open for recruitment by the general managers. Of course, that recruitment need not be confined to the sons or relatives of railway employees. In admitting students to medical colleges in Madras there is a committee which selects, but ten or twelve seats are reserved to be filled up by the Surgeon-General at his discretion, to set right come injustice or some such thing. So also, the power to reprieve a criminal is vested in the President of India and in the Governors. The law may lead to absurdities some times. Of course, I need not explain that there are cases in law where the strict administration of law has resulted in grave injustice and then the only remedy is appeal to the President or the King or the Governor and he would be reprieved. Some four persons were stranded in the middle of the Atlantic Ocean, and for 21 days they fasted and at the end three of them combined, killed the fourth and ate him up, and then if the situation continued probably a second man would have been eaten up, but another ship came and they were taken to London where they confessed their crime. The court held a trial, convicted them and sentenced them to be hanged. They appealed to the King Emperor and the King Emperor pardoned them.

Another instance is that a person was put at the entrance of a ship and asked not to admit any person. That was a military order, and then when a passenger persisted in getting into the ship he was shot dead. If he had not been shot dead the sentry would have been hauled up under the military law, but because he was shot dead the intruder he was sentenced under the civil law and sentenced to be hanged. So, he was pardoned.

So, sometimes we have to set right some injustice. An out-agency may be closed by the Government of India, and the persons working there may be thrown out of employment, and they must stand selection out of thousands. So, to set right some injustice, general managers of railways should be given power to appoint a certain percentage at their discretion.

I do not know the mode or recruitment of the Chairman and members of the railway service commissions. There is a member who is over 70 years old, and is unable to discharge his duties. The judges of the Supreme Court have to retire at 65, the judges of the High Court have to retire at 60 and other Government employees at 55. Can it be presumed that a man over 70 will be able to continue and discharge most important duties? The mode of recruitment is not at all satisfactory. I think some judges if not of the High Court, at least of the district courts might be appointed, so that the commissions may be above suspicion. Another thing. Other influences may be brought to bear upon the members if they belong to the same place. After recruitment is made, they must be sent to distant places if the public are to have any confidence.

The last point is regarding the principles to be followed in the construction of new lines. Surveys are undertaken, they are thrown away and again new surveys are undertaken and new lines constructed. Of course, exception might arise requiring construction of new lines, for instance the line to Kandla port because Karachi is lost for us. Travancore-Cochin has been made into one State and so both the capitals have to be joined. And then the steel plants are opened, we have to get the raw materials, the ores and other things, and so new lines are to be constructed. If no such things arise, the railways should cover large areas which are not touched by railway lines now. It is usual for Members to take up the cause of their constituencies and to say that a line should be constructed there. But all-India interest has to be taken into consideration. We have very limited funds. We cannot construct thousands or hundreds of miles. The funds should be used for construction of new lines for the development of the country, for covering places which are not touched by the railway.

Shri T. Subrahmanyam (Bellary): I am grateful to the Railway Minister for the hopes he has held out for the development of South India.

The Planning Commission has agreed to give an allotment of only Rs. 1125 crores when the Railway Board had asked for Rs. 1480 crores, and now this reduction will fall heavily, we are informed, upon the lines other than those which are necessary for the integral connection of those areas which will produce steel and iron. Therefore, I feel

[Shri T. Subrahmanyam]

that this reduction will fall heavily upon some of the lines in South India. Even so, the Railway Minister has been pleased to say that in a developing economy other factors will come out and we need not be pessimistic about these things, and it may be possible for funds to be made available for new lines to be taken up in South India.

I am gratified and I am grateful to the Railway Minister because he has taken up for survey the railway line from Harihar to Kottur via Harpalahalli. There is a railway line now up to Kottur, and there it ends in a blind alley. If that 42 miles of distance is covered up to Harihar, it will link upto very important regions for purposes of business and industry. The Railway Minister and the Deputy Minister were pleased to go to Hospet, and they know also the importance of the iron ore there and the manganese ore and how rich it is with regard to minerals. The Tungabhadra project is also coming up. Bellary District has been included in Mysore in 1953. Therefore, the two important regions will be linked up if this short patch of 42 miles is connected. I request therefore on this occasion that the survey may be completed as early as possible, and I assure you on behalf of the people that their co-operation will be forthcoming in a complete measure with regard to giving of land, labour being provided by villagers in the way side and in other ways. I assure you that the people will be giving full, active and unreserved co-operation in this matter, so that this line may be completed as early as possible. There was another old line from Rayadrug to Chitaldrug which was once surveyed. I request the Railway Minister to see that that is brought up to date.

