

Friday, March 9, 1956

LOK SABHA DEBATES

(Part I—Questions and Answers)

VOLUME I, 1956

(17th February to 15th March 1956) .



सत्यमेव जयते

TWELFTH SESSION, 1956

(Vol. I contains Nos. 1 to 20)

LOK SABHA SECRETARIAT
NEW DELHI.

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LOK SABHA

Friday, 9th March, 1956

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

KANDLA PORT

***590. Shri Bhagwat Jha Azad:** Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the Kandla Port is to be equipped with the latest harbour control radar equipment;

(b) if so, the estimated expenditure to be incurred in the installation of this equipment and when it will be completed; and

(c) whether Government propose to instal these equipments at any other ports also?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) Rs. 3,18,000/-. The installation is expected to be completed by the 31st March, 1957.

(c) No, Sir. It is, however, proposed to instal two experimental Radars, i.e. one at Khanderi Island at the approaches to the Bombay Harbour and the other at Saugor Island at the approaches to the Calcutta Port.

Shri Bhagwat Jha Azad: May I know whether any foreign assistance is being taken in regard to these equipments and, if so, what will be the percentage of such assistance to the total investment?

1—62 L. S.

Shri Alagesan: This does not cost much at all. There is no question of foreign assistance. It is not a very costly affair.

Shri Bhagwat Jha Azad: May I know whether there is any proposal to buy such equipments from foreign countries to equip other ports also?

Shri Alagesan: As I said we are having it for the moment only at Kandla. It will take some time even before we have it on an experimental basis at Bombay and Calcutta. It can be decided only later.

Shri Bhagwat Jha Azad: May I know whether, excepting Kandla, we have other ports which are already fitted with such radar equipment?

Shri Alagesan: No, Sir.

श्री एम० एस० द्विवेदी : मैं जानना चाहता हूँ कि क्या कांडला सामुद्रिक जहाजी अड्डे पर हवाई जहाजी अड्डा बना दिया गया है और क्या उस हवाई जहाजी अड्डे पर भी रेडार इन्विपमेंट उपकरण की कोई व्यवस्था है ?

Shri Alagesan : My colleague there may be able to answer this question.

श्री एम० एस० द्विवेदी : यातायात मंत्री श्री यहां हैं, वह इसका उत्तर दे सकते हैं ।

Mr. Speaker: Both the hon. Ministers are here.

रेलवे तथा परिवहन मंत्री (श्री एम० बी० शास्त्री) : जहां तक मुझे मालूम है कांडला बंदरगाह में अभी हवाई अड्डा तैयार नहीं हुआ है ।

संसार मंत्रालय में मंत्री (श्री राज बहादुर) : हवाई अड्डा बनाने की योजना विचाराधीन ही नहीं है बल्कि हवाई अड्डा बन कर तैयार होने वाला है ।

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि बम्बई के रहने वाले गुजराती और दूसरे लोग बम्बई को महाराष्ट्र में तत्काल सम्मिलित करने के लिए इसलिए

तैयार नहीं है क्योंकि कांडला का अभी तक पूरा विकास नहीं हुआ है ? ऐसी हालत में क्या सरकार इस बात का प्रयत्न करेगी कि इस बन्दरगाह का जितनी जल्दी हो सके, विकास हो ?

श्री एल० बी० शास्त्री : जो दूसरी बात आपने कहीं है वह ठीक है । जो पहली बात कही गई है वह बिल्कुल ठीक नहीं है...

एक माननीय सदस्य : कुछ तो ठीक होगी ।

श्री एल० बी० शास्त्री : बिल्कुल भी ठीक नहीं है । मैं माननीय सदस्य को बतलाना चाहता हूँ कि कांडला बन्दरगाह का काफी तेजी से विकास हुआ है और हम इस काम को बहुत तेजी से आगे बढ़ाना भी चाहते हैं ।

PAYMENT OF WAGES ACT

***591. Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 1504 on the 6th September, 1955 and state:

(a) when Government propose to bring in a comprehensive Bill amending Payment of Wages Act, 1936; and

(b) the reasons for the delay so far?

The Deputy Minister of Labour (Shri Abid Ali): (a) Necessary steps to amend the Payment of Wages Act, are being taken and the Bill containing the first batch of amendments is expected to be brought before the House shortly.

(b) Consultation with various interests concerned takes time.

Shri T. B. Vittal Rao: May I know how many workers are covered at present under the Payment of Wages Act and how many will be covered by the amending Bill?

Shri Abid Ali: I can give the industries, but so far as the numbers of workers are concerned it will not be possible for me to give now. If notice is given I shall provide the information.

Shri T. B. Vittal Rao: May I know if this Act will be extended to the transport workers, because in many places they are not covered under the Payment of Wages Act?

Shri Abid Ali: I think it will apply to transport workers also.

Shri T. B. Vittal Rao: What will be the wage-limit up to which this Bill will be made applicable or enforced?

Shri Abid Ali: Rs. 500. Presently it is applicable to workers drawing up to Rs. 200. The amendment will be up to Rs. 500.

Shri Gidwani: May I know the nature of the amendments which Government propose to make?

Shri Abid Ali: It is proposed to amend the Act so that it may be applicable to certain contract workers and the application of the Act may be made to construction industry, also power and irrigation and navigation system, and to provide for appeal by workers where the claim is rejected in full or in part. These are some of the important items.

EMPLOYEES PROVIDENT FUND SCHEME

***592. Sardar Hukam Singh:** Will the Minister of Labour be pleased to state:

(a) the number of workers benefited and the amount disbursed out of the Employees Provident Fund Scheme during 1955;

(b) the number of subscribers employed in unexempted factories on the 1st January, 1956; and

(c) the total provident fund contributions collected till 1st January, 1956?

The Deputy Minister of Labour (Shri Abid Ali): (a) (i) 15-68 lakhs workers.

(ii) Rs. 45.03 lakhs.

(b) 5.38 lakhs.

(c) Rs. 55.40 crores.

Sardar Hukam Singh: Could I know the number of workers that came in to take the benefit of this fund during 1955?

Shri Abid Ali: The total number of members who have so far joined, in the exempted factories, is 9.12 lakhs

and in the unexempted factories 5-38 lakhs, that is a total of 14-50 lakhs. The number of members who joined in 1954-55 is 0-39 lakhs.

Sardar Hukam Singh: What is the total amount of the fund today?

Shri Abid Ali: So far we have received about Rs. 55-40 crores out of which about Rs. 3 crores have been refunded.

Sardar Hukam Singh: Is it contemplated to bring in more workers in the other factories that are still excluded from the operation of this Act. in the next year?

Shri Abid Ali: Yes, Sir, we propose to include between 14 and 15 lakhs more workers.

Shrimati Kamalendu Mati Shah: May I know what employees are benefiting by this provident fund? For instance, are employees in hills and backward areas also proposed to be given the provident fund, and people like *Gram Sevikas* and teachers?

Shri Abid Ali: At present the Act is applicable to six industries, and it is proposed to include other industries, about fourteen or fifteen. *Gram Sevikas* cannot be covered by this.

Shri Sinhasan Singh: May I know whether sugar factory labourers are also included in the scheme and, if so, what amount has been collected?

Shri Abid Ali: Sugar factories are not included, because they are seasonal factories. But we propose to include them also very shortly.

Shri T. B. Vittal Rao: About 532 factories employing 9-12 lakhs of workers are stated to be exempted from the operation of this Employees Provident Fund Scheme. May I know whether the provisions which they are now enjoying are better than those under the Employees Provident Fund Act?

Shri Abid Ali: I may explain that. By exemption it does not mean that the Act is not applicable to them. The provident fund is directly collected by the employers and deposited in securities under the directions of the Government. They are exempted only

as regards direct supervision by the Fund authorities. Wherever the workers and employers, both combined, make an application and if our officers are satisfied that the workers will get a fair deal, then only the factories are exempted, not otherwise.

CENTRAL COUNCIL OF LOCAL SELF-GOVERNMENT

***593. Shri Krishnacharya Joshi:** Will the Minister of Health be pleased to refer to the reply given to Starred Question No. 2406 on the 30th September, 1955 and state:

(a) whether the Executive Committee of the Central Council of Local Self-Government has reviewed the progress made in regard to the implementation of the resolutions of the Central Council; and

(b) if so, how many States have implemented the resolutions?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) Yes.

(b) A statement showing the resolutions passed by the Central Council requiring action on the part of the State Governments and the action so far taken by the State Governments thereon, is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 53.]

Shri Krishnacharya Joshi: May I know whether special allotments by the Central Government for the establishment of panchayats in backward and tribal areas have been made, and if so, what is the total amount?

Shrimati Chandrasekhar: I require notice for the question.

Shri S. C. Samanta: May I know whether all the State Governments have been represented on the Executive Committee?

Shrimati Chandrasekhar: Not all the State Governments, but only a few because it is an Executive Committee. The Council consists of members from all the various Governments.

Shri N. M. Lingam: I am told that panchayats are not functioning properly now because of poor finance, factions and too much of official control. May I know whether Government are satisfied that the deliberations and resolutions of a body like the All-India Council of Local Self-Government are going to remedy the situation all over the country?

Shrimati Chandrasekhar: Mainly for remedying all the drawbacks existing at present this Committee considers the question and may recommend to State Governments to take the necessary steps. It is being considered.

श्री भक्त दर्शन : जहां तक मुझे ज्ञात है इस कानफरेंस (सम्मेलन) में इस बात पर भी विचार किया गया था कि अलग अलग राज्यों में जो ग्राम पंचायतें हैं उनके अधिकारों में और उनके कार्यक्षेत्र में बहुत काफी अन्तर है, और लोकल बाडीज (स्थानीय संस्था) का एक अंग होने के नाते यह आवश्यक है कि इनके काम और अधिकारों में समन्वय या कोऑर्डिनेशन होना चाहिए और एकरूपता होनी चाहिए। क्या इस सम्बन्ध में कोई विचार किया गया है? यदि हां, तो क्या इस दिशा में कोई कदम उठाया जा रहा है?

Mr. Speaker: If an hon. Member can also speak in English and the hon. Minister is not well versed to reply in Hindi, for the benefit of the House the question may be put in English. If there is another Minister who knows Hindi, I will ask that Minister to answer. In the absence of the Minister who can answer in Hindi, the hon. Member may put the question in English if he can put it.

Shri Bhakt Darshan: May I know whether any steps have been taken in the direction of uniform powers of gram panchayats in the different States? I think this was one of the proposals that were considered by the Conference.

Shrimati Chandrasekhar: All the proposals are contained in the resolutions as indicated in the statement placed on the Table.

बौद्ध धर्म-केन्द्र

*५६४. **श्री भक्त दर्शन :** क्या परिवहन मंत्री २६ जुलाई, १९५५ को दिये गये तारांकित प्रश्न संख्या १०५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि बौद्ध धार्मिक स्थानों के विकास सम्बन्धी योजना में दिये गये प्रत्येक स्थान के विकास में अब तक क्या प्रगति हुई है और भारत सरकार द्वारा दी गई धन राशि में से कितनी राशि खर्च की गई है?

रेलवे तथा परिवहन मंत्री के सभासचिव (श्री शाहनवाज खां) : एक विवरण सभा की मेज पर रखा जाता है [दृष्टि परीक्षित ३, अनुबन्ध सं० ५४]

श्री भक्त दर्शन : इस विवरण से ज्ञात होता है कि बहुत से कार्यों में अभी तक पूरी प्रगति नहीं हुई है। उदाहरण स्वरूप उत्तर प्रदेश में बनारस से सारनाथ को जो सड़क बननी थी उसमें अभी तक केवल ४ प्रतिशत कार्य हुआ है। इसी प्रकार गोरखपुर कसिया सड़क के विकास के लिये १६,७५,००० रुपया मंजूर किया गया था, उसमें से केवल ६ प्रतिशत खर्च हुआ है। क्या इस सम्बन्ध में राज्य सरकारों को कोई नया स्मरण पत्र दिया गया है ताकि मई में जो उत्सव होने वाला है उस समय तक यह कार्य पूरा हो जाये?

Mr. Speaker: Hereafter questions must be very short and there ought not to be any preambles, etc., to the questions.

रेलवे तथा परिवहन मंत्री (श्री एस० बी० शास्त्री) : माननीय सदस्य ने जो कहा वह ठीक है लेकिन इस काम को राज्य सरकारें ही कर रही हैं और हमने भी इस बारे में उनको काफी कहा है। हमें आशा है उत्सव शुरू होने से पहले यह कार्य पूरा हो जायेगा। हमने उनको इस बारे में कहा है कि जितना काम है वह मई के पहले पूरा हो जाना चाहिए।

श्री भक्त दर्शन : अजन्ता और इलोरा महत्वपूर्ण स्थान हैं और बुद्ध धर्म की दृष्टि से भी महत्वपूर्ण हैं। लेकिन इनको इसमें सम्मिलित नहीं किया गया है। क्या मैं इसका कारण जान सकता हूँ?

Mr. Speaker: That was asked a few days ago.

The Deputy Minister of Railways and Transport (Shri Alagesan): The roads to those places were fairly good though there also we are trying to improve them. But with regard to this festival, those places were not considered as important as the places mentioned.

श्री एम्. एल्. द्विवेदी : मैं यह जानना चाहता हूँ कि इस बात को ध्यान में रखते हुए कि बुद्ध की २५००वीं जयन्ती निकट भविष्य में मनायी जाने वाली है, क्या यातायात मंत्रालय ने इस बात पर विचार किया है कि वहाँ पर इस अवसर के लिए स्टेशन का और यातायात की दूसरी सुविधाओं का उपयुक्त प्रबन्ध किया जाये ?

श्री एल० बी० शास्त्री : जी हाँ, सभी प्रबन्ध किया जा रहा है ।

Dr. Suresh Chandra: The reason given by the hon. Deputy Minister just now not to include Ellora and Ajanta for the Buddhist festival is that they were not considered important. I want to know on what basis Ellora was not considered as important because I think Ellora is the most important Buddhist monument in the world.

Mr. Speaker: Are we to argue this matter to convince the Member?

श्री सिंहसैन सिंह : क्या सरकार को मालूम है कि कुशीनगर जाने के लिए देवरिया ही प्रथम स्टेशन है । क्या देवरिया में रेलवे विभाग की तरफ से या सरकार की तरफ से यात्रियों के ठहरने के लिए प्रबन्ध किया गया है या नहीं ?

श्री एल० बी० शास्त्री : देवरिया स्टेशन तो काफी सुघर गया है और वहाँ पर ठहरने का प्रबन्ध है । कुशीनगर में प्रदेश की सरकार अपनी तरफ से भी खास इन्तिजाम करेगी उन यात्रियों के लिए जो कि वहाँ आवेंगे ।

CO-OPERATIVE FARMING

***599. Shri Gadilingana Gowd:** Will the Minister of Food and Agriculture be pleased to state the nature of assistance that Government give to encourage Co-operative Farming in the country?

The Minister of Agriculture (Dr. P. S. Deshmukh): For promoting Co-operative Farming, Government of India grant subsidy to the extent of

50% of the cost of additional supervisory and administrative staff.

The Government of India also sanction long and medium term loans to these Societies through the State Governments for specific purpose of increasing agricultural production.

Shri Gadilingana Gowd: In view of the fact that the individual agricultural holding in our country is only about four acres and that it is most uneconomical for mechanised farming, has the Government instructed the States to encourage co-operative farming societies?

Dr. P. S. Deshmukh: Yes, Sir. We have been trying to impress upon the States the desirability of forming these societies.

Shri Gadilingana Gowd: I am told that assistance to these societies has to be given through the co-operative central banks in the States who are taking six to nine months in the matter.

Mr. Speaker: Hon. Members are entitled to elicit answers to specific points or questions if they do not know the answers. But if they want to give information, it may be given privately to the hon. Minister.

Shri Gadilingana Gowd: Has the Ministry consulted the States for disposing of the loan applications from the co-operative societies within a month of the receipt of the applications?

Dr. P. S. Deshmukh: I do not think there has been any undue delay in responding to applications.

Shri Ramachandra Reddi: May I know whether the State Governments have submitted any report to the Central Government about the success achieved so far in co-operative farming?

Dr. P. S. Deshmukh: The Planning Commission has obtained from certain societies an assessment of the success they have achieved and we have got a report to that effect.

Shri Kamath: As a result of the encouragement given by the Centre for co-operative farming in the

States, in how many States has co-operative farming been undertaken and how many acres are under co-operative farming? Also how have the kisans taken to it?

Dr. P. S. Deshmukh: It will be difficult to calculate the number of kisans and acreage. But I can inform my hon. friend that there are in existence 999 societies in the whole of India; the largest number is to be found in the State of Bombay, which has 254; Uttar Pradesh has 163 and Punjab 180 and so on.

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता हूँ कि इस बातको ध्यान में रखते हुए कि कोऑपरेटिव फार्मिंग (सहकारी खेती) के लिए सरकार बहुत सहायता देना चाहती है और उसको प्रोत्साहित करना चाहती है, अगली पंचवर्षीय योजना में इस कार्य को बढ़ाने के लिए सरकार ने क्या उपाय सोचे हैं और इसके लिए कितनी धनराशि मुकर्रर की है ?

डा० पी० एस० देशमुख : अब तक जो काम हुआ है उसको देखते हुए हमने यह महसूस किया है कि इस की तरफ और ध्यान दिया जाना चाहिए। इसके लिए अगली प्लान में काफी पैसा भी रखा जायेगा। वैसे तो आज नतीजा यह है कि इस काम के लिए जितना पैसा रखा गया था उसमें से बहुत कम खर्च हुआ है। हमने बीस लाख रूपया रखा था और उसमें से केवल २० हजार ही खर्च हुआ है। पैसे की कोई दिक्कत नहीं है। सिर्फ इस काम को आगे बढ़ाने में दिक्कत है। इस सिलसिले में मैं यह भी कह देना चाहता हूँ कि इस प्रश्न, पर विचार करने के लिए हम स्टेट मिनिस्टर्स (राज्य के मंत्रियों) की एक स्पेशल कानफरेंस (विशेष सम्मेलन) भी बुला रहे हैं।

Shri Thimmaiah: Is Government aware that some persons holding large estates try to form co-operative societies in order to avoid the effect of ceiling and then claim financial help from the Government? Does Government give financial help to such co-operative farming?

Dr. P. S. Deshmukh: I have noticed during my tours certain instances of this sort, but we try to judge them on their own merits, and I do not think they are in a position to cheat us.

Some Hon. Members : rose—

Mr. Speaker: Whenever hon. Members feel that it is an important question and they want to have more time, they know the practice. They can ask for a half-an-hour discussion.

TRAINING INSTITUTES

***600. Shri S. C. Samanta:** Will the Minister of Labour be pleased to state:

(a) the number of trainees on the roll of various training institutes (technical and vocational) at the end of January, 1956;

(b) the number of displaced persons and the number of women trainees (separately);

(c) the number of new training centres going to be opened during the Second Five Year Plan; and

(d) how many of the existing institutes are going to be expanded?

The Deputy Minister of Labour (Shri Abid Ali) : (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 55].

(c) and (d). These matters have not yet been finalized. State Governments are being consulted.

Shri S. C. Samanta: How many centres are at present functioning and how many of them are exclusively for the training of women?

Shri Abid Ali: I think there are sixty centres out of which three are exclusively for women—one at Madras, one at Dehra Dun and one at Delhi.

Shri S. C. Samanta: May I know whether any additional amount has been fixed in the Second Plan? How many trainees are to be trained with that amount?

Shri Abid Ali: We want to increase the number of trainees to thirty thousand. The additional amount which has been provided during the next Plan period will be about Rs. 18-60 crores.

Shrimati A. Kale : May I know why Government has opened two centres near each other—Delhi and Dehra Dun?

Shri Abid Ali: This was necessary because a large number of displaced persons came from Pakistan.

श्री एम० एल० द्विवेदी : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि एम्प्लायमेंट एक्सचेंज के अन्तर्गत भी कुछ ट्रेनिंग इंस्टिट्यूट (प्रशिक्षण संस्थाएं) हैं और अब चूंकि मंत्रालय ने यह निश्चय किया है कि एम्प्लायमेंट एक्सचेंज की राज्यों के सिपुर्द कर दिया जायगा तो मैं जानना चाहता हूं कि इसमें ग्रहिल भारतवर्षीय स्थिति के जो विद्यार्थी या शिक्षार्थी आयेंगे, उनकी शिक्षा में तो कोई गड़बड़ नहीं पड़ेगी और ऐसे कितने इंस्टिट्यूट्स हैं जो कि एम्प्लायमेंट एक्सचेंज के अन्दर अब भी काम कर रहे हैं ?

श्री आबिद अली : यह सब इंस्टिट्यूट्स एक ही डाइरेक्टोरेट (निदेशालय) के जिम्मे हैं और एम्प्लायमेंट एक्सचेंज के साथ-साथ ही यह ट्रेनिंग सेंटर्स भी राज्य सरकारों के सिपुर्द कर दिये जायेंगे। जहां तक आल इंडिया नीति और तरीके का सम्बन्ध है, यह तो स्टेट गवर्नमेंट के मशविरों से सेंटर ही निर्णय करेगा और ऐसी उम्मीद की जाती है कि जैसे काम चल रहा है, वैसे ही चलता जायगा।

श्री भक्त दशन : क्या गवर्नमेंट के ध्यान में यह बात आई है कि इन ट्रेनिंग इंस्टिट्यूट्स में जो हमारे हजारों नवयुवक ट्रेनिंग पाते हैं, उनको बाद में रोजगार मिलने में बड़ी कठिनाई होती है, तो क्या उन्हें रोजगार दिलाने के लिए भी कोई खास कदम उठाया जा रहा है ?

श्री आबिद अली : जहां तक हमें मालूम है इन इंस्टिट्यूट्स से ट्रेन्ड होने के बाद काम फौरन मिल जाया करता है। जहां तक पहाड़ों के विद्यार्थियों का सम्बन्ध है, वहां जरूर कुछ दिक्कत पेश आती है। विद्यार्थियों को ऐसे ही उद्योगों में ट्रेनिंग दी जाती है जिनके बारे में काफी मांग होती है।

श्री एम० एल० द्विवेदी : अध्यक्ष महोदय इस सम्बन्ध में एक बहुत महत्वपूर्ण प्रश्न पूछने से रह गया है और मैं जानना चाहता हूं कि अभी मंत्री महोदय ने जो यह बतलाया है....

Mr. Speaker: Order, order. I have allowed four questions.

Shri M. L. Dwivedi: One question more. A lot of public expenditure is involved in this.

Mr. Speaker: I would request the hon. Member not to press me more.

PRESS TELEGRAMS TO JAPAN

***601. Shrimati Ila Palchoudhury:** Will the Minister of Communications be pleased to State:

(a) whether any negotiations between the Governments of India and Japan were held for reducing rates of press telegrams to Japan;

(b) if so, the nature of these negotiations; and

(c) the progress made in this connection?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) The negotiations were held between the telecommunications authorities concerned in India and Japan.

(b) It was proposed that press rate between India and Japan be reduced from 8½ annas to about 4 annas per word ordinary.

(c) The telecommunications authorities in Japan are of the view that the existing press rates which are in accordance with the International Telegraph Regulations should continue to apply until such time as there is general international agreement for the reduction of press rates.

Shrimati Ila Palchoudhury: What is the difference in Press telegram rates between the Commonwealth countries and Japan?

Shri Raj Bahadur: There is a good deal of difference between Japan and the Commonwealth countries. The rate for Japan is based upon the regulation of 1949 and is one-third of the rate for ordinary Press telegrams. In the case of Commonwealth countries, it is one penny per word.

Shri Kamath: With regard to news agencies, is it a fact that discrimination in the nature of Press cable rates still continues in favour of Reuters and *Agence France Presse* as against the Asian news agencies, *Kyodo* and *Antara*?

Shri Raj Bahadur: The rates are fixed between the various administrations for the transmission of Press

telegrams. They are not fixed between the agencies concerned but with the Governments of the particular countries.

Shri Joachim Alva: Is Government aware that there is a very heavy traffic in Press telegrams from the west though friendship is not increasing while with the countries in the east who are our friends and neighbours, the friendship has increased but the rates of Press telegrams are very high?

Shri Raj Bahadur: The rates for some of the Asian countries are lower than the rates for the western countries. We have recently arrived at certain agreements with China, Indonesia, Thailand, Afghanistan, USSR, etc. with regard to these rates.

AIR INDIA CORPORATION

***604. Shri Gidwani:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that the Air-India Corporation and the Air India International Corporation have been authorised to maintain a fund to meet the third party liabilities; and

(b) the amount allotted for the purpose by Government?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Each of the two Air Corporations, namely, Indian Airlines and Air-India International, has to maintain a fund to meet liabilities to third parties.

(b) The amount to be allotted by the Corporation for this purpose has not yet been determined by Government.

Shrimati Ila Palchoudhury: What is the usual time taken to give this compensation—the time between the demand and payment of compensation?

Shri Raj Bahadur: It is the time taken in the investigation and completion of the formalities. I cannot fix a specific limit on that.

श्री एम० एल० द्विवेदी : ऐयर इंडिया कारपोरेशन ऐक्ट के अन्तर्गत कुछ नीतियाँ निश्चित की गई कि किस तरह से स्टाफ को प्रमोशन दिया जाय और उसकी भरती की जाय, तो मैं जानना चाहता हूँ कि क्या सरकार ने उनको मानने के सम्बन्ध में कोई कदम उठाया है ?

श्री राज बहादुर : यह सवाल बीमे का है स्टाफ का नहीं है ।

Mr. Speaker: This does not arise out of this question.

LOCOMOTIVES

***605. Shri Nambiar:** Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the turned-out locomotives, and wagons of the Golden Rock Central Workshops, Southern Railway, after heavy repairs are not performing the average required mileage recently;

(b) whether any enquiry has been made into the unsatisfactory management of the workshops of late; and

(c) whether the proposal to bring the workshops under a Deputy Chief Mechanical Engineer as in the past has been agreed upon or not?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

(c) The proposal is under the consideration of the Southern Railway.

Shri Nambiar: May I know whether it is a fact that the turnout of wagons was delayed due to want of sufficient space in the wagon repair shop and paint shop of the Golden Rock workshop?

Shri Shahnawaz Khan: No, Sir.

Shri Nambiar: May I know whether the turnout of the shell coaches was delayed due to lack of co-ordination in the various shops in the workshop?

Shri Shahnawaz Khan: There is no lack of co-ordination.

Shri Nambiar: May I know whether there were complaints that the turnout of locomotives was delayed in the erecting shop?

Shri Shah Nawaz Khan: There were no such complaints.

**CANCER RESEARCH CENTRE,
HYDERABAD**

***606. Shri Wodeyar:** Will the Minister of Health be pleased to state:

(a) whether Government have decided to locate a Cancer Research Centre in Hyderabad;

(b) if so, the nature of the scheme; and

(c) the estimated cost thereof?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) to (c). The question of setting up four cancer research centres in the country is under consideration. No decision has been taken regarding the location of the Centres.

Shri Wodeyar: May I know whether the existing research centre in Hyderabad is going to be converted into a Central institute or whether any new centre will be started?

Shrimati Chandrasekhar: The question of considering Hyderabad for the establishment of another centre or for conversion of the existing institution will be taken up when final decisions are reached.

Shrimati Ila Palchoudhury: Is there any scheme for expansion and betterment of the existing Institute in Calcutta?

Shrimati Chandrasekhar: There is a proposal to assist or take over some of the existing institutions; Calcutta may also be considered when such things are considered.

Shri M. L. Dwivedi: How many States have applied for the establishment of the Institute in their States and may I know the names of the cities in which they have requested this Institute to be established and whether Government are considering the cases of all or whether there is any particular reason to select a particular State?

Mr. Speaker: This consists of four questions.

Shrimati Chandrasekhar: They are considering the establishment of four centres. Their location has not yet been finally decided.

Shri Kamath: Is there any machinery on the national or supra-national level for co-ordination of cancer research in our country with such research in other friendly countries?

Shrimati Chandrasekhar: I could not follow the question.

Mr. Speaker: The hon. Member wants to know whether there is any proposal or scheme to co-ordinate the researches made in our country with the researches in cancer made in other countries.

Shrimati Chandrasekhar: Yes, Sir. We are co-ordinating the research schemes in our country with those in other countries because most of our men who are doing cancer research work attend the international conferences and at least there the co-ordination takes place.

Shri N. M. Lingam: May I know the criteria for determining the suitability of a place for locating this centre? May I also know, in view of the fact that the research.....

Mr. Speaker: One question at a time.

Shrimati Chandrasekhar: The whole thing is now at the consideration stage. Therefore, where it will be established and on what conditions I am not in a position to say now.

SUGAR DELEGATION

***608. Th. Lakshman Singh Charak:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 68 on the 22nd November, 1955 and state whether Government intend to lay on the Table of the Lok Sabha a copy of the report of the sugar delegation which visited Australia and Indonesia during the last year?

The Minister of Agriculture (Dr. P. S. Deshmukh): Copies of the report of the delegation are available in the Lok Sabha Secretariat Library.

Th. Lakshman Singh Charak: From the report that has been now placed in the Lok Sabha Secretariat Library, may we know how our production of sugar compared with Indonesia and Australia?

Dr. P. S. Deshmukh: As is well known our averages are rather low. But, as a result of certain campaigns that we started a year back there has been considerable improvement and we hope to progress further in times to come.

Th. Lakshman Singh Charak: May we have some details about the campaign which has been launched by the Government and how far the production has increased by that campaign?

Dr. P. S. Deshmukh: We started a campaign which was to extend and cover an area of 2,20,000 acres. The campaign was of top-dressing with ammonium sulphate. The result was an increase of at least 5 tons sugar-cane per acre. It has been mainly responsible for giving us 2 tons average additional yield over the whole area in India.

TRAIN SERVICE BETWEEN ITARSI AND BEZWADA

*609. **Shri Kamath:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Grand Trunk Express and the tri-weekly Janata Express from Madras to Delhi are not sufficient to cope with the passenger traffic on this line;

(b) whether Government propose to run an extra passenger train at least between Itarsi and Bezwada; and

(c) if not, the reasons therefor?

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

(b) No, Sir.

(c) As the traffic on the route is generally between Delhi and Madras and Delhi and Secunderabad, the introduction of such a train will not serve the needs. However, the need for increasing the frequency of the

Delhi-Madras Tri-weekly Janata Express into a daily service is recognised and will be implemented when sufficient line capacity, coaching stock and locomotives become available for the purpose.

Shri Kamath: Is the proposal to run the Janata Express daily going to be implemented early in the Second Plan period?

Shri Shahnawaz Khan: It is difficult to lay down any fixed date. But, I can assure the hon. Member that the Railway Ministry is as keen as he is to run this train on a daily basis as early as possible.

Shri Kamath: According to information in possession of the Ministry is it not a fact that this Delhi-Madras line is the most congested line in the whole of India?

Shri Shahnawaz Khan: Yes, Sir. That is one of the reasons why it is not possible to run the daily Janata.

Shri Kamath: I meant passenger congestion.

Shri Shahnawaz Khan: The line capacity is very limited. We are trying to double the track between Bhopal and Bina. Also, there is paucity of rolling-stock and locomotives. As soon as we are able to overcome these difficulties we hope to introduce this train on a daily basis.

Shri B. S. Murthy: Now that the Tri-weekly Janata is running from Madras to Delhi, may I know what are the insurmountable difficulties to increase the frequency by three or four days?

Shri Shahnawaz Khan: The insurmountable difficulties are the lack of line capacity and the paucity of rolling-stock.

Mr. Speaker: He said the same thing.

पंडित सी० एन० मालवीय : बीना और भोपाल के बीच में तो आप लाइन डबल कर रहे हैं, क्या भोपाल इटारसी के बीच में भी उस को डबल करने की तजवीज है ?

Mr. Speaker: I think the whole matter was thrashed out by Shri Kamath yesterday while speaking on

the Railway Budget. He referred to three more passenger trains to be introduced and so on.

पंडित सी० एन० बालवीर : मिनिस्टर साहब ने कहा कि बीना और भोपाल के बीच में लाइन कपेसिटी को बढ़ाने के लिये डबल कर रहे हैं वे पूछना चाहता हूं कि क्या भोपाल और इटारसी के बीच में भी आप लाइन को डबल कर रहे हैं या नहीं ?

The Deputy Minister of Railways and Transport (Shri Alagesan): That proposal may come later, Sir.

Shri Y. B. Vittal Rao : May I know whether the priorities for the various trains have been worked out and, if so, where does this train stand with regard to the increasing of the frequency of the Janata Express?

Shri Alagesan: Yes, Sir. The priorities have been fairly worked out, I should say. I think this train enjoys a sufficient priority. I do not exactly remember the place where it stands.

Shri T. S. A. Chettiar: Does it mean that if the rolling-stock is available, without any increase in the line capacity they can still run the Janata Express on a daily basis?

Shri Alagesan: In the meanwhile, we hope to increase the line capacity and with the availability of more rolling-stock this will be possible.

ALL-INDIA SOCIAL AND MORAL HYGIENE CONFERENCE

***610. Shri M. S. Gurupadaswamy:** Will the Minister of Health be pleased to state:

(a) the decisions taken at the fifth annual session of the All India Moral and Social Hygiene Association; and

(b) whether Government propose to take any steps to implement the recommendations made by the Association?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) A list of the resolutions passed by the fifth annual session of the All India Moral and Social Hygiene Association is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 56.]

(b) The recommendations are under consideration.

Shri M. S. Gurupadaswamy: May I know whether the Government will give any financial grant to this Association to carry out their purposes in the matter of social and moral hygiene?

Shrimati Chandrasekhar: I think this Association is being assisted by the Central Social Welfare Board and there is no need for us to give any grants.

Shri M. S. Gurupadaswamy: May I know whether all the proposals made by this Association will be fulfilled or implemented in co-operation with the States or will it be done by the Central Social Welfare Board alone?

Shrimati Chandrasekhar: Those that concern the Central Health Ministry will be considered by us and those which need the assistance of the State Governments will be referred to them.

Shrimati Jayashri: May I know whether any legislation is already before the House for stopping this traffic in women and children and whether the Government intend to pass that legislation.

Shrimati Chandrasekhar: I think that question pertains to the Home Ministry and may be put to that Ministry.

Shri Joachim Alva: Is it a fact that one of the recommendations of this Association is the manufacture of extensive birth control aids and has Government seen the danger of the extensive production of these aids?

Shrimati Chandrasekhar: I do not think that is one of the recommendations of this Association. I think I would require a separate notice to answer that question.

SAURASHTRA RAILWAY CORRUPTION CASES

***613. Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 926 on the 16th December, 1955 and state:

(a) the stage at which the disciplinary action initiated against the 4 Gazetted Officers of the ex-Saurashtra Railways for embezzlement of Rs. 13 lakhs stands; and

(b) whether Government propose to launch any prosecution?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) The case against 3 officers is under the consideration of the Union Public Service Commission. The case against the fourth officer will be referred to the Commission for advice, shortly.

(b) This will be decided after orders are passed on the disciplinary proceedings against the officers.

Shri T. B. Vittal Rao: The replies to the final show-cause notices were received by the Board in the month of July and August. May I know when these were referred to the Union Public Service Commission?

Shri Shah Nawaz Khan: The final replies to the show-cause notices were received in the Board's Office on 14th January, 1956. As soon as they were received, after a short scrutiny, they were sent to the Union Public Service Commission.

Shri T. B. Vittal Rao: In reply to a question in the month of December last year I was told that the replies were received in July and August. Now he says that they were received in January, 1956. May I know why this discrepancy?

The Deputy Minister of Railways and Transport (Shri Alagesan): I do not think there is any discrepancy. Maybe, I do not have the full details before me, and they might have sent further explanations later on also.

Shri T. B. Vittal Rao: What is the delay in referring the fourth case to the Union Public Service Commission?

Shri Shah Nawaz Khan: In the case the fourth officer, namely Shri Parikh, after going through his case he was recommended for reduction and withholding of increments.

Shri Gidwani: Are these officers suspended, or they are still in service and continue to do their duties?

The Minister of Railways and Transport (Shri L. B. Shastri): They are under suspension.

Shri Nambiar: May I know whether a *prima facie* case is not yet established, to launch a prosecution against these officers who are involved in huge amounts of money in the form of embezzlement?

Shri Shah Nawaz Khan: In the case of the first three officers, their names have been sent up for dismissal from service. After the Union Public Service Commission gives their decision, prosecution proceedings will be started against them. At present, the Special Police Establishment is also starting investigations into the case.

Shrimati A. Kale: May I know whether the Government is thinking of recovering the money that is involved, from these officers?

Shri Shah Nawaz Khan: That will be taken up after the Special Police Establishment have completed their enquiries.

Shri B. S. Murthy: As regards Mr. Parikh, the hon. Parliamentary Secretary said that he has been recommended for reduction and he also said that the case has been referred to the Union Public Service Commission. May I know whether the reference to the Union Public Service Commission has been made after the reduction or before the reduction?