I have one other suggestion to make. The line between Guntakal and Hubli may be converted into broad gauge. That region has got iron ore of a very precious variety, and in limitless quantities. I am told that the variety of Bellary district is one of the most precious ones in the whole world. Moreover, some sugar factories are also coming up in that area. That region is becoming an industrially advanced area, and therefore business is also growing there. I would therefore suggest that the line between Guntakal and Hubli may be converted into broad gauge. Afterwards, the line from Hubli to Poona also may be taken up for conversion into broad gauge.

I am informed that recently one train which was running between Guntakal and Hospet has been discontinued. That has created a lot of inconvenience particularly to third class passengers. Those who were travelling for short distances of the order of 20 to 40 miles have been put to a lot of inconvenience. I would request the Railway Minister to see that that train is reintroduced now.

Another matter which I would like to point out is that there has been a serious scarcity felt with regard to the supply of wagons. As I said earlier, there is iron and manganese ore in this area. In the Second Five Year Plan, it is proposed to increase the exports to other countries extensively. We have got manganese and iron ores in plenty, and attempts are being made by Government to increase their exports to other countries with a view to securing foreign exchange. Stocks are lying idle on almost each wayside station, and manganese and iron ore is lying there without being lifted and taken to the ports, because of the difficulty in the matter of wagon supply. I would request the Railway Minister to see that the supply position is improved, so that it is possible to move more ore to the ports, and the local people also may be enabled to put in more business.

In this connection, I would like to suggest that there may be some liaison established between the Railway Ministry and the Ministry of Commerce and Industry. I have made attempts in the past on several occasions to get difficulties resolved, but it has been difficult for me to bring the representatives of both these Ministries together, in spite of the best intentions and efforts on the part of the two Ministers concerned. I am grateful to them for their good attempts and their good intentions. But the attempts to bring the representatives of the two Ministries together have not proved successful. If a more effective and helpful liaison is established between these two Ministries, then any difficulty arising either with regard to the rules prescribed by the Commerce and Industry Ministry or with regard to the wagon position may be thrashed out, and the manganese and iron ore may be moved in greater quantities to the ports.

These are the few suggestions that I intended to make. I am once again grateful to the Railway Minister for taking up the Harihar-Kottur line, and I can assure him of the fullest public co-operation to complete this line.

Shri U. M. Trivedi: I am thankful to the House for having allowed me good time earlier, and therefore, I shall not take much time now.

Shri T. B. Vittal Rao (Khammam): Good time?

Shri U. M. Trivedi: The hon. Minister was pleased to say in his speech that generally our criticism is guided by considerations of opposition only, and that only for the sake of opposition, we are trying to criticise his schemes on the railways. I am very sorry that this view has been taken by the Minister about criticism which is levelled with the best of motives. There is absolutely no desire to run down what is good in the Railway Administration, but there is every desire to be as helpful as possible. The unfortunate position is that those who in terms of sycophancy act like sheep think that all those who are intelligent enough to criticise anything are idiots. That is too much to say about the Opposition, and Members ought not to have used such language with regard to the Members of the Opposition.

Shri L. B. Shastri: I did not say that.

Shri U. M. Trivedi: It was said by some Congress Member. I hope the Minister does not hold the same opinion about the Opposition as the other members did.

Shri Bhagwat Jha Azad (Purnea cum Santal Parganas): Some hon. Members on this side want to call a spade a spade. That is the difficulty.

Shri U. M. Trivedi: Whether you call a spade a spade or we call a spade a spade is the question.

Mr. Chairman: I think it would not be advisable if this question is taken up now and fought out in the House. The hon. Member may proceed with his speech.

Shri K. K. Basu: They can go to the lobby and fight it out.

Shri U. M. Trivedi: I do not wish to dwell upon all the cut motions that stand in my name, which number as many as 49. It is not possible for me to cover all of them, but I shall draw the attention of the Minister to one cut motion wherein I had sought for certain information, and some information had been supplied to me; but I am not satisfied with the information supplied.

Under Demand No. 2 it has been shown that the estimated expenditure in connection with the doubling of the line between Godhra and Ratlam, which has

to be voted upon by this House, will amount to Rs. 35 thousand. In the revised estimates, the amount shown is only Rs. 90,000. I personally have seen that the work is already in progress between Godhra and Ratlam, and tenders have been called for already; perhaps tenders have already been passed. The anticipated expenditure which has been shown in Part II of the volume which has been supplied to us along with the budget papers is more than Rs. 8 crores. But the budget estimate which has been shown here is only about Rs. 90,000. I do not know why this juggling is being carried on here.

Are we to assume that the Railway Ministry only comes with a *faith accompli* before us, and are we to be hoodwinked at all stages by those who carry on the work? The works are going on, and expenditure has been incurred. An expenditure of Rs. 8 crores has been estimated. But here we are told like small children that only a preliminary engineering survey is going on the doubling of the Godhra-Dohad-Ratlam line. What is this preliminary engineering survey, when expenditure has already been incurred?

I would also like to draw the attention of the Minister to the fact that so far as Demands are concerned, they are things which are recommended by the President as required under article 113 (3) of the Constitution; and these are the Demands which are going to be voted upon by this House. So at least in these Demands, one should be fair and honest, and whatever expenditure is going to be incurred in the next year must be shown here; and one should not come with a *fait accompli* after having incurred the expenditure from here and there, and then saying that this is the expenditure that has been incurred.

The second point to which I shall draw the attention of the Minister is this. I should like to say a word here as to why I have given an economy cut under this Demand. It has been suggested time and again that the bottle-necks should be removed, and for that purpose, this line should be doubled. My humble suggestion to the Minister, therefore, is this. If he looks at the railway map of the old B.B. & C.I. Railway and the present Western Railway, he will find that the line from Godhra runs east, and after turning east, it again goes to the north and north-east. Instead of doubling this line when it goes east, if we were to build a line in a straight line from Godhra to Kotah, it will pass through all those

[Shri U. M. Trivedi]

areas which have got no railway lines at present, and serve them well. Several suggestions have been made to build a railway line between Chittorgarh and Kotah, between Ajmer and Kotah, and Banswara and Dungarpur. But the line which I am suggesting is only for a length of 160 miles. And that will conduce also to economy. For, though you have estimated only for an expenditure of Rs. 8 crores on the proposed doubling, yet my estimate is that it will actually come to about Rs. 11 crores.

5 P.M.

If you are to spend Rs. 11 crores merely on the doubling of this line, why not spend about Rs. 4 crores more and have a new line opened up and the bottle-neck removed? The population between Godhra and Ratlam is the thinnest, the thinnest in the whole of India except perhaps in some areas of Rajasthan. There, we have already built many stations allowing the Frontier Mail to pass over quickly. I, therefore, request that this suggestion of mine may be taken note of and a proper survey of this may be made.

I will come to another economic cut motion of mine and that is No. 50, wherein I have suggested the abolition of the office of the Security Adviser of the Railway Board. With all the emphasis at my command, I most respectfully say that this is my very considered opinion that this decision of having somebody to watch and prevent pilferages and vandalism over our Railways is most essential. But this Security Force which is now being formed and which is merely another name for the Watch and Ward Department will not be sufficient. At one place it is shown that we have got what we call the Inspector General of Railway Security Force living at Allahabad; then we have got a Deputy Inspector-General of Railway Security Force, also posted at Allahabad. Then, we have got a Special Adviser, who is known as the Security Adviser to the Railway Board. May I submit that it is unnecessary to have all these officers on the top without having to do anything except paper work. My suggestion is this. Even today some co-ordination must exist at very high level for asking the Government Railway Police to discharge its duties honestly and with a feeling towards the national venture which is the Railway system. Then and then alone we can be able to achieve what we have got in view. The view that I am expressing is

this that a good deal of expenditure can be saved if this co-ordination takes place.

I do not wish to take more time because others are certainly entitled to have their say and I do not wish to repeat all the arguments which I can advance about the cut motions which I have tabled. I will refer to a few cut motions and be done.

I will now refer to cut motions 90, and 105. The Railway Minister was kind enough to make some reference to the deterioration in the speed of the railways. It might be excused in some places but I will ask him to refer to the statistics from 1938 and not refer generally to the statistics of those periods when we had these floods. Leave alone the question of floods. It is true that the floods might have to do something with the deterioration in speed. Now we have got better engines which can take greater loads and we can speed up. Formerly, a goods train running from Neemuch to Ajmer took 11 hours but today the goods train takes at least 24 hours. It is this thing that you will have to look into and find out what are the reasons for the deterioration. Is it the pooling system of which they are complaining or is it because you have acted upon the Adjudicator's Award and the more you give the more is demanded and because these demands are not met, therefore, some sort of obstruction is taking place? I will request the Railway Minister to look into this.

There is another cut motion to which I will refer and that is 106. I seek your indulgence to speak on this without having reached the stage of these demands. I am trying to point out this that if you look at the figures of expenses incurred for handling goods on the Central Railway and the expenses for handling goods on the Western Railway and then if you look at the figures for compensation paid in the Central Railway and in the Western Railway, you will certainly open your eyes and find that there is something radically wrong either in these accounts that have been submitted to us or that the management of the Central Railway is at the highest ebb possible. I will request the hon. Railway Minister to look into this.

Shri T. B. Vittal Rao: Mr. Chairman, I would like to refer to some problems of the staff—on these Demands. I have tabled some cut motions and in support of them I want to say a few words.