Shri L. B. Shastri: Only a recommendation has been made to the Union Public Service Commission. It has been suggested that in the case of two officers they should be dismissed. About the third officer, it has been suggested that his increment should be withheld. The penalty suggested for him is withholding of increment. So, no specific action has been taken. It cannot be taken till the Union Public Service Commission has approved of the action suggested by the Railway Board.

Shri Dabhi: May I know the part alleged to have been played by Mr. Parikh in this matter ?

Shri L. B. Shastri: It is a very long case and it will not be possible to go into those details here.

डाक व तार विभाग का संग्रहालय

*६१४. श्री भक्त वर्शन : क्या संचार मंत्री २१ दिसम्बर, १९५५ को दिये गये अतारंकित प्रश्न संख्या ७४७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि भारतीय डाक व तार विभाग के संग्रहालय को स्थापित करने में अब तक क्या प्रगति हुई है ?

संचार मंत्रालय में मंत्री (श्री राज बहादुर): डाक-तार संचालन-कार्यालय का टिकट यूनिट (Stamp unit) पहले ही टिकट-संकलन भवन (Philatelic Hall) में चला गया है और यह, टिकटों तथा प्रदर्शनीय अन्य वस्तुओं के प्रदर्शन सम्बन्धी प्रारम्भिक आयोजन में लगा हुआ है। इस संग्रहालय के विकास की अन्य आयोजनायें तैयार की जा रही हैं और उन्हें क्रमशः कार्यान्वित किया जायगा।

श्री भक्त वर्शन : क्या यह अनुमान लगाया गया है कि कुल कितने समय में यह भद्रभुतालय अपने पूरे रूप में काम करने लगेगा और इस पर कुल कितना खर्चा होगा ?

श्री राज बहादुर: यह एक महत्वपूर्ण योजना है और इसके विचार में, विचार को योजना का रूप देने में और योजना को कार्यरूप देने में काफी समय लग सकता है।

श्री भक्त वर्शन : क्या केवल दिल्ली में ही ऐसा एक भद्रभुतालय स्थापित करने का विचार है या और स्थानों पर भी यह स्थापित किए जायेंगे ?

श्री राज बहादुर: दिल्ली में ही अभी इसे स्थापित किया जायेगा।

ADVANCES TO RAILWAYMEN

*615. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of complaints are received from Railwaymen affected by cyclone and floods on the Southern Railway

recently that they are not given the pay advances even after two months. of the havoc;

(b) whether it is a fact that the affected areas like Tiruvarur, Nagapattinam, Pudukkottai etc. were not classified as such by Railway administration for pay advances;

(c) whether it is also a fact that the officers responsible for payments of advances insisted on their personal satisfaction in the way of certificates from village officials and Tehsildars which were responsible for delay; and

(d) the steps the Deputy Minister of Railways took when large number of Railwaymen represented to him in person the difficulties they felt when he visited there after a period of forty days since the havoc?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No, Sir.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 57.]

(c) Yes, Sir. But when this came to the notice of the General Manager, instructions were issued to accept declaration of loss or damage furnishing particulars of the property and belongings and extent of the loss etc., with such evidence as the employee may be able to produce in support of his declaration.

(d) Representations were made by the staff of the Chettinad, who had not originally been included in the list of affected sections. This was, therefore, notified as an affected section on 9-1-1956.

Shri Nambiar: May I know whether the railways did not accept the areas declared by the State Government for inclusion as the areas affected by cyclone?

The Deputy Minister of Railways and Transport (Shri Alagesan): I think we have included almost all the areas that have been affected. When I went there, I received representations that a particular section which was affected was left out. Then immediately it was ordered that that section also should be included. For the information of the Lok Sabha, I

may say that already about Rs. 35 lakhs have been disbursed in this regard.

Shri Nambiar: May I know whether it is a fact that representation was made personally to the hon. Deputy Minister when he visited Tiruvarur that Tiruvarur town was included by the Madras State Government but that Tiruvarur railway station was excluded by the Railway administration for purposes of payment?

Shri Alagesan: There was a representation at Tiruvarur also, but when I made enquiries, I was told that as far as the railway employees were concerned there was no damage.

Shri V. Muniswamy: May I know if the Minister could tell us whether any distinction was made, in respect of the grant of these advance amounts, between Central Government servants and State Government servants?

Mr. Speaker: This is all under the Railway Ministry—the Union Government.

Shri B. S. Murthy: May I know whether all the applications received have been disposed of and, if not, how many applications are still there to be disposed of, in regard to this grant?

Shri Shah Nawaz Khan: The number of persons to whom the money has been disbursed is 19,325. The amount disbursed is Rs. 34,70,668. The number still pending is 3,777 and the amount involved is Rs. 6,11,082.

Shri Nambiar: May I know whether the Government are prepared, or are proposing, to make payments in regard to those pending applications as well?

Shri Shah Nawaz Khan: Yes, Sir.

Shri Kamath: How many railway men in all have applied for advance payments and how many have been refused so far?

Shri Shah Nawaz Khan: I have given the figures.

SAVINGS BANK ACCOUNT

*616. **Shri Krishnacharya Joshi:** Will the Minister of Communications be pleased to state:

(a) the total number of applications received from the Savings Bank account holders who have migrated from Pakistan to India; and

(b) the total amount claimed by them as their deposits in Pakistan?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) 87,740

(b) Rs. 4,40,35,576.

Shri Krishnacharya Joshi: What is the total amount of interest on these deposits during these periods?

Shri Raj Bahadur: I cannot say what is the total amount of interest on them, just now.

Shri Krishnacharya Joshi: Will all these amounts be paid to the applicants soon?

Shri Raj Bahadur: Yes; after the verification of the lists pertaining there have been received from Pakistan.

Shri Krishnacharya Joshi: May I know whether any time-limit is fixed for receiving the applications?

Shri Raj Bahadur: No time-limit can be finally fixed for applications. For verification of lists, however, it is now up to the end of June, 1956.

POSTAL LIFE INSURANCE FUND

*589. **Shri Jhulan Sinha:** Will the Minister of Communications be pleased to state whether there is any proposal for reorganisation of the Postal Life Insurance Fund on the lines suggested by the Public Accounts Committee?

The Minister in the Ministry of Communications (Shri Raj Bahadur): Recommendations of Public Accounts Committee have been duly considered. No change is contemplated at present.

Shri Jhulan Sinha: May I enquire if the financial implications of the recommendations have been fully analysed and, if so, may I know the result of that analysis?

Shri Raj Bahadur: Not only the financial but all other implications were analysed and the decision has been taken in consultation with the Finance Ministry, on the lines I have just now said.

Shri T. S. A. Chettiar: What are the reasons for not accepting the suggestions of the Public Accounts Committee?

Shri Raj Bahadur: Essentially, the Postal Life Insurance Fund is a facility offered by the Government for its employees. It differs from the ordinary commercial insurance business, on five essential factors. Firstly, there are no agents appointed for procurement of business. Secondly, the completion of the proposal forms is done by the offices. Thirdly, the proposer is sent for medical examination, to the medical officers, by the department. Fourthly, the Accounts Officer and the various units in charge of pay and allowances of Government servants, are responsible for the collection of premia, and fifthly, the system of maintenance of accounts is different as the Postal Life Insurance Fund is part and parcel of the Government funds. Thus it is different from the commercial procedure.

Shri T. S. A. Chettiar: May I know what is the procedure adopted when Government does not accept any recommendation of the Public Accounts Committee? Is it referred back to the committee?

Shri Raj Bahadur: I may refer the hon. Member to the Public Accounts Committee's recommendation itself, which said that the Committee desired the P. & T. Department to examine this in consultation with the Ministry of Finance and apprise them in due course of the decisions arrived at. That was all the recommendation.

Shri C. D. Pande: May I know if the Government is considering the amalgamation of the Postal Insurance with the general insurance, in view of the nationalisation of insurance?

The Minister of Communications (Shri Jagjivan Ram): I may refer my hon. friend to the Bill which has been introduced. If he will look into the Bill, he will find that Postal Life Insurance has been specifically excluded from the Corporation to be set up to undertake the work of life insurance.

SCHEDULED CASTE RECRUITMENT IN RAILWAYS

***602. Shri Velayudhan:** Will the Minister of Railways be pleased to state:

(a) the number of Scheduled Caste persons recruited as routine clerks and assistants in the Railway Ministry in the year 1955;

(b) what was the result of the advertisement recently issued regarding the recruitment of routine clerks in the Railway Board from amongst Scheduled Castes and Tribes; and

(c) whether there was any test for their recruitment?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Routine Clerks—12. Assistants—Nil.

(b) As a result of this advertisement, ten Routine Clerks belonging to Scheduled Castes and one belonging to Scheduled Tribes were recruited in 1955. 7 more Routine Clerks belonging to Scheduled Castes have been recruited in 1956 as a result of the same advertisement.

(c) Yes.

Shri Velayudhan: May I know what number was shown in the advertisement for selection from the Scheduled Castes and whether that number was selected in full after the test?

Shri Shah Nawaz Khan: I do not have the particular information with me just now; but, if the hon. Member would like to know it, he can refer to me later on.

Shri Velayudhan: Regarding the test mentioned by the hon. Parliamentary Secretary just now, is there any syllabus fixed for it or is it only a viva voce interview? May I know whether any information is given regarding the standard of the test or the syllabus which the candidates will have to study?

Shri Shah Nawaz Khan: The minimum qualification laid down was matriculation and together with that, it was given out that preference would

be shown to those candidates who knew typing and could type at a speed of about 30 words per minute. So, they were put to a typing test; later on, they were asked to write an essay and then there was an interview.

Shri Velayudhan and Shri M. R. Krishnan rose—

Mr. Speaker: Shri M. R. Krishna.

Shri Velayudhan: It is my question.

Mr. Speaker: I have allowed the hon. Member to put two or three questions. The question may be his, but other hon. Members are also interested.

Shri M. R. Krishna: May I know the number of applications received from the Scheduled Castes and whether they had to come through the Employment Exchanges?

Shri Shah Nawaz Khan: The number of applications received from Scheduled Castes was 289, Scheduled Tribes 16 and Anglo-Indians 4.

Shri B. S. Murthy: May I know whether all the vacancies allotted for the Scheduled Castes and Scheduled Tribes have been filled by those candidates who appeared for the tests?

Shri Shah Nawaz Khan: In the advertisement that was published, applications were invited only from Scheduled Castes and Scheduled Tribes. A large number of candidates applied for the posts, but we had to fix a minimum standard. All those who came up to that minimum standard were accepted.

Shri I. Eacharan: May I know whether all Class IV vacancies in the railways are notified in the Employment Exchanges or only a certain percentage of which is notified and the rest is filled up by direct recruitment?

Shri Shah Nawaz Khan: Recruitment to Class IV staff is normally made by the railway officers themselves. But intimation regarding the date, time and place of selection is given to the connected Employment Exchanges. Candidates through the Employment Exchanges are also given due consideration.

Shri Velayudhan: May I know whether, when the advertisement was made, there was any specific mention

of the number of Scheduled Castes and Scheduled Tribes candidates to be taken, because not a single candidate was taken for the post of Assistant?

Shri Shah Nawaz Khan: I have nothing to add to what I have already said. There is a minimum standard on which we insist and we try as much as we can to accommodate all the Scheduled Castes and Scheduled Tribes candidates who are available. I may add here that the Railway Ministry has written to the Home Ministry to provide information about all the people who can be considered for promotion to Assistants, posts from other Ministries.

KANDLA PORT

*603. **Shri Boovaraghasamy:** Will the Minister of Transport be pleased to state:

(a) the original estimated cost of construction of Kandla Port;

(b) whether there is a change in the original estimated cost;

(c) if so, how much;

(d) how does the estimated cost of construction of this port compare with the cost of any other port of the same size in India;

(e) whether the construction work is being carried according to the original agreement both in period and cost; and

(f) if not, the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Rs. 12.95 crores.

(b) and (c). The revised estimate shows an increase of Rs. 1.21 crores.

(d) to (f). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 58.]

Shri Boovaraghasamy: Who were the contractors at the time the agreement was made for this contract?

Shri Alagesan: It was a combine of an Indian company, Sind Resettlement Corporation and a German firm.

Shri Boovaraghasamy: May I know whether these contractors are still jointly doing this work or any of the

contractors have ceased to do this work?

Shri Alagesan: The original combine did not pull together and there was a change. After the change, we have been able to see some progress in the work.

CENTRAL BOARD OF TRANSPORT

*607. **Sardar Iqbal Singh:** Will the Minister of Transport be pleased to refer to the reply given to Unstarred Question No. 572 on the 16th December 1955, and state:

(a) the names of the personnel of the Standing Committee of the Central Board of Transport;

(b) how many meetings of this Committee were held during 1955;

(c) the main decisions arrived at in these meetings; and

(d) the steps taken in implementation thereof?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) to (d). A statement is laid on the Table of the House. [See Appendix III, annexure No. 59.]

Sardar Iqbal Singh: In parts (c) and (d) of my question, I have asked about the main decisions arrived at in these meetings and the steps taken in implementation thereof, whereas in the statement, the functions of the committee have been given. May I know the decisions of this committee arrived at in 1955 and the steps taken to implement them?

Shri Shah Nawaz Khan: I would like to inform the hon. Member that this committee is a functional committee and the main object of this committee is to overcome any transport difficulties that might be experienced. This committee meets once every month and the statement containing the decisions is rather lengthy.

Sardar Iqbal Singh: It may be a functional committee, but still some decisions must have been taken. What are they and what are the steps taken to implement them?

2—62 L. S.

Shri Shah Nawaz Khan: I have stated that it is a long statement; I can place it on the Table of the House.

WRITTEN ANSWERS TO QUESTIONS

सोनपुर पर पुल (फुट ब्रिज)

५६५. पंक्ति डॉ० एन० सिंघारि : क्या रेलवे मंत्री २ सितम्बर, १९५५ को दिये गये तारांकित प्रश्न संख्या १३५५ के उर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के सोनपुर स्टेशन पर पुल का निर्माण-कार्य पूरा हो गया है; और

(ख) यदि नहीं, तो देरी का कारण क्या है ?

रेलवे तथा परिवहन मंत्री के समाप्तचित्र (श्री शाहनवाज खाँ) : (क) जी नहीं ।

(ख) शुरू में यह विचार था कि द्वीप प्लेट फार्म (Island platform) से केवल दक्षिण की ओर एक ऊपरी पैदल पुल बनाया जाय । लेकिन बाद में पूरे याई के ऊपर नया पुल बनाने के लिए इस योजना को बदल दिया गया ।

ILLEGAL DISPOSAL OF RAILWAY STORES

*596. **Shri Bibhuti Mishra:** Will the Minister of Railways be pleased to state :

(a) whether it is a fact that on the 29th December, 1955 the Railway Security Force seized 135 bags of cement belonging to Railways which was illegally disposed of in the open market; and

(b) if so, the steps taken by Government to check such illegal disposal of Railway stores?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes, but 130 bags (not 135) were recovered.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 60.]

CONTRACT WORKS ON RAILWAYS

***597. Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that contract works have increased all over the Railways;

(b) if so, the number of contract works given from 1952-53 onwards, year-wise and Zone-wise;

(c) whether Government intend to continue this policy even during the Second Five Year Plan; and

(d) if so, the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 61.]

(c) No change in the *Status quo* is contemplated at present.

(d) The existing system is, generally speaking, economical and expeditious.

TEA

***598. Shri Hem Raj:** Will the Minister of Health be pleased to state the standards fixed for judging the purity of green tea under the Prevention of Food Adulteration Act?

The Deputy Minister of Health (Shrimati Chandrasekhar): A Standard was fixed for "tea" in the Prevention of Food Adulteration Rules, 1955 but no specific standards for judging the purity of "green tea" has been prescribed. The question of prescribing a separate standard for "green tea" is under consideration.

RAILWAY TRAFFIC TO GOA

***611. Shri S. V. Ramaswamy:** Will the Minister of Railways be pleased to state whether the Railway Traffic to Goa has been closed completely and if so, from what date?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): All train movements to and from Goa from

and to Southern Railway outside Goa was suspended, from 25th July 1955. Internal train services within Goan territory to a limited extent between Marmugao and Sanvordem were, however, being run by the Southern Railway upto 31-12-55, on which date the Southern Railway's contract to work the Western India Portugal Railway terminated.

AGRICULTURAL STATISTICS

***612. Shri M. Islamuddin:** Will the Minister of Food and Agriculture be pleased to state the progress made so far in respect of the collection of agricultural statistics in the country?

The Minister of Agriculture (Dr. P. S. Deshmukh): A statement is placed on the Table of the Lok Sabha. [See Appendix III, annexure No. 62.]

DELHI MILK SUPPLY SCHEME

***617. Shri Radha Raman:** Will the Minister of Food and Agriculture be pleased to state:

(a) the progress so far made regarding the Milk Supply Scheme in Delhi;

(b) whether the Planning Commission has given its approval to the Scheme;

(c) if so, the expenditure estimated to be incurred on the proposed scheme; and

(d) the details of the scheme?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The scheme was submitted by the Delhi State Government in November, 1955 and is under consideration.

(b) Not Yet.

(c) The estimated expenditure on the scheme as submitted by the State Government is Rs. 4.5 crores for the 2nd Plan period.

(d) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 63.]

TOURISM

326. { **Shri Ibrahim:**
Shri D. C. Sharma:

Will the Minister of Transport be pleased to lay a statement on the Table of the Sabha showing the amount of subsidies given to the various States during 1955-56 for encouraging tourist traffic?

The Deputy Minister of Railways and Transport (Shri Alagesan): A statement is attached See Appendix III, Annexure No. 64]

UNLICENCED RADIO TRANSMITTERS

327. **Chaudhuri Muhammed Shaffee:** Will the Minister of Communications be pleased to state:

(a) the number of unlicensed Radio-transmitters seized by Government in 1955; and

(b) the number of arrests made in this connection?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) and (b). Complete information in respect of the States of Bengal, Bihar, Bombay, Delhi, Madras, Orissa, Punjab and Uttar Pradesh is awaited. Of the remaining States one transmitter was seized in Saurashtra and only one arrest was made in that connection.

KASHMIR MAIL

328. **Shri R. K. Gupta:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that only one coach consisting of one composite first, second and third class coach is attached with 305 Up, and 306 Down (Kashmir Mail) to run daily between Delhi and Patiala Stations;

(b) whether Government are aware of the difficulties and inconvenience to passengers for want of accommodation in the through coach; and

(c) if so, what steps Government have taken in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, one composite first, second and

third class coach runs between Delhi and Patiala by trains Nos. 305/347 and 348/306.

(b) and (c). There is some overcrowding in the third class accommodation provided in the composite coach but due to the trains concerned running at present with the maximum permissible load, it is not feasible to run an additional coach between these points for third class passengers. The possibility of replacing the existing coaches on this through service with other coaches providing a higher proportion of III class accommodation is under examination. This will be arranged as soon as possible.

DELHI-SIRSA PASSENGER TRAIN

329. **Shri R. K. Gupta:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that 1 BDS, the Delhi-Sirsa passenger train on Northern Railway very seldom runs to time and is often late by hours;

(b) if so, whether Government are aware that the late running of this train is causing inconvenience to the public particularly to those who have to catch the Ludhiana bound passenger train at Hissar; and

(c) the steps proposed to be taken by Government in this matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The performance of this train was not satisfactory during the period August, 1955 to January, 1956.

(b) Yes.

(c) The following steps have been taken to improve the punctuality performance of No. 1 BDS:—

(i) Day to day watch on the running of the train at both the Divisional and Headquarters' level is being maintained.

(ii) Deputing of officers and Inspectors to travel by the train to improve its running by taking up delays on the spot.

(iii) Swift and deterrent disciplinary action against staff for avoidable delays.

(iv) Punctuality drives impressing upon staff the importance and necessity of punctual running.

(v) Increase in the margin between the arrival of No. 1 BDS at Hissar and the departure of No. 3 LJH for Ludhiana from 17 minutes to 26 minutes to take effect from 1-4-56.

There is already some improvement in the performance of the train during the period 1st to 20th February, 1956.

DOUBLE RAILWAY TRACKS

330. Thakur Jugal Kishore Sinha: Will the Minister of Railways be pleased to state the mileage of Double Railway tracks Zone-wise?

The Deputy Minister of Railways and Transport (Shri Alagesan): The information is available in Column 6 of statement 8 of the Report by the Railway Board on Indian Railways for 1954-55—Vol. II Statistics, for the period ending 31st March 1955. A Copy of this publication is available in the Library of the House.

DEPARTMENTAL CATERING ON RAILWAYS

331. Thakur Jugal Kishore Sinha: Will the Minister of Railways be pleased to state the menus and the rate of each item of the menus on regional tastes fixed for hamper boxes?

The Deputy Minister of Railways and Transport (Shri Alagesan): There is no fixed menu for the Hamper Boxes. Items that are put into the Hamper Boxes vary from day to day, depending on *a-la-carte* dishes available. The price of the several *a-la-carte* items is given in the statement attached. [See Appendix III, annexure No. 65.] The Hamper Box is charged at the total cost of the items put in it plus four annas for packing and service.

TELEPHONE LINKS WITH FOREIGN COUNTRIES

332. Shri Ibrahim: Will the Minister of Communications be pleased to state:

(a) the number of countries with which India have got direct telephone service; and

(b) the names of those countries?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 66.]

ROAD DEVELOPMENT

333. Sardar Hukam Singh: Will the Minister of Transport be pleased to state the amount spent by the Government of India during 1955-56 over the (i) construction of new roads (ii) development and maintenance of old ones?

The Deputy Minister of Railways and Transport (Shri Alagesan): Construction of new roads and development of old ones are grouped under one head of account and maintenance of existing roads under another. The estimated expenditure under the two heads of account during 1955-56 is as under:—

Estimated Expenditure
Rs. Lakhs.

- | | |
|--|---------|
| (i) Construction and development of roads .. | 2227-92 |
| (ii) Maintenance of existing roads .. | 490-00 |

ROAD TRANSPORT WORKERS

334. Shri N. B. Chowdhury: Will the Minister of Transport be pleased to state:

(a) whether Government have examined the resolutions passed at the First All-India Conference of the Road Transport workers held at Amravati from 25th to 27th November, 1955; and

(b) if so, the decisions or reaction of Government on them?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) These resolutions run into several pages and raise numerous issues of major policy. Some of the resolutions concern matters which are in the State field and some concern

the Government of India. The position in respect of some of the important resolutions which concern the Central Government is indicated in the attached statement. [See Appendix III, annexure No. 67.]

DELHI TRANSPORT SERVICE

335. Shri D. C. Sharma: Will the Minister of Transport be pleased to state the number of buses for the D. T. S. purchased during 1955-56?

The Deputy Minister of Railways and Transport (Shri Alagesan): 134.

UNEMPLOYMENT AMONGST MEDICAL GRADUATES

336. Shri D. C. Sharma: Will the Minister of Labour be pleased to state:

(a) whether there is any unemployment among the medical graduates; and

(b) if so, the number of those entered in the employment registers?

The Deputy Minister of Labour (Shri Abid Ali): (a) It is not possible to say to what extent there is unemployment among medical graduates as those not holding posts may be engaged in private practice.

(b) 179 on 31st December, 1955.

FOODGRAINS

337. Shri B. D. Pande: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that there is a shortage of foodgrains on the border area of the Himalayan districts of the Kumaon Division; and

(b) if so, the steps taken in the matter?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). No report has been received about shortage of foodgrains in the Himalayan districts of Kumaon Division. But, as transport in this region is difficult, the State Government have sanctioned a subsidy of Rs. 6,500/- for the transport of foodgrains to this area.

रेलवे स्टेशनों पर बिजली लगाना

इन्वेस्ट. श्री चांडक : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नागपुर-छिंदवाड़ा लाइन के खापरखेड़ा, सावनेर, केलोद और सौसर स्टेशनों पर बिजली लगाने की योजना स्वीकार की जा चुकी है ;

(ख) यदि हां, तो ये प्रस्ताव किस तारीख को स्वीकार हुए थे ;

(ग) क्या इन स्टेशनों पर बिजली लगाने का कार्य पूरा हो चुका है ; और

(घ) यदि नहीं, तो बिजली लगाने के कार्य के कब तक पूरे हो जाने की सम्भावना है ?

रेलवे तथा परिवहन उपमंत्री (श्री अल्लगेशन):
(क) तथा (ख). खापरखेड़ा, सावनेर और सौसर स्टेशनों पर बिजली लगाने की मंजूरी १९५३-५४ में दी गयी थी। केलोद में १९५६-५७ में बिजली पहुंचाने का कार्यक्रम बनाया जा रहा है।

(ग) तथा (घ). खापरखेड़ा स्टेशन पर बिजली की व्यवस्था हो चुकी है। सावनेर और सौसर में बिजली लगाने का काम पूरा हो गया है, केवल मध्य प्रदेश सरकार से बिजली शक्ति (power) मिलना बाकी है। आज्ञा है यह अप्रैल १९५६ तक मिल जायेगी।

D.T.S.

**339. { Shrimati Ila Palchoudhury:
Sardar Iqbal Singh:**

Will the Minister of Transport be pleased to state:

(a) the average number of D. T. S. buses which plied daily in Delhi during the months of November and December, 1955; and

(b) the average number of D. T. S. buses which plied during the month of January, 1956?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 270 Buses in November, 1955 and 281 Buses in December, 1955.

(b) 271.

LIVESTOCK

340. Shri Bishwa Nath Roy: Will the Minister of Food and Agriculture be pleased to state whether Government have any idea of the loss to cattle-wealth in India every year owing to animal diseases?

The Minister of Agriculture (Dr. P. S. Deshmukh : Veterinary Science and Animal Husbandry being a State subject, information regarding loss to cattle-wealth owing to various diseases in the country is not available with the Central Government. Information is, however, available that 2,09,307 animals died of contagious diseases in the different States during the year 1955.

CONSTRUCTION OF RAILWAY LINES

341. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state at what stage is the proposal for the construction of lines between Abohar and Sirsa, Hindumalkot to Ganganagar?

The Deputy Minister of Railways and Transport (Shri Alagesan): The proposals for the construction of new Railway lines viz. (i) Abohar-Sirsa and (ii) Hindumalkot-Ganganagar are still in an exploratory stage. A Reconnaissance Engineering and a Traffic Survey have been approved in the 1956-57. Survey Programme for the second proposal.

LABOUR OFFICERS

342. Ch. Raghubir Singh: Will the Minister of Labour be pleased to state:

(a) whether it is a fact that there are still a large number of vacancies for the posts of Labour Officers;

(b) if so, the steps Government have taken to fill up those vacancies; and

(c) the total strength of the Labour Officers at present?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). It is presumed that the information required is in respect of Labour Officers in

the Central Pool. There are at present 44 vacancies. Pending availability of candidates through the Union Public Service Commission, temporary arrangements were made to fill 27 posts out of 44. The Commission have now selected candidates for all the vacancies and offers of appointment have been issued to 25 candidates. The remaining offers of appointment will be issued as soon as certain essential formalities have been completed.

(c) 111.

TOURIST CARS

343. Shri M. Islamuddin : Will the Minister of Transport be pleased to state:

(a) the number of luxury cars without meters for use of tourists in Delhi;

(b) whether it is a fact that more such cars are going to be permitted this year; and

(c) if so, their number?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 75.

(b) Yes.

(c) 75.

PHONOGRAM

344. Sardar Iqbal Singh: Will the Minister of Communications be pleased to state:

(a) the names of places in the State of Punjab where the phonogram system is working and where Government propose to start the said system during the current financial year; and

(b) the names of the places where this system will be introduced in the Second Five Year Plan?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Ambala, Ambala City, Amritsar, Banga, Chandigarh, Faridabad, Faridabad N.I.T., Ferozepore, Hissar H.O., Hoshiarpur, Jamna Nagar, Jullundur, Jagadhari, Kasauli, Ludhiana, Moga, Nangal, Nangal Township, Rohtak Mandi and Simla.

At present there is no proposal to introduce this system at any other place during the current financial year.

(b) The phonogram facilities are extended on the basis of traffic justification and public demand provided telephone facilities are available at the place. No specific target has been fixed in the Second Five Year Plan.

RURAL MATERNITY CENTRE

345. Shri Bibhuti Mishra : Will the Minister of Health be pleased to state:

(a) whether the Government of India have sanctioned any scheme under which Central assistance is offered to participating State Governments for the establishment of maternity and child welfare centres in their backward areas; and

(b) if so, the details of the scheme?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) Yes.

(b) The main features of the scheme are as follows :—

(i) Objectives.

With a view to providing improved health services, particularly in the backward areas the States in the Union, a scheme was formulated by the Government of India for the establishment of as large a number of Maternity and Child Welfare Centres in rural areas as possible. It was suggested to the State Governments that the existing dispensaries in the rural areas should be made the focal points for maternal and child health services with a view to developing them into Health Centres of the primary type.

(ii) Nature of Central Assistance.

In order to encourage the State Governments to open an increasing by large number of Maternity and Child Welfare Centres, the Government of India agreed to meet the entire non-recurring expenditure on essential equipments etc., estimated to

cost Rs. 2,000/- per centre, the annual recurring expenditure estimated at Rs. 17,270/- per centre being shared by the Central and State Governments in the following proportions :—

	Central	State
First 6 months		
Next 12 months	66·66%	33·33%
Next 6 months	50·00%	50·00%

The subsequent financial responsibility of running the Centres is that of the State Governments.

(iii) Scope.

The Scheme envisages the establishment of 200 Maternity and Child Welfare Centres—each centre with one or more sub-centres to serve a population of about 60,000. The scheme is thus intended to provide health services for 12 million people residing in the rural areas of the various States.

162 Maternity and Child Welfare Centres have been established so far in the rural areas of the various States.

(iv) UNICEF Assistance.

At its March, 1955 Session, the UNICEF Executive Board allocated an amount of \$119·900 for providing equipments, drugs etc. to 100 M&CW centres which are established under this scheme. The central grant is correspondingly reduced in those cases where equipments etc. are provided from UNICEF allocation.

CO-OPERATIVE SOCIETIES IN TRIPURA

346. Shri Biren Dutt : Will the Minister of Food and Agriculture be pleased to state :

(a) the number of Co-operative Societies registered in Tripura up till February, 1956;

(b) the number of such societies which have received loans from Government;

(c) the highest and the lowest amount given to a society; and

(d) whether Government are considering to finance the Co-operative Societies to start reclamation of lands in Tripura?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). The information is being collected from the Government of Tripura and will be placed on the Table of the House as soon as the same is received.

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LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

Dated 27.2.2015

2089

2090

LOK SABHA

Friday, 9th March, 1956

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

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

11-30 A.M.

LEAKAGE OF BUDGET PROPOSALS

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I promised a few days ago to keep the House informed about the enquiries that were being made in regard to the Budget leakage. I do not propose to make any full statement now, because we are in the process of getting some information. But, I should like to tell the House that considerable progress has been made in this enquiry and in fact, some arrests have also been made. I hope to make a fuller statement on Monday morning.

DEMANDS FOR GRANTS RAILWAYS—contd.

Mr. Speaker: The House will now resume further discussion of the Demands for Grants in respect of Railways. Demands 4 and 5 were under discussion for which 4 hours have been allotted. Out of this about 1 hour and 55 minutes have been availed of yesterday and 2 hours and 5 minutes now remain. After the disposal of these Demands, the next group comprising Demands Nos. 6, 7, 8, 9 and 10 will be taken up for which 3 hours have been agreed to.

Shri C. Bhatt will continue his speech.

Shri C. Bhatt (Broach): Yesterday when I was speaking on Demands 4 and 5, I was discussing the *modus operandi* of the administration. I said that for the last two years I have been trying to move the proper authorities to get latrines and urinals on the up platform of the Broach station. But I am surprised to find till today, there are no latrines.

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No materials have been collected and no erection has started. In a democracy we have to knock often and often. This time also I am approaching in the same spirit to knock as the biblical saying goes: 'Knock and it shall be opened'. I am knocking at the door of the Railway Ministry this time also so that my station may get latrines and urinals.

Last time, I wrote a letter to the proper authorities that the passengers from Ankleswar to Rajpipla were travelling in open wagons even in the hot season. Do you know what reply I received? I received a letter in which it was stated that my information is not correct. If the information is incorrect, it is for the authorities to go to the spot and see the things for themselves. When we come across such a state of affairs, it is our duty to bring it to the notice of the authorities. We get this type of reply. I think the authorities should go and see things for themselves.

On the Broach station, in the Western Railway, there are two clocks, one is on the down platform in the station and the other is outside the platform. That is a clock-tower. I have been seeing for the last 2 years, the tower shows only the dial; there are no arms. Nobody is making up a case for that. The arms should be set or the tower should be pulled down so that the offices may be accommodated. These are small matters. I shall now come to a bigger one.

Between Broach and Ankleswar there is a bottle-neck. The distance is only 6 or 7 miles. My district is divided into north and south, in two parts. In between, the Narbada river flows. There are two bridges. One belongs to the railways, which is a new one and the other belongs to a national highway No. 8 which belongs to the Central Government. Unfortunately, the P.W.D. has found out that there is a crack in the bridge. The bridge has been out of use for the last 9 months. Passengers are not allowed to go and even light traffic is not allowed to go. The whole burden falls on the railways. My suggestion is this; that there is a narrow gauge line

[Shri C. Bhatt]

in the whole of my district. I want these two places to be connected by the narrow gauge line so that the pressure will be lessened and my district also will be connected. There are several schemes in my district which are practically paralysed and not able to go ahead as much as we want. There are social welfare schemes, and national extension schemes, rural improvement schemes which are all held up. The cost to the Government is also very high. My suggestion is that in between the broad gauge lines, the narrow gauge line should be placed. Last year I had given to the Railway Minister the maps and necessary material. I do not know what has happened. Now, it is high time that this case should be taken up and examined thoroughly.

[SARDAR HUKAM SINGH in the Chair]

Another suggestion is that the narrow gauge line should be extended from Ankleshwar to Sagabara via Dadiapada. This is the most backward area. These backward areas should be brought forward by giving communication facilities either by rail or by road or whatever we think fit. There is enough of timber and the railways will not be put to any loss. I wish to state for the information of the Railway Ministry that a major scheme of the Narbada valley is going to be undertaken. The materials will be required on the spot. If my suggestion is accepted, it will be to the benefit of the Railway also. There is another scheme. The cement factory also is coming up. What I want to bring to the notice of the Railway Ministry is that by my suggestion the railways will not be put to any loss.

It is good that we have accepted 128 out of the 146 recommendations of the Railway Corruption Enquiry Committee. It speaks well of the Railway Ministry, but it does not speak well of the administration. Is it not that the acceptance of 128 out of 146 recommendations reflects that corruption is rampant in the railways? Is it not that the acceptance of 128 recommendations is a barometer that there is ample evidence to prove that either the Railway Ministry or the Railway Board or the proper authorities are sleeping or are conniving at the whole thing?

Mr. Chairman: Is it the recommendations accepted or instances of corruption?

Shri C. Bhatt: Recommendations. Recommendation means there is a basis for this. As a witness before the

Enquiry Committee I had stated that if we want to lessen corruption, we should open alternate routes either by roads or small ports or rail-cum-roads. The points for corruptions are distribution of wagons, transfer of goods from narrow gauge to broad gauge, or the stations which are situated in a way in which bottle-necks are created. All these difficulties will be lessened by giving alternative routes. So, it is my suggestion that in co-operation with other departments the Railway Ministry should find out alternatives, and then I think corruption will be lessened.

Shri H. N. Mukerjee (Calcutta North-East) : Mr. Deputy-Speaker, Sir....

Shri Nambiar (Mayuram): Not yet. Mr. Chairman.

Shri H. N. Mukerjee: I wish to take..

Mr. Chairman: I wish to correct the hon. Member. I am not the Deputy-Speaker.

Shri Kamath (Hoshangabad): Coming events cast their shadows before.

Shri H. N. Mukerjee: Coming events cast their shadows before, as he has just said.

I wish to take advantage of the discussion of the two Demands now pending before us to refer to certain matters of which I hope the Ministry will take some notice.

The Minister has referred to the reorganisation which he has in mind of the Railway Security Organisation and the absorption therein of the Watch and Ward organisation. This appears quite an unexceptionable proposition, but I have had certain reports especially from the spokesman of the Watch and Ward staff of the Eastern Railway and the South-Eastern Railway that there is a feeling of perturbation among them on account of the importation of outside elements in an effort to strengthen the security organisation. I feel Sir, that the Railway Ministry will bear in mind that the purposes of railway security are necessarily different in a qualitative fashion from the security of the State generally speaking, and that it is necessary not to bring from outside officers who would stand in the way of the advance of those who are already working efficiently in the Watch and Ward organisation.

I wish also to refer to the wooden attitude of the administration which has sometimes been illustrated in comparatively small matters. I refer in particular to the holding up for more than 2½

years of the conversion of Lakshmipur halt into a flag station. I know how all kinds of footling little obstacles were put in the way of the conversion by representatives of the administration when representatives of the public and even of the Government of West Bengal wanted that conversion. Even now I fear that the results of the conversion would not be easily available because construction work appears to depend upon the provision of finance. I wish that when such a long period of time has already elapsed before the conversion, the construction of the flag station is expedited and the goods siding which is wanted by the people of that area is also constructed.

I wish to refer to another matter in regard to Sakrigali Ghat in the Eastern Railway where conditions are abysmally deplorable. On the 19th September last year by means of Starred Question No. 1935, I elicited the information that at Sakrigali Ghat out of 1,453 members of the staff, only 345 have quarters and 87 live in wagons. This matter of our railwaymen living in wagons is a scandal which I wish is completely effaced. You will recall two years ago there was quite a furore in this House over the fact that in the Sealdah division several hundred railwaymen were living in condemned wagons. I am glad those condemned wagons are now a thing of the past, but 87 people in Sakrigali Ghat, according to the information furnished to us about six months ago, live in wagons. But, apart from that, this place Sakrigali Ghat is extremely insanitary and the provision of sanitary facilities is terribly important, and in this regard particularly the ferry staff of Sakrigali Ghat who number about 1,200 are the worst victims of administrative neglect and callousness. They have already presented a memorandum, I understand, to the Deputy Minister, and I think some other high-up representatives of the administration have been to the site and seen the conditions of the ferry staff as well as of the others who are living in very difficult conditions. I hope something would be done by the Ministry in this regard.

I wish also to refer to the case presented to the Ministry, I understand, by certain stenographers of the Eastern Railway. I learn on account of regrouping, confirmation has been held up in many cases, and I hope that confirmation will be expedited. The results of

regrouping should not be visited in a disastrous fashion upon the employees. I learn also that there are certain serious grievances regarding selection, and I hope the Ministry would turn its attention as far as that goes.

I desire also to draw the attention of the administration to the fact that there are many employees of the different railway institutes spread all over the country, and they have told some of us that it is very unfair that while the members of the railway school staff can be treated as railway servants, no such consideration is given to the employees of the railway institutes and they neither have the C.P.C. scale nor any kind of scale whatever. I hope that something is done by the administration in regard to the employees of the railway institutes.

In regard also to another matter which is rather more important, I wish the Minister takes a very serious view, and that is the report which we have just received of the application of the Safeguarding of National Security Rules in rather an unwarrantable fashion against active trade unionists, and particularly against the Assistant General Secretary of the Southern Railway Union. At the present point of time Government is telling us perhaps a little too glibly about associating the railway workers with the administration, but as far as the railwaymen are concerned, there is no doubt about it that genuinely, really and truly they want to come forward and offer all the co-operation that is necessary for the successful implementation of the Five Year Plans. We fear that there must be some elements in the railway administration, some elements which are comparable to *agents provocateur* in other regions, which are trying to bedevil the relationship between the workers and the railway administration. At the present point of time I wish to repeat, and I am glad the Railway Minister himself is here, we are trying to have better understanding between the workers and the railway administration, and it is rather undesirable that this kind of application of the Safeguarding of National Security Rules is reported. And I learn that this happens in spite of the fact that we have had a kind of understanding from the Minister that it would only be in absolutely categorical cases that the Rules would be applied and it would only be after a great deal of cogitation. I cannot imagine how the Assistant General Secretary of a responsible workers' union can be served with

[Shri H. N. Mukerjee]

this kind of notice, he told that his services would be terminated when the atmosphere in the country is so different from what it had been, let us say, five or six years ago. Therefore, I feel that the Minister should apply his mind very seriously to this matter, seriously and sympathetically, and I am sure as far as we are concerned, we shall furnish him with all the materials that are necessary in order that he might reach the correct conclusion in this matter. But I feel generally speaking there should be no instance of the application of rules so stringent, so overbearing as the Safeguarding of National Security Rules.

I wish to refer to one other matter, and that is in regard to the maintenance of railway stations.

I come from Calcutta which has a myriad problems, and I speak with some trepidation, because last year the Minister was good enough to suggest that having lost many weapons in my armoury, I was falling back upon provincialism. Risking that allegation, I wish to tell the Minister that a place like Sealdah station which handles the largest passenger traffic of any station in this country is a disgrace. I have sometimes passed the New Delhi railway station, and I have admired from a distance the handsome-looking construction which is going on. I do not grudge New Delhi whatever amenities are being produced for its imperial or near-imperial splendour. I do not grudge it at all. But I do not understand why Sealdah station should continue to be neglected.

We know very well how the process of electrification—in spite of certain assurances from the ministerial side—of the Calcutta suburban system will perhaps go on for longer than we desired. But in any case, the maintenance of Sealdah station itself is a matter which should attract the attention of the Ministry. Sealdah station was, and still is, a receiving centre of refugees from East Bengal, and therefore I am sure if the other Ministries of Government concerned are consulted by the Railway Ministry, then certainly some very quick and adequate provision might be made for the maintenance and development of stations, particularly Sealdah station, in the Calcutta area.

These are some of the points which I wanted the Railway Minister to give his attention to, and I hope that something tangible would be done by the Ministry in this direction.

Shri Vallatharas (Pudukkottai): So many proposals and grievances have been voiced on the floor of this House in respect of various parts of this country. So far as the Madras State and the Southern Railway are concerned, we have not much to state except that we expect some goodwill on the part of the authorities to see what is wrong there.

We are not very much worried about the absence of any new constructions there. Whether even the few lines that exist there serve the area properly or not is also a different question. But in view of the fact that the States reorganisation is going to take place, and internally the districts are going to subject themselves to a sort of adjustment, the question as to which of the stations should be given greater importance, and how the traffic and passenger movements should be regulated has to be decided in consultation with the local MLAs, MPs, the local businessmen and others. As an instance, I may submit that Tiruchirappalli and Ramnad, and a part of Madura and Tanjore are likely to be readjusted in such a manner that there will be the need for the formation of a Pudukkottai district, or a district comprising the Pudukkottai area as the main factor.

There is a proposal now for connecting Aruppukkottai and Manamadurai. The importance of the Nagapattinam station is also to be taken into consideration. We have got an extension line from Pattukkottai up to Karaikudi via Arantangi. The stabilisation of that line is another matter. So far as the construction of new lines is concerned, provision is going to be made for a line between Manamadurai and Aruppukkottai. Of course, my hon. friend Shri M. D. Ramaswami is the proper person to deal with it, and I believe he had had his say already on this matter.

One point I should like to submit is that the interior portions of Ramnad district, although they are devoid of forests, are still like some rude parts of the interior of Assam. Those parts must be brought in contact with the civilised world. That is an area in which the Criminal Tribes Act was in force during the very abominable regime of the Britishers, and where people had suffered a great deal on that account, and the trade and commerce had been brought to a standstill. So, the people of that area should be brought into contact with the civilised world without any delay. I should submit that a regular consultation

may be had with the local MLAs, the local MPs and the businessmen on this matter. My hon. friend the Deputy-Minister knows the situation very well. Villages like Kamuti, Abhiramam and other places should also be connected. Or else, the construction of a line between Manamadurai and Aruppukkottai will serve no purpose, except that it will give some consolation that some line has been constructed. So far as Manamadurai is concerned, though it has been functioning all these years, it has not loomed important so far. But if there is a plan to connect Aruppukkottai and Ramnad area with Paramakudi, then that will serve to bring the interior parts of the Ramnad district in contact with the outside world in contrast to the connection with Manamadurai.

The second point that I should like to urge is that the relationship between the railways and the motor transport seems somewhat highly suspicious. Between Puddukkottai and Tiruchirappalli, there is a motor transport service at present, and the fare is 13½ annas per passenger. But if you take the train fare for the same distance, it comes to Rs. 1-2-0 or so. I know this line very well for some years past. I do not want to make any insinuations; but I will only say that there is a lot of suspicion created by the circumstances under which preference has been shown to motor transport. Certainly, a fare of Rs. 1-2-0 for a distance of 30 miles or so is something which is very high. The result is that the motor transport people are enjoying a monopoly. They have earned a lot of money already, and the devices by which they are making money are something which are really to be condemned. I would request the Deputy Minister to go and make a personal inspection of the line between Puddukkottai and Tiruchirappalli, and see that the railway fare does not exceed the bus fare at least. Something on these lines has to be done urgently, or else it will mean great injustice to that part of the railway area.

So far as the Tiruchirappalli Fort station is concerned, I will point out that the premises is the abominable and insanitary abode of people suffering from venereal diseases, and of pigs and asses. The people who live near that Fort station seem also to have acclimatised themselves to these surroundings. I deplore the very nasty way in which the surroundings of the station are kept. Either the vacant space by the side of

the station should be converted into a garden or it should be converted into something of a more useful type, so that it may be kept clean and kept free from nuisances. This is important step which has to be taken urgently.

Between Pollachi village and Coimbatore, there is a railway line at present. But due to local politics, which has got something to do with local business, election propaganda and so on, road transport in that area has been given a monopoly. The passenger fare has been raised from 8 to 13 annas. If two additional shuttles could be run between these two places, then that will give greater convenience to the passengers at a cheaper rate, and it will at the same time, also prevent the monopoly which has been given to certain favourite motor owners.

An Hon. Member: They must be Congresswallahs.

Shri Vallatharas: That sounds reasonable, for when people of very great eminence from the Congress ranks come and visit that area, it is the motor transport owners who happen to be their hosts. That itself is a clear indication of the relationship between the motor transport owners and the Congress people. However, that is a matter on which I shall not dwell at the moment. I will only like to draw attention to the grievance of the poor fellows who have to pay about 13 annas if they have to travel by bus. If there are two more shuttles provided, that will be of very great assistance to them. I will request the Railway Minister to do something in this direction.

Nagapattinam also is an important station. I would like the Ministers to go and stand in the railway platform there between 9 P.M. and 5 A.M.

Shri T. B. Vittal Rao (Khammam):
In cognito.

Shri Vallatharas : They can go *in cognito* or even in their official capacity. I do not mind that. They will find that about 50,000 pigeons will be sitting there on the railings below the roof of the platform, and leaving their excreta on the passengers' heads during nighttime; and the station masters probably take that as a rose scent or something superior to that! I do not know how those people tolerate this sort of stinking smell there. This position must be remedied immediately.

[Shri Vallatharas]

The reconstruction or the rehabilitation of the Nagapattinam station also is important. The old glory of this place is very well known. There was a workshop formerly, and it was then an area in which there was a lot of traffic and a large volume of trade. It is a very promising station, and it deserves urgent remodelling. It is also a quasi-sea-port which loads and unloads cargo as well as passengers to a great extent. In that way, the station is of very great importance. I should request the Railway Minister to see that something is done for this station.

12 NOON

So far as working efficiency and connected matters are concerned, Shri Venkataraman drew the Minister's attention to the large number of recurring accidents to human life. I should like the Railway Minister to give some consolation at least by concentrating on some plausible remarks upon that position. Before integration and before independence, the accidents in an entire year, 1944-45, were equal in number to the accidents in the week commencing December 1953 and January 1954. That means the casualties in a week equalled the total number of the casualties in a year before integration. In the Public Accounts Committee, we had occasion to remark that the railway authorities had not been able to satisfy us as to how the integration of the railways had any bearing on increasing the working efficiency. So far, I have not heard anything intelligent in reply to it, as to how the moving capacity, saving of time, saving of expenditure and increasing of the speed limit have improved on the basis of the integration of the railways during the last four years. The accidents have happened almost very near the stations; not far away from stations. It is normal to infer that there is some fundamental lack of vigilance on the part of the station authorities or on the part of the line inspectors who should check the lines and keep the lines and signals ready. I will submit that these accidents should be gone into by a special section of the railway department with a view to see how they could be averted. Without averting these things, there is no meaning in pleading that you have spent Rs. 400 crores in the First Five Year Plan or that you have attained the target. What is the meaning of attaining target when you cannot minimise the

loss of life and accidents on the railway lines? So the railway inspectors—the line inspectors—have to be charged with a very serious blame that in view of these accidents, we have to necessarily infer that there is a sort of carelessness existing.

In regard to discipline among the working staff, I have to very sorrowfully state certain things. I do not want to quote many instances. I will mention some. I went to the Central station to reserve my seat. There was a starry-eyed personnel in the reservation; of course, these people are now looming large in all these places, with which we do not and cannot quarrel. It is beyond chivalrous limits. The attitude of these people towards passengers must of course be corrected. True, we want more ladies in employment. But I have to state that Station Masters simply weep when we go and tell them, 'What is the meaning of this impertinence in the reservation section?' He says: 'I have no control over them'. I think this is a deplorable state of affairs.

I went in search of the Station Superintendent. He was not present. Somebody directed me to the Assistant Station Master. So I went to his room. There a guard was sleeping straight out. There were four or five people sitting there; they reminded me of bhangi-wallas or ganja and opium eaters. They were there with their faces sullen and swollen. When I made a query about the A. S. M., nobody replied. When I questioned them increasing my voice, the guard rose and told me: 'Will you? Who are you to make noise? Will you go out or not?' If I had stayed there longer, he would have beaten me. Then I made a note to the Station Superintendent to whom also the guard made a rough answer.

There are many other instances of such behaviour. Of course, we have sympathy for the amelioration of their lot in respect of pay and other things. But this sort of behaviour cannot afford to be there. We have got the observations of the Corruption Enquiry Committee also. In one case, a railway officer wanted to travel with his family people. I was there in the carriage in my reserved seat. This was before the pass was introduced. A seat was reserved for me. They wanted to get me out. The watch and ward, ticket examiner, the Assistant Station Master, the Assistant Station Superintendent came there one after another and wanted me to quit. Then somebody else leaked out the fact—just as there

was budget leakage—that I was an M.P. If I was an ordinary passenger, they would have had me hauled up by availing the police. This happened in the Tiruchirappalli junction.

Some weeks before, when I went to the station the ticket examiner who was at the entrance allowed me to pass. I was not going to travel; I had gone there to see some of my friends and return. But he asked me; 'Where is the form filled for the journey?' I said there was no form to be filled. Then he said: 'Come here. Stand here. Unless you fill the form, you cannot go'. Then he made me stand there from 11 P.M. to 3 A.M. in that cold night in the entrance. I could not get at the Station Master; I could not get at the Assistant Station Master; nor I could contact the Station Superintendent. A big station in which some crores of rupees have been invested was left abandoned in that manner. Then there was a big demonstration. It attracted a crowd of nearly two thousand people. A policeman came with his lathi. I told him: 'If you touch me, serious things will happen'.

In this way, station control during the night time is absolutely bad. There may be romances going on, but here they have to deal with passengers as responsible people. These are some of the things that happen.

In the Madras Egmore station, I had with me some plantain fruits which a friend gave me in Chenglepet. The ticket examiner in the Egmore platform wanted to weigh that. I told him: 'Why do you want to weigh fruits which will last me two or three days on my journey?' But he would not listen. He said that the railway authorities had required that some cases or other should be put up daily. He did not know that I was an M.P., because the dress I was wearing is not a passport for anything.

Shri Nambiar: It is Congressmen's dress. It is enough.

Shri Vallatharas: This does not count for anything now unless you have something else. This is a dress for innocent people. This is the dress in which we used to go to the villages and preach Congress ideology and Gandhiji's ideology.

Mr. Chairman: But the hon. Member had chance to come across romances.

Shri Vallatharas: Life should be relieved from monotony.

So so many things happen like that. I was referring to the plantain fruits. We call it '*vazha pazam*' or kela. He knew me but he did not have the conception that I was an M.P. Then when I enquired, he said: 'What am I to do? I am a poor fellow. I am a member of your constituency. Unless I show some case, I cannot satisfy people higher up'. So there seems to be some instruction issued from the highest level or the higher level or the district level that they should daily refer one or two cases. I have seen this practice in police stations. When the financial or official year is about to close, the constables go to the outskirts of the town, catch fellows and make nuisance cases. At the end they, furnish statistics—300 cases! This is the way in which they operate.

If ticket examiners and other officers treat a person in this manner, deliberately knowing that he is an M.P. what is the fate of the poor people who are not known much? We can draw our inference. I strongly protest against the conduct of the security officers and policemen at railway stations who beat people who pass without tickets or who are found there as beggars. Our country has plenty of them. To beat or push them in such a manner that they tread about without any balance for 10 or 15 feet: This is an abominable state of affairs that must be ended. I am not complaining in order to blacken the name of the Railway Board, to whose work so much praise and appreciation have come from all except very few. But I hope the Railway Ministry will be able to take my word at its face value and send strict instructions by circular that hereafter such sort of things should not happen. I do not like to prefer any complaint against these things because there is no use of doing so. A person may complain. But after 8 months, a reply is received saying that the matter has been dealt with and suitable steps have been taken—we are not supposed to be concerned with those 'suitable steps'.

As regards budgeting capacity, of course, the administration have done normal work.

As regards relations with labour, which is a very important matter, it seems to me that the correct approach is not to be had. The productivity of labour before the integration of the railways must be seen—it is on record. What is the percentage of the productivity of labour in 1950 and 1951 and what is the percentage in 1954 and

[Shri Vallatharas]

1955? After 1952, there is a perceptible change in the financial stability of the administration and also in the attitude of labour towards the administration. Unless labour is encouraged and made to feel that they are promoters of this great institution in this country, you cannot achieve a higher percentage of productivity of labour which was once existing before integration of the railways and before independence. This is quite apart from what you have to say about the attitude of the Communist Party; because nowadays, from what Shri A. K. Gopalan and others of the Party have said, there is a feeling that there is a shift in their policy. I do not think that the communists are so frail and gullible as to change their policy whimsically. They are here to fight it out. They have not shifted their policy; their policy is to co-operate with the Government so long as it suits them. So, when the question of labour comes up certainly it is their duty to respond and they make it on a high level. Further, some people feel that the Russian Prime Minister's appearance here has brought down the tempo of the Communists or this and that. I do not believe in that. Let the election come. Just 40 days before the election you will see how many cars stand, how many lakhs of rupees come from banks, how many transport motors come forward and how many lorries, wagons etc., come out. Then and then alone you can say whether they have shifted their policy or not or whether the Congress bull has lost its pull; all these things will have to be seen. So, whatever it is, you need not delude in rejoicing that the communists have shifted their policy. They want the labour to be consolidated and if the strength of labour is such that they have it their way, you cannot, certainly, check it. But, on the other hand, if you try to keep it in your own hands, certainly, that is another matter for serious consideration. I want the Railway Minister to feel that the institution of Railways has passed through three stages, first, from the utilitarian to the commercial stage, from the commercial to the national stage; and now it is in the national stage. The labour question is the foremost regarding the organisation of railway labour; the direction it is intended to take at the initiative of the Railway Administration, will decide the future political status of this country.

Shri Frank Anthony (Nominated—Anglo-Indians) : I have tabled four cut motions under different heads and they all relate to the same subject, namely, to discuss the disabilities of railway staff. Some of the grievances to which I shall refer have assumed unfortunately the character of a hardly perennial. I am afraid, that the Administration is to blame for that. Some of these grievances which I shall underline again are palpable grievances! They represent not only unfair but often patently illegal policies and the only reason that I can see for the Railway Administration not remedying these grievances is that apparently the National Federation has neither the capacity nor the knowledge to put these grievances forward and apparently the Railway Administration is reluctant to redress grievances, however long overdue, however serious they may be, unless they come through the Federation.

Last year, I had pleaded for an optional pension scheme for railwaymen. I said that there was absolutely no justification for discriminating between railwaymen who are government employees and employees of other departments of Government. There is absolutely no comparison between the present Provident Fund *cum* Gratuity Scheme given to the railwaymen and the liberalised pension scheme given to other employees. I may mention here that I have done a little research into this question. I find that there was a pension scheme before 1885. I was a member of the Central Pay Commission and we recommended that an optional pension scheme should be made available to railwaymen. I have made a comparison between the position of railwaymen and non-railwaymen in class III. The average railwayman gets at the end of his service Rs. 12,000—may be a little more—and a non-railwaymen gets about Rs. 5,500 by way of gratuity and bonus and he also gets a pension of Rs. 150 per month. If that Rs. 5,500 which is common to both is taken away, the railwaymen is left with Rs. 7,000, which invested even in gilt-edged securities will come to Rs. 28 per month as compared to the Rs. 150 that a class III non-railwayman gets. There is no comparison.

The position with regard to class IV servants is infinitely worse. The class IV railwayman at the end of his service gets approximately Rs. 3,500 and a non-railwayman gets a bonus and gratuity of about Rs. 950 and a pension of Rs. 24-6

a month. Take away this Rs. 950. Then it means that the class IV railwayman is left with about Rs. 2,500. Invested in gilt-edged securities it gives him about Rs. 7/9 a month as compared with the monthly pension of Rs. 24-6 to a class IV government servant in other departments. There is no comparison.

Last year I raised this question and I had referred to it also the year before last. I regret to say that the Deputy Minister in his rather airy manner fobbed it off, on the plea that the railwaymen did not want it. This is not correct. I meet more railwaymen than does the Deputy Minister. I met recently (within the last 6 months) and talked to thousands of men and when I explained it to them, without exception they all said that they would like it—the optional pension scheme. You know that this National Federation which the Railway does so much to boost, have also in their usual laggard and incompetent way now re-echoed the plea which I made two years ago. Recently, I notice, at one of the general meetings they have also recommended that the railwaymen must have an optional pension scheme. I am anxious about this matter because I know that in nine cases out of ten, within a few years after retirement, these men are either haunted by pauperism or by sheer destitution and it is a matter which I feel requires the urgent and sympathetic consideration of the Railway Administration.

Last year and the year before last I asked that overtime for running staff should be calculated on a weekly and not on a monthly basis. I was under the impression that Shri Alagesan had conceded my point year before last when he said that overtime should be calculated on a weekly basis. But, I find, perhaps I was mistaken in the impression I gained from what Shri Alagesan said, I find that overtime is still being calculated on a monthly basis. Now the Railway Minister is here and I would ask him to look at the phraseology used by the Adjudicator's Award. I am a lawyer, he may not be a lawyer; but I am prepared to join issue with him on this. He can refer the matter to any person with judicial experience and he will find that the only interpretation of the clear language used by the Adjudicator's Award is this that the unit for assessing human endurance is a week. If the unit for assessing human endurance is a week then *a fortiori* overtime must be calculated on a weekly basis. What

is happening? I do not think the Railway Minister intends to do it. I say this with a great deal of respect; but the Railways are in fact cheating; they are cheating their labour staff out of their dues. What is happening? You should assess overtime on weekly basis, which as I have said is the Adjudicator's unit for determining human endurance. You should work your men with a 57 or 58 hours' week. I have had instances where railwaymen have worked for over 100 hours in a week. According to your limit of endurance they should work 114 or 116 hours a fortnight. Sometimes they have worked 150 to 170 hours and they cannot get one anna's benefit. Why is it? Because they are overworked for one or two weeks and they are given excessive rest for the balance of the period so that in the period of a month their period of work comes to 231 hours. As the Railway Minister knows, if they put in 231 hours for the whole month they get no overtime.

I had last year entered a plea for the senior drivers. I had pointed out to the Railway Minister that the pre-1931 drivers are losing in many of the Railways on an average between Rs. 100 to Rs. 150 per month. There is no uniformity with regard to exactions. So far as pre-1931 drivers are concerned, because of the implementation of the prescribed scales and old exactions being made they are losing heavily. Take for example, the Kanpur drivers. They have exactions of 100 hours being made while on the other divisions the exactions are only up to 60 hours. When I raised this matter some years before, the late Shri Gopalaswamy Ayyangar very quickly saw the point. Unfortunately, at that time, I only had information with regard to the Central Railway. Immediately he got up and on the floor of the House said: If Mr. Anthony is correct if our senior drivers are losing Rs. 100 or Rs. 150 from their previous emoluments then there is no justification; I will make it up by allowances or by fixing or reducing the exactions and he kept his word.

The Central Railway drivers had the position remedied but on the rest of the Railways—the former B.N.R. and the present Northern Railway section, the drivers, against the fierce inflationary spiral, are losing Rs. 100 to Rs. 150 per month practically one-third of their total emoluments.

[Shri Vallatharas]

Last year I raised the question of channels of promotion for certain sections of the loco staff having been taken away from them. I regret that my appeal fell on deaf years; it fell on stony ground. I refer to the former A grade drivers of Allahabad Division, and nothing has been done in the matter. Now the position is absolutely indefensible. They have come to me and asked me to take the matter to court. I say this : Have railwaymen, in order to get their just dues, to agitate their grievances before the courts the whole time? What is the position now? Your former A grade drivers were men recruited on the basis of a contract and their channels of promotion were guaranteed along certain lines. What has happened? You have lumped them with literates and semi-literate staff. And as a matter of course the A grade men who progressed along their channels as apprentices, A grade firemen, A grade drivers etc., are being superseded by your B and C grade literate and semi-literate staff or drivers. I raised the matter with Shri Kaul; I raised the matter with the Railway Board. As usual the Railway Ministry has taken shelter behind a technical point, namely, that we have lumped them all together and you know our socialist or socialistic pattern of society according to which everybody must get equal opportunities. It is not a question of equal opportunities. It is not only a breach of contract but it is worse; it is a breach of faith. These men were under contract with you and their channels of promotion were guaranteed, and now they are being superseded. Shri Kaul says that there is a process of selection. I say there is no process of selection. As a matter of course, the literate men are now superseded by illiterate and semi-literate men. What do they have to do? They only have to bribe the clerical staff. Today the Railways are being run by the clerks, the clerks pass the orders and the officers have neither the capacity nor the inclination to check the orders and run the Railways. So the clerks are bribed and they pass the orders and these men get their promotion. I say this to the Railway Minister. The A grade men have come to me and said that if they cannot get fairplay, if they cannot get justice from the Minister, they had better be allowed to go and they have already put in about 25 to 30 years of service. I say this to the Minister "Let them go, if you do not want to treat them fairly,

give them their gratuity as they have done more than 15 years of service". And I am sure you will find *en masse* exodus from Railways, at any rate from the loco side.

The same position prevails with regard to the loco staff on the former M.S.M. Railway. I regret to say this. Even at the Railway Board level people do not understand simple facts. Of course, I do not expect railway officers to have the same acute appreciation of facts as a person with a legally trained mind, but I do expect them to win over the chaff from the grain. I raised the matter of ex-M.S.M. loco staff. Those men were recruited on the basis of a certain contract and certain channels of promotion were guaranteed like apprentices, shunter, firemen Grade A and so on. Somebody from the Railway Board goes off at a tangent and says that on the ex-South Indian Railway this is not the position. Of course it is not the position. But I wrote about the ex-M.S.M. Railway and you reply to me about ex-S.I. Railway. It is here again not only a breach of contract but a breach of faith. Men have progressed along certain channels of promotion for years and then retrospectively you degrade them. I just do not understand this. Here are men who for years have progressed along certain channels. Suddenly after 15 or 20 years you introduce a new policy and degrade them and you adhere to it because apparently nobody is prepared to do justice.

The position on the Ferozepore Division is the same. The other day a whole body of men came to me saying that they were not desirous of serving the Railways. They said : "For God's sake let us go; we have given the administration 15 or 20 years of loyal service. And if we cannot get justice let us go, we do not want to join the communists. Up to this time the Railway Minister will only listen to people who are prepared to subvert and to indulge in violent activities and agitations. But we are not those types of people. If we cannot get justice by constitutional means, let us go; we will go and buy a plot of land and cultivate it." What is the position in the Ferozepore Division? Your C grade drivers, your illiterate men, have bribed your clerks and are superseding as a matter of course, these B grade drivers. I am going to ask the Minister to look into this and he will do well to find out the full facts. If the Minister will meet them, they will show him case after case

drivers, there are men who have come over from Pakistan and given false declaration, and they have been made railway employees. Men who were running cycle shops, men who were running pan shops and biri shops in Pakistan, came over here and made declaration that they were railway employees there, and they were put in as shunters, then as drivers and then in higher positions. There is this process of corruption going on. The poor drivers who are affected have made representations after representations to the officers on the spot, but nothing happens, because someone goes to the clerk, the clerk takes the bribe and all these representations go into the waste paper basket. This kind of thing is corroding these men. I am not a railway employee, but when I see that the men cannot get redress for obvious grievances of this kind, I realise that there must be resentment, frustration, bitterness and even widespread demoralisation.

A great deal of hardship is being caused by the vagaries in railway policy. Recently some persons—I do not know where it emanated from—felt convinced that if a person has a squint, it is a major defect, and an order was issued from the Railway Board that all squint-eyed people must automatically be reduced to category C. The issue of such an order indicates not a visual but a mental squint which vitiates so much of railway policy. The amazing thing is this. At least four people have come to me. They have had congenital squints. They passed all their medical tests, not only when they were recruited but up to date; they passed all the medical tests when the standard of efficiency on the Railways was as good and as high, if not higher than what it is today. These men passed their medical tests and today also they pass your medical tests. But the amazing thing is that some person in the Railway Board, who does not want to look at a squint-eyed man probably because he thinks it is unlucky to look at such a man, issues such an order as this. And therefore you remove these squint-eyed people from their present employment. The tragedy is that these men have put in 25 or 30 years of service. I know the Minister will tell me to look at the elaborate provisions they have got about alternative employment. The men have served for 25 or 30 years and are drawing at the end of their career about Rs. 500 or Rs. 600 and at that time they have the maximum of financial of injustices done. Among the C grade

commitments, with regard to their large families, education of their children, etc., What do you do in the name of alternative employment? What do your local officers do, fellows who are not concerned with the interests of these poor men?

Mr. Chairman: Is the hon. Member asking me to do something in the matter?

Shri Frank Anthony: I am addressing the Minister through you, Sir. Here are four men and you offer them jobs carrying Rs. 100 to Rs. 120 a month. They were getting Rs. 500 or Rs. 550 per month. I think this is a scandalous disgrace. A poor driver was commended by the President—he lost his leg when he met with an accident. You could have made him Controller. No, you did not do that. He was receiving Rs. 550; and instead of doing that, you offer him a job on Rs. 120 per month. Even the Army do not do it. The Army is supposed to have the highest possible standard of physical efficiency and even there the people are not thrown into the dust bin merely because they have to wear glasses after 25 years of service. What would have happened if those sitting on the Treasury Benches could not pass a naked vision test? I do not know how many of the people on the Treasury Benches will pass a naked vision test.

An Hon. Member: They do not get elevated.

Shri Frank Anthony: Give them an *ad hoc* allowance; give these poor people an *ad hoc* allowance because you have a moral, if not a legal, obligation to continue to give these emoluments at the fag end of their lives. Still you offer them only jobs carrying Rs. 120 per month.

Then there is the question of drastic punishment. Here again I have repeatedly brought this point to the notice of the Railway Minister, namely, that your young officers are running amuck, they cannot command the respect of these men, they have got a perverted sense that they should exact respect by terrorisation, and suspend the men on the slightest pretext. I would like the Railway Minister to look into his own code, outmoded as it is, which says that before there is a suspension of the services of an employee, he is to be charge-sheeted for misconduct, for which the maximum penalty is removal or dismissal. A man does something for which he is not even charge-sheeted

[Shri Frank Anthony]

and yet he is suspended. You are supposed to suspend him for four months, I know. But there are cases, I know, of suspensions lasting for a period of 2 or 3 years.

The point I am trying to make is this. Suspension is a punishment and it is only the Railway Administration that pre-judges a man. You do not even charge-sheet him but you suspend him and give him one-third allowance. He is reduced to a sub-starvation level. You penalise him and you penalise his children also. I heard of a heart-rending case the other day where a man is being tried in courts. Suspend him. But what has been done? You withdraw the educational allowances. His children—one in the Senior Cambridge and the other in the middle school—stopped getting this allowance. You treat him as a felon, you treat his family as felons. This is not the way to treat your railway servants.

There is one other matter. There is this anomaly with regard to the pass rules. Here again I do not understand it. If a person has one dependent his pass will cover five persons—his wife, two children, himself and the dependent. But if he has no dependent, his pass will cover eighteen children. I do not understand this. One dependent comes in and you limit it to five. Obviously it is meant to cover first, his wife and children. If he has got eighteen children let him have any of his dependents as 19th. (*Interruption*). The railway people are a virile community and there is no maximum with regard to their prolificness.

I will repeat my plea to law down a quota. I would ask the Railway Minister to seriously consider having a quota reserved for the children of railwaymen. I raised this point sometime back. Shri Alagesan pointed to the provisions in our bright and shining Constitution. He said that this would offend the Constitution. The equality clause—call it anything—has been interpreted so that you can discriminate in favour of a class. You are already doing it for the refugees. What better claim has anybody else got than the children of the railwaymen? The railway officials tell me that the traditions and the loyalty of the employees are fast disappearing. You are putting in refugees and other people who have no interest in the railways. The railwaymen have nurtured the traditions of service, loyalty

and attachment to the railway. As a railwayman told me once: "Not only if my veins but even if my children's veins are cut, steam engines will come out of them; it is in their blood. It will be a good thing and you should reserve some quotas for the children of railwaymen."

Shrimati Ammu Swaminadhan (Dindigul): I have only just a few points to make chiefly about the maintenance of railways today. I have often come by the Grand Trunk Express from Madras and have gone back by the same train. I find that the compartments are very badly kept; every time either the fans stop, or water does not come or windows do not open.

Last time when I was travelling from Madras to Delhi, there was one window which would not come down because the catch that stops the window from coming down had been stretching out and it could not be brought down. I called a member of the staff at one station and told him that I would like it to be brought down because it was very hot. A man was sent for and he came and repaired it. What did he do? He cut that little piece on which the window rested with the result that I could never open it.

Another time a fan was not working. Somebody came and I do not know what he did but he said: "Madam, I do not think this fan will work very long; I do not know what to do; the train is about to leave; this is all I can do; this will work only for a little while." After some time, it stopped. I am one of those obstinate people and at the other station I called the railway people again and asked them to mend it and there it was repaired.

We who are Members of Parliament travel on our first class passes. I have never travelled from Madras to Delhi without some tap or the other leaking. Water sometimes comes down on your head from the shower or it comes on your feet from the little tap by the side of the basin and if you open the basin the whole water comes up on your face or it does not come at all. I am sorry hon. Members are laughing. These are matters which must be looked into. I feel that unless you keep up the maintenance, the travelling public is going to be greatly inconvenienced. It is a utility service that the Government has taken up and it is necessary for the people who are travelling in the railways to have ordinary comforts and facilities.

The hon. Minister has been saying that they were thinking of having air-conditioned third class compartments. May I point out to him that it is not air-conditioned compartments which we need now? We want windows which work; we want water pipes which do not leak and taps which work and less of overcrowding in trains by having a few more trains.

I was speaking to some person the other day who was usually travelling by third class. She was telling me: "What is going to be the condition of third class compartments if they are to be air-conditioned and if all the windows are closed? Just think about all the *biris* and cigarettes that will be smoked. How are the people going to breathe inside such compartments?" We cannot understand why the hon. Railway Minister wants to have air-conditioned third class compartments. Nobody is asking for them. More fans, more water, and less overcrowding—these are the three things they need.

Shri Nambiar: You are talking about things which are going to happen after ten years!

Shrimati Ammu Swaminadhan: The air-conditioned first class compartments are really very fine compartments but I find it difficult to stand even them. There is no movement of free air. I know there are ventilators and so on but even then there is the very closed atmosphere. With people who would smoke all the time, I think the atmosphere would be terrible in such compartments. I hope the Railway Minister will consider this question and instead of spending a good deal of money in purchasing more and more air-conditioning machines, I wish he thinks of giving more amenities and more comforts and reducing overcrowding in trains. It can only be done by having a few more trains and not merely by increasing the weight of the trains which will bring about delay.

There is another matter about which I would like to say a few words—catering in the trains. I am only speaking about the Grand Trunk Express at the moment. I was coming to Delhi from Madras for the November session. At Bezwada, we were told that the dining car was 'sick'—that was the expression used by them. All the same, we were also told that at some station or the other, they were sending a telegram to serve food. We were three in a compartment—one lady and her little boy and myself. Her husband was travelling in

another compartment. When we got the station where we were supposed to get our food, we were told that some other train had come there and all the dinner etc., which were there were served to those passengers and we could not get even a cup of tea. As far as I and the other lady were concerned, we did not mind but the little boy was hungry. I cannot understand why all the food had been served and finished in spite of the fact that a telegram had been sent that the Grand Trunk Express was passing through and food would have to be served at that particular station to the passengers on that train because the dining car was sick. If this is the condition of first class passengers, you can imagine what the third class passengers would have to put up with.

These are the inconveniences of passengers and if such inconveniences are not removed travelling will be very difficult. I wish the hon. Minister thinks about making improvements in these matters rather than think in terms of air-conditioned trains. We are all satisfied without air-conditioning. But give us more fans and as much water as people want. Also let the compartments be well kept and maintained.

Shri Raghubir Sahai (Etah Distt.-North-East *cum* Budaun Distt.—East) : Mr. Chairman,.....

Mr. Chairman: The hon. Member shall have to finish his remarks within ten minutes.

Shri T. B. Vittal Rao: When is the Minister going to reply?

Mr. Chairman: At 1-12 P.M.