The first important question that has been engaging the attention of the Railway unions is casual labour. The system of casual labour has been brought into practice from some time in 1949 or 1950 and they are being paid at Re. 1⁴/- or Re. 1⁸/- at the market rate as it is called. When a particular Commission has been appointed and that Commission—the Central Pay Commission—has gone through various aspects of the question and has recommended a minimum wage, I do not know how we can deviate or depart from those recommendations merely because of the fact that it has not got statutory status and it has not fixed wages under the Minimum Wages Act. Who are these casual labour and are they really doing only casual work or work of a casual nature? These casual labourers continue to be in service for 2, 3 and even 4 years and still they are called casual labour. I have got great objection to this way of overcoming the main recommendations of the Central Pay Commission. I would strongly urge on the hon. Minister to consider this question carefully and see that nobody is paid less than the minimum recommended by the Central Pay Commission, as we are going to inaugurate a socialist pattern of society.

Next, I come to the second point—Gangmen. These workers constitute nearly 25 per cent. of the one million railway staff. These people carry out the duties which, though they look very light, are of a very arduous nature. They are being given a certain kind of work and the work load is increasing.

Shri L. B. Shastri: Is it the case of casual labour?

Shri T. B. Vittal Rao: No; I am referring to gangmen. These gangmen were originally in charge of 3 miles and now they are asked to perform 4 miles. I agree that the maintenance of track is very important. Everything, even the efficient running of the railway depends on it. I had a discussion with some of the Railway Board members and tried to find out what are the determining factors which go to determine the workload of a gangman. Even now the work of these gangmen is fixed very arbitrarily. When you fix the work you should see that the quarters are in the middle and not at one end when they have to walk 3 or 4 miles, that they need not go 3 or 4 miles to the workspot and then return another 3 or 4 miles.

I will refer to another aspect—the accounts staff. They are entertained in the grade of Rs. 55-130, recommended by the Central Pay Commission. After putting in a service of about 20 years, do you want these people to be in that grade and retire on a pay of Rs. 130? I would like that these accounts staff should not be made to sit for examination to get promotion to the Rs. 80-220 grade. Your efficiency is not going to be affected by this promotion. It will be good if by seniority you make them go to the next higher grade of Rs. 80-220. The introduction of examination for promotion is a new thing and we did not have it on the Railways before 1950. How does this examination increase the efficiency? On the other hand because of this examination there is discontentment and heart-burning. A graduate fresh from the college appears in the examination, gets through the examination and is declared successful; he is immediately promoted over the head of a man who has put in ten years' service. It should be our duty to see that those who enter in the lowest rung go up at least to a certain extent—at least they must be able to reach the grade of accountants or head accountants. Unless this promotion is there, how are you going to enthuse the staff? Let there not be any examination for the Rs. 80-220 grade for the accounts staff.

Train examining staff have been asking for a revision of their pay scale. I need not go into the merits of the work done by these people. The chairman of the Accidents Enquiry Committee, Shri Shah Nawaz Khan, has recommended that they should be given a higher grade. He has also said that their work is equal to that of a chargeman or a leading hand in the workshops. I need not elaborate this issue.

Then I come to a very old grievance which is prevalent in my part of the Railway, Central Railway, and that too of the ex-N.S. Railway staff. Before integration they were governed by the service conditions of the old N.S. Railway. There have been representations to the Railway Board and to the Railway Minister from the Union, from the Federation and also from Members of Parliament. These people go on till attaining their sixtieth year. After integration Government told them either to opt for the Central service conditions or opt for the old N.S. Railway conditions of service. If you opt for the old N.S. Railway condition you will be allowed to work till the age of 60, but in the meantime

[Shri T. B. Vittal Rao]

if you were to get any promotion, then you can go to the higher grade but you will not be given any increase in salary. This is a very wrong procedure. When an accountant is promoted as head accountant, he has to get about Rs. 500, but what happens is that he can occupy that seat without drawing the extra wages; in other words, he will continue to draw his salary as accountant, and not the salary of head accountant. After all, in the whole of the Railways there are only 2,000 to 3,000 employees out of 19,000 *ex-N.S.* Railway staff. By giving them this much of a privilege your uniformity on the Railways will not be affected. After all in the various Railways there are different scales and there is no uniformity in so many things. After integration once they have opted for the Central service conditions, they were not allowed to change. But by the change which has been made, though sometimes they were not given promotion, they have to work under their juniors because they have to serve till 60. By actually promoting them to a higher grade without increase in salary, you may have removed the humiliation that they have to undergo by having to work under their juniors. But I do not know why this promotion should not carry the increase in salary also.