Shri Raghubir Sahai: Sir, while we are discussing these demands I would like to bring to the notice of the hon. Minister and the Railway Administration a few points for their consideration.

One point is in regard to my own constituency of Budaun in western U.P. It is rather a backward area and the headquarters of the district, becomes an island, so to say, in the rainy season because the district is surrounded by Ram Ganga on the north and the Ganges towards the south. When they are flooded there is no approach to the district except by rail. The railway bridge over Ram Ganga is only open to the railway traffic. I suggest that it should be converted and made available for vehicular traffic also. In this connection I would say that this bridge is an old

[Shri Raghupir Sahai]

one and a risky one. In 1923, I remember, there was a very big accident. Some four or five bogies of the metre-gauge train went down into the river and there were a number of casualties. If that bridge is not fit for vehicular traffic along with rail traffic I would suggest to the Railway Board that it should be renovated or another bridge constructed which should be open for both rail traffic as well as for vehicular traffic.

Another point in connection with my constituency of Budaun is that Budaun is a backward area. There was a scheme, an old one, that a broad-gauge railway line should be constructed from Roza in District Shahjahanpur connecting it with Babrala on the Bareilly-Aligarh section. If that scheme is taken up then four or five tehsils in my district and one or two tehsils in the Shahjahanpur District will become developed. That is a very urgent scheme and I hope that it will be taken up by the Railway Administration.

We are very glad to note that the Railway Administration has been spending something like Rs. 3 crores every year towards amenities for passengers. There is no doubt that within the last two or three years many changes have been made and almost everybody who travels on Indian Railways, be he literate or illiterate, is thankful to the Railway Administration. There is no doubt about that. But, as our hon. lady member has just spoken there are many things yet to be looked into and to be improved. There is no doubt that the improvements that have already been made are very many. But, I am at a loss to understand how far you are going to stretch the meaning of the word "amenities". I consulted a dictionary and there I found. . . .

Shri B. S. Murthy (Eluru): Webster's Dictionary?

Shri Raghupir Sahai : No, the name of the dictionary which I looked into is *Funk and Wagnell's New Standard Dictionary* 1953 Edition. If hon. Members are anxious to see it it is in the library and they can consult it. The meaning given there is : "Besides pleasant ways or manner or reasonable features of an estate, appurtenances to a home as central heating, refrigeration, electric elevators, telephones, hot water, service delivery etc." Now, when we look to the Railway Convention Committee Report, 1954 we find that it defines "amenities" for the railway users as : "The scope of

amenities may also include in future all users of railway transport such as improvement of goods sheds, loading and unloading platforms, waiting sheds for the trading public." In neither definition, either in the dictionary, the name of which I have quoted, or in the report of the Railway Convention Committee, does this word mean "full scale building". I was really amazed to find in a pamphlet that has been supplied to us by the Railway Ministry, *Towards Better Conditions of Travel*, on page 11, that the New Delhi Railway Station which has been built at a cost of about Rs. 20 lakhs and the Allahabad Railway Station which is going to be constructed at a cost of Rs. 37 lakhs have been included in the definition of the word "amenities". I beg to submit that this is stretching the meaning of the word "amenities" too far. From the same pamphlet I find that the Raja-ki-Mandi Station at Agra and Nasik Station—the construction of these two buildings—have also been included in the definition of the word "amenities". As I said, this is stretching the meaning of the word too far. I do not object to construction of new buildings. Wherever they are necessary they must be constructed. But, they must be constructed from some other fund. The sum that has been allotted for giving amenities should be spent only for providing amenities.

Mr. Chairman: The hon. Member does realise that there is no statutory provision. He can count the fund for amenities after deducting these sums.

Shri Raghupir Sahai : Then, I have something to say with regard to the disposal of complaints. I find that in the Acharya Kripalani Report they have made a recommendation that the complaints which reach the Railway Administration should not be inordinately delayed and should be disposed of quickly. They have recommended that 15 days at the most should be devoted for those matters in which confronted enquiries are not held, 45 days in which confronted enquiries are held and in no case should the final reply to a complaint be delayed for three months. Sir, I made a complaint regarding Bareilly Junction railway authorities to the Railway Minister in the month of July last. Eight months have elapsed. I am not going to state all the facts about the particular complaint, but I am sorry to say that up till now no final disposal in the matter has taken place. I got some letter from the Railway Administration

a couple of months before informing me that enquiry was proceeding. But, till now the matter has not been disposed of. In that complaint it was not only lack of duty that was alleged but there was an allegation of fraud also. It was really a serious matter which should have been looked into and finally disposed of. If there is no disposition that the matter should be hushed up I think it is time that it should be looked into early and disposed of.

I would like to say a word regarding catering. I would like to ask, when the principle of departmental catering has been accepted why should there be so much of tardiness in the implementation thereof? I find that only in Pathankot, Delhi and at one place on the metre-gauge, in Gorakhpur this departmental catering has been provided. Why not at other stations? Why not on other lines? At the present moment everywhere, either on the broad-gauge or on the metre-gauge, there is a universal complaint about bad stuff being supplied at the stations. The present caterers know that their term is going to expire and that they would be replaced by departmental catering. So, they have got no incentive now to improve things. Therefore, I would simply urge that the railway administration should introduce departmental catering as speedily as possible.

I would now say a few words with regard to publicity. We are very proud about the achievements of the railway administration and we should see that the achievements of the administration are known to the public wherever and whenever possible. In this connection, I would suggest that the main points with regard to the railway's achievements during the first Five Year Plan period should be summarised and should be attached to the time-table which is supplied to the general public in English and Hindi so that anybody who uses the time-table will have an idea of the achievements attained so far and of what the administration is going to do in the second Five Year Plan period.

Shri Boovaraghasamy (Perambalur): I should like to draw the attention of this honourable House to the activities of the railway administration particularly in the Southern Region which deserve serious notice. The Government is spending every year a huge amount of money for construction of new railways and for other facilities to the passengers only in the North. Being a democratic

Government, our Government is seriously thinking and is seriously saying about the socialist pattern of society which is the aim of the Government. But, when we look at the achievements of the Railway Ministry, we will find that the administration is giving comforts only to those places which are already having good facilities. In the South, there are so many places which are very very backward, with no communications, no electricity, no telephones and no proper roads even. Those places are not being given proper consideration. I have been suggesting for the past four years the construction of one railway line connecting Nidamangalam and Vriddachalam *via* Kumbakonam, T. Palur, Jayankondan and Andimadam, and another one connecting Arivalur and Sankaridrug *via* Perambalur and Thorayur in the Southern Railways. Regarding the first route, not only myself but the public also have sent so many memoranda to the Ministry. The District Board, Tiruchi, has also passed a resolution and sent it to the Government. Again, the Bar Association of Kumbakonam, in Madras State has also passed a resolution and presented it to the hon. Deputy Minister of Railways when he recently visited the place. So these lines are really important, especially when our area is very very backward. These are the long-felt wants of the people of that area. So, I request the Government to consider this matter seriously and undertake the construction of these two lines in the very near future.

Regarding amenities to the third class passengers I should like to say a few words. There is no waiting room in most of the stations particularly for the women third class passengers. So, they have to lie along with the men passengers, and so, some mischief is being done to the women passengers. Therefore, for the protection of the women third class passengers, wherever possible, there should be separate waiting rooms provided on the platforms of all important stations.

I would then like to draw the attention of this Honourable House to the appointment of backward classes in the Railway department. I have been approaching so many officers with regard to the appointment of backward classes, but I have not met with success. I am told that there is a general rule applicable to all the people. There is of course, the term Scheduled Castes and Scheduled Tribes, and other Backward Classes but I do not know the meaning of the

[**Shri Boovaraghasamy**]

which is attached with Scheduled Castes and Scheduled Tribes. If we go and ask the officers about this, they say that there is a Board, there are some examinations and that they cannot do anything for the Backward Classes people. They add: "Our hands are tied". I do not understand the need for using this term "other backward classes". You and all of us know that a vast population of this country consists of backward classes. This vast population is very very backward in all respects. So there should be a separate reservation for backward classes also, on the line of the reservation for Scheduled Castes and Scheduled Tribes for appointments and promotions. It is not a matter to be laughed at. It has to be seriously considered. If we take the railway department or of those employed in the other Central Government services today, we find too many Brahmin people and too many forward class people are employed who form a small minority in the total population of the country when compared to the backward classes population. The Brahmins and the forward class community people are almost negligible, while compared to the total population, but they are dominating.

Mr. Chairman: Without making comparisons, the hon. Member can proceed with his theme that more attention should be paid to the backward classes.

Shri B. S. Murthy: He wants to emphasise perhaps.

Shri Boovaraghasamy: I request the Government to consider this matter seriously, and I strongly make a submission that there should be some reservation according to the population of the backward classes for their appointments and promotions in Railway services. Otherwise, there is no meaning in your socialist pattern of society. The other people, in the name of democracy, unity of the country and the examination by the Union Public Service Commission and so on, are occupying almost all the key posts nowadays in all the Government services. So, I request the Government to reserve some seats for the backward classes also, according to their population. Then only you will prove that you can achieve the goal of socialist pattern of society, otherwise, by following the present procedure, you will exploit the Backward Class people and certainly the country will be ruined. My request is that there should be some reservation for the backward classes

according to their population. That is the only way by which we can equally share the fruits of freedom in our democratic country. If you follow any other way, you will ruin the country and the unity of the country will disappear. Terms such as 'socialist pattern', 'unity' etc. are used only for exploiting the backward classes. For promotions also, there should be a policy which must be based on the population of each community.

Now I wish to make a few observations regarding the construction of platforms and sheds in some railway stations in the Southern Railway. On the chord line from Madras to Trichinopoly there are several big stations like Ariyalur and Dalmiapuram, Lalgudi, besides other big stations. They need good platforms and proper sheds. These needs at those stations should be properly attended to.

Almost all the third class passengers have to travel with very little conveniences and facilities. Of course, the Government is beginning to give more attention to the welfare and convenience of third class passengers.

If we actually travel in third class, we will know the difficulties of the third class passengers; which cannot be expressed. In such a way they are suffering. Therefore, proper and expeditious action should be taken to rectify their grievances. The third class passengers are suffering from want of sleeping accommodation. At least passengers travelling more than 300 miles should be provided with sleeping accommodation.

1 P.M.

I want to say something about the pay of the railway officers. Shri Thanu Pillai has said yesterday that the railway officers are given more pay; I also support that view. When compared with the other Government servants, the railway officers are paid very highly. At the same time, Class IV employees in the railways are getting very low pay. In this democratic country, we have got a large number of people who are unemployed and we are taking recourse to deficit financing. I suggest that the highly paid railway officers should be reduced and a limit should be fixed, so that you can accommodate all the people who are unemployed in this country.

Shri N. Rachiah (Mysore—Reserved—Sch. Castes): Mr. Chairman, I should like to make an appeal to Government other term, "other backward classes"

for the construction of the Chamaraja Nagar-Satyamangalam line. The Mysore Government and the people of Mysore have been requesting the Railway Ministry for the past ten years to construct this line. Resolutions have been passed demanding this construction. The Chief Minister of Mysore and all the M.Ps. of the Mysore State have also submitted memoranda and representations with regard to this line. I am very sorry that the Government are turning deaf ears to this request though the survey was conducted before the integration of the Mysore State Railway with the Central Railway. I urge upon the Government to take immediate steps to take up this line and give due regard to the demands and requests of the people of Mysore as well as other parts of South India, in the interests of promoting trade etc.

With regard to the Mysore-Bangalore railway line, there was a proposal to electrify this line. We have got plenty of electricity. There is a big project there and we can have more electricity in future also according to the second Five Year Plan. When such is the case, when we are having heavy traffic between Mysore and Bangalore, when we are going to have a Karnataka State very shortly and when we are thinking in terms of bilingual and multilingual States, it is quite essential that we should give more amenities and develop our railway communications, so that we can promote trade and commerce. The Mysore State Government also had an idea of electrifying this line. This line must be electrified early.

Apart from this, the Secunderabad-Mysore line is only a metre gauge line at present and there is heavy traffic on this line. I, therefore, urge upon the Government to see that this metre gauge line is converted into a broad gauge line, so that we can have better and quick communications with the Andhra State and the Mysore State.

I should like to say something about the *ex*-Mysore State railway staff. Before the integration of the Mysore State Railway with the Central Railway, the Mysore State Railway staff and the people of Mysore expected that they would get a fair deal. At the time of integration, I am told, the then Railway Minister gave an assurance that the *status quo* would be maintained. I am very very sorry that this promise has not been kept up by the Railway Board and

the Railway Minister. So many representations, requests and demands have been made by the *ex*-Mysore State Railway staff. Even the Mysore Government's order, which was passed with regard to certain officials—inspectors and others—has not been implemented up till now. There is a feeling of dissatisfaction and frustration and there is also a sort of disappointment in the minds of the *ex*-Mysore State Railway staff not only in the higher cadre, but in the lower cadre as well. This state of affairs should not be allowed to continue in the best interests of the railways and also in the interests of efficiency and proper working of the railways, particularly in South India. I request the Government, the Deputy Minister of Railways in particular, to give more attention to the redressal of the grievances of the *ex*-Mysore State Railway staff. I am told that some orders have already been passed solving these problems, but with regard to certain officials, orders have not been passed. Even the regional officers, particularly the General Manager of the Southern Railway at Madras sometimes do not care for the orders of the Railway Board. The General Manager of the Southern Railway is not justified in his action. Whenever the Railway Board or the Railway Ministry sends some orders, he never cares for such orders. To quote an instance, one Gopalaswami, an Honours Graduate belonging to the Scheduled Caste, took study leave; but in the meanwhile, his services were terminated and even after his re-employment the Railway Board passed orders to upgrade him, the General Manager did not care to give effect to those orders. Even today, they have not been given effect to.

May I give another instance? Five officials were recruited to the Accounts Department about six years back before integration. They were graduates and under-graduates and for all these six or seven years, they had been working to the full satisfaction of the immediate superior officers and there was no remark against them. But now some Service Commission has been set up and only one Scheduled Caste candidate was allowed to be taken in after passing the tests and the others had to lose their jobs. They made some representation and they were appointed in some ticket printing section. Even there, I am told, their position is unsatisfactory. This is a very very sorry state of affairs and I am sorry to look at the injustices done by the Railway regional officers particularly,

[Shri N. Rachiah]

the General Manager of the Southern Railway. Some of the railway employees are on the verge of being thrown out of their employment.

What about the fate of the children and dependents of such persons? Some doctors in the *ex-Mysore State Railway* service had to retire after serving for about 25 to 27 years, without the benefit of any compensation, pension, or provident fund. All the families of these doctors are ruined.

In my constituency and I have been in touch with the railway employees. Their condition is pathetic, something like the condition of the *ex-servicemen* in the military department because of the injustice done to them. Government should give their immediate attention to the grievances of *ex-Mysore State Railway* staff.

I shall not take more than one minute and I shall finish. Yesterday I was travelling from Mysore to Delhi. It is a routine thing, it has become chronic, for the trains coming from Mysore to Secunderabad to run 3 hours late. There was an instance when it ran 5½ hours late. At Dronachalam, it was 1 hour and 45 minutes late. Then I talked to the guard and told him, that I am going to attend the Parliament session please see that the train is in time. Then he had to make up. Still it was 30 minutes late. If this is the state of affairs, why should the Central Government run the railways? Let the Central Government entrust the working of the railways to the State Governments. They can see that the railways are worked properly to the best interests of the passengers and the country. I should also like to refer to the amenities of the passengers from Bangalore to Delhi. In April 1952, one through bogie was put in from Bangalore to Delhi. It has got only the first class and the third class. We have to travel over 1600 miles and the passengers have got to be in the train for three nights and almost three days. You can well imagine the ordeals and the difficulties that the passengers have got to go through. When I put a question on the 22nd of the last month, the hon. Parliamentary Secretary for Railways, I may say with all humility, gave an indifferent answer. He said that there was no proposal to provide first class, second class and third class accommodation. What is the meaning of this? They say that they are providing sleeping accommodation to third class passengers. They say that

they are giving reservation facilities to third class passengers who travel over 300 miles. When passengers have to travel 1700 miles from Bangalore to Delhi, sometimes from Chamarajanagar to Delhi, they do not get sleeping accommodation. There is no ordinary reservation. It is something like a cattle pound—

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

Shri N. Rachiah: This is very important. People in Mysore say that we are most ineffective Members and we do not even open our mouths and we do not bring it to the notice of the Government.

Mr. Chairman: The hon. Member can have his chance in the next Demand also. It is not possible now when he comes by these trains which are running so late, to make up for all the deficiencies.

Shri N. Rachiah: I request the Government to see that first, second and third class compartments are put in from Bangalore to Delhi, and reservation with sleeping accommodation is made available. Otherwise, it will be absolutely impossible for the passengers to travel in these conditions.

I wish to bring to your notice one particular incident which is a very pathetic one. One P.W. Inspector has assaulted and insulted a Harijan gangman. I tabled a question on this; but it was disallowed. I understand a report has been submitted. No action has been taken by the General Manager of the Southern Railway. Even under the Anti-Untouchability Act, he should have been prosecuted. The union has made a representation. The party has made a complaint against the official to the Railway Ministry also. But, no action has been taken. In this state of affairs, how can any Harijan officials get on? They have only to go away because they not only get injustice, but also insults and kicks and assaults. Immediate action against the particular official who assaulted this Harijan, Ganga, in Bangalore, should be taken.

Mr. Chairman: The hon. Member can give the particulars in writing separately to the hon. Minister.

Shri N. Rachiah: I have already sent. I support this Demand.

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): We from the Railway Ministry have heard with very great attention and with great respect all the points that have been made by so many Members of this House and also the drawbacks and our failings which they have pointed out. In the very short time that is available to me, I shall try to cover some of the general points or points with which more than one Member has dealt. There are other points which I may not be able to touch upon. I can assure every hon. Member that every word that has been said on the floor of this hon. House has been noted for very careful and respectful consideration by the Ministry of Railways.

Not only during this debate, but throughout all these sessions of Parliament, there has been a very persistent demand from the Members residing in the areas served by the North-Eastern Railway for the improvement of the conditions of that particular Railway. The Railway Ministry is fully aware of the fact that the conditions in the North-Eastern Railway are not as good as they might be. We are making every possible endeavour to improve the conditions. In fact, during the coming year, a very special effort will be made to give as many locomotives as possible and to put at least 50 locomotives and 500 carriages on the line in the North-Eastern railway and also other metre gauge sections in this country. The majority of these would, of course, go to the North-Eastern Railway. We are also taking steps to improve the running conditions. The marshalling yards are being remodelled and extended, looplines are being laid, and some bridges are being widened. In fact, we are doing everything possible that lies in the power of the Ministry to improve the conditions. I hope by the end of the year, things will have improved very considerably. I am sure by the time the Second Five Year Plan is over, the conditions of both travel and movement of goods on the North-Eastern Railway will have improved very considerably.

During his speech Pandit D. N. Tiwary and also a number of other Members including Shri Vallatharas referred to ticketless travel on our railways. It is not denied that there is ticketless travel. But, I would like to inform the House that this evil is on the decline. It has been steadily declining. Nevertheless, it is still very considerable. For the

information of the House, I would like to state that during the year 1954-55, as many as 75,86,808 persons were detected travelling without tickets, and a sum of Rs. 1,45,75,507 was realised from them as excess fares.

Shri Kamath: Largest on which railway?

Shri Shahnawaz Khan: I am sorry I do not have the break-up of the figures. So, it is quite evident and we accept the remarks made by so many Members that there is ticketless travel.

Shri T. B. Vittal Rao : It is after all 0.76 per cent.

Shri Shahnawaz Khan: We are taking steps to combat that evil by increasing the number of travelling ticket examiners and ticket collectors. As hon. Members are aware, recently one of our delegations went to Russia, and they have submitted a report. We are trying to give effect to their recommendations for eliminating this ticketless travel.

I would like to take this opportunity to say a word about the railway magistrates. There are a number of railway magistrates working in U.P., Bihar and certain other States—I think in Bombay also. This scheme has been functioning since 1948. These railway magistrates have done exceedingly good work. They are accompanied by a batch of ticket examiners and also a police escort, and on several occasions these railway magistrates accompanied by the railway staff have travelled by lorries in order to avoid being detected, because when they travel by train the information travels ahead of them. So, they do not catch very many people. So, we have resorted to a different method. We have started providing road transport to these railway magistrates and the railway staff and by surprise they go and stop the trains and then carry out these checks. The results have been exceedingly good, and I am glad to announce that it is the intention of the Railway Ministry to retain these railway magistrates in service for some years. In fact, it is hoped that their number would be increased. We have also tried an experiment of sending travelling ticket examiners in plain clothes in the compartments and we have found that too has proved very effective. All I can say is that we intend to go through with this scheme, and we will try as much as we can to plug these holes through which so much of railway revenue leaks.

[Shri Shahnawaz Khan]

I was surprised when an hon. Member, Shri Vallatharas, expressed indignation that the travelling ticket examiners were being forced to show minimum results. Surely we must have some sort of system by which we can check the working of our ticket examining staff. It is not a hard and fast rule that so many cases must be detected. All that we insist on is that people working in the same section should show consistent results. If a number of people show very good results and one or two persons show practically no results, then there is room for suspecting that there is something wrong, and it is only such cases that are taken up. So, I do not think the hon. Member has anything to fear when we insist on maintaining some sort of standards.

Shri Nambiar : It is only a preventive measure. The ticket examiner cannot bring results because he prevents travelling without tickets.

Shri Shahnawaz Khan: Surely there is so much ticketless travel. He is expected to catch some people travelling without tickets.

The next point which was very popular with this House and which was referred to by a large number of Members was about catering.

Shri K. K. Basu: (Diamond Harbour): Let us have a demonstration.

Shri Kamath: Outside the House.

Shri Shahnawaz Khan: I was glad to see that there was general satisfaction in all quarters of the House over this step of departmental catering. We have made a start at Delhi, Pathankot and Gorakhpur. The results are encouraging. Some Members, particularly Shri Raghubir Sahai, I think, said he could not understand why this scheme was so slow. I would like to inform him that with effect from 1st April departmental catering is going to be extended to the following stations: Nagpur, Jhansi, Wardha, Bhusawal, Ratlam, Mehsana, Khurda Road, Cuttack, Bilaspur, Tatanagar, Waltair, Asansol, Gaya, Patna, and Moghal Sarai.

Shri Raghubir Sahai: On the North-Eastern section?

Shri Kamath: Include Itarsi also.

Shri Shahnawaz Khan: And in addition to this, as we gain experience, it is our intention to go ahead and expand departmental catering. There are serious difficulties in the way too. As hon.

Members are aware, there are a large number of displaced caterers from Pakistan. Those gentlemen who worked in this catering line in Pakistan area were displaced and we have to rehabilitate them. In a number of cases they have got very small holdings, perhaps one contract or two contracts or one station. They have very small holdings. We do not think it would be a right policy to abolish catering through contractors on a wholesale scale.

I might also tell the House of a personal experience of mine. Recently I was in Calcutta and I went to Howrah Station. There I found that adjacent to the third class waiting hall there was one contractor who was serving very excellent food—rice, fish curry, two-fried vegetables....

Shri Kamath: Only to you or to all?

Shri Shahnawaz Khan:..and *chutni*. He was serving all these things with plenty of rice for 12 annas a meal, and I was surprised to find that there were as many as 4,000 people feeding there every day. And I learn that the clerks who come to Calcutta daily have given up having their meals at home because they find it cheaper at this place.

Shri K. K. Basu: Taste for fish is a hopeful sign.

Shri Shahnawaz Khan: I also tasted that food. It was very good food. It is the intention of the railways to retain honest and good contractors who are out to serve the public and not to look after only a selected few.

Shri Gadilingana Gowd (Kurnool): Frontier Mail charges Rs. 3-8-0.

Shri Shahnawaz Khan: Due to departmentalisation of catering, there has been, I should say, some excitement and certain people have been feeling worried about it. It is not our intention that the small contractors should be thrown out of the railways. We are trying to accommodate them. Supposing we take over Delhi railway station, the persons displaced will be given alternative holding. We will try to accommodate them somewhere else.

Also, the employees under these big contractors, whose holdings we are trying to cut down, are feeling nervous. I can say that it is our intention to retain in service all the good and honest employees under these contractors. If there are some bad characters or *badmashes*,

naturally some of them have to be thrown out. But it is our intention to retain a great majority of the employees of the contractors whose holdings the railways are taking over.

I am sure the House will be glad to learn that the Railway Ministry has decided to associate public opinion, and non-official organisations with the work of supervising catering. In this context, I would like to inform the House that for the better inspection of catering arrangements, supervisory committees, consisting of members drawn from the railway zonal committees and other well-known and important social service organisations, have recently been constituted on all railways. These committees are expected to undertake tours of inspection, and to bring to the notice of the Railway Administration concerned any irregularities, which they may observe, with a view to bringing about the desired improvement in catering arrangements in those stations in particular, and in catering arrangements in general.

We know that the catering arrangements leave much to be desired, and the Railway Ministry are determined to see that things should improve. Now that we are so closely associating non-official organisations with the supervisory work too, I am sure that with their co-operation and with the co-operation of Members like Shri Kamath, things will improve very considerably.

Shri T. B. Vittal Rao : Who will represent the caterers' viewpoint?

Shri Shahnawaz Khan: Shri H. N. Mukerjee, Shri Nambiar, Shri T. B. Vittal Rao and some other Members had referred to the reorganisation of the watch and ward force of the railways. As the House is aware, it was found that the old watch and ward force was lacking in certain respects. There were certain complaints, and with a view to having a more efficient organisation to guard railway property, and to guard and look after the yards and the goods lying there, it was found necessary to make certain changes. And in order to place the force on a better footing a senior police officer of the rank of inspector-general was appointed to draw up a scheme for reorganisation, and the recommendations made by him are in the process of implementation. It is yet too early to make an assessment of the results achieved, for it is not merely

the scheme of reorganisation that will matter in the final analysis, but also the staff who are to put it into effect.

Also, the force as it stands includes in its fold an appreciable number of undesirable elements, who had previously come in, and who have to be systematically weeded out now.

Shri H. N. Mukerjee took objection to outsiders being imported into this force, that is to say, the railway protection force. The House will appreciate that the watch and ward force has been found to be not very effective. It is necessary to revitalise it into a disciplined force, whose duties will be similar to those of a police force. For this purpose, we are utilising the services of experienced police officers. We are not unmindful of the interests of the men already in the watch and ward force. Those of them who are deserving will certainly be considered, but we cannot subordinate the efficiency of the force to the interests of the staff.

Also, the House is fully aware that no trade unionism can be allowed in the security services. There is no trade union movement in the Army. There is none in the police force, and there is going to be none in the railway security force. But nevertheless, I would like to assure the House that as far as the interests of the men serving in this force are concerned, their interests will be fully guarded, and their rights fully respected. They would be allowed to form their own associations, and represent their cases, as they have been doing so far. So I do not think hon. Members have much to fear on that account.

Shri Nambiar: But punishments are on the increase, unknown and unheard of.

Shri Shahnawaz Khan: Unless you punish the evil-doers, you cannot stop evil.

Shri H. N. Mukerjee had referred to the Sealdah station building, and its neglected condition. The Sealdah station building is one of the latest and it is having its due share of maintenance and looking after. Several serious problems have been created in this station environment due to the influx of refugees from East Pakistan, and due to the congested road traffic all round Sealdah. This station is situated in the very busy and congested area of the city of Calcutta, and no radical improvements are possible without shifting the station altogether. There is, however, no possibility of shifting the station to any other site.

[Shri Shah Nawaz Khan]

The electrification of the Calcutta suburban area has been approved and included in the works programme of 1956-57, and it is proposed that along with the electrification, terminal facilities at Sealdah will be improved as far as possible.

One hon. Member had referred to the inefficiency of the loco department, and stated that the efficiency was on the decrease. But I can assure the House that the efficiency of the loco department is on the increase. My hon. friend Shri Frank Anthony is looking at me, as if he does not believe me. But I can assure him and the House that things are improving in the loco department.

On the broad gauge, the engine-miles per day have increased from 109 in 1952-53 to 112 in 1954-55. The percentage of locomotives under and awaiting repairs in sheds has decreased from 17.91 in 1952-53 to 17.32 in 1954-55. And engine failures are also on the decrease. On broad gauge, the engine-miles per engine failure were 50,771 in 1952-53 whereas in 1954-55, they were 54,022 miles. That is to say, the engines are failing after traversing greater distances. There is also very appreciable improvement in the performance of the metre gauge engines. Previously, that is to say, in 1952-53 the engine-miles per engine failure were 31,944, whereas in 1954-55 they were 46,680.

Considerable improvements have been recorded and I do not think the allegation of the hon. Member that efficiency was going down is borne out by facts.

I have a very short time left, but I think it would not be proper for me to sit down before replying to Shri Nambiar's charge of corruption amongst railway officers. I do not deny that there is corruption in the railways. But as the Kripalani Committee has very rightly pointed out, corruption is there not only in railways but in all departments, and corruption in railways is not very much more than, not proportionately more than, in other spheres throughout the country. As one watched Shri Nambiar speaking, one got the feeling that all officers in the railway, wholesale, including the Minister, were corrupt.

Shri Nambiar: I did not say so.

Shri Shah Nawaz Khan: He did.

Shri Nambiar: My speech may be gone through.

Shri Shah Nawaz Khan: The implication of his speech was that. He said that if a man came from U. P., because the Minister came from U. P., no action would be taken against him for corruption.

Shri Nambiar: I did not say so.

Shri Shah Nawaz Khan: That was an unsportsmanlike remark to make against a person whose integrity is respected throughout the country. I would also very respectfully submit that railway employees number about 10 lakhs and it is inevitable that there should be some black sheep. But to condemn any organisation or any system wholesale on that basis is not fair to that organisation or system. After all, there are thousands of trains running every day, there are lakhs of wagons moving every day, and if every officer was corrupt or drunk, how could the railways put up such excellent performances? The least that the railways, the officers and men expect from our hon. Members—we do not ask for anything else—is a word of appreciation only if we do well. That will go a long way. Even if a person be honest and you continuously go on nagging him saying he is a dishonest man, that would, in a way, be an inducement to him to become dishonest.

Shri Nambiar: I submitted that I bow before all honest officers.

Shri Shah Nawaz Khan: But the impression one got from the hon. Member's speech was that those officers are very few.

One hon. Member, Pandit D. N. Tiwary said :

यह कहना बहुत मुश्किल है कि रेलवे में कौन रिश्तत नहीं लेता ।

That means, 'that it is difficult to say who does not accept bribes in railways.' Without saying much, we would appeal for mercy and plead that we should not be condemned on such a wholesale scale. I have gone round the railways, I have met a large number of railway officers and I have met a large number of railway workers, and I can say that with independence the spirit has changed and the officers, from top to bottom, and all railwaymen are mindful and are fully aware of the responsibilities that they have to shoulder. I can assure you that they are determined to do their duty by the nation.

Mr. Chairman: I shall now put all the cut motions relating to Demands Nos. 4 and 5 to the vote of the House.

All the cut motions were negatived.

Mr. Chairman: The question is:

"That a sum not exceeding Rs. 34,54,85,000 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 'Ordinary Working Expenses—Administration'."

The motion was adopted.

Mr. Chairman: The question is:

"That a sum not exceeding Rs. 84,26,37,000 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 'Ordinary Working Expenses—Repairs and Maintenance'."

The motion was adopted.

Mr. Chairman: The House will now take up Demands Nos. 6 to 10 for which three hours have been allotted.

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 52,87,40,000 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 'Ordinary Working Expenses—Operating Staff'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 42,07,03,000 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 'Ordinary Working Expenses—Operation (Fuel)'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 15,99,29,000 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 'Ordinary Working Expenses—Operation other than staff and Fuel'."

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 26,41,81,000 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 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 5,88,88,000 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 'Ordinary Working Expenses—Labour Welfare'."

As regards cut motions, 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.

Shri Barrow (Nominated—Anglo-Indians) : Sir, I have in my name, motion No. 322 in respect of Labour Welfare which refers particularly to railway schools,—to schools for the children of employees on the railways. I was, Sir, elated when I saw an increase in the budget under 'Education', by Rs. 3.44 lakhs, but my elation gave way to natural disappointment when I found that

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this amount was for additional teaching staff and trainees to cope with the additional load of the Five Year Plan. There is, I feel, a policy of indifference on the part of the railways towards the education of the children of their employees.

I had expected that the Minister would make a definite pronouncement about opening of hostels in large educational centres for the children of railway employees. I might remind the House that this scheme was first mooted when Shri Santhanam was Minister of State for Railways, and though, Sir, every now and again we hear echoes of this, yet no definite clear or concrete plan emerges. I do hope that either the Deputy Minister or the Parliamentary Secretary will give us some information about this today.

Sir, there are 154 Railway Schools. But I believe that the Railways just tolerate them as an unwelcome legacy. Let me, admit that the Railway Board does, from time to time, try to patch or repair the fabric of the administration of these railway schools. But, if I may quote from the Bible, it is like putting new cloth on old garments. Or, if I may use a simile which may have significance for a few years until total prohibition comes,—it is like putting new wine into old bottles.

An Hon. Member: *Vice versa.*

Shri Barrow: No Sir—New wine ferments and causes the old bottles to burst—all is lost—that is the point.

The Railway Board or the Railway Administration try to patch and darn but they will not make any attempt to refurbish the administration of these Railway schools.

Seriously, Sir, in the context of educational backwardness of this country, I believe, that any educational waste which results from indifference, or inertia or, if I may say so, frivolous inertia, is a sin against the nation's young. My opinion is backward by the opinion of educational executives of the different State Governments. I have occasion to meet them in Conferences, from time to time and, they have expressed clearly and categorically that the administration of these railway schools leaves very much to be desired. I will give some examples of what is taking place in these schools.

Some years ago we found that there

were supposed to be School Committees, but in fact no school committees were functioning. In 1951, the Railway Board issued a circular to the General Managers that these school committees should be obliged to meet at least once in two months. I went recently to Kazi-pet and to my dismay I found that the School Committee had not met there since 1953. There are other places in which the same thing happens. In Nainpur there is a school, but nobody knew about the existence of this school. It was not on the list of recognised schools. I asked the Education Department to find out more about the school and they said this school had never been inspected. They were kind enough to inspect the school and submit report: this was in 1954. That school still has not been recognised. The Headmistress of that school was managing 7 sections on her own. Fortunately, the matter was taken to the Railway Authorities and they have appointed somebody else to help but she has had no compensation for working for years without any assistance.

This is one side of the picture. On the other side where there are Committees the Presidents become extremely zealous and they begin to interfere with the working of the schools. The Presidents are usually XENs.—Divisional Engineers—I do not know whether they are chosen because they are Civil Engineers—I do not know the antonym in engineering parlance for men who are not civil engineers—but I do know that these Presidents are not very civil in dealing with the Headmistresses of these schools. I have not had an opportunity to psychoanalyse the gentlemen but followers of the School of Psychology of Adler would say they are suffering from an "unconscious inferiority complex resulting in an anti-teacher fixation." I am not taking up for all school mistresses as such. I know some of these School Marms are themselves inhibited, but if the Administration cannot bring about some sort of working arrangement between these "fixated" Presidents and the "inhibited School Marms", then these Schools and the children are bound to suffer.

I can give you more examples. The inspection reports are sent to the schools. These reports are supposed to go to the General Managers. What happens? In some cases nobody knows. The Inspectors themselves say that there is no

point in inspecting these schools if the recommendations are not to be carried out. Mark you; the Railway Board have sent circulars to the General Managers saying that they must send copies of reports of any action taken on the inspection reports but nothing happens.

There is also the question of clerical assistance, temporary appointments and so on. I can go on with them. I am not also satisfied with the Railway Service Commissions and the way they appoint teachers. Without casting any reflection on their powers to select, I say they select guards and firemen very well but when they come to the selection of teachers, their selection is not at all suitable. Very recently, I went to one school. There was a school mistress who had received all her education in Telugu and she was appointed to teach in an English medium school. It is absurd. I feel that the Railway Service Commissions do not go fully into the matter or, as I said before, they do not seem to be able to select suitable people for these schools.

I have brought all these points to the notice of the Ministry not in a spirit of criticism but because I want them to examine the whole question afresh. The administration and functioning of these schools should be the subject of an investigation and some sort of department should be set up to run these schools separately. There is a plan—and I hope it comes into operation—for creating hostels. They may require educationists to look after them. The Railways from time to time say that they are going to raise this particular school to the status of an Intermediate College or that school to the status of an Intermediate College. I believe in Khargpur they are going to raise the school to the Intermediate standard and there is another school in Broach or so which they want to raise to the Intermediate College status. I say you are only adding factories for training educated unemployed. The Railway schools have a wonderful opportunity of adapting themselves to the multi-purpose or technical schools. If they carefully examine this question and if they go into this question and get educationists to manage their schools, I feel certain that they will make a great contribution towards the educational schemes of this country.

Shri Kamath: Mr. Chairman, I will be very brief, as I have got only one point to make. There are two cut

motions standing in my name, 316 and 317 to Demand No. 6. One was disposed of yesterday which related to uniforms for conductor guards on the Central Railway and so I won't deal with it now. It has been disposed of and I hope it will be taken up by the Ministry very soon, and that there will be no discrimination shown towards—I should say against—the conductor guards of one Railway, the Central Railway, while all the conductor guards in other Railways are provided with uniforms. As it is now a national undertaking and not company-managed, there should be one uniform policy, a national policy and there should be no discrimination whatever.

The Minister of Railways and Transport (Shri L. B. Shastri): There will be no discrimination; it will be rectified.

Shri Kamath: I am grateful for the assurance.

The Deputy Minister of Railways and Transport (Shri Alagesan): What is the cut motion of the hon. Member?

Shri Kamath: Numbers 316 and 317. I shall take up 316, it is a very brief matter and it will take less than 5 minutes. I have tabled this cut motion with a view to inviting the attention of the Minister and of the House to the rather strange manner in which the Administration calculates or works out the workload for an employee. This is just an instance and there may be hundreds of other instances like this. There are what are called C class level crossings on the Railways. At these level crossings, there is only one gatekeeper or gateman on duty all the 24 hours of the day. I particularly refer to level crossing No. 294 which I have seen—and of which I have experience—at mile 583/1 near Gotegaon where there is only one gateman on duty day and night.

2 P.M.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

I have myself seen and several friends of mine have also told me that the ordinary bullock-cart *wallas* and motorists have been held up outside this level crossing, not merely for five or ten minutes, but much longer. At nights there have been instances when they have been held up for as long as 15 minutes. I know it as a matter of fact because I was a victim during the by-election in April last. I addressed the

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Railway Minister in this connection and have got the following exposition,—or shall I say clarification or explanation—of this matter through the Parliament Secretariat. The question was, strange to say, disallowed but I got the information which was conveyed through the Parliament Secretariat in these terms. “The traffic at this point is not so heavy as to warrant the appointment of two gate-keepers”. The last portion of this explanation states that the gate-keeper has got ‘concentrated work’—that is the expression used here—for less than six hours in a cycle of 24 hours. I do not know if this formula applies to all other matters, to all other employees, for the employees of the Government as a whole. I do not know if all the Ministries adopt such a formula. I would like to know what “Concentrated work” means. Assuming that the gateman has to work, say 15 minutes in every hour, it will come to six hours in a cycle of 24 hours. And this particular gateman, I myself know very well, has been there all day and night because I have been there in the mornings, I have crossed it during afternoons and I have passed through this level crossing at night also. At night he may retire or go to sleep and you have to wait till he wakes up, comes out and opens the gate. There have been complaints also that he has levied on ordinary bullock carts a small tax of an anna or two, and then they are allowed to pass through.

An Hon. Member : A very ingenious person.

Shri Kamath : Yes, that is my point. care to go and see him there, he looks a bit fierce also, and especially bullock cart *wallas* are afraid of him and they naturally pay the tax.

Shri L. B. Shastri : Will this not mean keeping two men at each level crossing? At each level crossing we will have therefore to keep two men instead of one.

Shri Kamath : Yes, that is my point. This gateman does not get rest; he does not get continual rest or sleep for at least four or five hours. Is it the policy of the Ministry that employees should be made to work in that way—15 minutes or 30 minutes in one hour, free in the next hour, but again another 15 minutes in the third hour? Can they not give some rest and leisure for him to attend to his domestic work? This particular gateman has to be on duty and if he is an honest man, he has got

to be there all the time. I have heard some motorist friends of mine telling me that this tricky gateman does not open the gate, then they shout at him, curse him and swear at him, and at last he comes out and opens the gate, telling them

“साहब आप हमारी शिकायत करो”

—he wants transfer or he wants another gateman to be posted to relieve or help him.

Shri L. B. Shastri : What is that level crossing? Where is it?

Shri Kamath : It is gate No. 294, mile 583½, Gotegaon, near Jubbulpore.

Shri Nambiar : Not only one case, but there are several cases of this type.

Shri Kamath : The earlier part of the answer is that “it is not a fact, that heavy vehicular traffic passes through this level crossing.” Gotegaon has a fairly big *mandi*, and except for the monsoon there is considerable traffic passing through this crossing. I do not know when this enquiry or report about this crossing was made and in which year. It might be an ancient report and just passed on to me in the routine course, because it does not state the date or give other particulars of the enquiry or report. I have reason to question whether the enquiry was made locally. I know for the last nine months there have been ceaseless complaints from the public, from bullock cart men, that they are held up during the day as well as at night for more than 15 minutes sometimes at a time. I do not know what ‘concentrated work’ means—whether it is six hours or eight hours is immaterial—and I do not understand the basis of calculating it. It is found that an employee has got to be on duty night and day, may be even 15 minutes or so per hour for all the 24 hours. It must be so arranged that there are at least two men on duty at this crossing so that one need not be on duty all the 24 hours. Otherwise he will become inefficient and the public will be inconvenienced. If work-load is worked out or calculated like this, I am afraid that not merely will employees become inefficient and will shirk work, but the public at large will be inconvenienced.

Shri Nambiar : I may be excused for telling some frank things with regard to the staff. There was an explanation just now in respect of what I stated yesterday. I brought in a particular fact which is important towards proper maintenance of the Railways. I never meant

that there is no officer in the Railways who is honest. I am sure there are honest officers; otherwise, the Railways would have been a sheer waste all these years. There are good officers, I know but the officialdom or the Ministry should not cover up those corrupt officers by mixing up both the categories together and then protecting them. I give respect to all the honest officers and I only say that the rotten set of officers should be separated from the former category and hammered. It is for this purpose that I stated it but the hon. Minister on the other side did not catch my point, or perhaps he might have done it with a view to minimising the whole position. Unfortunately, the operating staff, that is, millions of workers are controlled by these officers. It is they who do the job. If you want to improve the standard of the efficiency of the Railways, you will have to attempt a change at the top as well as at the bottom. That was the purpose of my suggestion.

Coming to certain facts about the Railways, I am making these observations not in a vindictive mood or with the idea of slinging mud at them or of painting coal tar on their faces, but with the hope that they will rectify the position and tone up the Administration so that it may improve. What was the justification for the Railway Administration to take the loco sheds and running sheds from the purview of the Factories Act? There was no justification. There are such sheds at Trichinopoly, Erode and Villupuram on the Southern Railway; I know in Delhi also there is such a shed and in every railway there are such sheds where more than 500 workers are employed. They are working round the clock. They have got all the requisites according to the Factories Act. In the days of the Britishers, they were treated as factories but after independence, this has happened. Workmen who work in a factory get benefits which are mentioned in that Act. Since these sheds have been removed from the purview of that Act, the workmen are not entitled to get those facilities. I request the hon. Minister to consider whether it is not necessary to bring them back under the Factories Act.

There are not less than a thousand anomalies with regard to pay fixation. The matter has been referred to the tribunal which has not yet decided these things finally. These anomalies should be removed as early as possible. If this

can be resolved by a discussion with the railwaymen's federation, let us discuss it. What stands in the way of such a discussion? Let it be discussed, finalised and finished. Let not these people be kept waiting in the balance for years. I request the hon. Minister to consider these points with sympathy.

Then there is the non-confirmation of the staff who have been officiating or working in a promoted post for years together. I have brought some such cases to his notice. In the Golden Rock Workshop, there are 2,000 workers in the highly skilled category for years together but they had not yet been confirmed in that category. If the work there does not warrant those posts, then they would have been done away with. Not only that; today the expansion of the factories is under contemplation and more and more additional posts have to be created and filled. In the circumstances, there is no justification to keep them temporary in the higher scale for so many years. If they are confirmed in the higher category, they will have to be given certain benefits. Is it the reason why it has not been done? In every other workshop also, it is the same. You will find this common phenomenon in the other categories as well—drivers, firemen, guards, station masters, etc. Why is it so? Is that a method of reducing the wage bill? I request the hon. Minister to consider this point.

Much has been said here about the recruitment of Class IV staff. I know the details of that recruitment. All sorts of blackmarketing is going on there. The posts of *khalasis* are sold for Rs. 300 or Rs. 400. I have brought some instances to the notice of the General Manager of the Southern Railway about this and also about the recruitment to the Integral Coach Factory where also this sort of blackmarketing was continuously going on. I am not talking without facts; there are instances. They have not set up a machinery to do this recruitment properly.

The question of recruitment of employees' sons came up and all constitutional difficulties were raised. Any citizen of India is equal to any other citizen in India. How can the son of an employee be put in a special category? Anybody can come and stand in the queue and if he is fit, he will be selected. It was all good for theoretical purposes. But what is the result? Every

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post that is to be filled up is thrown open to such sort of elements and bad influences. I am not telling you a story; it is a reality. It is not a question of reservation for Scheduled Castes alone. If it cannot be done, if the law has to be changed, then let us change the law. Should not the employees' sons have some advantage? I can tell you why they should have such an advantage. Take the case of a station master or a pointsman who is working in a wayside station, far removed from the town. He has no chance of sending his children to a school; he is left to suffer because he has no benefit of being at the headquarters and get the benefit of education, etc. There are so many such places in this 34,000 mile long railway line. Surely, such people must have some preference. This preference was given by the Britishers. Some 20 or 30 per cent weightage was given to them. Why should it be denied to them now? I do not say that non-employees' sons should have no advantage at all. There should be a minimum percentage reserved for these people. That is all I say.

About promotions, there are two methods—promotion by selection and by seniority. To categories whose scale of pay is over and above Rs. 200, the promotions are by selection. But even in other cases, promotion by seniority is given a go-by at present. A keyman will not get a promotion to a gang-mister or gangman. There must be a selection and a trade test for such promotions after so many years of service. There is a trade test for any promotion under the Sun. From semi-skilled to skilled or from unskilled to semi-skilled, for anything and everything there must be a trade test. There is another element in these trade tests. If within one year of a person's passing a trade test, he does not get a promotion to a gang-mister lapses and there should be a re-test before he is promoted. How can it lapse? How is it that he gets automatically disqualified? And then again, once he is disqualified in such a trade test, he is debarred from appearing again for another seven years. I cannot imagine what sort of brains were there behind these beneficial rules! Does it stand to reason or commonsense? I would request the hon. Minister and his men to reconsider these questions and simplify the procedure. Let each man have a chance of promotion if he is not otherwise disqualified. I have no objection to the disqualification of unfit persons.

If one is disqualified, then the next man should get his chance. Otherwise, calling 25 men and then selecting two out of them and even out of the selected two, appointing one and making the other wait—all these things lead to corruption and that is undesirable.

I have again, with a heavy heart to submit certain facts about labour welfare and medical attention. Doctors generally are good. I like them. But in the railways, they are placed in such a position that they must get some money for granting leave. Unfortunately, if there is a good doctor who does not receive money for granting leave etc., he may not be liked by certain people. They put up their complaints against him and he is transferred. Therefore, as a general case the doctors, whenever they become railway doctors, must receive money for grant of leave etc. If the hon. Minister can contradict me and say that there are no cases of corruption among the railway doctors I will be the first person to welcome his statement, if it comes. But, unfortunately, that is not the case.

With regard to the medical facilities the less said the better. It is only an organisation to grant leave and conduct trade tests for the workers. It is not for the benefit of the railwaymen as a whole. I should like to give you an example. In a place like Golden Rock where 20,000 is the population of the railway colony, what is the number of beds provided? It is only 100 beds in the railway hospital. Then, how many doctors are there? There are about 10 doctors. How many lady doctors are there? There was no lady doctor before. Now after much of agitation one lady doctor has come. Out of this 20,000 population, naturally, somewhere near 10,000 must be women and for these 10,000 women there was no lady doctor. We had to agitate for years and years and then a lady doctor has come. Then, what about the T.B. cases? There is no chance of getting medical relief for these people from a railway hospital. Unfortunately, this is the fate of the railwaymen. One has to stand in a long queue if one wants to get a mixture or get examined.

Even with regard to medical fitness the position is bad. We do not say that there should not be medical fitness at all. The railwaymen must be medically fit in all respects because they have to run the trains properly and safely. But, in the name of medical fitness why should there be harassment? A Station

Master must be given only such a kind of test with which he can safely carry on his work. Why should he be given such a terrible test by which he will be declared medically unfit? Today the medical test is such that unless one's health is of a very high quality one cannot pass it. Think of a driver in the railway department. Shri Frank Anthony only this morning spoke about it. A driver who works for all the 24 hours, day and night is tested after 25 or 30 years of service on the foot-plate of an engine which is always very hot. What would be the condition of his eyes after 45 years? It is natural that his eye-sight would become bad. Then at the age of 45 he is medically tested and found unfit. What is done with him? He is asked to go home. What is he to do after that? Is it due to his fault that his eyes failed? No, it is only because of the administration. It is because of the work he did all these years. Therefore, there must be some consideration at the age of 45 or 50, not only in the case of drivers but also in the case of station masters and others. If they are found medically unfit they must be given alternative jobs which will carry the same pay. What happens to a skilled worker if he is found medically unfit at the age of 45? A skilled worker in a factory doing a fitter's or turner's job, the moment he is declared medically unfit, is reduced to that of a peon getting Rs. 30. This is the state of affairs. I will only appeal to the hon. Minister to see that what justifiable things can be done are done immediately. In the interest of the Railway Administration there must be tests. Always my consideration is, safety first and everything next. For that purpose do not harass the people, treat them with a human heart.

Coming to the question of leave reserves.....

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

Shri Nambiar: I request that I may be given some more time.

Mr. Chairman: Another five minutes.

Shri Nambiar: It is a question of operating staff, labour welfare and other things.

Mr. Chairman: May I just find out how many Members are desirous of participating in this debate?

Some Hon. Members : *rose*.—

Mr. Chairman: Then I think the hon. Member can continue.

Shri Nambiar: With regard to leave reserve again I have got a very sorrowful story to relate. As per the rules 25 per cent or 20 per cent reserve must be there. But today that does not exist. In certain places there is only 8 per cent leave reserve. What happens is when a worker finds that he would not get any chance to go on leave he goes to the doctor reporting sick. When he goes to the doctor reporting sick and when he is not actually sick he is asked to pay and he pays. That is the position. If there is enough leave reserve and he is given proper leave, why should he go to the doctor and pay? Therefore my request is that at least 25 per cent leave reserve should be provided and whenever there are vacancies due to death or retirement they must be filled up so that the leave reserve can be maintained. I know of a case in Golden Rock. A worker when he lost his child in the morning had to go to his duty, punch his card and then apply for leave. His leave application was received but there was no margin. Then he had to wait till 8-30 or 9-00 and get the permission of the foreman or officer concerned to go on leave as a special case. After that he went back home where his dead child was lying. That is the position. Why should that be so? There must be a better approach to this human problem. More leave reserve should be given.

Now I come to the question of housing. Shri Frank Anthony has ably put this question. The housing question is going to be a problem for a hundred years for the Railway administration to solve. I do not know whether by the next century the railwaymen will be able to get houses. It is in that way the construction of houses is going on. Therefore, I would appeal to the hon. Minister to see that he tries to construct more houses for the railwaymen.

I have got some more points which I will try to finish soon. With regard to canteens, credit societies, stores societies and other things I need not say much because there is a lot to say. I do not know whether I will have time to say all that. I want to say. I will cite only one case as an example. 2000 clerical staff of Tiruchirappalli wanted to have a canteen run by themselves on a co-operative basis. Applications were sent. Six months have passed but till date they have not been allowed. On the other

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hand that canteen has been transferred to the co-operative stores society. What has the stores society to do with the canteen of a headquarters office, I do not know. The clerks themselves wanted to run it but the administration said : "No, it should be run by the stores society." I am giving this example to show how they look at a problem.

I will give you another case. There was a co-operative credit society in Southern Railway. The directors of a co-operative credit society are elected by the employees themselves. These directors did sign some petition when they were on duty. For that they have been punished and three months' increment cut is given. I have brought this to the notice of the Minister also. They say: "How can a worker sign a petition while on duty? That is dereliction of duty and therefore the worker must be punished." This is how they argue cases.

I will now come to the question of....

Mr. Chairman: I think he will have to finish now. It is half past two O'clock. He will have to resume his seat.

Shri Nambiar: Allow me two minutes more.

An Hon. Member: All right.

Mr. Chairman: Order, order. I think I am capable of looking after this House. No, I think the hon. Member will have to resume his seat.

श्री आर० एस० तिवारी (छतरपुर-दतिया-टीकमगढ़) : हमारे रेलवे मंत्री महोदय ने जो सन् १९५६-५७ का लेखा-जोखा पेश किया है, उस में उन्होंने गत वर्ष की हालत को भी बतलाया है और भविष्य में होने वाले कामों को भी बतलाया है। उन्होंने इस बात का प्रयत्न किया है कि समाजवादी ढांचे के मुताबिक समाज की रचना में सहयोग प्राप्त हो। उन्होंने प्रथम साल में प्रथम दर्जे को तोड़ कर के दूसरे दर्जे को प्रथम दर्जा बनाया, और उस पर कोई टैक्स नहीं बढ़ाया। अब उन्होंने इस वर्तमान वर्ष के लिये तीसरे दर्जे को तोड़ कर दूसरा दर्जा करने का प्रयत्न किया है। इस के लिये मैं उन को धन्यवाद देता हूँ। इस के विषय में बहुत से हमारे सदस्यों ने कहा है कि जब रेलवे मन्त्रालय तीसरे दर्जे को दूसरे दर्जे में परिणत करने जा रहा है, तो

उस पर टैक्स अवश्य बढ़ाया जायेगा। यह मानी हुई चीज है जो खर्च की चीज होगी उस के लिये अगर खर्च नहीं निकाला जायेगा तो वह चीज चल नहीं सकती।

इस सभा के बहुत से माननीय सदस्यों ने यह भी शिकायत की है कि साहब तनख्वाहें नहीं बढ़ाई जा रही हैं। मैं उनसे यह साफ तीर से कह देना चाहता हूँ कि ऐसी बात कहना तभी ठीक होगा जब आप गवर्नमेंट को यह बतलायें कि आमदनी कैसे बढ़ाई जाये। जब तक आमदनी नहीं बढ़ती है तनख्वाहों का बढ़ना मुश्किल जान पड़ता है। इस वास्ते मैं उनसे प्रार्थना करूँगा कि पहले वे आमदनी को बढ़ाने के उपाय सुझायें और बाद में कर्मचारियों के वेतन में वृद्धि की मांग पेश करें।

अब मैं मंत्रीमहोदय का ध्यान इस और आकर्षित करना चाहता हूँ कि बहुत से रेलवे स्टेशनों पर यह साफ लिखा होता है कि टिकिट घर २४ घंटे खुला रहेगा या कम से कम गाड़ी के आने से दो घंटे पूर्व खुल जायेगा। इस पर अम्ल नहीं होता है। मुसाफिरों को टिकिट ऐसे वक्त पर दिये जाते हैं जबकि गाड़ी पहुंच जाती है। उस वक्त तक इतनी भीड़ हो जाती है कि टिकिट लेना मुश्किल हो जाता है और कई लोग टिकिट न मिलने की वजह से गाड़ी पर चढ़ने से रह जाते हैं। मुसाफिर लोग टिकिट जल्दी इस वास्ते लेना चाहते हैं कि वे जा कर अपने लिये, अपने बच्चों के लिये और अपने सामान के लिये स्थान सुरक्षित कर लें ताकि बाद में जब भीड़ हो जाये तो उनको कठिनाई न हो। यही कारण है कि वे काफी पहले स्टेशन पर पहुंच जाते हैं। लेकिन जब उनको गाड़ी के आने के बाद टिकिट दिया जाता है तो उनकी कठिनाई वैसी की वैसी बनी रहती है। दो घंटे या डेढ़ घंटे पहले टिकिट न मिलने के कारण मुसाफिरों को बहुत भारी परेशानी का सामना करना पड़ता है। मैं चाहता हूँ कि रेलवे मंत्री इस ओर ध्यान दें और आवश्यक आदेश जारी करें ताकि तीसरे दर्जे के यात्रियों को कठिनाई, टिकिट लेने में न हो। मैंने यह भी देखा है कि पहले दर्जे और दूसरे दर्जे के मुसाफिरों के लिये जो टिकिट घर होते हैं वे तो समय पर खुल जाते हैं लेकिन तीसरे दर्जे के मुसाफिरों के लिये जो टिकिट घर होते हैं वे काफी देर बाद खुलते हैं। पहले दर्जे के और दूसरे दर्जे के डिब्बों में एक तो भीड़ कम होती है और स्थान आसानी से मिल जाता है और दूसरे उनके लिये स्थाव

भी सुरक्षित रहते हैं। लेकिन तीसरे दर्जे में ऐसी बात नहीं होती है। और तीसरे दर्जे के मुसाफिरो के जो टिकट घर हैं यदि वे समय पर खुल जायें तो लोगों की तकलीफ काफी हद तक कम हो जायेगी। इस वास्ते में प्रार्थना करता हूँ कि कोई ऐसा प्रबन्ध किया जाये जिससे कि इन लोगों को सब से पहले टिकट मिलने शुरू हो जाय करे।

अब मुझे यह निवेदन करना है कि जो किराया माल की दुलाई पर बढ़ाया गया है यानी एक आना की रुपया, वह ठीक है। मुझे यह जान कर भी खुशी हुई कि जो सार्वजनिक हित की चीजे हैं जैसे अनाज हैं, दालें हैं, चारा है, खाद है, खादी है, अखबार आदि हैं उन पर इस बढ़ोतरी का कोई असर नहीं पड़ेगा। इस को मैं ठीक समझता हूँ।

एक बात पर मुझे थोड़ी सी शिकायत है और वह यह है कि आपने जो यह फैसला किया है कि ड्योड़ा किराया लेकर वापसी टिकट जारी किये जायें और इस कन्सेशन (रियायत) को कुछ महिनो तक ही सीमित रखा जाये, यह ठीक नहीं है। मैं चाहता हूँ कि यह जो रियायत दी गई है यह सारा साल जारी रहनी चाहिये न कि केवल कुछ महिनो में। इस से जो तीर्थ यात्रा के लिये जाने वाले हैं या देशाटन के लिये जाने वाले हैं या मेलों के लिये कहीं जाना चाहते हैं उनको बहुत सहूलियत हो जायेगी। इस लिये मेरा आपसे निवेदन है कि इस कन्सेशन को कुछ महिनो के लिये यानी जुलाई और अगस्त के लिये न सीमित रख कर सारे साल तक जारी रखा जाये।

अब मैं अपने प्रदेश के बारे में कुछ कहना चाहता हूँ। आपने रेलों का बहुत कुछ विस्तार तो किया है लेकिन मैं आपका ध्यान उन रियासतों की ओर दिलाना चाहता हूँ, जिनको मिलाकर आपने प्रान्तों की रचना की थी। अब जो प्रान्त बने हैं वे पहले छोटे छोटे प्रदेशों में बटे हुए थे। उन इलाकों में न तो पहले रेलवे लाइने थीं और न अब ही उनकी ओर कोई ध्यान दिया जा रहा है। मैं बिन्ध्य प्रदेश से आया हूँ और बिन्ध्य प्रदेश में जो बुन्देलखंड का इलाका है उसमें सैकड़ो मील तक रेल की लाइन देखने को नहीं मिलती है। वहां के लोग यह नहीं जानते हैं कि रेल क्या चीज है। उस इलाके के बारे में मैंने तीन चार बार पहले भी मंत्री महोदय का ध्यान आकषित किया था और उस लाके में रेलवे लाइन बिछाने के लिये मैंने उनसे

प्रार्थना की थी, लेकिन अभी तक उस ओर ध्यान नहीं दिया गया है। सतना से रीवा तक एक रेलवे लाइन तो बिछा दी गई है लेकिन मैं समझता हूँ कि यह केवल इसी लिये किया गया है क्योंकि रीवा राजधानी है। जिस एरिया (क्षेत्र) से मैं आता हूँ वहां पर यातायात के कोई साधन नहीं हैं और लोगों को बहुत कठिनाईयों का सामना करना पड़ता है। वह एक पहाड़ी इलाका है और जंगलों से घिरा हुआ है। वहां डकैतिया बहुत पड़ती हैं और इन डकैतियों को रोकने के लिये गवर्नमेंट ने पिछले दो तीन सालों में तकरीबन १३ लाख रुपया खर्च किया है लेकिन अभी तक डकैतियां बन्द नहीं हुई हैं। इसका सब से बड़ा कारण यह है कि वहां पर यातायात के साधन उपलब्ध नहीं हैं। अगर वहां पर यातायात के साधन उपलब्ध हो जायें तो गवर्नमेंट जो खर्चा डाकुओं के मारने पर कर रही है वह भी बहुत हद तक कम हो जायेगा। इसलिये मेरी प्रार्थना है कि ललितपुर से टीकमगढ़, छत्तरपुर, नौगांव, पन्ना, सतना आदि यह सब स्टेशन रेल की लाइन बिछा कर यदि मिला दिये जायें तो इस भुभाग के लोगों को बहुत सहूलियत हो जायेगी।

आपने दूसरे पांच साला प्लान में कोंच कालपी से रेलवे लाइन निकालने की योजना बनाई है। यदि आप चाहें तो राठ होते हुए हरपालपुर, छत्तरपुर, सागर इत्यादि की इस लाइन से मिला दें तो यह भी काफी सुविधाजनक हो जायेगा। खजुराहो एक प्रसिद्ध जगह है जहां पर कि हर साल हजारों आदमी विदेशों से आते हैं। यह लोग केवल इस स्थान को देखने के लिये आते हैं। इन के अलावा हिन्दुस्तान से भी हर वर्ष कितने ही लोग इस स्थान की यात्रा के लिये आते हैं। इन लोगों को भी यातायात के साधन उपलब्ध न होने के कारण बहुत कठिनाई का सामना करना पड़ता है। यह स्थान महोबा से केवल ३४ या ३५ मील की दूरी पर है। यदि इन दोनों स्थानों को भी रेल द्वारा मिला दिया जाये तो इससे जो बाहर के लोग आते हैं उनको बहुत सुविधा हो जायेगी। यह माँग मैं लगातार पिछले दो तीन वर्षों से आपके सामने रखता आ रहा हूँ लेकिन इन पर आपने कोई ध्यान नहीं दिया। मैं प्रार्थना करता हूँ कि जिन स्थानों पर मैंने रेलवे लाइन बनाने की अब फिर प्रार्थना की है, उसकी ओर ध्यान दिया जाये और जल्दी से जल्दी वहां पर रेल की लाइन बिछाई जायें।

[श्री आर० एस० तिवारी]

अन्त में इतना ही कहना चाहता हूँ कि जो मैंने सुझाव दिये हैं, कि टिकिट घर गाड़ी आने से डेढ़ दो घंटे पूर्व खुल जाया करें, वापसी टिकिट सारा साल जारी हुआ करें और मेरे इलाक़े में नई रेलवे लाइनें बिछाई जायें जिनका कि जिक्र मैंने अभी किया है, उन पर सहानुभूति-पूर्वक विचार किया जाये ।

Pandit C. N. Malviya (Raisen): I want to suggest certain things in connection with the Demands under discussion. As regards the educational facilities, I want to appreciate the attempts of the Railway Ministry to give facilities for the education of the railway staff, and I think this is one of the advantages of the socialist pattern of society wherein the Government takes the responsibility of educating their staff and also the people in general. But still there are certain things which are needed and I think the Railway Ministry should look into the matter carefully. That is in regard to the conveniences of the staff who are always being transferred from one place to another. Naturally, they cannot take care of their children's education, and they are always worried about maintaining their houses. When they are transferred from one place to another very distant place, they have to transfer their households also, then again, their children have to be admitted in some other schools. It is, therefore, necessary that we should provide a hostel with facilities for lodging and boarding. Such hostels should be established at least in big places like Delhi, Jhansi, Indore, Ujjain, Itarsi, etc. As an experiment, some hostels may be opened in the Second Five Year Plan period and if the experiment proves successful, the number of such hostels may be increased. The charges in these hostels should be as moderate as the poor staff can bear. This will help the staff to keep their children in such hostels and the children could prosecute their studies without any disturbance.

As regards education, there are certain institutes at big stations and junctions, but they are not provided in many stations where there are passengers and also the railway staff are working. I propose that in all stations where there is heavy traffic and passengers move about, a library and a reading room should be provided, so that passengers waiting at the station may not have to waste their time, but take advantage of such libraries and reading rooms.

As regards medical facilities, there are railway hospitals, but not everywhere. Therefore, I propose that we should co-ordinate the medical facilities with the Health Ministry of every State. Where there are State hospitals, the Railway Ministry can provide a certain sum of money and have a doctor and some provision for medicines, so that it may not be an unnecessary and unbearable burden on the State. At the same time, it will help co-operative effort; and, we are seeking a co-operative society. We can co-operate and co-ordinate our activities, so that we can meet the needs of the people with minimum expenditure. If we take this measure, we can save the expenditure on buildings, lands and other things. We have to provide only for a doctor. The doctor can be recruited by the State and if we provide some money, some dispensary can be maintained for the railwaymen.

I feel like supporting, rather appreciating, the point made by my friend, Shri Nambiar, regarding corruption. I also want that this practice should be stopped. If we want to stop corruption, then we have to remove the cause of corruption. It is true that whenever railway staff go on leave, if they cannot get leave, they have to take recourse to submitting false medical certificates. They go to a doctor, pay a certain amount and get the certificate. They are not necessarily sick, but they cannot but take recourse to this sort of means. Therefore, we should take immediate steps to remove this cause. We should provide certain rules and facilities for taking leave in times of need, so that this sort of practice may not be prolonged any longer.

We have to pay compensation to the passengers, on account of accidents. I find from the Demands that accidents are increasing on the Central Railway, more than on any other Railway. That is due to the difficulties experienced by the Railway Ministry in renewing the tracks. They have not been able to maintain their railway lines in proper condition by changing the sleepers or renewing the rails, with the result that accidents occur. Of course, it is an indirect cause. We have to take into consideration all the causes responsible for increase in accidents and take immediate measures to remove the causes. Certain proposals have been made even by the Railway Ministry, but they have not been implemented. For example, we are not getting steel. Why should we

not take advantage of sleepers made of wood available in our forests? We should have railway forests where trees which can provide wood for sleepers grow and we should try to change the sleepers as soon as possible, without depending on steel. Our delegations go out and they get some experience from foreign countries as to how the foreign countries have been able to save their iron and steel by using wood. This is a proposal which should be seriously considered. I think this proposal has not been given that much of serious consideration which it ought to receive.

श्री बिगंबर सिंह (जिला एटा पश्चिम व जिला मैनपुरी, पश्चिम व जिला मथुरा, पूर्व) : इस विषय पर मंत्री महोदय को जो धन्यवाद मिले हैं उनमें मैं अपना धन्यवाद भी शामिल करना चाहता हूँ। उस क्षेत्र की ओर से जिससे कि मैं चुन कर आया हूँ विशेष रूप से धन्यवाद देना चाहता हूँ क्योंकि उस क्षेत्र के लिये एक नई रेलवे लाइन निकाली जा रही है। इसका निर्माण स्वयं मंत्री जी ने वहाँ जा कर किया था। उस सम्बन्ध में इस वर्ष के लिये १० लाख रुपया रखा गया है। मैं निवेदन करना चाहता हूँ कि जितना कुल रुपया इस काम के लिये मंजूर हुआ है उसको देखते हुए यह इस वर्ष के लिये बहुत कम है। पिछली वर्ष जो रुपया बजट में मंजूर हुआ था वह खर्च नहीं हो पाया। हमको अन्देश है कि कहीं इस वर्ष भी ऐसा ही न हो। इसलिये मैं चाहता हूँ कि जो रुपया रखा गया है वह खर्च हो और यह कार्य जल्दी से जल्दी प्रारम्भ हो।

साथ ही साथ मैं यह निवेदन करना चाहता हूँ कि पिछले वर्ष एक किसान स्पेशल चलाकर किसानों को एक विशेष सुविधा दी गयी थी। लेकिन उसमें सबसे बड़ी दिक्कत यह थी कि किसानों को सरकार द्वारा यह प्रमाणित कराना पड़ता था कि वह किसान हैं। इस सम्बन्ध में मेरा निवेदन है कि किसानों को अपने को किसान प्रमाणित कराने के लिये यह सुविधा और दी जाये कि वे अपने गांव की पंचायत द्वारा या पटवारी द्वारा या एम० पी० या एम० एल० ए० द्वारा यह प्रमाणित करवा सकें वही प्रमाण मान्य हो। इसके अतिरिक्त किसान को इस सम्बन्ध में एक और दिक्कत होती है। उसके परिवार के लोग, उसके साथ काम करने वाले मजदूर, किसानों में काम करने वाले कार्यकर्ता भी उसके साथ होते हैं। मेरा

मंत्री महोदय से इसलिये यह निवेदन है कि इन लोगों को भी किसान की परिभाषा में रखा जाये ताकि ये भी किसान स्पेशल में जा सकें।

१ मैं एक किसान स्पेशल ले जाना चाहता था लेकिन उसमें एक यही असुविधा थी कि किस से उसके लिये बातचीत की जाये और कहाँ से स्वीकृति आदि ली जाये। मुझे ऐसा लगा कि जितनी सुविधा इस किसान स्पेशल से होगी उससे ज्यादा असुविधा उसकी स्वीकृति आदि लेने में होने की सम्भावना है। इसलिये मैं प्रार्थना करूँगा कि किसान की परिभाषा में किसान, के खेत पर काम करने वाले मजदूर किसानों में काम करने वाले कार्यकर्ता और किसान के परिवार वाले शामिल किये जायें।

दूसरी बात जो मैं निवेदन करना चाहता हूँ वह यह है (जो अपने अनुभव के आधार पर है) कि अलीगढ़ से वरेली के रास्ते में गाड़ी के डिब्बों में बहुत भीड़ रहती है। लोग प्यासे बैठे रह जाते हैं। इस डर से नीचे स्टेशन पर उतर कर नहीं जाते कि लौट कर आने में कहीं उनकी जगह न छिन जाय और मैंने स्वयं यह देखा है कि उनको पानी की सखत असुविधा का सामना करना पड़ता है। वे और उनके बच्चे प्यासे बैठे रहते हैं। कई कई घंटे उनको पानी नसीब नहीं होता। दो, एक को तो मैंने स्वयं लोगों से लेकर थोड़ा पानी दिया तब कहीं बेचारों की जान में जान आई। यह भी देखने में आया है कि रेलवे स्टेशनों पर जो आदमी पानी पिलाने के लिये रखे गये हैं वे बहुत कम हैं। उसके कारण थर्ड क्लास के लोगों को पानी की जितनी सुविधा मिलनी चाहिये, वह नहीं मिल पाती है। विशेषकर गर्मियों में तो पानी की समस्या और भी जटिल हो जाती है। पानी न मिलने के कारण मैंने छोटे छोटे बच्चों को बिलखते हुए देखा है लेकिन वे बेचारे मां, बाप भीड़ की वजह से नीचे उतर कर नहीं जा सकते क्योंकि उनको इस बात का डर बना रहता है कि अगर कहीं नीचे उतर कर गये तो फिर जगह नहीं मिलेगी। पानी पिलाने का प्रबन्ध बहुत ही असन्तोषजनक है और पानी पिलाने वाले स्टेशन पर दिखाई ही नहीं देते। एक आघ होता भी है तो पता नहीं क्या बात है उनको वेलन कम मिलता है या जो भी कारण हो, इतने धीरे धीरे चलते हैं, कि स्टेशन पर गाड़ी आने और रवाना होने तक वे एक ही डिब्बे के मुसाफिरों को डिब्बे के आगे खड़े हो कर पानी पिला पातें हैं। दूसरे

[श्री दिगंबर सिंह]

डिब्बे तक पहुँच ही नहीं पाते और गाड़ी रवाना हो जाती है। मुझे खेद के साथ आपको बतलाना पड़ता है कि यह सब मैं अपने ज्ञाती अनुभव पर कर रहा हूँ। मुझे स्वयं भी बावजूद कोशिश करने के एक बार चार, पाँच घंटे तक पानी नहीं मिला। इसलिये इस बात की बहुत जरूरत है कि जहाँ आप मुसाफिरों के लिये और तरह तरह की सुविधायें प्रदान करने की कोशिश कर रहे हैं, वहाँ आप इसका अवश्य ध्यान रखें और पानी की समुचित व्यवस्था करें ताकि यात्रियों को पानी पर्याप्त मात्रा में मिल सके और उनको पानी की दिक्कत महसूस न हो। यह सब है कि पहले से यात्रियों की सुविधाओं में विस्तार हो गया है; मुख्य मुख्य स्टेशनों पर ठंडा पानी भी मिलता है और कहीं कहीं पर काफ़ी पानी मिलता है लेकिन मैं चाहता हूँ कि उन छोटे छोटे स्टेशनों पर जहाँ कि ग्राम जनता के लोग सफ़र करते हैं और एक स्टेशन से दूसरे स्टेशन को जाते हैं, वहाँ विशेष रूप से यात्रियों को पानी पिलाने का समुचित प्रबन्ध होना चाहिये।

अन्त में मैं अधिक समय न लेते हुए आपकी जानकारी के लिए बतलाना चाहता हूँ कि इस विभाग के सम्बन्ध में लोगों के क्या विचार हैं। मैं एक गाड़ी में आ रहा था। एक व्यक्ति जो मेरे पास बैठा था यह कह रहा था कि इतना छोटा मिनिस्टर, इतनी बड़ी लोकप्रियता। इतना बड़ा दिल और दिमाग किस प्रकार अपने इस छोटे से शरीर में रखता है। उन्होंने यह भी कहा सरकारी विभागों में अगर किसी विभाग ने सबसे अधिक सुधार किये हैं और लोगों की सुविधा पहुँचाई है तो वह यह रेलवे विभाग है। आज इस बात से नकार नहीं किया जा सकता कि रेलवे विभाग ने जनता को पहले की अपेक्षा काफी आराम और सहूलियत पहुँचाई है। भ्रष्टाचार पहले की अपेक्षा भी बहुत कम हो गया है और करीब करीब नहीं के बराबर है। पहले रेलवे में इस कदर भ्रष्टाचार फैला हुआ था कि लोग कम फासले का चार आने का टिकट खरिदते थे और दूर का सफ़र करते थे। टिकट के साल हाथ में अठन्नी या रुपया रखते थे और टिकट क्लेक्टर के हाथ में टिकट के साथ वह अठन्नी या रुपया दे कर बाहर निकल जाया करते थे। वह यह नहीं पूछते थे कि तुम्हारा यह टिकट कहाँ से कहा तक का है। अब इस तरह का भ्रष्टाचार टिकट क्लेक्टरों से देखने में नहीं आता। रेलवे कर्मचारी यह समझने लगे हैं कि यह बुरी बात है। साथ ही

वे यथा संभव यह भी समझने लगे हैं कि यात्रियों कि अधिक से अधिक सुविधा पहुँचाना उनका कर्तव्य है और जहाँ तक संभव हो उनकी तकलीफों को दूर करे।

अन्त में मैं और अधिक न कह कर मैंने जो किसान स्पेशल की बात कही जो किसानों के विशेष फ़ायदे के लिये रखी जा रही है के सम्बन्ध में कह कर समाप्त करता हूँ। जिसमें जनता के लोग और खास तौर से किसान और किसानों के साथ काम करने वाले मजदूरों को भाखड़ा नागल जैसे बड़े बड़े कामों को देखने की सुविधा दी गई है। ताकि उनको देख कर वे यह अनुभव कर सकें कि सरकार उनके वास्ते क्या कर रही है। मैं चाहता हूँ कि उस स्पेशल की सुविधा से अधिक से अधिक ग्राम लोग लाभ उठा सकें ऊपर कही हुई सुविधा अवश्य प्रदान की जाय।

Mr. Chairman : The following are the selected Cut Motions relating to Demands Nos. 6, 7, 8, 9 and 10 which have been indicated by Members to be moved subject to their being otherwise admissible.