There is a scheme called the mutual benefit scheme. The Railways have nothing to lose. When an employee retires or dies, in order to help the dependants of his family each employee contributes an hour's two hours' or three hours' wages. This scheme has been prevalent in the workshop. Now they want this scheme to be extended to the gangmen working there. Railways have to lose in the sense that they have to appoint one clerk for this purpose, and this could better be done in order to extend this scheme. The scheme was evolved in those days after receiving encouragement from the Administration. I do not know why the present Administration is against it. Although I have made representations, they have been turned down.

There must be speedy disposal of representations made to the Railway Board. The Railway Minister has given us the assurance that the Efficiency Bureau has taken up this matter. I wish it were done because we have got rather a very unhappy experience in the matter of disposal of our representations. I have been writing some letters, and after several reminders I get a reply. To quote an example, I referred to the Railway

Minister a case stating that the grade of Station Master in a particular station should be upgraded. After correspondence lasting over 18 to 24 months. I got a final reply that the matter has been referred to the General Manager and he has been asked to reply to me or expedite the reply direct to me. This reply I received on the 7th July, 1955 and till this day I have not received any reply from the General Manager. I would like this aspect—speedy disposal—to be taken into consideration.

We have got ministerial staff. Their grades should be revised. Some *ad hoc* committee should be appointed to go into this question and see whether their demand is justified or not. Even the Industrial Tribunal has given its award that the wages of a particular category should be higher. And even the Bank Award has given the ministerial staff a better deal. I would like some such thing to be done for the ministerial staff.

Coming to one other aspect, I would like to draw the attention of the Railway Minister regarding the working of the suburban trains in our place. I need not elaborate this, but I would only like to know whether the Members of the Railway Board have gone through a recent article in which the Railway Budget is discussed in *Commerce*. The editor of *Commerce* is no friend of mine. If anything, he will say things against us. That editor himself has written how this irregular and inadequate running of the suburban trains in big cities affects the efficiency of the employees who go and work there. I would request the Railway Minister to give some consideration. The representation is there before him for a long time about the irregular and inadequate running of trains for suburban traffic in Secunderabad, Hyderabad and Bolarum.

Finally I have only one appeal to make. People are very much concerned or at least those who are interested in the improvement of the railways are very much concerned about the original report of Shri Shahnawaz Khan. Now, a year has gone; at least at this final stage, let that report be published and we will go through it and find things for ourselves, and be satisfied that everything is done. By not publishing the report, it has created some sort of a suspicion. I earnestly appeal to the Railway Minister to publish it and assure him that by publishing it he will have everything to gain and nothing to lose.

Shri Lakshmayya (Anantapur): I am thankful to you for the opportunity given to me to speak at least on the Demands. I am sorry I could not get a chance to speak on the Budget. Anyhow, I make avail of this opportunity to make a few observations on the Railway Budget.

The Budget in my opinion is realistic and responsible; further it is a prosperity Budget. Yesterday, or the day before, a friend of mine observed that it is a Budget of the third class passenger; I fully agree with him. From the sentence in the Budget speech at the beginning of para. 32. we can find the mind of the Railway Minister. He says that a sustained effort has been made during the last few years to make railway travel less irksome and inconvenient, especially for the third class passenger. There is a ring of sincerity in it; it indicates that it is a Budget which is intended to provide all possible facilities to the common man and to do everything that our Railway could do to the common man. The Railway Board and the Railway Minister deserve every praise and every compliment from the Parliament and from the public. I would like to pay my humble encomiums to them for having presented such an excellent Budget.

I said that it is a Budget of the common man. Let us consider the truth of it. What is it that an ordinary common man wants? What is it that he expects from the Railway Board and the ministry? He wants drinking water; some sitting accommodation in the railways and if he is to travel a long distance, some sleeping accommodation if possible. These are the things that he needs normally. Have the Railway Board and the Railway Ministry done all these things or not?

No doubt there is still overcrowding; no doubt there is some hardships yet for third class passenger to get good accommodation and on this account could we say that they have done nothing at all? I request the House to consider whether anyone in the face of hard circumstances, existing could have done better. With the available resources, could anybody prove better for the public? That is the point we should consider. It is always easy to talk and criticise and there is no magic wand to transform everything overnight. For the last three years, we find a number of things, improving both in Railway Administration and in the provision of facilities and other conveniences to the public at large.

I had a bitter experience of a long travel in the first instance from Madras to Delhi. On my way I could not get drinking water in spite of my best efforts in most of the stations. What is it that we see now first in all the big stations? The first thing that we find now is water trolley going on the platform here and there. You will get fresh drinking water. Is it not delightful for the ordinary third class passenger? Is it not a good facility for him? Never mind about the upper class passengers. They will have their servants, and get all facilities at their command. But the third class passengers normally want these elementary and small things. Now, with regard to sitting accommodation, what is it they have done? To relieve overcrowding, janta trains are being introduced, existing trains have been strengthened and a number of new trains have been started on various lines, where there is overcrowding. What more do you expect? You can say that these are all small things. It has been said: little deeds of kindness, little words of love help to make people happy and help to make the country happy just like the heaven above. (Interruptions).