Demand No.	Cut Motion No.
6	90, (Economy) 91, 92, 93, 94, 95, 96, 97, 182, 183, 185, 189, 192, 193, 217, 219, 220, 221, 222, 316, 317.
8	105, (Economy) 107, 108, 342.
9	225, 319,
10	110, 111, 112, 114, 117, 118, 119, 120, 121, 124, 200, 322.

Setting up of uneconomical new stations on the Broad Gauge between Godhra and Kotah sections of Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Operating Staff' be reduced by Rs. 1,00,000."

Lack of co-ordination between general administrations regarding connections at junctions such as Mathura, Bhopal, Agra etc.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Operating Staff' be reduced by Rs. 100."

Non-provision of a through train between Ahmedabad and Godhra.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Conditions of service of Assistant Station Masters and Station Masters on Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Non-provision of running allowances to T.A.G.C.s on Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Deterioration in punctuality of trains.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Deterioration of traffic in smalls on metre gauge sections of Western Railway particularly Khandwa-Ajmer section.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Inadequate leave reserves for operating staff.

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

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Reclassification of pay scales of firemen, rolling stockmen, gang mates, etc. according to nature of work actually done.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Protection of existing pay of employees found medically unfit for certain categories but declared fit for other duties.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Confirmation of all temporary promotions on Southern Railway.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Block in promotions due to recruitment of new men.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Supply of foot-wear and uniforms to gangmen.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Grant of Communal holidays to open-line staff.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Shortage of coal Khalasies in all loco-sheds on ex-S.I. Railway.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Transfer of gangmen willing to be absorbed as unskilled labour in workshops and loco-sheds.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Need to raise the lowest level of pay of clerks to Rs. 80-220 from the present scale of Rs. 55-130.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Abolition of casual labour system of recruitment.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Restoration of food concession to the catering staff of railway refreshment rooms.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Gate-men at level crossings on Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Failure to provide uniforms to conductor guards on Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100."

Deterioration in the speed of goods trains.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 1,00,000."

Corruption on Western Railway in handling public goods.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100."

Non-supply of proper uniforms to T.A.G.C.s on Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100."

Disparity in the expenses for handling etc., of goods and compensation for goods lost or damaged between two railways—Central Railway and Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation other than Staff and Fuel' be reduced by Rs. 100."

Introduction of diesel coaches between Ongole and Gudur on Southern Railway.

Shri B. Ramachandra Reddi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

Continuance of management of Vishakhapatnam port under Railway Ministry.

Shri K. K. Basu: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100."

Expenses on health and welfare services of South Eastern Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Provision for education of children of Railway employees on the Western Railway.

Shri U. M. Trivedi: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Need for immediate opening of maternity wards in Railway Hospital, Golden Rock.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Shortage of doctors and medical staff in Railway hospitals.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Insufficient medicines to Railway hospitals and dispensaries.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Provision of a dispensary at Olavakot-Southern Railway—for Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Establishment of Workmen's Advisory Committees for each Railway hospital and dispensary.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Appointment of lady doctors in each Railway hospital.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Separation of administration of cleaning, sweeping, etc., of entire Railway colony, Golden Rock—Southern Railway—from medical establishment for the sake of better medical attention.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Grant of one year's leave with full pay to T.B. Patients among Railwaymen for treatment.

Shri Nambiar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Failure to Provide quarters to staff at Adoni, Nagarur, Molagavalli, Aspari, Nancherla, Bantanahal, Berinahal, Ulinakonda, Betham Cherla, Dhane, Maddikera, Tuggali, Pendekal, and Malyala stations of Southern Railway.

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Administration and functioning of Railway Schools.

Shri Barrow: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Mr. Chairman: All these cut motions are before the House.

Shri T. B. Vittal Rao: I am glad to say a few words on this Demand especially when our Chairman of the Assurances Committee is by my side. A few days ago, we were sitting in the Committee on Assurances. The question of manufacturing our signalling equipment, block instruments, came up there. A few years ago, in 1953, a question was raised by me in this House whether the Railways contemplated the establishment of workshops for the manufacture of block instruments. The reply given was that the matter is under consideration. Eventually, the matter was taken up by the Assurances Committee and it was stated that they could not indicate when this factory is going to be set up. Then our Chairman asked me whe-

[Shri T. B. Vittal Rao]

ther I have forgotten that question altogether. We are badly in need of these instruments to increase operational efficiency in the working of railways and we are not in a position to manufacture them. We depend largely on imports. I should strongly urge upon the Railway Board to see that workshops are set up to manufacture these block instruments.

Shri L. B. Shastri: We are already doing that. I want to inform the hon. Member that we have taken up the work of manufacturing of signalling equipment in our own workshops in the Central Railway and other Railways.

Shri T. B. Vittal Rao: Thank you very much.

I go to the next item: transshipment arrangement at break of gauge stations. Unless and until we arrange for mechanised transshipment of certain bulk items or at least for coal, I am afraid we cannot move the goods which we can move. In all break of gauge stations, there is this bottle-neck. We are doing the work by manual labour. Unless there is mechanised transshipment, it will take time. We have to progress in this direction. This point was also urged by the Federation of Indian Chambers of Commerce and Industry when they submitted a memorandum two years ago. I submit that at least for some of the bulk items and coal there should be mechanical transshipment. Then only we can increase operational efficiency and move more goods.

Shri L. B. Shastri: There will be further unemployment.

Shri T. B. Vittal Rao: We will absorb them in the mineral industry.

Shri Nambiar: Unemployment is not a problem.

Shri T. B. Vittal Rao: Then, I come to an important point about schools. The Railway Board and the railway administration are thinking of converting a godown in my place into a school. There is a provision made also. The godown is not fit to be converted into a school. The site also is not good.

Shri Alagesan: Where?

Shri T. B. Vittal Rao: Lallaguda. I am coming to that. That school building should be constructed in a better site. A nice building should come up. The school should not be located in this godown. It is not properly ventilated. After all, a godown is a godown.

Mr. Chairman: The hon. Member can continue on Monday. Now we shall have to take up Private Members' Bills.

3. P. M.

NATIONAL DEVELOPMENT (PEOPLES' PARTICIPATION) BILL *

श्री एम० एल० द्विवेदी (जिला हमीरपर) :
मैं प्रस्ताव करता हूँ कि राष्ट्रीय विकास कार्यक्रम में जनता द्वारा भाग लिये जाने का उपबन्ध करने वाले बिल को पेश करने की अनुमति दी जाय ।

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to provide for peoples' participation in the national development programmes."

The motion was adopted.

श्री एम० एल० द्विवेदी: मैं बिल को प्रस्तुत करता हूँ ।

NATIONAL AND FESTIVAL PAID HOLIDAY BILL *

Shri Nambiar (Mayuram): I beg to move for leave to introduce a Bill to introduce a uniform system of national and festival paid holidays for all industrial workers.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to introduce a uniform system of national and festival paid holidays for all industrial workers."

The motion was adopted.

Shri Nambiar: I introduce the Bill.

SHRI KASHI VISWANATH MANDIR BILL

Mr. Chairman: The House will now resume further discussion of the motion moved by Shri Raghunath Singh on the 24th February, 1956, that the Bill to provide for the better administration and governance and for the preservation of the Shri Kashi Viswanath Mandir, known as the golden temple of Banaras, be taken into consideration.

We have already had discussion for 35 minutes out of the 1½ hours allotted for the discussion of the Bill, and 55 minutes are still available. Shri D. C. Sharma was on his feet. He may continue his speech.

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Shri D. C. Sharma (Hoshiarpur): I made one point last time that in view of the fact that this temple was not open to Harijans, it should be placed under a management so that the Harijans may have freedom of entry. This non-entry of Harijans into this temple, is apart from other things, a constitutional offence.

Then I was saying that there was nothing radical about the introduction and the passing of this Bill. There is a clear movement afoot that our public places of worship should be better managed. There is a trend in Hindu thought these days that these temples should be looked after in a more efficient way. It is not only among the Hindus that this trend is visible throughout India. For instance, we have passed already the Durgah Kwaja Sharif Bill. We have the Gurdwara Bill in the Punjab. Therefore, I think that this Bill does not seek to do anything which is very radical.

Shri Raghunath Singh in his speech referred to the mismanagement that was going on in this temple. There have been disputes among the persons who were managing this temple. They were fighting with each other and they were going to courts of law. That is what he said. Now, I believe that it offends against the sanctity of this temple, the religious propriety of this temple, the spiritual significance of this temple if persons who are responsible for conducting worship in this temple behave in a way which is not, I should say, very dignified. The committee that my friend has proposed will be very helpful in securing better management of this temple. It is a committee representative of all interests. It is a committee which gives representation not only to the priestly class, but also to the representatives of the people in all directions. It also makes provision for the representation of those persons who have something to do with the administration of our country. It is a very representative committee, and I think if a committee like that is constituted, it would make for the better management of this temple.

Shri B. S. Murthy (Eluru): Is there a Harijan in the committee?

Shri V. G. Deshpande (Guna): No, no. No Harijan.

Shri D. C. Sharma: I would ask the hon. Mover that he should have a Harijan also on this Committee. I have no objection to that.

So far as the ritual aspect of the temple is concerned, I do not think anybody is going to interfere with that, and it should be made clear, and it has been made clear, by Shri Raghunath Singh. Therefore, this committee is meant only for the public management of this temple.

When Ahalya Bai reconstructed this temple, when Maharaja Ranjit Singh did a great deal for this temple and when the Nawab of Avadh built the *Nowbat Khana* in this temple, they wanted that this temple should be a place of real public interest, but their intention has been defeated. It has been defeated by vested interests. It has been set at naught by those persons who have acquired a kind of proprietary right in this temple. I think this goes against the public conscience of modern India. Modern India wants that these temples should be real places of worship.

I am reminded of a poem by Rabin-dranath Tagore in *Gitanjali*. The poet asked one question: how shall I worship God? And the answer came that true devotion of God can be achieved only if the devotee touches the feet of God, that is to say, if the devotee tries to serve the most humble persons in this world. I do not know what kind of place of worship it is where the humble are kept out.

On account of these reasons I would say that this Bill should be passed. Moreover, Banaras is a city which attracts a large number of visitors from all over the world, and a large number of persons go to visit this temple also. I would say that if this temple is administered in a better way, the persons who visit it, who go to worship there and who want to go and pay their homage there will be much better served than they are at present.

With these words, I whole-heartedly support the Bill which Shri Raghunath Singh has brought forward.

श्री बी० जी० देशपांडे : सभानेत्री महोदया, मैं बड़े दुःख के साथ यहाँ पर इस विधेयक का विरोध करने के लिये खड़ा हुआ हूँ ।

Mr. Chairman: I find quite a large number of Members are anxious to participate in the discussion on this Bill. So, I would suggest to the House that speakers may try to be short in their speeches, taking 5 to 7 minutes. Then we will be able to cover a large number of speakers.

श्री बी० जी० देशपांडे : काशी विश्वनाथ का मन्दिर हिन्दुस्तान में अत्यन्त पवित्र मन्दिर है और भारत के प्रत्येक हिन्दू के जीवन के कर्तव्यों में काशी यात्रा करना, काशी में जाना एक बड़ा पवित्र कर्तव्य माना गया है। हिन्दू ला (विधि) में भी इस बात को स्वीकार किया गया है कि हर एक को बनारस, प्रयाग और गया की यात्रा के लिये जाना है तथा विश्वनाथ का दर्शन भी बड़ा पवित्र कार्य है। कम से कम इस दृष्टि से यदि कोई सदस्य, इसलिये कि विश्वनाथ मन्दिर की व्यवस्था सुचारु रूप से हो, कोई विधेयक लाता है तो मैं उस का विरोध नहीं करूंगा। परन्तु जब मैं इस विधेयक की तरफ देखता हूँ और जो कुछ उस के उद्देश्य और कारणों में कहा गया है उसे देखता हूँ तो मैं नहीं समझता हूँ कि उस से इस कार्य की सिद्धि होगी।

पहले तो इस में यह कहा गया है, जो कि मुझे मंजूर नहीं है, कि इस विश्वनाथ मन्दिर का प्रारम्भ अहिल्याबाई, रणजीत सिंह और अवध के नवाब ने किया। मैं इस को कदापि मानने के लिये तैयार नहीं हूँ। अहिल्याबाई ने देश में रामेश्वरम् तक और देश के कोने कोने में बड़ा कार्य किया, मन्दिर बनवाये, इस के लिये मैं उन की वन्दना करता हूँ परन्तु इस मन्दिर पर केवल अहिल्याबाई, रणजीत सिंह तथा सिखों, अथवा अवध के नवाब का अधिकार है और उन की यह इच्छा थी कि यह सारे धर्मों का स्थान बने, इसलिये यह कार्य होना चाहिये, इस को मैं नहीं मानता। काशी के विश्वनाथ मन्दिर की केवल अहिल्याबाई ने ही रचना नहीं की है। मैं तो वहाँ पर जो मस्जिद है और जो नौबतखाना है इन सब को विश्वनाथ मन्दिर की चीजे मानता हूँ। मैं चाहता हूँ कि विश्वनाथ के मन्दिर की पुनर्रचना हो। यह बात मैं कम्युनलिज्म (साम्प्रदायिकता) के कारण नहीं कह रहा हूँ। पंडित जी ने कुछ दिन पहले कहा था कि जामा मस्जिद की हमें पुनर्रचना करनी है, उसकी हमें रिपेयर करनी है। मैं पूछता हूँ कि इसकी रिपेयर क्यों नहीं की जाती है? मैं समझता हूँ कि केवल एक कमेटी नियुक्त कर के काम नहीं चलेगा। यह भारत सरकार का कर्तव्य है कि वह बनारस के मंदिरों की पुनर्रचना करे। मैं देखता हूँ विश्वनाथ का जो मन्दिर है उसके ऊपर मस्जिद बनी हुई है। किसी ने दो तीन सौ साल पहले इस मंदिर को तोड़कर इसके स्थान पर

मस्जिद खड़ी कर दी थी। इस मंदिर की पुनर्रचना करना यह भी भारत सरकार का परम कर्तव्य है।

आपने इस मंदिर के प्रबन्ध के लिये जिस कमेटी को बनाने का सुझाव दिया है जब मैं उसके सदस्यों की और देखता हूँ तो मुझे हैरानी होती है। पहले तो आपने इंदौर के महाराजा या उनके वंशज के एक सदस्य को इस कमेटी में नियुक्त करने के लिए कहा है क्योंकि आप समझते हैं कि यह मन्दिर उन्होंने बनवाया था। दूसरे आपने कहा है कि एक सिखों का प्रतिनिधि लिया जाए। तीसरे काशी के महाराजा या उनके प्रतिनिधि का जिक्र आपने किया है। चौथे पालियामेंट के तीन सदस्य लेने का आपने अनुरोध किया है। आपने यह कहीं नहीं कहा कि पंडे जो

श्री रघुनाथ सिंह (जिला बनारस—मध्य) आगे पढ़िये।

श्री बी० जी० देशपांडे : आगे जब मैं देखता हूँ तो यह पाता हूँ कि बनारस के डिस्ट्रिक्ट जज और डिस्ट्रिक्ट मैजिस्ट्रेट को इस में लिया जाना है। बनारस सिटी कारपोरेशन (निगम) के मेयर को लेने की भी बात कही गई है। इस प्रकार के नाम इसमें दिए गए हैं। इसमें यह कहीं नहीं कहा गया है कि मंदिर की पूजा करने वाले देश के जो लाखों लोग हर साल यहां आते हैं, जो मूर्ति पूजा में विश्वास रखते हैं उनके प्रतिनिधि लिए जायें। मैं यह भी देखता हूँ कि गुरुद्वारों का जो प्रबन्ध होता है वह एक गुरुद्वारा प्रबन्धक कमेटी द्वारा होता है और इस प्रबन्धक कमेटी के चुनाव के लिए जो लोग खड़े होते हैं उनके लिए वोट देने का अधिकार केवल उन सिखों को ही होता है जो कि स्मोक नहीं करते हैं। इस प्रकार से यह गुरुद्वारा प्रबन्धक कमेटी बनती है। मैं कहता हूँ कि आपका ब्याल उन लोगों की ओर नहीं गया जो मंदिर की पवित्रता में विश्वास रखते हैं, जो महादेव के भक्त हैं, शंकर के भक्त हैं। इन लोगों के प्रतिनिधियों को लेने की बात आपने कहीं भी नहीं कही है। आप तो उन लोगों को कमेटी बनाना चाहते हैं जो कि मूर्ति पूजा में विश्वास नहीं रखते हैं, जो मूर्ति को तोड़ने में विश्वास रखते हैं, जो सैक्युलर हैं, जो धर्म निरपेक्ष हैं। मैं पूछना चाहता हूँ कि क्या कोई हरिजनों के प्रतिनिधि लेने की बात आपने कहीं कही है? मैं इस बात को विरुद्ध नहीं हूँ कि कोई हरिजन इस कमेटी में न लिया

जाए। उनका विचार है कि हरिजन को रखने का कोई सुझाव दे तो वह उसको स्वीकार कर लेंगे। परन्तु जिस दृष्टि से इस बिल की रचना की गई है, जिस प्रकार से उसका प्रबन्ध करने की बात कही गई है, उससे जो हम चाहते हैं, वह हम प्यार लेंगे, इसमें मुझे सन्देह है। इस बात में भी मुझे सन्देह है कि जिन्होंने इस बिल की रचना की है उनके मन में भी इस प्रकार के विचार थे। यह मंदिर सैकड़ों साल पहले बनवाया गया था। यह अहिल्या बाई ने ही बनाया है इसको मैं नहीं मानता हूँ। यह जो देवस्थान है यह अत्यन्त प्राचीन है। देश के कोने कोने में रहने वाला हिन्दु इस स्थान को एक पवित्र स्थान मानता है और इसमें कौनसी पावित्रिक भावना है, इसमें मैं आज नहीं जाऊँगा। इस पवित्र स्थान के प्रबन्ध के लिए, इसमें सुधार लाने के लिए, इसकी सव्यवस्था करने के लिए यदि कोई योजना आप लेकर आते तो उसका समर्थन हम कर सकते थे। परन्तु कारपोरेशन के एक मेयर को लेकर, डिस्ट्रिक्ट जज की लेकर, डिस्ट्रिक्ट मैजिस्ट्रेट को लेकर जो आप एक कमेटी की रचना करना चाहते हैं और दो चार पार्लियामेंट के मੈम्बर और कोई जमींदार को इस में स्थान देना चाहते हैं, इससे तो काम नहीं चलेगा। यह तो वही बात होगी कि कहीं का पत्थर कहीं का रोड़ा भानुमति ने कुनबा जोड़ा। यह सब लोग मिलकर हमारे मंदिर का क्या करेंगे मुझे तो कुछ पता चलता नहीं है। पार्लियामेंट के एक मੈम्बर ने कहा है कि यहां पर सब धर्मों के लोग जाते हैं, सर्वधर्म के लोगों के आने का यह स्थान है, और इसलिए सब धर्मों के प्रतिनिधि इस में लिए जा रहे हैं। मैं समझता हूँ कि वही लोग इस में आ सकते हैं जो कि शंकर में विश्वास रखते हैं, जो परलोक में विश्वास रखते हैं, जो हिन्दु धर्म में विश्वास रखते हैं, और वही इसका प्रबन्ध कर सकते हैं। इसी दृष्टि से, पावित्र्य के साथ, स्वच्छता के साथ, सच्चे हृदय से, यदि इसका प्रबन्ध हो तो वहां पर जो बुराइयां हैं वह दूर हो सकती हैं। इस की स्वच्छता बनाये रखने के पक्ष में मैं हूँ। धार्मिक और सामाजिक दृष्टि से और प्रगतिशीलता की दृष्टि से इसका विरोध करने के पक्ष में मैं नहीं हूँ। इन सिद्धान्तों में मेरा विश्वास है। काशी विश्वनाथ मंदिर में हिन्दु धर्म के जितने अंग हैं, उन सब को जाने का अधिकार है, इसको मैं मानता हूँ। इस पर मेरा पूर्ण विश्वास है और मैं इसका विरोधी नहीं हूँ। परन्तु सर्वधर्म के लोगों की एक परिषद बना दी जाय और वह इसका प्रबन्ध करे, इसमें कहीं डेमोक्रेसी

(प्रजातंत्र) नहीं है। राजाओं, महाराजाओं जमींदारों को ले लेने से कोई काम बनने वाला नहीं है। इसमें कहीं कोई परम्परा की बात नहीं है। इस दृष्टि से विश्वनाथ के मन्दिर के प्रबन्ध की इच्छा जो उनकी है, वह ठीक है, मैं उसका सत्कार करता हूँ और इसका मैं विरोध करने वालों में से नहीं हूँ। लेकिन प्रबन्ध करने का जो तरीका उन्होंने खोजा है कि एक परिषद स्थापित कर दी जाए, इसका मैं समर्थन नहीं करता हूँ। मैं भारत सरकार से कहता हूँ कि विश्वनाथ के मन्दिर के ऊपर जो आपने कुछ खर्च नहीं किया है उससे आज हिन्दुस्तान के हिन्दुओं के हृदयों के ऊपर आघात पहुंचता है। इस बात से भी उनको दुख होता है कि टोडर मल के जमाने में जब इस मन्दिर को बनवाया गया था, तब से इस के सिर के ऊपर एक मस्जिद खड़ी है। मैं यह नहीं कहता कि इस मस्जिद को तुड़वा दिया जाए, इसके पक्ष में मैं नहीं हूँ। आज आप बहुत से स्मारक बनवा रहे हैं, भगत सिंह का स्मारक आप बनवा रहे हैं, सुभाष चन्द्र बोस का स्मारक आप बनवा रहे हैं। क्या आपका यह कर्तव्य नहीं है कि इस मंदिर पर भी आज आप कुछ खर्च करें यह हिन्दुस्तान का सब से बड़ा मंदिर है। इसको कई बार तोड़ दिया गया था। इसकी दीवारें आज भी खड़ी हैं। मन्दिर के अन्दर मूर्तियां भी हैं। जानवापी भी वहां है। वहां पर मस्जिद भी खड़ी है। इस मन्दिर के पुनर्प्रतिष्ठापन की, इस की पवित्रता को कायम रखने की इसके सुचारू रूप से प्रबन्ध करने की जिम्मेवारी भारत सरकार की है इस विषयक से इस तरह का प्रबन्ध नहीं होगा।

इतना कहकर मैं इस विधेयक का विरोध करता हूँ।

The Minister of Legal Affairs (Shri Pataskar): So far as the present condition of this great place of pilgrimage is concerned, I must say that things there are not very satisfactory. The present position is that on account of the disputes between the so-called...

Shri B. S. Murthy : Pandas.

Shri Pataskar: They are not even pandas. They are some Tiwary's. I do not know what is meant by that. They have started litigation in court, with the result that they have got appointed some receivers. Even the report of Government is that these receivers are

[Shri Pataskar]

more interested in their squabbles than in anything else; and as they claim to be practically the owners who are entitled to receive and manipulate all the *dakshinas* that may be received, the result is very unfortunate.

Shri K. K. Basu (Diamond Harbour) : Is it held by any private individual?

Shri Pataskar: There are some people who have filed some suits as to their respective claims. Whatever the nature of those claims may be, the result is that the court has appointed four receivers, namely Shri Gowri Prasad Tiwary, Shri Lakshmi Shankar Tiwary, Shri Ram Shankar Tiwary, and Shri Kailashpati. . . .

An Hon. Member: Tiwary.

Shri Pataskar: I do not know what he is. He is not a Tiwary. The result is that really the state of things is very deplorable.

My hon. friend Shri V. G. Deshpande was very solicitous about this particular temple. But I do not find him here at the moment.

Shri B. S. Murthy: He has made his speech and gone away.

Shri Pataskar: I hope my other friend also will take some more interest in the matter, rather than rake up the old things, in respect of what is happening at present so far as this temple is concerned.

I am afraid that the relations have become so strained that at times there is fighting and quarrelling going on, and reports are made to police stations. The *dakshinas* which were received on account of the faith of the people were so manipulated and used that some time back even the electric and telephone bills could not be paid, and the electric company had to resort to stoppage of supply. I would appeal to all, particularly those who are very much interested in our ancient traditions being maintained, to look at this question from this point of view and to take more interest in these matters. I have looked into the history which the Mover of the Bill had given. No doubt, it is not as if the temple belongs to a particular Prince or Princess. I think the late Ahilya Bai built the temple. It may be that there are some other ancient temples elsewhere, but Kashi is now regarded as a place where every Hindu from any corner of the

country goes to worship. I have no quarrel with that sentiment. But I would appeal to those who take interest in these matters to see that the sanctity of our places of worship is maintained. Merely trying to concentrate on what has happened in the past will serve no useful purpose. Leave aside those who have got different views with respect to religious matters, but I do not find any attempt has been made in this direction by those who claim that they are so deeply religious and are proud of our ancient culture. That is what I feel most. I read the other day that some attempts were being made to prevent Harijans from entering the temple—it was only a report in the Press. Is it not better that instead of concentrating attention on preventing Hindus themselves from entering the temple, they should see that the sanctity of the temple is preserved? I am told that on account of this fight and quarrel and squabbles between these people, for the last few years, in spite of all attempts made by the court, whatever little it could do, things are not very satisfactory.

Dr. Suresh Chandra (Aurangabad): The Pandas must be replaced.

Shri Pataskar: I would not dilate on that matter more because I learn that it is the subject-matter of some litigation there and it has gone to the Supreme Court and might again start in some other form in some other court. The wheels will go on, and naturally something has to be done. But I would tell the Mover that so far as this matter is concerned, it has also attracted the attention of the UP Government. The UP Government has already got the Badrinath Temple Act passed in 1939. It was subsequently made applicable to the Kedarnath Temple. Afterwards, it appointed some special officer some years back to inquire not only into this matter—because, as you know, in UP there are so many important places of worship belonging to the Hindus, Muslims and others—but also other places of worship. The Government then thought that instead of having one Act for each temple or place of worship, it was much better to have some general Act which would give power to the State Government to make it applicable to all such religious institutions to whatever denomination they may belong. Whether it is a Hindu temple which is mismanaged or a Muslim place of worship which is mismanaged, naturally it is the duty of society as well as of the Government

to see that such mismanagement is stopped. It was from this point of view that that Government made the investigation. Subsequently, the Government also introduced a Bill in the State legislature for eliciting public opinion by the 18th April this year. I am sure that the State Government is really trying to do as much as it could, but I am not sure about the fate of the legislation, because of what happened to some such legislation in Madras. It is very easy for people who are associated with such institutions not to rise above their own selfish interest, and drag things to court. Even that legislation was challenged in some court of law. But apart from that, the Government of UP is trying to do its best. It has already introduced the legislation. I can assure my hon. friend, the Mover, that I have examined the provisions of this Bill as well as the provisions of the proposed enactment, and I find that the Bill introduced in the UP Legislative Assembly is much better.

Shri Altekar (North Satara): What is the title of the Bill, and what is its character?

Shri Pataskar: It is called:

उत्तर प्रदेश मन्दिर तथा धार्मिक निबन्ध
(प्रशासन) विधेयक.

Shri T. B. Vittal Rao (Khammam): When was it introduced?

Shri Pataskar: Last year. It has now been circulated for eliciting public opinion by the 16th of April this year. Then the Director of Archaeology was also consulted in this matter, because there is another aspect to this question, and he also expressed his view that it should rather be left to the State Government to look after this matter. This is very natural because this relates to entry 28 in List III, and it is our policy as far as possible to leave action in respect of a matter in the Concurrent List—unless there are some extraordinary reasons for acting otherwise—to the State Legislature. In the very nature of things, I think the management of such a temple should best be left to be dealt by the State Government. In this particular matter, I would appeal to the Mover to realise that the State Government has, as a matter of fact, been taking interest. I learn that the management of the Badrinath temple by the State Government has been very satisfactory. I think that Government is now trying to have a comprehensive piece of

legislation by which it will have power to manage all such religious institutions in future.

While therefore agreeing with the object of this measure—because there are no two opinions about this; Kashi is a place which is sacred to millions of people in our country—I would urge for the attention of the Mover and other Members that in all these matters it is much better that we leave the Governments in the States to deal with them. They are in a better position to manage such institutions. And even comparing the provisions of the two Bills, I find that the UP Bill is much better naturally because they have skilled hands, on account of their past experience in this matter. Therefore, while sympathising with the object of the Mover in bringing forward this measure and bringing to the notice of the House the present conditions of management of the temple—I entirely agree with him in this matter—I would appeal to him, in view of the fact that there is already a Bill which has been introduced in the State Legislature and circulated for eliciting public opinion, and the State Government is as anxious as anybody here to see that the management not only of this temple but other religious institutions is conducted properly, to withdraw the Bill.

श्री नंद लाल शर्मा (सीकर) : वाराणसी पुरपति भंज विश्वनाथम्, जैसा कि पाटस्कर जी ने अभी कहा, इसमें कभी दो विचार नहीं हो सकते कि किसी भी धार्मिक संस्था का, चाहे वह हिन्दु की हो, चाहे ईसाई की हो चाहे मुसलमान की हो, चाहे सिख भाई की हो, सुप्रबन्ध होना चाहिए। इस दृष्टिकोण से हमारा विरोध किसी प्रकार भी नहीं है। तिस पर भी मैं बड़े खेदपूर्वक इस विधेयक का विरोध करता हूं। इसमें कारण है और वह कारण यह है कि जैसी हमारी सरकार सेक्युलर (धर्मनिरपेक्ष) है वैसे ही यह बिल भी सेक्युलर है और कमेटी भी सेक्युलर है।

श्री पाटस्कर : जो नान सेक्युलर मैनेजमेंट है, वह क्या कर रहा है ?

श्री नंद लाल शर्मा : मेरे शरीर में कोई रोग है, इसलिए मुझे कत्ल कर देना चाहिये, यह कोई मुनासिब तरीका नहीं है। आपका प्रयत्न रोगी का रोग दूर करने के लिए होना चाहिये, रोगी को खत्म करने का नहीं होना चाहिये।

श्री पाटस्कर : वही हम करना चाहते हैं।

श्री नंद लाल शर्मा : इसीलिये मैंने आपसे सहमति प्रकट की कि मैं किसी प्रकार यह नहीं चाहता हूँ कि काशी विश्वनाथ के मंदिर का सुप्रबन्ध न हो। सुप्रबन्ध होना चाहिये, इसके बारे में कोई दो मत नहीं हैं। मतभेद सिर्फ इस बात को लेकर है कि कमेटी किस प्रकार की बनाई जाय और ऐसी कमेटियों के बनाने का किन को अधिकार दिया जाय। यह थोड़ी बहुत देखने की बात है।

स्वयं श्री पाटस्कर अपने मन में देखें कि यह हिन्दू विवाह विधेयक और तालाक विधेयक हिन्दू जाति की धार्मिक भावना के विरुद्ध उनके सिर पर जबर्दस्ती लाद दिया गया है। विधेयक के सम्बन्धित क्लॉज नम्बर ४ में उन्होंने साफ लिखा है कि

All texts, traditions and interpretations of law will stand repealed.

श्री पाटस्कर : इस तरह का कानून बनाने में कोई धर्म की बात नहीं आती है।

श्री नंद लाल शर्मा : हिन्दू का विवाह का क्या उसके धर्म उसके की बात नहीं है? मनु महाराज ने स्वयं लिखा है कि विवाह संस्कार स्त्रियों का एकमात्र वैदिक संस्कार है। मैं पूछना चाहता हूँ कि यह अगर उनके धर्म की बात नहीं होगी, तो किस की होगी? क्या मंदिर और शिवालय भी हिन्दुओं के लिए धर्म की बात नहीं रहे? आपके इस विधेयक के स्टेटमेंट आफ़ आबजेक्ट्स एंड रीज़न्स (उद्देश्यों तथा कारणों के विवरण) में मुझे यह शब्द पढ़ कर बड़ी लज्जा आई कि

The temple is a living historical monument of Hindu, Sikh and Muslim unity.

मेरे ऐसा कहने का आप कहीं यह अर्थ न लगा लें कि हम हिन्दू, सिक्ख और मुस्लिम यूनیتی (एकता) नहीं चाहते, परन्तु मेरा आशय तो इस बात पर है कि इसमें हिन्दुओं को सिक्खों से अलग माना गया है और मैं उनको बतलाना चाहता हूँ कि हमारे यहां सिक्ख सम्प्रदाय हिन्दू धर्म का एक अंगभूत है और जैसे वैष्णव, शाक्य और शैव सम्प्रदाय हिन्दू धर्म के अंग हैं उसी तरह सिक्ख सम्प्रदाय भी हिन्दू धर्म का ही एक अंग है और सिक्ख सम्प्रदाय के लिए भी हम वैसा ही मान रखते हैं जैसा किसी दूसरे सम्प्रदाय के लिये।

“स्टेटमेंट आफ़ आबजेक्ट्स एंड रीज़न्स” में यह लिखा गया है कि औरंगजेब ने इस मंदिर को डिमोलिश (उद्ध्वस्त) कराया और औरंगजेब द्वारा और भी कितने ही मंदिर उदाहरणार्थ रामजन्म भूमि और कृष्णजन्म भूमि डिमोलिश किये गये और वे टूटी फूटी अवस्था में पड़े हुए हैं। मुझे खेद है कि आज वह लोह पुरुष नहीं है जिसने सोमनाथ के मंदिर का जीर्णोद्धार करके और उसकी ठीक से मरम्मत करवा करके हिन्दू जाति के ऊपर और हम लोगों के ऊपर एक बड़ा भारी आभार प्रदर्शित किया और मैं उस महापुरुष को आज अपनी श्रद्धांजलि अर्पित करता हूँ। हम किसी के धर्म के सम्मान और प्रतिष्ठा पर आक्रमण नहीं करेंगे और उसके साथ ही दूसरों को अपने धर्म के ऊपर आक्रमण नहीं करने देंगे। हम इस सिद्धान्त को स्वीकार करते हैं कि यदि हिन्दुओं ने मुसलमानों के किसी धार्मिक स्थान के ऊपर अनाधिकार कर रक्खा है तो मैं समझता हूँ कि हिन्दुओं का यह धर्म और कर्तव्य है कि वे उस स्थान का सम्मान परिवर्तन मुसलमानों को कर दें और इसी तरह यदि हिन्दुओं को किसी धार्मिक स्थान पर किसी दूसरे ने आकर अपने पार्श्विक बल के आधार पर और आक्रमण करके कब्ज़ा कर लिया है तो उस धार्मिक स्थान को पुनः हिन्दुओं को सम्मानपूर्वक लौटा देना चाहिये। इसीलिए मैंने जिस संशोधन की सूचना दी है उसके द्वारा मैं मैं इतना चाहता था कि “but excluding the mosque” शब्द हटा दिये जाय। कमेटी को कोई मंदिर या मस्जिद में जाकर उनके पूजन या नमाज़ में विहन नहीं डालना है। कल जब सप्लीमेंटरी ग्रांट्स (अनुपूरक अनुदान) यहां पर पेश हुई थीं और जामा मस्जिद के लिये डेढ़ लाख रुपये की ग्रांट हाउस की मंजूरी के लिए उपस्थित हुई थी तो मैंने यही प्रश्न किया था कि अगर उसका काम ठीक तरह नहीं चल रहा है और उसका मैनेजमेंट (प्रबन्ध) खराब है तो सरकार उसका मैनेजमेंट अपने हाथ में क्यों नहीं ले लेती। इसका हमको यह जवाब दिया गया कि गवर्नमेंट का कोई इरादा उसका मैनेजमेंट अपने हाथ में लेने का नहीं है और यह भी कहा गया कि जामा मस्जिद एक हिस्टोरिकल और आर्किटेक्चरल मौन्यूमेंट (ऐतिहासिक एवं पुरातत्वस्मारक) है और इस वजह से उसकी देखभाल की जानी चाहिये और सरकार को उसको ठीक अवस्था में बनाये रखने के लिए आर्थिक सहायता देनी चाहिये। उसकी रक्षा की जाय और उसको सहायता की जाय, मुझे इसका विरोध नहीं है

लेकिन मैं पूछना चाहता हूँ कि क्या काशी विश्वनाथ का मंदिर, जो कि उससे कई गुना पुराना है, हिस्टारिकल और आर्किलाजिकल मोन्यूमेंट नहीं है और क्या उसको सरकार अपना अनुदान नहीं दे सकती और केंद्रीय सरकार द्वारा काशी विश्वनाथ के मंदिर को अनुदान न दिये जाने का क्या कारण है ? केवल उसके ऊपर एक कमेटी बना कर अनुदान दिया जा सकता है, ऐसा अर्थ नहीं है। इसके सम्बन्ध में जैसा आपने कहा कि उत्तर प्रदेश की सरकार उसके लिए कोई बिल बना रही है तो मुझे उसमें थोड़ा मतभेद है। उत्तर प्रदेश की सरकार के बिल से मतभेद नहीं है बल्कि उसकी वर्किंग से है, उस के अनुसार बद्रीनाथ मंदिर के जो पुजारी थे, रावत थे, उनको सरकार ने अपना एक नौकर सा बना लिया है और जितने भी अन्य कर्मचारी हैं वे अपने आप को सरकारी कर्मचारी समझने लगे हैं और वे सैमी गौड्स (ग्रंथावतार) के रूप में मंदिर के चारों ओर घूमते रहते हैं और उनको कभी प्रतीत ही नहीं होता कि यहाँ पर ईश्वर या भगवान हैं। बद्रीनाथ मंदिर के जो रावत थे वे मेरे पास आकर रोककर मुझे बतलाने लगे कि गढ़वाल के डिप्टी कमिश्नर मि० खां जिस समय वहाँ मंदिर में गये तो उनके आगे भगवान के सोने चाँदी के पात्रों में खाना रक्खा गया और उसमें उन्होंने खाना खाया

श्री श्री० जी० देशपांडे : शोम, शोम ।

श्री नंद लाल शर्मा : हमारे मंत्री महोदय डिप्टी होम मिनिस्टर से कुछ बातें कर रहे प्रतीत होते हैं, वे इस बात को विचारें कि ऐसा करना कदाह तक उचित था। उस कृष्णाननम्बूदरी रावत ने रो रो कर मुझे सारी बात बताई और कहने लगा कि आप ही बतलाइये मैं उन बर्तनों में भगवान के आगे कैसे भोग लगाऊंगा। आपका एक ऐसे शस्त्र को कमेटी का मेम्बर बना देना जिसको मंदिर में विश्वास नहीं, भगवान और हिन्दू धर्म में विश्वास नहीं, अनुचित कार्य है और आपको ऐसा नहीं करना चाहिये। मैं आपसे सत्यतापूर्वक इस बात को कहता हूँ कि मेरे सामने रावत ने यह बात कही और मैं इसमें कुछ आपने तरफ से नहीं कह रहा हूँ, जो कुछ उसने मुझे बतलाया वही मैंने आपके सामने रख दिया है। मैं यह बात किसी पर आक्रमण करने या आक्षेप करने की दृष्टि से नहीं कह रहा हूँ और यह भी बात नहीं है कि कोई एक एकाधिकार करने की भावना से ऐसा कह रहा हूँ कि आपकी इस तरह की सैकुलैरिज्म

ठीक नहीं है, मंदिर की कमेटी में किसी एक सिक्ख बंधु के होने में कोई हानि नहीं थी लेकिन वह सिक्ख बंधु ऐसा अवश्य होना चाहिये जो सनातनी सिक्ख हों, जो शंकर म विश्वास रखता हो और जो मंदिर की पूजा में विश्वास रखता हो और ऐसा सिक्ख हमारे लिए स्वागत योग्य है।

मैंने यहाँ पर देखा कि हरिजनों के नाम पर श्री डी० सी० शर्मा और अन्य मित्रों ने चूँकि हम कट्टर पंथी और सनातनी हैं और शास्त्र विश्वासी हैं, इसलिए हम पर बहुत आघात किया लेकिन मैं उन महानुभावों को बतलाना चाहता हूँ कि रामराज्य परिषद के हरिजन प्रतिनिधि वहाँ पर इस समय और हरिजन बंधुओं के साथ मिल कर एक ऐसा मार्ग ढूँढ़ रहे हैं कि जिससे शास्त्रों की मर्यादा की भी रक्षा हो जाय और हरिजन बंधुओं को भी यह अनुभव न हो कि उन्हें मंदिर प्रवेश से रोका जा रहा है

श्री पाटस्कर : रास्ता कब मिलेगा ?

श्री नंद लाल शर्मा : हम लोग प्रयत्न कर रहे हैं। रामराज्य परिषद् के अन्दर जो हरिजन सदस्य हैं वे वहाँ पर कोई एक हल निकालने का प्रयत्न कर रहे हैं और शीघ्र ही कोई एक उचित हल निकल आने की आशा की जा रही है बशर्त कि इस बीच में आप की ओर से वहाँ पर कोई शरारत न खड़ी कर दी जाय और आपके दिमाग में कहीं यह चीज न समा जाय कि रामराज्य परिषद् वाले इस सम्बन्ध में कोई क्रेडिट (श्रेय) न ले जाय। हम स्पष्ट रूप से इस बात की घोषणा कर देना चाहते हैं कि हम हरिजनों को अपने से अलग नहीं मानते। हम साथ ही किसी प्रकार से यह ख्याल कर के कि चूँकि वहाँ के रिसीवर तिवारी ने या किसी दूसरे ने गड़बड़ की है और वह दोषी है, इसलिए हम सारे सनातन धर्मियों को दंड देना उचित नहीं समझते। मेरा कहना है कि अगर तिवारी का दोष है तो कोर्ट को चाहिये कि उसको हटा कर किसी योग्य रिसीवर के हाथ में उसको सौंप दे। मैं मंत्री महोदय की उस भावना के साथ तो सहमत हूँ जिसमें इस विधेयक के प्रस्तावक महोदय से अपना प्रस्ताव वापिस लेने की अपील की गई है और इस विधेयक को अगर वे माननीय मेम्बर लौटा लेते हैं तो वह सबसे उत्तम बात है लेकिन ईश्वर न करे कहीं उनको ऐसी प्रेरणा मिले कि नहीं इसको वापिस नहीं लेना चाहिये तो मैं कम से कम सनातन धर्मी जमात की ओर से यह कहना चाहता हूँ कि मैं तो यह देखकर

[श्री नंदलाल शर्मा]

अचम्भे में रह गया कि एक लाख रुपये देने वाले शास्त्र को तो उसका लाईफ मेम्बर (आजीवन सदस्य) माना जा सकता है लेकिन यह बड़े आश्चर्य और खेद की बात है कि कमेटी की मेम्बरी के सम्बन्ध में यहां पर किसी शंकराचार्य का नाम नहीं आया, किसी धार्मिक आचार्य का नाम नहीं आया कि वे या उनके भी कोई प्रतिनिधि उस कमेटी के सदस्य हो सकेंगे। हमारे यहां तो स्पष्ट यह कहा गया है :

अर्थकामेष्वसक्तानां धर्मं ज्ञानविधीयते ।

धर्मं जिज्ञासमानानां प्राणपरमश्रुतिः ॥

अर्थ और काम में जिन का मन आसक्त नहीं है, वे ही धर्म के विद्यार्थी होने के अधिकारी हैं और धर्म को जानने की इच्छा रखने वालों के लिये सबसे बड़ा प्रमाण श्रुति है। उसमें स्पष्ट रूप से यह शब्द कहे गये हैं :

ब्रह्मस्वं प्रणयादभुक्तं दहत्यासपत्नं कुलम् ।

बलात्कारेणतदभुक्तं दहत्याचन्द्र तारकम् ॥

इसका अर्थ यह हुआ कि ब्रह्मस्व को अगर प्रेमसे खायेगा तो सात कुल उसके भस्म हो जायेंगे और बलपूर्वक उसका यदि उपयोग करेगा तो चंद्र और तारा पयन्त उसका सर्वनाश हो जायेगा ।

धार्मिक विश्वास रखने वाले और शास्त्रों में विश्वास रखने वाले लोगों को अपने विश्वास में लेकर और उनका सहयोग प्राप्त करके आप कोई योजना बनाने का यत्न करें ताकि जो भी उसमें कुरीतियां आ रही हैं वे दूर हो सकें, तो हमें उसका विरोध नहीं है और हम आपके साथी हैं। हमारा वहां के प्रबंधकों से कोई सम्बन्ध नहीं है, वहां के पुजारियों से कोई रिश्ता नहीं है। और हम उनके साथ कोई पक्षपात नहीं करना चाहते हैं और हम यह भी नहीं कहते कि हम दूध के घोये हैं और अगर दूध के घोये होने तो आप हमें बार बार गाली नहीं देते। लेकिन मैं यह भी कहता हूं कि इसका अर्थ यह न समझो कि रेलगाड़ी में ऐक्सिडेंट होते हैं, इस लिये रेलगाड़ी बन्द कर दो, हवाई जहाज में ऐक्सिडेंट होते हैं, इस लिये एअर सर्विसेज बन्द कर दो। इस का अर्थ यह नहीं है। इसका अर्थ स्पष्ट रूप में यह है कि उन दोषों को हटाने की चेष्टा की जाय। इस भावना से तो मैं श्री रघुनाथ सिंह जी का सोलहा आने समर्थ हूं। फिर भी जो बिल का स्वरूप है, उस बिल के उद्देश्यों

को देख कर मैं उस का विरोध करता हूं। मैं यही निवेदन करता हूं और आशा करता हूं कि वह अपना बिल लौटा लेंगे।

Shri B. S. Murthy: सहस्रशीर्षं देवं विश्वाज्ञं विश्वशंभुवं । विश्वतः परमान्तित्यं विश्वमेवं पुरुष तदिविश्वमुपजायति

I am a Harijan and I heard Shri Nand Lal Sharma pour into the shastras, upanishads and vedas to find out the hope of message wanted in order to make the Harijans enter into the Kashi Viswanath Temple. But let me remind him that he has forgotten an incident. A thousand years back a Harijan demonstrated that he and he alone can lead every other community, including the brahmins, into the portals of Viswanath Temple. What is that incident? When Buddhism was sweeping all over the country and Hindu priests and preachers were not able to stand before that onslaught, it was the Harijan who taught Sankaracharya the cult of Advaitism, by means of which Hinduism regained and rejuvenated and because of which the Kashi Viswanath Temple is there for him and for me to enter. Therefore, while thinking of the shastras, smritis and the vedas we cannot forget the man who has shown you the way of reviving Hinduism and then try to prevent the Harijans from entering temples?

No doubt there is a camouflage here that Lord Siva came in the form of a Harijan and taught Sankaracharya the cult of Advaitism. Why should Lord Siva think only of a Harijan unless he is the purest fellow? Even for that sake, there must be a picture before the portals of this temple of a Harijan in ragged clothes uncouth, ugly, teaching Sankara—the purest of pure brahmins—the means by which he could regain Hinduism for India. If this is not enough proof, woe unto Ram Rajya Parishad and woe unto others.

I am not going to dilate upon that, but I thought my friend Shri Nand Lal Sharma would give a certain solace for the diabolical act of the so called Swami Karpatriji.

Shri Nand Lal Sharma: That was misreported and I say it again.

Shri B. S. Murthy: They are opposing the entry of Harijans into the temple. (Interruptions.)

Mr. Chairman: Let the hon. Member continue uninterrupted.

Shri B. S. Murthy: Depending upon the reports that a certain person known as Karpatriji stood and prevented Harijans, respectable Harijans, representative Harijans, Harijans who were members of the local Assemblies, I say that if this is the attitude of the so called orthodox Hinduism, why should I call myself a Hindu and yet be prevented entry into the Kashi Viswanath temple. But I am sorry Shri Nand Lal Sharma has not come to my rescue, but let me go to his rescue. The rescue that I am going to tell him is this—let temples take care of themselves, let shastras take care of themselves; temples and shastras are for men and men are not made for shastras and temples. If you take the fundamental and basic principle of human existence, all these shastras are of no use. Therefore, my humble appeal to the Ram Rajya Parishad and to my other Hindu Mahasabha friends here, excluding Shri Chatterjee. . . .

Shri V. G. Deshpande: No party should be deliberately and falsely misrepresented. I made it clear that the Hindu Mahasabha wants all sections of the Hindus to come together. . . .

Shri Nand Lal Sharma: I reiterate it in the name of Ram Rajya Parishad.

Mr. Chairman: I think both the hon. Members have had full chance of explaining their position and certain interruptions had been allowed. It is not as if that interruptions have not been allowed. But I think the hon. Member should now be allowed to continue his speech (*Interruption*). The position has been made perfectly clear, that is, the negotiations between him, his party and the Harijans, etc. are continuing.

Shri Nand Lal Sharma: I submit that the Ram Rajya Parishad has not opposed the entry. . . .

Mr. Chairman: I think this battle can be fought outside the House and I cannot allow it at the moment here.

Shri B. S. Murthy: Lord Krishna is supposed to have stated.

मम मंत्राधीनं पत्रं ब्रम्हणाधीनं ।

Therefore, it is a peculiar thing in Hindu religion that God is one of the possessions of the human beings instead of God being in possession of men. We, being Harijans, naturally we are claimed by all parties, all religions and all sections. What I want to say here is that as far as temples are concerned, I am a

Hindu a perfect Hindu, a *sanatanist* Hindu, and as far as my daily life is concerned, I always respect all divine literature. But if you go to Mathura or Kashi, what do you see there? Therefore, I appeal to all the leaders of Hinduism and persons who are thinking of the well-being of a secular State that these places are cleansed of not only *pandas* but all sorts of corruption which is reigning supreme and bringing discredit not only to the religion to which they belong but to the country as a whole. Therefore, the first and foremost action that should be taken by Government, whether Central or States, is to constitute a small committee so that it may go into these religious places and see what reforms may be introduced or what action should be taken to make these places really religious and contribute to the religious well-being of our country.

Shri M. L. Dwivedi : rose—

Mr. Chairman: I think we have about seven minutes left and the Bill should end by 3-57 P. M. I propose now to call upon Shri Raghunath Singh to reply and state the position.

Shri M. L. Dwivedi (Hamirpur Distt.): I will take just two minutes.

Mr. Chairman: There is no time.

Shri Raghunath Singh (Banaras Distt.—Central): I shall take only five minutes and I request that my hon. friend, Sardar Iqbal Singh, be allowed to have his say on this Bill.

Mr. Chairman: In that case you will have three minutes because at least five minutes should be given to Sardar Iqbal Singh. I call upon Sardar Iqbal Singh now to speak.

सरदार इकबाल सिंह (फाजिल्का-सिरसा):
सभानेत्री महोदया, यह बिल जो कि मेरे मित्र रघुनाथ सिंह ने पेश किया है, इसका मैं हृदय से समर्थन करता हूँ। मैं समझता हूँ कि यह जो विश्वनाथ का मंदिर है, इसमें हिन्दुस्तान के सब जातियों के लोग श्रद्धा रखते हैं और इसका आदर करते हैं। इस चीज को मद्देनजर (दृष्टि में) रखते हुए और इसका प्रबन्ध भली प्रकार चलाने की गरज (उद्देश्य) से जो यह बिल पेश किया गया है, इसको मैं उचित समझता हूँ। मेरे कुछ भाई इस बिल का विरोध करते हैं लेकिन मैं उनके साथ एग्री (सहमत) नहीं करता हूँ। यह एक तारीख (इतिहास) का वाक्या (घटना) है कि महाराजा रणजित

[सरदार ईकबाल सिंह]

सिंह जी ने हिन्दुस्तान की सम्यता की खातिर हिन्दु धर्म को बचाने की खातिर और हिन्दु धर्म की रक्षा करने की खातिर इस मन्दिर पर सोने की पत्तल चढ़ाई थी। इसके बाद दूसरी पत्तल श्री दरबार साहब पर जो कि अमृतसर में है, चढ़ाई गई थी। इस वास्ते किसी भी धार्मिक स्थान के प्रबन्ध को बेहतर बनाने के लिए अगर कोई बिल आता है तो उसका समर्थन करना हमारा फर्ज हो जाता है, और इसी चीज को ध्यान में रखते हुए मैं इस बिल की तारीफ (समर्थन) करता हूँ।

Shri Raghunath Singh : rose—

Some Hon. Members : rose—

Mr. Chairman: Order, order. There are only three minutes left. If Shri Raghunath Singh has no desire to participate in discussions, I shall certainly call upon any other hon. Member. He has to state the position whether he wants the right to reply or not.

श्री रघुनाराय सिंह : I will reply.

सभानेत्री महोदय, इस सभा के माननीय सदस्यों ने जिस उदार हृदय से इस विधेयक का स्वागत और समर्थन किया है, उसके लिए मैं उनको धन्यवाद देना चाहता हूँ। मुझे यह देखकर खुशी हुई कि हमारे माननीय श्री देशपांडे जी और श्री नंदलाल शर्मा जी ने भी इस बिल के मूल सिद्धांतों का समर्थन किया है। इसके लिये मैं उनको धन्यवाद देता हूँ। आपने यह भी कहा है कि इस मन्दिर को बहुत बार तोड़ा गया है। मैं उनसे अपील करता हूँ कि वे पुरानी बातों को भूल जायें और नई बातों को ग्रहण करें। अगर एक मुसलमान ने काशी विश्वनाथ के मंदिर को तोड़ा है तो दूसरे मुसलमान बादशाहों ने उसी मंदिर की तरक्की के वास्ते, उसकी उन्नति के वास्ते, उसकी पवित्रता बनाये रखने के वास्ते बहुत कुछ किया है और नौबत खाने के वास्ते दान भी दिया है। यह नौबत खाना आज तक चला आ रहा है। आपको यह भी याद रखना चाहिए कि सिखों ने पहले अपने गुरुद्वारे पर सोने की पत्तल नहीं चढ़ाई बल्कि इस मंदिर पर चढ़ाई थी। काशी विश्वनाथ का मन्दिर और काशी हिन्दुस्तान के लोगों का हृदय है और इसी दृष्टि से हमें इसका प्रबन्ध करने के बारे में भी विचार करना चाहिए। मेरे भाइयों ने शंकराचार्य का नाम लिया और दूसरे महात्माओं का नाम लिया है। मैं उनसे पूछना चाहता

हूँ कि उनकी पार्टी, हिन्दु महासभा और राम राज्य परिषद ने इस मंदिर के सुचारू रूप से चलाये जाने के बारे में क्या कुछ किया है? उन्होंने इस सम्बन्ध में एक शब्द भी नहीं कहा।

श्री बी० जी० देशपांडे : कांग्रेस ने क्या किया है?

श्री रघुनाथ सिंह : वह कर रही है। जो कुछ भी उसके करने का विचार है वह चन्द दिनों में आपके सामने आ जाएगा।

ऐसी अवस्था में हम को एक नए इतिहास की रचना करनी है। मैं समझता हूँ कि इसके प्रबन्ध में हिन्दुओं, सिखों और मुसलमानों का उसी तरह से हाथ होना चाहिए जिस तरह से कि इस मंदिर के निर्माण में उनका हाथ रहा है।

श्री बी० जी० देशपांडे : हम इसका विरोध करते हैं।

श्री रघुनाथ सिंह : इसी भावना से प्रेरित होकर मैंने इस विधेयक को आप के सम्मुख रखा था। अभी पाटस्कर जी ने कहा कि यू० पी० सरकार इस सम्बन्ध में एक सुन्दर विधेयक बना रही है और वह उसे यू० पी० ग्रैसमबली (विधान-सभा) के सम्मुख प्रस्तुत करेगी। तो मैं इस बात को देखते हुए कि सब धार्मिक स्थानों का प्रबन्ध यू० पी० की सरकार एक विधेयक द्वारा करने का विचार रखती है, इस विधेयक को वापस लेता हूँ और जिन माननीय सदस्य ने इस विधेयक के साथ सहानुभूति प्रकट की है, उनको धन्यवाद देता हूँ।

Mr. Chairman: Does the hon. Member press his Bill?

Shri Raghunath Singh: No, I wish to withdraw it.

Shri K. K. Basu: That is the practice usually.

Mr. Chairman: Has the hon. Member leave of the House to withdraw the Bill?

The Bill was, by leave, withdrawn.

Mr. Chairman: Pandit Thakur Das Bhargava is absent. So, Shri Nambiar may move his Bill.

INDIAN RAILWAYS (AMENDMENT) BILL

omission of section 71A etc.

Shri Nambiar (Mayuram): I beg to move:

“That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration.”

While moving for the consideration of this Bill, I think I shall continue my speech which I started during the time of the Railway Budget discussion this morning.

An Hon. Member: The same reply will come.

Shri Nambiar: I am overwhelmed by emotions and feelings that it again fell to my lot to pursue this Bill. In this very Assembly, in 1929, a Bill of this type was presented and there was a discussion. After several years, history has changed; India has become an independent country. Even now we cannot bring in any radical changes. Let us attempt to make some changes which are overdue.

[SHRIMATI SUSHAMA SEN *in the Chair*]

I would draw the attention of the House to the Statement of Objects and Reasons of the Bill. It will be seen that the Bill aims at two things—firstly, limitation of the hours of employment of the railwaymen who number more than ten lakhs in this country and secondly giving them protection while discharging their duties in the interest of the country.

My purpose here is that the Factories Act must be brought into operation and all should work for 48 hours in a week. Whatever be the category, whether one works inside a factory or outside a factory, one must work only for 48 hours a week. At present it is not so. There are workers who work for 84 hours, workers who work for 44 hours and then again, 48 hours. There are these three categories. This distinction should not be allowed to exist. This case came up for discussion and Justice Rajadhyaksha looked into this question and he had given his opinion.

By the first clause of my Bill, I seek to remove sections 71A and 71B of the Indian Railways Act. These two sections

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say that a section of the railwaymen can be asked to work more than 48 hours. I shall read out these sections. Section 71A says:

“The employment of a railway servant is said to be essentially intermittent when it has been declared to be so by the authority empowered in this behalf, on the ground that it involves long periods of inaction; during which the railway servant is on duty but is not called upon to display either physical activity or sustained attention.”

I want this to be omitted. Section 71B reads:

“This Chapter applies only to such railway servants or classes of railway servants as the Central Government may, by rules made under section 71E, prescribe.”

I want this also to be removed. Accordingly, I have got these things incorporated in my Bill and the rest of the clauses are only amendments of a consequential nature.

I also mean bringing an amendment to section 101 of the Indian Railways Act. Section 101 of the Indian Railways Act is widely known to the railwaymen. That is something like a code. 101 can be written anywhere and the railwaymen will laugh at it because they at once understand it. There is a reason for that. In the days of the Britishers they brought in this section which is a very obnoxious one. From a mere look at the section you will understand the nature of it. I shall read that for the information of the House.

“101. *Endangering the safety of persons*:—If a railway servant, when on duty, endangers the safety of any person—

(a) by disobeying any general rule made, sanctioned, published and notified under this Act, or

(b) by disobeying any rule or order which is not inconsistent with any such general rule, and which such servant was bound by the terms of his employment to obey, and of which he had a notice, or

(c) by any rash or negligent act or omission,

he shall be punished with imprisonment for a term which may extend to two years, or with fine which may extend to five hundred rupees, or with both.”

[Shri Nambiar]

4 P.M.

The sum total of the section is this. In the name of safety in the working of the railway system the railwaymen for commission or omission, wilful or otherwise, wanton or not, knowing or unknowing, can be hauled up if he has done or intended to do anything which can be termed as endangering the safety of the public. Prosecution can be launched against them and they can be punished with two years' imprisonment under this section. It looks at first sight as though it is necessary. Is it not necessary on the part of the railwaymen to safeguard the safety of the millions of people who travel by the railways? It is so. But, why should there be such a clause that for anything and everything a railwayman can be hauled up? I can quote one example. Supposing a station master has finished his job and another station master is to relieve him but that man came five minutes late. If something happens during these five minutes, an accident for instance, the first station master will say: "I worked beyond 8 hours and therefore I was tired. Because the other man did not come to relieve me this accident took place." The prosecution will say that the second station master who came five minutes late was responsible because if he had come at the proper time the accident could have been avoided. They can thus say that he was also partially responsible for the accident and punish him. This sort of argument can always be brought up. Not only that. What I say is, anything that is done should not be brought under an omnibus sort of clause. Therefore, I have moved an amendment to that.

I take serious note of the necessity of safety in the working of the railways. I do not at all undermine the importance of that. But, what happens today? Today because of the fear complex, because of nervousness, because of the fear that if he does something he may be hauled up and if he does not do it even then he may be hauled up and prosecuted, the person concerned operates the engine or the machine in such a way that he commits mistakes. I know of a case. A locomotive driver was working the Indo-Ceylon Express, what is known as Boat Mail in South India. It was during the days of the Britishers. The driver was facing Villupuram Station. He was just passing an overbridge. There was a signal which showed that he must go on the loop line. The speed

on the loop line must be 15 miles or not more than 20 miles according to rules. Because this is a through train it was going at a very high speed. There was a train, a goods train, standing on the platform. While taking the curve the driver saw the engine. He regulated and controlled the speed but it was a down gradient and therefore he could not bring the speed to 20 miles. It was physically impossible to do it and the speed came only to 30 miles. The result was that there was derailment and about 50 to 60 people died. Afterwards the driver was convicted and made to undergo imprisonment for two years. He was present in the jail when I was also in the jail where we talked enough about it. Subsequently he came out and he still lives. Therefore, what I say is that a driver, station master or any other man who operates something must have certain amount of courage in him that he will be supported if he does a thing. Then only he can do his work; otherwise he finds it very difficult. For this purpose I wanted to bring in an amendment which will be of such a nature that it will instil confidence in the minds of the railway servants. If that is there he will do his job with confidence and with success. That is all that I have sought to do in my amendment. I have also added a proviso to this section 101 which reads :

"Provided that this section shall not apply to a railway servant who while discharging the normal duties assigned to him meets with accident under unforeseen circumstances beyond his control and that in such cases he shall be given sufficient protection against prosecution."

This proviso read along with the amendments to section 101 proposed in this Bill will create more confidence among the railwaymen. They will do their work with more success and the black number 101 will be removed. This section will thus be made into a very satisfactory one without in any way doing any harm to the working of the railway system.

Coming to the question of hours of employment in 1929 there was a discussion in this august House on this subject and I would like to bring to the notice of the House what actually happened here in 1929. In 1929 when the Indian Railways (Amendment) Bill was considered by a Select Committee of the Legislative Assembly, the Committee reported like this :—I do not want to read that—and there two members

of the Select Committee, Messrs, Abdul Matin Chowdhury and Harbildas Sarda, in a minute of dissent, suggested a 48-hour week for continuous and 60-hour week for intermittent workers. Mr. Kelkar also considered this demand not unreasonable, but on practical grounds persuaded himself to agree to the provisions of the Bill as only a first instalment. This is what is said in the notes prepared on the Adjudicator's Award given by Justice G. S. Rajadhyaksha—this is given on page 43. The House will be interested to hear what the labour leader Dewan Chamanlal and Maulvi Abdul Matin Chowdhury had to say. Here it is said :

"When the Bill came up for discussion, both Dewan Chamanlal and Maulvi Abdul Matin Chowdhury made a vehement plea for fixing the weekly hours of continuous workers at 48."

This happened in 1928. 27 years after that now I have the privilege to still plead for the same 48 hours which our own present Congress leaders wanted the other day. Dewan Chamanlal is still a Member of the other House. I think.

Shri T. B. Vittal Rao (Khammam): He is re-elected; he is coming back.

Shri Nambiar : I am very glad. But, unfortunately, India's future depends upon us. What we could not do in the days of the British in 1929 let us do now at least.

Not only that. This question of hours of work for the railwaymen came up before the International Labour Organisation, along with the very birth of the International Labour Organisation. The International Labour Organisation was born just after the war in 1919, according to the Versailles Treaty. In the very first meeting of this organisation this question came up.

The meeting was in Washington. There also every one felt that 48-hour week should have been given. But, unfortunately for India, the employers, that is the British Government, who represented India there demanded that an exception must be made and in India they should be allowed to work up to 60 hours a week. Under the factories Act, the ceiling limit must be 60 hours, and what is known as the 'essentially intermittent hours' could go to any extent which the Government could fix.

I shall also quote what exactly the veteran, the great, labour leader, the late Shri N. M. Joshi, is reported to have said :

"Mr. Joshi, the workers' delegate, observed that personally he did not approve of excluding India from the 48-hour week and felt that Indian workers would produce in 48 hours what was required in a 60-hour week."

Let us remember the words of the great trade union worker.

"But he recognised that the country as a whole might not accept this view and for practical considerations temporarily concurred in the Commission's report. He expressed his pleasure at the reduction of hours from 72 to 60 and congratulated Government delegates for putting forward this proposal."

That was started in the year 1929 and has continued till date. The All-India Railwaymen's Federation and the trade union organisations in India working on the railways made a representation to the Government and they pressed that there must be a reconsideration of the hours of employment. It was as a result of that pressure that the matter was referred to Justice Rajadhyaksha for adjudication. In this connection, I would also read a few lines to show what the desire of the railwaymen was.

"These demands were more or less echoed in the Statements of Demands received from several unions affiliated to the All-India Railwaymen's Federation,....."

It is exactly that Federation that the Railway Ministry wants to kill or rather destroy and they have partially succeeded in it. That Federation had started the battle earlier which the Government did not like.

"... namely, N.W. Railway Employees' Union, N.W.R. (Registered and Recognised) Union, E.I.R. Employees' Association, G.I.P. Railway Accounts Staff Union, G.I.P. Railwaymen's Union, B.B. & C.I. Railwaymen's Union, B.B. & C.I. Railway Employees' Union, O.T. Railwaymen's Union, B.N. Railway Indian Labour Union".—

of which the great Kelappa was one of the leaders, and "the M. & S. M. Railway Employees' Union."

[Shri Nambiar]

Some of these unions went one step further and asked for a still shorter limit where the work was very onerous. Some of the unions not affiliated to the Federation wanted some restriction of hours. Among them,—

"The B.B. & C.I. Railway Employees' Association asked for a 48-hour week for skilled and semi-skilled workers and inferior and daily rated staff generally. The National Union of Railwaymen of India and Burma asked for a 48-hour week for all workers."

The S.I. Railway Guards' Association demanded a 42-hour week. The Telegraph Association, Allahabad, asked for the working hours of signallers to be reduced to 36 hours a week, while the S.I. Railway Clerks' Association demanded a 33-hour week for clerks.

From these facts, you can find how keen the demands were. What I request now is a very reasonable thing. It has not come from my brain. It has come from the brains of those trade unionists from those workers who, out of their own suffering, out of their hardships, requested the Government to give them at least this minimum consideration when the country was free. Today, what is the justification that the Government may ask for? The Government will ask why a worker on a wayside station, say, a pointsman, who works only when the train comes, should be given only eight hours' duty, and why he cannot be asked to work for more hours. They may say, "Let him work for 12 hours, because he does not have much of work to do". But the fact remains that he must be in the place for all the 12 hours. He is, shall I say, tied down to his post with a rope. He cannot leave the place. If he leaves the place, he will be charge-sheeted and punished. He cannot relax and sleep. Sleeping while on duty means dismissal on the spot. That is the disciplinary action according to the rules. He cannot relax. So, what is the use of saying, "You have no work to do. You are just there for 12 hours and so you can work for 12 hours". There is no argument in saying so. If he is there, he is there for the work. Therefore, there is no point in saying that it is essentially intermittent. This term 'essentially intermittent' was introduced by the Britishers, by the western capitalists, if I may say so. They did so to exploit the working classes of Europe first, and then other countries.

We copied it because we had that tradition and we are having that legacy. Now, the time has come when from 12 hours, the period must be reduced to eight hours.

Another submission that I have to make is with regard to the running staff. When we say, 'running staff', people may laugh at it and ask whether the staff is all the time running. There is another term, 'fireman'. Perhaps you may not go near him because, being a fireman, he may burn you! It is not like that. Running staff means, those persons who run the train, who take the train, the guard, the driver and all those persons who take the train out on its journey. So also the fireman. In Hindi, we call him as *agwala*. He is a person not to burn you but who deals with fire in the engine. He is all the time on the foot-plate of the engine. These people are now asked to work for 54 hours even after the award of the Justice Rajadhyaksha. That is the ceiling limit given. What I submit is this. A driver or a guard does not work according to day or night. The railway system functions all round the clock. It is a movement which is all round the clock—all the 24 hours, all the 30 days and all the 365 days of the year, and for all the centuries it must work like that. When once the system starts, it does not stop. It is a system of eternal working. In that system, we must realise that a worker works hard, and we must realise that a worker works against Nature and the natural phenomena and natural forces. A driver works also in the night. You would be surprised to hear that a driver runs the train for something like 300 to 400 miles. He runs the Grand Trunk Express or a fast passenger for about 400 miles in the night. We get into the train after our dinner and we will be reaching Madras or Delhi for our breakfast or our tea the next day, but during all those hours, the driver has to keep himself awake and run the train. The slightest mistake on his part will endanger the travellers, the life of the whole lot of people travelling in the train. So, it is such a hard job that he does. He has to work, yet, for 54 hours a week. That is the present time-limit that is fixed. Why cannot that be reduced? While I argued this case on another occasion the hon. Deputy Minister told me that the drivers may not like that, because they would lose some allowance. So if the Government want to reduce the working hours, they

are thinking of the reduction in emoluments. That is what they mean. If the hours of employment are to be reduced, immediately, Shri Alagesan, the hon. Deputy Minister of Railways, will think in terms of the amount—the rupees—that could be cut from the wages of the workers. It is not for that that I have moved the Bill. I have moved the Bill with the hope that without affecting the emoluments, the hours of work must be reduced to a reasonable level or limit, a limit which is accepted by the world today. The working class today is a big force in the world. We should not forget it. It is not only in India but everywhere in the world that it is a big force. The working class is today not only a force but a decisive force. The exploiters—the mill-owners or the money-bags—cannot keep the workers under their thumb for ever. A stage has come when we must recognise that if a worker, today, demands an 8-hour day in India or anywhere, he demands it as a matter of right. If the hon. Minister has not got the heart to allow it, the workers will never leave it, and what they want will take place. A day will come when the worker will establish his right to a 48-hour week. I cannot say how many days or how many years later it will take place. Therefore, let us see how the time moves. We are not asking for a wrong thing. It is a thing which was promised in this very hall, in this very august House, by great men who adorn the Treasury Benches today. When the International Labour Organisation was born in the year 1919 in Washington, after the Versailles Treaty, I think I was not even born, but today, I have got the inspiration and the fortune to fight for a cause which was taken up well in advance. You may be interested to know that I myself was a victim of this 12-hour-day duty.