Mr. Chairman: The hon. Member may continue to address the Chair.

Shri Lakshmayya: Achcha ji. (Interruptions.) I picked up this word during the last three years. It is no exaggeration to say that there is distinct improvement in the Railway Administration. There is economy in operation and efficiency in management and this is the key-note of any Administration. We find this in the management of railways to some extent. Even the Members in the Opposition could not find such set-backs though they may criticise on a number of other things. They could not say much against the management about it. I do not want to enter into any controversy with regard to the two trade unions of the Railways.

Mr. Chairman: The hon. Member may continue tomorrow. I have to make an announcement now.

The following are the selected cut motions relating to various Demands in respect of Railways which have been indicated by Members to be moved subject to their being otherwise admissible:

Demand No.	Nos. of cut motions
1	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 32, 33, 34,

[Mr. Chairman]

Demand No.	Nos. of cut motions.
	36, 37, 38, 39, 40, 43, 44, 45, 46, 47, 48, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 154, 155, 156, 157, 205, 206, 244, 245, 246, 248, 249, 250, 251, 252, 255, 258, 262, 263, 265, 267, 269, 274, 275, 278, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 333, 334, 335, 336, 337.
2	49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 61, 62, 302, 303, 304.
3	64, 305, 306.
14	128, 129, 130, 131.
15	133, 228, 329, 340, 341.

Conditions of service of the running staff on Indian Railways.

Shri S. L. Saksena: (Gorakhpur Distt. North): I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure of Government to improve the speed of trains and passenger amenities on N.E. Railway.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Conditions of service of the Railway Ministerial staff.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Pay scales of the original N.E. Railway staff and their seniority compared with the staff of other Railways.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Unsatisfactory conditions prevailing on the Shahdara-Saharanpur Light Railway in regard to conditions of service of the staff and passenger amenities.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to take over the Shahdara-Saharanpur Light Railway.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Corruption in the Railways.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to provide sufficient quarters for the staff.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Delay in disposing of complaints of the staff.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Practice of the N.E. Railway of not calling staff above 50 years of age for selection to L.G.S. posts.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to reduce the frequency of accidents.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to grant the Train Examiners higher grades of pay.

Shri S. L. Saksena: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to construct Rudarpur-Deoria-Kasia-Nautanwa link before the Buddha Jayanti celebrations to be held in May, 1956.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to extend the project for Rudarpur-Deoria-Kushinagar-Nautanwa railway line up to Nawgarh along Nepal border in vicinity of Lumbini the birth place of Lord Buddha.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Trade Union democracy inside Indian Railways.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Extreme overcrowding on the Gorakhpur-Nautanwa and Gorakhpur-Chitauni branch lines.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to bring the Railway police under Railway Administration and to merge it with the Railway Security Police and Watch and Ward Department.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to run the Indian Railways more efficiently and economically.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

State catering on Railways.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Increase in freight rates.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to start the survey of the project for a new railway line connecting Nautanwa with Barhalganj via Nau-garh, Bausi, Mehdawal, Sahjanwa, Bans-gaon, Sikriganj and Gola.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to start the survey of the project for a new railway line connecting Gorakhpur with Maharajganj, Nichlaul and Siswa, and Maharajganj and Pha-nuda with Sahjanwa via Mehdawal.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Refusal to recognise the National Federation of Indian Railwaymen as emerged out of the Madras Convention held in May, 1955.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Special pay admissible to Joint Directors and Deputy Directors.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Formation of joint committees of workmen and official for turn out, maintenance and operation at all levels to avoid wastage, pilferage, thefts, corruption and for better results.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadequate medical facilities to Rail-waymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Refusal to restore recognition to the Southern Railway Labour Union.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Evolution of a correct policy of granting recognition to Trade Union and Federation of Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Proposed increase in surcharge on goods traffic.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadequacy of amenities to III class passengers and lack of sleeping accommodation.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Sleeping accommodation for II class passengers.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continuance of private contractors for catering in the dining cars on main lines.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to withdraw the safeguarding of security rules—Railways.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Merger of full dearness allowance with pay of the Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to appoint a second Pay Commission to refix the pay scales of Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadvisability of withdrawing any item from the terms of reference of the one-man tribunal set up in the dispute with Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of regrouping and need to review the matter for increase of zones.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Non-restoration of loop lines on the Nidadavolu-Narasapur Branch of Southern Railway.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Appointment of Civil Engineers as Deputy General Managers, Personnel on the Eastern and South-Eastern Railways.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Retrenchment of employees contrary to the provisions of the Payment of Wages Act.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Anomaly of directing employees in certain cases to appear for examination a second time for selection to a higher grade when the employee was declared to have passed the test once.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for prohibition of smoking in III class carriages.