In 1940-41, I was working as a clerk in the loco shed at Tanjore. I had to go at 7 in the morning and I was supposed to be on duty till 7 in the night, i.e., for 12 hours. There was no break for lunch or for breakfast and there was no time for doing any other work. Therefore, I have myself enjoyed the privilege of being a worker on intermittent duty. I have also worked in continuous duty—60 hours' employment regulation—while I was a loco clerk in Madurai where I worked day and night, in rain and sun. Therefore, I know the sufferings of a worker. With all vehemence, but with all humility and emotions, I request the hon. Minister to

enforce 8-hour duty. There must be some change in the total number of working hours.

The question that is posed is, "What about finance? Wherefrom is the money to come?" When the question of finance is there for everything. But, when the question of workers comes, this finance question comes to the top. When the consideration of the workers' rights, concessions and privileges comes, all other factors go into the background and the question of money comes at the top. Why should it be so? If we are marching towards socialism—I am using the term in all seriousness—let us march towards it in reality. Socialism means that those who work must get a reasonable return according to the work they do. All that is produced in the country belongs to the State, i.e., to the people. That is the common man's meaning of socialism. If we are embarking on the first and second Five Year Plans in order to march towards that kind of socialism, let us give the worker, who is the toiler and who produces wealth, his rightful share. That will be the starting point for creating socialism in the country. When we are demanding 8-hour duty, we are not doing anything against socialism. We demand it on the same pattern on which we march towards socialism.

Let the Government take this matter seriously into consideration. Let them start thinking of doing a thing which the railwaymen will appreciate and for which they will be thankful and grateful. Let them not think that if they yield, then the credit will go to the Opposition, since this demand is coming from the Opposition Benches, let them not think that they will be doing harm to their party. I do not want such a consideration to come in the way. Let them take the credit, I do not mind. I shall be pleased to live in a society where the workers get the benefit of 8-hour work a day and 16 hours relaxation. I do not want to say that it must be done under my personal leadership or any such thing. I do not claim any credit for this. I submit that this consideration must prevail upon them in supporting or opposing the Bill.

Finally, a word with regard to the duties of the workers, I have dealt with the working hours; I now come to arrests and prosecutions. Prosecutions have started in many cases. Anything

[Shri T. B. Vittal Rao]

is termed as "accident". A thorough derailment killing 200 people is an accident; if a driver hits at a bullock and kills the bullock, it is also an accident. There is difference between one accident and another. If any passenger pulls the chain and stops the train, that is also termed as an accident and the driver and the guard should go to the spot. For all these things, there should not be the same sort of punishment.

Therefore, I submit that all these things must be taken into consideration dispassionately and without any political approach in all earnestness and sympathy. There will be no difficulty in accepting the spirit of my Bill. You may not accept the wording which I have given; I am prepared to change it. I am prepared to leave it to the Government to put it in any fashion they like, but the spirit and the content of my Bill must be there. That is all my submission.

Mr. Chairman: Motion moved:

"That the Bill further to amend the Indian Railway's Act, 1890, be taken into consideration."

Shri T. B. Vittal Rao: I am only support the Bill sponsored by my friend, Shri Nambiar. In doing so, I will say a few words. I will be very brief.

I want just to go into the background of the fixation of hours of work for the workers engaged in running this great national undertaking. It was in the year 1946—I am not quite sure about the date—when our Deputy Minister was a Member of the Legislative Assembly, that the railwaymen wanted to go on an All-India strike. Then the Government appointed a Central Pay Commission to go into the question of wages, an adjudicator to go into the question of the working hours and a high power committee to make recommendations as to how best they could absorb the surplus staff. After that, the strike was withdrawn.

Before this, there was an International Labour Organisation convention that was adopted several years ago. That has not yet been ratified—I am glad the Deputy Minister of Labour is here—and there is no statutory provision. We are always told about our international prestige. Our international prestige can be measured not only by our role in international affairs; though we play a very notable part there, it will also depend on how we treat the

workers and how we respect the conventions and the recommendations adopted by the International Labour Organisation. Unfortunately for us, our Government have ratified only 20 conventions as against the 110 conventions adopted by the I.L.O. Even such a small country like Bulgaria has ratified 65 conventions.

The Deputy Minister of Labour (Shri Abid Ali): How far have those conventions been enforced there?

Shri T. B. Vittal Rao: I am only quoting that 65 conventions have been ratified by Bulgaria. This is from the notes given to me by the Minister of Labour when I attended the 13th session of the Indian Labour Conference at Mysore. I do not know how far they have been implemented in Bulgaria. That is a different point.

Regarding the hours of work, the adjudicator went into the whole question coined terms like "Intermittent", "continuous", "essentially intermittent" etc. and gave an award. The recommendations contained in the adjudicator's award given in 1948 have been implemented to some extent in 1955. It took seven long years even for the recommendations of the adjudicator to be implemented on some of the Railways. There is a lacuna. Those who perform overtime work, more than the hours stipulated in the adjudicator's award, referred to by my hon. friend Shri Nambiar, receive only 1½ times the normal rate. Under the Factories Act, when a worker puts in overtime, he is paid twice the normal rate. Why has this exception been made here? Overtime is overtime. Even this overtime has been implemented on some of the Railways only since 1954, for the guards and some running staff. Even the Bill that they have brought with a view to see that the I.L.O. convention concerning hours of work is ratified by our Government, was brought in only after Shri Nambiar gave notice to move this Bill. Even then, it is not useful. As provided under the Factories Act, whenever any worker puts in more than 48 hours of work, he must be paid twice the normal rate. When a worker is in a station, say the pointsman, how do they calculate the work? The pointsman, waiting for the arrival of the train after setting the points, is required to give sustained attention. So also is the station master. May I ask, can a pointsman or the station master leave the place of duty? Especially in these days when trains are

running late, he has to be continuously at the station. This arbitrary fixing of 48 hours, 52 hours, 54 hours, continuous and intermittent, asking that he must for 6 hours or 10 hours, does not hold good. At least in these days when we are told that we are moving towards a socialist pattern of society, the worker should get what is normally due to him. In this Bill, we are not asking anything which is not prevailing in any other industry. We are asking what is given under the Factories Act. Nothing more than that. The running staff perform not only arduous duties, but in many cases, they perform most hazardous duties. Even the benefits enjoyed by the loco staff before 1948 have been taken away. The loco shed staff have been removed from the purview of the operation of the Factories Act. Is this justifiable? Can so many hundreds of workers in the loco running sheds be removed from the purview of the Factories Act? By which Act are they governed. Goodness only should know.

With reference to the next clause which my hon. friend Shri Nambiar has brought forward, I shall only refer to the speech made by the hon. Railway Minister some years ago. He said that he is much concerned with the rate of accidents in the Indian Railways, and therefore he is appointing a committee. He did appoint a committee under the Chairmanship of Shri Shah Nawaz Khan. He has submitted his report. In that report, he wanted that all accidents should be enquired into by a judicial authority. He said that a judge should preside over the enquiry and that he should be assisted by two assessors, one technical expert from the railways and another from the public. So far, that recommendation has not been implemented. Take the Mines Act. There is a provision that, whenever the Government thinks that a serious accident has taken place, the Government may appoint a court of enquiry presided over by a High Court Judge and assisted by two assessors, one a technical expert and another a public man. This would go a long way to improve the situation. We should know who is responsible. If a Court of enquiry is appointed and if they hold that the railway staff are responsible, straightway you can punish them. In the communications Ministry, we have the Inspectors. These inspections are statutory. I recognise that. But, so far, these inspections have not minimised the rate of

accidents. There is something wrong somewhere. Therefore, it is very necessary that at least a judicial authority should be appointed. The way in which Government is moving creates a little suspicion in us. There was a major accident in Hyderabad, in 1954 when so many people were killed. Not a single man has been punished so far. For a small accident at Dornakal, when the Janata Express bumped into a stationary through carriage and one man was injured, the assistant station master is being prosecuted. I do not say that you should not take action. Whoever is at fault should be punished. For that, there must be a proper enquiry. I raised this issue in the discussion on the Railway Budget also as to why the Government is not willing to publish the Accident Enquiry Committee's report when it was under the Chairmanship of Shri Shah Nawaz Khan. Shri Shah Nawaz Khan is a person who is well known all over the country for his honesty. I do not say that the Railway Board is hushing it. It creates a suspicion when a well known person like Shri Shah Nawaz Khan has made a report and you are not going to publish it. If there are any strictures made against any staff or the Railway Board, the Railway Board is strong enough to defend itself. Why should that report not be published? We see that many accidents are taking place. But still we do not do anything. I have been speaking on this Railway Budget for the last 3 days. I had a little hesitation also when I stood up to support this Bill. However, I wanted to say these few things. I commend the Bill for the acceptance of the House.

The Deputy Minister of Railways and Transport (Shri Alagesan): It so happens that this Bill is coming up before the House when we are still in the midst of the discussion on the Railway Budget. It looks as though it is a continuation of the discussion on the Railway Budget. But, the difficulty with my hon. friend Shri Nambiar is that he refuses to see the facts. He refuses to acknowledge facts. A person who deliberately closes his eyes to facts, naturally, is led to false conclusions and false positions.

Shri T. B. Vittal Rao: Let us go to a judicial authority.

Shri Nambiar: I shall open my eyes now.

Shri Alagesan: I hope they are not deliberately closed and they will open at least when an attempt is made to open them.

Shri Nambiar: I shall open them.

Shri Alagesan : This Bill was introduced in the year 1953. Unfortunately we have had another Bill which was passed by the other House and which is waiting for entry into this House. That also was done in the year 1953. That shows the congestion of business in the Houses of Parliament. We have been discussing the congestion of passengers on the railway trains. The congestion of business in this House seems to be much more than the congestion of passengers on railway trains.

There is an Act, the Indian Railways Act, which was amended in the year 1930 with regard to the provisions regarding which the hon. Member has again brought forward an amendment before us. It is true the Statement of Objects and Reasons agrees with the letter of the Act, *i.e.*, the Indian Railways Act, but it does not agree with the existing state of affairs. Though certain hours of work etc., are stated in the body of the Act itself, they have been changed long ago and I was expecting that both the hon. Members would make a reference to the existing state of affairs.

Shri T. B. Vittal Rao: I made.

Shri Alagesan: I did not expect Shri Nambiar who is always carried away by his emotions and his own self-assumed leadership of the workers of this country to acknowledge the facts, but I expected a much more sober person like Shri Vittal Rao to acknowledge the existing state of affairs and tell the House what improvement has been made and what further steps have been taken in this direction.

I should only like to mention the position after this Act was passed. Since then much water has flowed under the Yamuna bridge and my friends completely close their eyes to it.

Shri T. B. Vittal Rao: I said it.

Shri Alagesan: I do not know how they can take up such a position.

The adjudicator's award has been given. It was given in the year 1947, it was accepted in the year 1948. The adjudicator himself has envisaged that

some time had to elapse before the whole thing can be given effect to, because it has to be done in slow stages, etc. After the acceptance of the award, during the course of 2 or 2½ years, the recommendations of the adjudicator have been given effect to on the Indian Government Railways by amending the hours of employment regulations. Without doing anything to the Act, they have been given effect to, and changes,—very significant changes and very far-reaching changes,—have been introduced.

Formerly, there were only three classifications, namely, "continuous", "essentially intermittent" and "excluded". Another classification has been added to them as a result of the adjudicator's award, and that is "intensive", and they are asked to work only for 45 hours. Regarding the continuous workers, the hours of work have been reduced from 60 to 54, and regarding the essentially intermittent workers, the hours of work have been reduced from 84 to 75.

He was talking about the running staff and explaining the terms "fireman", "running staff" etc. I was a bit amused as to what he took this House to be. He was enlightening the House about the running staff, giving the meaning of running staff, defining them as also "fireman" etc. Anyhow, I have no objection to his amusing himself and trying to amuse others, but I should like to say that the running staff who were excluded from the scope of the hours of employment regulation have been brought within the scope of the hours of employment regulation as a result of implementation of the adjudicator's award and they are classified as "continuous".

He also referred to overtime payment. That also has been increased from 1½ times to 1½ times as a result of the adjudicator's award.

Shri T. B. Vittal Rao: It must be made twice.

Shri Alagesan: I shall be dealing with that.

Then, regarding the periods of rest as a result of giving effect to the award, here also the conditions have been improved. I do not want to go through the position before and the position now obtaining. My hon. friends know that very well. Only a small number have

been called excluded staff, and I understand that they go to make a very small percentage of railwaymen.

My hon. friend Shri Kamath mentioned one case. He will live for a hundred years. He is just entering the House when I was thinking of him and mentioning his name.

Shri Kamath (Hoshangabad): Your thought is very powerful. There was telepathic communication between us.

Shri Alagesan: I hope so. All sincere thoughts are very powerful thoughts.

He was this morning quoting the case of a gateman. Perhaps he has obstructed him in his election work a lot.

Shri Kamath: In spite of that, I got through. In spite of all the obstructions, I am back here. Not merely he but many others also obstructed.

Shri Alagesan: He must have suffered at his hands and so he made a full speech regarding that one small level-crossing....

Shri Kamath: About all "C" class crossings not that one only.

Shri Alagesan: ...as if all our Demands running into crores were hanging on the behaviour of that one person.

Shri Kamath: I said all "C" class crossings. It was only representative.

Shri Alagesan: It so happens that people like that person who has given such a lot of trouble to Shri Kamath, come under this excluded category. They do not have much work to do, and as he said they are expected to do only about six hours of work in the course of the day, and they are classified as "excluded".

Shri Kamath: I wanted to know how this "six hours" is calculated.

Shri Alagesan: I shall refer him to the adjudicator's award where this particular subject has been dealt with. I can read the paragraph for the hon. Member's edification. This is what it says. I have got it here typed and I shall read it :

"Again as a result of the diversity of occupations, the nature of the work varies considerably. At one extreme, for example, is the Train Controller of a heavy section, who has to work in a state of

constant mental tension, in recognition of which certain Administrations have already introduced 6-hour shifts for such controllers."

Shri T. B. Vittal Rao: Certain ?

Shri Alagesan:

"At the other extreme are a few categories of staff such as the rest-house chowkidars, saloon attendants and gatekeepers at unimportant level-crossings...."

—I mean Shri Kamath's friend—

Shrimati Renu Chakravartty (Basirhat) : Enemy!

Shri Alagesan:

"...whose work is so light, both in its nature and volume, that it will be wasteful even to have two shifts. Between these two extremes come the bulk of the railway staff such as the majority of Station Masters....."

So, this has been dealt with. How it has been calculated etc., can be known if the adjudicator's award is gone through. So, except these, the others have been put in the categories already mentioned by me and most of them find themselves in the category of continuous workers. A good percentage has been put in the category of intensive workers. So, here, if you are going to adopt the system of 48 hours to these men at unimportant level-crossings, it will so happen that you will have to have not two men but three men at these level-crossings. I should not like to put it higher than this, that it will mean a criminal waste, and it will be demoralising to a very great extent.

Shri Kamath: Have two men, not three.

Shri Alagesan: Even at present, the reaction that this kind of work produces is as follows: I have seen many of the peasants who do agricultural work in the villages, and I have heard from them what they have to say. Some of them happen to have their brothers as gate-keepers, and they envy their brothers very much, because whereas they sweat and toil in the fields to earn their livelihood, these people do simply the act of closing the gate and opening the gate for a few minutes in the day, and yet they are paid so much. That is the type of reaction that this kind of work produces even at present.

Shri Kamath: That applies perhaps to several government employees.

That applies not merely to gatemmen but to some other Government employees also, both of the Central and the State Governments.

Shri Nambiar: Including Ministers.

Shri Alagesan: I hope also Members of Parliament.

Shri T. B. Vittal Rao: We are losing our lunch also every day.

Shri Kamath: I never said, Members of Parliament. I only said that that applies to several Government employees.

I shall now say Ministers also. You invited it yourself; you asked for it, and you got it.

Shri Alagesan: My hon. friend Shri Kamath was able to hear what I had to say, but he has not been able to hear what Shri Nambiar who is sitting behind him said. He said, including Ministers. I added, Members of Parliament.

Shri Kamath: He only whispered in my ear. It was not meant for you. You have been concentrating your attention on me.

Shri Alagesan: Naturally, because you concentrated yours on me.

Shri Kamath: Your thoughts got me here.

Shri Alagesan: I heard what Shri Nambiar said. I was not all along concentrating my attention on Shri Kamath. I hope my hon. friend Shri Kamath will oblige me by not interrupting me any more.

Shri D. C. Sharma (Hoshiarpur): He cannot help that.

Mr. Chairman: Order, order.. Let there be no interruptions.

Shri Alagesan: Barring these few categories of workers, all others have been put in the proper categories, and this award has been given effect to.

There was some delay in giving effect to it on the ex-State Railways, because they were integrated at a later stage, but even there I think before the Bill was introduced, or nearabout that time, it has been given effect to.

So, I should like to say that Shri Nambiar is by means of this Bill trying to fight a phantom which does not exist. He is trying to paint a picture which does not correspond with the actual state of affairs.

Shri D. C. Sharma: That is what he always does.

Shri Alagesan: If that is an indication of the measure of that doings of my hon. friends on that side, I think I can only be sorry for them.

Regarding overtime payment, I should like to say that it is true that under the Factories Act, it is twice the usual wage. But there the purpose of fixing it at twice the usual wage is completely different. There, it is expected to act as a deterrent. The employer is not expected to take work from the employees for more than 48 hours a week, and that is why twice the usual wage has been fixed there. But here in a huge organisation like the railways, my hon. friend will concede that they are bound to overstep the hours of employment; and as the basis and purpose of the two overtime payments differ, there is difference in the quantum also.

The third object of the Bill introduced by my hon. friend is that people should not be taken to task if accidents occur. Here, I would like to say two things. First, we are trying to blow hot and cold at the same time. My hon. friend has talked about the Accidents Enquiry Committee's report and their findings, and has been demanding the publication of that report, as if we are trying to hide something from the view of the House. There is absolutely nothing of that kind. Whatever recommendations have been made are already out in the other committee's report. There, we want that the recommendations of those reports should be given effect to, and those who are responsible should be punished. That is what we say.

If the position taken up by Shri Nambiar is accepted, then it will not be possible to punish anybody. It may be the worst accident which may involve many people in serious injuries or minor injuries or even deaths, but under this Bill we shall not be able to punish anybody, unless it could be established that the person concerned has wilfully

disobeyed the rules, and wilfully neglected his duties. It will not be possible to establish that anywhere, that a person has wilfully caused an accident to a train.

Some time back, I had answered a question on accidents. And in connection with that question, in a particular group of accidents on a particular railway, on analysis it was found that a good number of those accidents was due to the fault of our staff. If we are not going to punish them, or if we are going to amend the Act in such a way that it will not be possible to punish them, then we shall be simply placing a premium on inefficiency and callousness. So, I humbly submit that it will not do to blow hot and cold at the same time, if we want to prevent accidents.

If we want to ensure greater safety in railway operation, surely we should place squarely the responsibilities on the shoulders on which they should rest; and the persons concerned should be made responsible for seeing that safety is guaranteed cent. per cent.

As the term 'accident' itself denotes, it is not possible at all times to see that nothing untoward happens. At times, accidents do occur, and they occur not only due to the fault of the staff, but also due to other defects as well. The House cannot upbraid the Ministry for the accidents, and at the same time plead that those who are found responsible for the causing of these accidents should not be punished. That will be a very untenable position to adopt. I hope that point will be easily appreciated.

All these recommendations have been given effect to, and they have been in operation over a number of years. We thought that it would be better that such a vital thing which refers to the actual conditions of work of a large number of workers should not be dependent merely on what are called the hours of employment regulations but should find a place in the Act itself. It is for that purpose that the other Bill was introduced and passed in the other House, and it is now awaiting passage through this House. I did not take the trouble of hurrying the Minister of Parliamentary Affairs and others, because by doing so, I am not going to get anything done, or add to anything that exists at present by making it a part of the Act. So, I

thought that we could wait. But that seems to have been a mistake, because this sort of thing would not have occurred, if the actual amendment had taken place, and it had become a part of the Act.

Therefore, I hope—though I am not very confident—that my hon. friend will be good enough to withdraw the Bill. If he is not good enough to withdraw the Bill, I should like to oppose the Bill.

Mr. Chairman : Does any other Member want to speak ?

Shri S. C. Samanta (Tamluk) : Mr. Chairman, . . .

Shri Alagesan : Now, it is for the Mover to reply.

Shri Kamath : No, the Minister was only intervening. Shri Samanta can speak.

Shri Alagesan : It is for the Mover to speak now. You had asked earlier whether any Member wanted to speak, and nobody stood up. And then I was called to place Government's case before the House. Now it is for the Mover to reply to the debate, and then wind it up.

5 P.M.

Shri Nambiar : I was rather amused to hear the reply of the Deputy Minister. I can understand the stand of the Government, but I could not understand how the capacity of the Deputy Minister to hear was so bad. He said that I was blind, I must open my eyes. But he proved himself a deaf man. I may be excused for saying this. The reason for my saying this is this. What I said is borne out by the records. What I said was that there are three categories of railwaymen: one working for 48 hours a week, another working for 54 hours a week and the third working for 84 hours a week. And he tells me a story that I did not know these facts. Whether he did not grasp what I said or his capacity was so low, I cannot say.

Shri Alagesan : I was referring to the Statement of Objects and Reasons.

Shri Nambiar : Since the Statement of Objects and Reasons was written, the changes took place. The Deputy Minister himself said that. Now, it is not due to my fault that the Bill which was introduced then is taken up for consideration today. The Deputy Minister must

[Shri Nambiar]

have humility, sagacity, a certain capacity to understand and grasp and then talk. That would be a great contribution—if he would make a study of these things.

Shri Raghunath Singh (Banaras Distt. —Central): On a point of order. There is no quorum in the House.

Mr. Chairman: The bell is being rung—Now there is quorum. The hon. Member may proceed.

Shri Nambiar: Therefore, I would request the Deputy Minister to understand. I can understand his difficulty. The railway problem is such a technical problem that it is not easy for a Minister to understand it in a few months. Of course, he must make a study and understand.

Leaving aside that point, I will try to explain my position. The Bill had a purpose to go beyond the adjudicator's award. He says that whatever has been given by the adjudicator has been put into practice. He perhaps forgot that I quoted 1919 happenings in this House and the deliberations of the first ILO Convention in Washington immediately after the Versailles Treaty. He could not understand what I was referring to. What I said was that the demand for an 8-hour day and 48-hour week for the Indian workman, whether he belonged to the railway or otherwise, was raised as early as 1919 immediately after World War I. What was demanded then has not yet been achieved. The adjudicator, Mr. Justice Rajadhyaksha referred to all these facts, but he came to the conclusion that, unfortunately, for so many reasons he was not in a position to award an 8-hour day but that he would give some consideration and concession. He gave some concession. That is the position with regard to the adjudicator. That concession which was given by the adjudicator is not satisfactory in view of the fact that there is a strong case for a 48-hour week.

[**MR. SPEAKER in the Chair**]

For whatever Mr. Justice Rajadhyaksha has given in his award, we are thankful, but it is far below the expectations we had. If the Deputy Minister had answered that point clearly, I would have tried to satisfy myself.

Shri Alagesan: There is not one word in the Statement of Objects and Reasons, which I went through again, about the Rajadhyaksha award.

Shri Nambiar: At the time of introducing this Bill, the Rajadhyaksha award was not even implemented nor was there anything in writing in the form of an order.

Shri Alagesan: I said it had been given effect to three years before the Bill was introduced.

Shri Nambiar: Even today the Rajadhyaksha award is not fully implemented. Let him contradict me. That is the unfortunate situation. Now he comes and says that even three years before it was given effect to. Of course, when there is a long rope one tries to take advantage of it. I have no objection to that. But he must at least now understand what is happening.

Leaving aside that dispute, the question is whether the Government are in a mood to accept the 8-hour day and 48-hour week or whether they want to allow 84 hours or 75 hours a week or 54 hours a week to continue. If they accept the first alternative, there is no difficulty. If they say that there is no case for a 48-hour week or 8-hour day, then it is up to them. Of course, whether we are here talking on a self-imposed or presumed leadership can be judged. Of course, he may be a leader imposed, but I am here exactly because of the misdeeds of the previous Railway Ministers. Otherwise, I would not have been here. If this is self-imposed leadership, I would say that only they can think in that way. I leave it at that.

Coming to the question, I would submit that there are today workmen who do 12 hours a day and still they are treated as "essentially intermittent" workers. This is in spite of the fact that these cases have been brought to their notice. Take the case of a rolling-stock fitter in a junction like Tanjore. Olavakot or even Chengelpet wherefrom the Deputy Minister is elected. That area is his own constituency, his junction station. A rolling-stock fitter there is working 12 hours, though that is a junction. Perhaps he does not know it. Unfortunately, it is not his fault. Anyhow, it is there. Why should there be such a condition? I want that to be reduced. That was the purpose of my Bill.

Coming to the other question, I have to submit with much sorrow that I heard what I exactly expected from the Deputy Minister. He said that those people who talked tall about railway efficiency wanted to see that there were more accidents, and they did not worry what

happened. He can very easily brush aside my argument by simply making this statement. But I say I never intended to support nor do I ever intend to support, any idea to increase accidents or to reduce the responsibility of the railwaymen. I never said any such thing; that was not at all my argument. If he had carefully read my speech, he would have found that I said that there should not be unnecessary harassment. Therefore, he should not be prosecuted for anything and everything. That fear complex that the pistol is being pointed at him should not be there. You should remove that and tell him that if he commits an offence he will be punished. Punish him if he has to be punished; hang him if he has to be hanged (*Interruption*). The point is give them that much of freedom to act in the circumstances.

Shri Velayudhan (Quilon *cum* Mavelikkara—Sch. Castes) : The hon. Minister is not attending.

Shri Nambiar : Therefore, my submission was that there should be an attempt to remove that fear complex. That was the purpose of my Bill. I will again read my amendment for the benefit of the hon. Deputy Minister.

"Provided that this section shall not apply to a railway servant who while discharging the normal duties assigned to him meets with accident under unforeseen circumstances beyond his control and that in such cases he shall be given sufficient protection against prosecution."

What is meant, 'beyond his control' and 'unforeseen circumstances'? What is the meaning of this? It means that if anything happens beyond his control then he should be given protection, so that he may be courageous enough to run the train. Supposing a pilot who takes a plane is not given the right to take the plane as he likes when he is in the air, and if he is to be controlled by the Minister and the Minister wants to tell him that should not take the plane in a particular way, then he will only end in a crash. So, also a driver who takes a train must be given certain rights and privileges and certain protection. That is what I want. Without understanding that—or, as he said,

rather deliberately confusing the issue if he does not want to pretend not to have understood it—he says something, it is not my funeral. I only.....

Mr. Speaker : It is nobody's funeral here, unfortunately.

Shri Nambiar : I submit that these things must be taken in the light and the spirit in which they are given out and not in a spirit of opposition for opposition's sake. Let them take my Bill if it has got any worth in it; but if they do not like it because it comes from a person whom they do not like for political reasons, then I have nothing more to add. Therefore, I submit I am not in a position to withdraw my Bill.

Mr. Speaker : The question is:

"That the Bill further to amend the Indian Railways Act, 1890 be taken into consideration."

The motion was negatived.

FACTORIES (AMENDMENT) BILL (Substitution of section 59)

Shrimati Renu Chakravartty (Basirhat) : I beg to move :

"That the Bill further to amend the Factories Act, 1948, be taken into consideration."

As stated in the Statement of Objects and Reasons the amendment is a small one. It is a coincidence. I think, that today when we have been discussing the question of at least a minimum of 48 hours' working week, I have brought forward this Bill saying that there should be an amendment of the Factories Act which grants overtime allowance for work above 48 hours, demanding that this should be changed for those industries where the conditions of work are so strenuous, or where there has been collective bargaining, whereby a lesser number of hours of work have been prescribed and agreed to between the management and the workers and that overtime should be granted for work above that number of hours.

For example, in our country there is in Andhra in the tobacco curing industry an understanding in certain areas where because of the strenuous nature of the work, the workers actually work for less than 48 hours a week. A worker

[Shrimati Renu Chakravartty]

is expected to work there on an average for 44 or 45 hours a week. But, if at any particular period of time the employee asks him to work for 47 hours a week, he is not entitled to ask for any overtime allowance because "47 hours is below the 48 hours" stipulated in the Factories Act. It is our opinion and the opinion of all well-meaning and intelligent people that in the interests of labour, in the interests of productivity, this amount of work which has been agreed upon should be regarded as the maximum for which the worker should normally work and that anything beyond that should be regarded as extra work for which he should be entitled for overtime allowance. What is the reason for it? In the olden days, the unenlightened capitalist wanted to fleece the worker as much as possible and get as much work as possible from him. But, today, even in the capitalist system, intelligent employers have recognised that if one wants more productivity, the health of the worker should be guarded and strain on the worker must be eliminated to a great degree.

As a matter of fact recently, in the textile industry, the ILO prepared a note on the problems of productivity and in the report at the session held in October 1955, it was pointed out that increase in productivity of labour can be secured by measures which do not involve harder work for workers. They have gone on to give examples as to how the human factor is important for productivity and, for giving the human factor the proper environment in which to work, how it is necessary to provide adequacy of working conditions. They speak of the health and safety arrangements that should be guaranteed in factories. If these are guaranteed, then only the capacity to produce effective and productive work becomes real and possible. That is why we find even in our country there are certain industries in which, because of the strenuous nature of the work done or due to some other reason, an agreement is entered into between the management and labour and a worker works for less than 48 hours a week.

For example, in the textile industry in the Buckingham and Carnatic Mills they work for less than 7 hours in the night-shift and in the Mettur Textile Mills where they work 6 looms—others

work 12 looms—and rationalisation has been introduced, the total number of hours of work in a week is less than 48.

In the chemical industries the conditions are hard and the nature of the work is strenuous and we find that the hours of work vary in these industries. Some work 7½ hours a day—about 45 hours a week—and so on. Therefore, there are in our own country certain industries where the workers work for less than 48 hours a week. And, the managements of these industries have recognised that the needs of the industry can be satisfied only if the worker is kept at a high degree of efficiency by working for those specified number of hours. For any work more than that, the worker needs extra nourishment for him and without that he will not be able to keep up that pitch of health and activity which will result in stepping up productivity.

Many people may say that they cannot understand why at a time when we are wanting more productivity and production to go up, we should lower the number of hours of work below 48.

I do not want the *carte blanche* lowering of the hours below 48 hours. As my friend, Shri Nambiar, has pointed out, there are important industries like Railways where people work round the clock, where they work for 75 hours a week or 54 hours a week and so on and where it is a battle even to guarantee the 48 hours per week. But my case before the House is that the Factories Act has specified a maximum, not a minimum. My desire, by my amendments, is to introduce the recognition that there may be a lesser number of hours worked by the workers beyond which they should not normally work and after which they should be paid overtime allowance. As a matter of fact, it is really no use comparing conditions in other countries with ours although we hear in this House again and again many hon. Members, especially our big capitalist friends, saying that our workers produce much less than workers in other countries work less hard, are lazy and so on, which is the reason for the cost of production going up. But if we were to bring an American worker or English worker and put them in our factories and make them live in the hovels in which our workers live, in the bellish conditions in which they live,

then we can see their capacity of production. We should take into account the environments in which our workers work and live, the type of home life they have, the burden of debt and the amount of nourishment they get and then we will all admit that to work for 48 hours per week in certain industries is an impossibility, and the work and sweating to which they will be subjected will result in their falling down dead some day under these conditions.

In the steel industry, for example, so heavy and strenuous is the nature of the work it is really a job for those who work in blast furnaces to go on working for 48 hours per week. In other countries the workers work for a lesser number of hours. Even in the good conditions which prevail in Great Britain or U.S.A. and in certain Latin American countries, I find that industry after industry has a much lower number of working hours per week than has been stipulated in our country. For instance, in a country like Argentina, which is not supposed to be a very highly developed or advanced country, they do not work for more than 44 hours a week in the coalmining industry underground; in Great Britain, underground coalmining work is done 7½ hours per day which will be also about 47 hours per week.

Shri T. B. Vittal Rao (Khammam): But they work five days in a week.

Shrimati Renu Chakravarty: In that case, that will be even less than 47 hours. Again, in the chemicals industry, they work for 44 hours in Great Britain and—please note this—in U.S.A. they work for 35 hours a week on construction and buildings. In U.S.A. where they work with the best types of machinery, cranes and other mechanical equipment, it is only 35 hours a week, whilst in our country, the heaviest and most crude forms of work are done physically by our people in this industry and yet we have absolutely no minimum hours—some work for 48 hours and many even more. In the construction industry in Great Britain they work 44 hours a week. Again, take the heavy industry such as the manufacturing industry, in Canada they work for 42 hours a week, in Great Britain, 44 hours a week. In the transport industry, as my friend Shri Vittal Rao, said the other day, when he was discussing his Bill a fortnight ago, our transport workers

work round the clock, sometimes driving a van without any rest and thus becoming a source of danger to life, particularly when driving a passenger car. In U.S.A. they do not work for more than 40 hours a week, in Great Britain 44 hours a week and so on. I can go on giving examples. Even in countries where the workers have much better conditions, where the wages are high, where the standards are high, where they are working with much greater mechanical equipment, the number of working hours is much less than ours. In our country, we do not even allow overtime allowance in those industries where an agreement has been arrived at between the management and labour by which, although the total number of working hours is less than 48 per week as stipulated in the Factories Act, overtime may be allowed above the agreed norm, whatever it be.

Lastly, I would like to mention that it is the character of the industry that we have to take into consideration and the number of hours should not be fixed at a flat rate. When the Factories Act was introduced, I am sure they did not take into consideration the various types of industries that are developing in our country today, some of a highly technical and skilled nature, some of a very strenuous and arduous nature, requiring physical labour of a very intensive type and also work in very bad conditions of life. That is why they laid down a flat rate of 48 hours a week and only above that number of hours overtime may be allowed. Since agreement in these industries has been reached between the workers and the management, there is no reason why our Factories Act cannot be amended so as to allow at least the benefit of overtime allowance to these workers. As far as productivity goes, we already know that during the last few years there has been a remarkable increase in productivity—increased at an annual rate of 8.5 per cent. has been achieved. In spite of all that has been said, namely, that our workers do not work hard enough, that our people in comparison with those in the western countries have not done well, that our productivity is very low, I say that we have achieved a record production limit. I wish to place before the House that if we really want to keep up this rate of production, we cannot bring the workers' physical strength to the breaking point. It is necessary to keep the workers healthy; it is necessary that they should be able

[Shrimati Renu Chakravartty]

to replenish themselves with good, with nourishment, etc., so that they may be able to work better. And in this way I feel that it is necessary that my amendment should be accepted. After all, it is a small amendment. Without taking away or lowering the rate of 48 hours stipulated by the Factories Act as a general average of the amount of working hours which should be put in by a worker above which he is entitled to overtime allowance, it should still recognise that in those industries due to the nature of the work, due to the heavy load of work or other factors, where the workers have been working for a lower number of hours they should be entitled to overtime allowance, above the stipulated number of hours which may be less than 48 hours.

Shri Nambiar (Mayuram): It is 5-30

now and the hon. Member can continue on the next day.

Mr. Speaker: I did not want to interrupt the lady Member in the midst of her speech. How much time will she require? If she can conclude without losing the force or the effect of her arguments, how long will she take?

Shrimati Renu Chakravartty: I will take some more time.

Shri Nambiar: It will automatically come the next day.

Mr. Speaker: If she wants to continue the next day, she may do so.

5-31 P.M.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Monday the 12th March, 1956.

DAILY DIGEST

2217

[Friday, 9th March 1956]

2218

COLUMNS

COLUMNS

LEAKAGE OF BUDGET PROPOSAL 2081

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) made a statement regarding the progress of enquiry in regard to the Leakage of Budget.

DEMANDS FOR GRANTS—RAILWAYS 2089-2164

Further discussion on the Demands for Grants Nos. 4 and 5 in respect of Railways continued and the Demands were voted in full. Discussion on Demands Nos. 6 to 10 was commenced. The Discussion was not concluded.

PRIVATE MEMBERS' BILLS INTRODUCED 2164

- (1) National Development (Peoples' Participation) Bill by Shri M. L. Dwi-vedi
- (2) National and Festival Paid Holidays Bill by Shri Nambiar

PRIVATE MEMBER'S BILL WITHDRAWN 2164-84

Shri kashi Viswanath Mandir Bill by Shri Raghu-

nath Singh was further considered. The Bill was thereafter withdrawn by leave of the House.

PRIVATE MEMBER'S BILL NEGATIVED 2185-2210

The motion to consider the Indian Railways (Amendment) Bill (Omission of sections 71A etc.) was moved by Shri Nambiar. After a short discussion, the motion was negatived.

PRIVATE MEMBER'S BILL UNDER CONSIDERATION 2210-16

The motion to consider the Factories (Amendment) Bill (Substitution of section 59) was moved by Shrimati Renu Chakravartty. Her speech was not concluded.

AGENDA FOR MONDAY, 12th MARCH, 1956—

Demands for Grants on 'Account Demands for Grants—Railways, Supplementary Demands for Grants—Railways for 1955-56; and discussion on Report of Jaundice Enquiry Committee.