Shri P. Subba Rao: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Opening of a passenger halt at Etikhoppaka between Regupalem and Narasapatnam Road on the Southern Railway.

Shri P. Subba Rao: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Unsatisfactory recruitment of Railway Sectional officers to assist the Special Police Establishment to put down corruption in Railways.

Shri P. Subba Rao: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Advisability of authorising General Managers to appoint a certain percentage of class III employees at their discretion.

Shri P. Subba Rao: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Appointment of persons over 65 years of age as members of Railway Service Commissions and posting them in the zone to which they belong.

Shri P. Subba Rao: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Principles to be followed in the construction of new lines.

Shri P. Subba Rao: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Need for revision of the Discipline and Appeal Rules guaranteeing right of personal hearing and proper enquiry before punishment.

Shri Nambiar: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Trade Union rights to the Railway Security Staff.

Shri Nambiar: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Reinstatement of men discharged under the Safeguarding of Security Rules and in connection with Trade Union activities.

Shri Nambiar: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to construct retiring rooms at Manthralayam Road railway station.

Shri Gadilingana Gowd: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to construct a new railway line from Siruguppa in Mysore State to Kurnool in Andhra via Adoni and Yemmiganur.

Shri Gadilingana Gowd: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to construct retiring rooms at Adoni railway station of Southern Railway.

Shri Gadilingana Gowd: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Failure to provide drinking water facilities to the staff at Tuggali railway station on the Southern Railway.

Shri Gadilingana Gowd: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Reinstatement of all Pakistan-opted employees and grant of full privileges to them.

Shri Nambiar: I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

Need for bringing loco-sheds under the Factories Act.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Abolition of examination for promotion to Rs. 80-220 grade for accounts staff.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for upgrading the salaries of train examiner staff.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for upgrading the salaries of station masters.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Arbitrary use of the Railway Services (Safeguarding of National Security) Rules, 1953.

Shri Sadhan Gupta (Calcutta—South-East): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to redress the injustice done to a large number of ex-railway loyees who had provisionally opted for Pakistan.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Rounding off railway fares.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Violation of trade union rights of railway employees by refusing to negotiate with their real representatives.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to reintroduce the system of issue of return tickets.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Conditions prevailing in Ajmer workshop in relation to the manufacture of engines.

Shri H. N. Mukherjee (Calcutta—North-East): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continued neglect of Sealdah station, Eastern Railway and its environs.

Shri H. N. Mukherjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Indifference towards representations made by compounders and dispensers working on railways.

Shri H. N. Mukherjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to tackle problems of over-crowding in third-class travel.

Shri H. N. Mukherjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Grievances of the staff of the Assistant Engineer (Construction), Kalighat, Eastern Railway.

Shri H. N. Mukherjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Grievances of Accounts Department employees in North-Eastern Railway.

Shri H. N. Mukherjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Demand for revision of pay scales.

Shri H. N. Mukherjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Slow progress of Calcutta electrification project.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continued importation of valuable parts for each locomotive manufactured at Chittaranjan.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Lack of adequate residential quarters for Class III and Class IV workers.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to implement the recommendations of the Railway Corruption Enquiry Committee.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reconstruction of Puri railway station.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Sleeping accommodation for passengers.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Improvements to Railway stations on the Jubbulpore-Itarsi section of the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Overbridges at level crossings on the Jubbulpore-Itarsi section of the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Booking office at Itarsi Junction on the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Discipline among Railway Staff.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 10C."

Unpunctuality of Passenger Trains on the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Passenger amenities.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Paucity of Passenger Trains on the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Railway Catering.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Third Class Waiting Rooms.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of the Railways to settle claims against them and refusal to make payment on technical objections.

Shri K. K. Basu (Diamond Harbour): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reconstitution of the Board with representatives of the labour and other popular elements.

Shri K. K. Basu: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reversion of Audit Inspectors of Deputy Chief Accounts Office, Secunderabad, Central Railway.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Grant of Assam allowance to the staff working at Lumding.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to formulate the gauge policy of the railways.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Delays in the settlement of claims.

Shri K. K. Basu: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of the Government to remove the grievances of Exchange Operators.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to implement para 155 of the Railway Accident Enquiry Committee's Report.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to give recognition to N.E. Railway Labour Union.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to give Assam special compensatory allowance to Railway workers posted in the Assam Zone.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Delay in settling cases of Railway workers which is sometimes as long as 19 years.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Godhra-Dohad-Ratlam doubling preliminary engineering survey.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 38,000."

Abolition of the office of Security Adviser, Railway Board.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 83,000."

Vacillating position regarding the survey of the Broad Gauge and Metre Gauge line between Chittorgarh and Kotah.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Delay in carrying out the doubling of Delhi-Mathura line and inadequate provisions therefor.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Inordinate delay in Traffic survey of Kosi Kalan-Bharatpur-Alwar section.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Survey of the Rail Project to link Merta City with Ajmer and inadequate provision therefor.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Absence of provision for Kotah-Ajmer Traffic survey.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Delay in Udaipur-Himmatnagar Survey.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Unimaginative Expenditure on the Dungarpur-Ratlam (via Banswara) line.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Futility of keeping a separate police establishment.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Reservation of posts for Muslims and/or non-vegetarians in the staff of the staff College Baroda.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Need to take up the survey for linking Kazipet with Nellore via Macherla with a view to exploiting the enormous coal deposits in Hyderabad State.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Delay in finalising the examination of the reports of Nizamabad-Ramagundam Final Location and Traffic Surveys.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Failure to nationalise Kalighat-Falta Railway.

Shri K. K. Basu: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Extending the Sealdah-Lakshmikanta-pur line upto Kakdwip.

Shri K. K. Basu: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Failure to introduce diesel railways in the suburban service round about Calcutta.

Shri K. K. Basu: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Non-purchase of the various privately-owned Railways more particularly the Kalighat-Falta Rly., Ahmedpur-Katwa Rly. and the Burdwan-Katwa Rly.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Payments to Worked Lines and other be reduced by Rs. 100."

Taking over of Kalighat-Falta Railway.

Shri K. K. Basu: I beg to move:

"That the demand under the head Payments to Worked Lines and others be reduced by Rs. 100."

Working of the Kalighat-Falta Railway with particular reference to its dealings with passengers and employees.

Shri K. K. Basu: I beg to move:

"That the demand under the head Payments to Worked Lines and others be reduced by Rs. 100."

Lack of upper class waiting room at Nimbahera.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Open Line Works—(Revenue) —Other than Labour Welfare be reduced by Rs. 100."

Continuance of flag stations in their present form at Raila Road, Tharod, Baraila and Kachnara.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Open Line Works—(Revenue) —Other than Labour Welfare be reduced by Rs. 100."

Non-provision of flag station at Jamunia and Daru on the Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Open Line Works—(Revenue) —Other than Labour Welfare be reduced by Rs. 100."

Non-provision of a fast train over the Khandwa-Ajmer section.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Open Line Works—(Revenue)—Other than Labour Welfare be reduced by Rs. 100."

Unserviceable dynamos and batteries on nearly four dozen coaches on the Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Survey of Kazipet-Macherla-Nellore line.

Shri Ramachandra Reddi (Nellore): I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Slow progress in the suburban electrification around Calcutta.

Shri K. K. Basu: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Failure to open new line from Santragachi to Arambagh via Khanakul and also from Tarakeswar to Arambagh.

Shri K. K. Basu: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Failure to open new line connecting Lakshmikantapur to Kakdwip.

Shri K. K. Basu: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Mr. Chairman: All these cut motions are new before the House.

Shri Nambiar: Sir, I want to point out that only with regard to the Demands under discussion the numbers of cut motions have been given and not for the other Demands. The arrangement was that Demands under discussion are 1, 2, 3, 14 and 15 and I have given numbers of cut motions only with respect to those Demands.

Mr. Chairman: The Chair will consider any other cut motions that are received afterwards. Hon. Members were asked to intimate the number of cut motions that they wished to move. These have been received by now. If nay other notices are received they will be considered at that time.

5-34 P.M.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Thursday, the 8th March, 1956.

DAILY DIGEST

1951

1952

[Wednesday, 7th March, 1956]

COLUMNS

QUESTION OF PRIVILEGE 1816-
26

Shri H. N. Mukerjee raised a question of privilege in regard to issue of a warrant of arrest of Shri V. P. Nayar for alleged non-appearance in a court. The Deputy-Speaker reserved his rulings

RAILWAY BUDGET—GENERAL DISCUSSION 1826-
97

The General discussion on the Railway Budget was further continued and concluded.

COLUMNS

DEMANDS FOR GRANTS
—RAILWAYS . . .

1897-
1950

Discussion on Demands for Grants No. 1, 2, 3, 14 and 15 in respect of Railways was commenced.

Discussion was not concluded.

AGENDA FOR THURSDAY,
8TH MARCH, 1956

Election of Speaker and further discussion on Demands for Grants—Railways.