

Wednesday,  
27th March, 1957

# LOK SABHA DEBATES

**VOLUME I, 1957**

*(19th March to 28th March, 1957)*



सत्यमेव जयते



**FIFTEENTH SESSION, 1957**

LOK SABHA SECRETARIAT  
NEW DELHI

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# LOK SABHA DEBATES

(Part I—Questions and Answers)

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## LOK SABHA

Wednesday, 27th March, 1957

The Lok Sabha met at Eleven of the Clock,

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Aluminium Plant

\*98. **Shri S. V. Ramaswamy:** Will the Minister of Commerce and Industries be pleased to state the present position of the proposed Aluminium Plant at Mettur Dam to utilize the bauxite deposits of Salem District?

**The Minister of Heavy Industries (Shri Manubhai Shah):** The Rao Committee has recommended the establishment of a 10,000 ton smelter at Mettur and has also suggested that the quantities in different grades of the bauxite deposits in Shevaroy Hills in Salem District should be determined in detail, as an essential pre-requisite to the establishment of the smelter; necessary steps are being taken in that direction. The National Industrial Development Corporation is also exploring at the same time the possibility of securing suitable foreign collaboration for the execution of the project.

**Shri S. V. Ramaswamy:** It has been roughly estimated that the ore is of the order of 7 million tons, based on the assumption that the ore's depth is only up to 25 ft. Recently, the Industries Department of the Government of Madras conducted test borings and they have gone up to a depth of 70 ft. as I understand. May I know what is the revised estimate now of the total ore available?

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**Shri Manubhai Shah:** What the hon. Member says is correct. But the revised estimates are not yet ready with us. So far the firm estimates are 6.5 million tons of good quality bauxite.

**Shri S. V. Ramaswamy:** Samples, I understand, have been sent to U.S. to Messrs. Reynolds. What is the report on these samples? May I also know whether the contract has been placed with Reynolds?

**Shri Manubhai Shah:** We have sent samples to three different countries. The Reynold analysis is there but the firm estimates have not been still received.

**Shri C. D. Pande:** May I know if Government have any proposal to develop the bauxite deposits for aluminium in Vindhya Pradesh in Madhya Pradesh?

**Shri Manubhai Shah:** The development of bauxite deposits is one thing and the installation of smelters for the manufacture of aluminium is another thing. As far as aluminium utilisation is concerned, for the present, as hon. Members are aware, I laid before the House a few days before the Aluminium Committee's report submitted to the Government of India. That report envisages two smelters, one in Rihand and another in Mettur.

**Dr. Rama Rao:** The hon. Minister stated that necessary steps are being taken for manufacturing Aluminium at Mettur. May I know some of the steps?

**Shri Manubhai Shah:** The project is in a very advanced stage of implementation. As the hon. Member from Salem already pointed out, we are

already negotiating with Reynolds and there are two other firms, one Italian and one French with whom also negotiations are in progress.

**Shri S. V. Ramaswamy:** The Committee has also reported the existence of very extensive deposits of high-grade magnesite. It has also suggested that the scope for the setting up of a magnesium plant based on the magnesite resources of Salem for enabling special alloys containing aluminium and magnesium to be also produced in the Mettur factory should be investigated. May I know what steps are being taken in this direction also?

**Shri Manubhai Shah:** The metal magnesium is a sister metal of aluminium and practically all bauxite deposits in the country contain magnesium; but no active steps so far have been taken for the recovery of magnesium.

**Shri S. V. Ramaswamy:** Has the attention of Government been drawn to a Press report to the effect that the bauxite ore found in the core of the drill hole is radio-active in that it contains Titanium oxide? May I know whether that information has been passed on either to the Atomic Commission or to the Natural Resources Ministry?

**Shri Manubhai Shah:** There is slight radio-activity in all the basic metals and it forms part of the constitution of all metals and Titanium cannot be extracted economically from these. It is only the radio-active metals and their isotopes that are generally useful for this purpose.

#### **Broadcasting Facilities to Political Parties**

\*98-A. { **Shri S. C. Samanta**  
**Shri Wodeyar:**  
**Shri Kamath:**

Will the Minister of Information and Broadcasting be pleased to state:

(a) the broadcasting facilities that were offered by Government to dif-

ferent political parties in India in the Second General Elections;

(b) which of them have been availed of and the names of the parties which availed themselves of them; and

(c) what are the grounds put forward for not availing themselves of the opportunities?

**The Minister of Information and Broadcasting (Dr. Kesar):** A full and detailed statement was made by me on the floor of the House on the 19th of December, 1956. A copy of the statement is placed on the table of the Sabha.

(b) The Praja Socialist, Communist and Jana Sangha parties refused to accept the offer. As Government's intention was for equal utilisation by all parties, it was not thought advisable to proceed further with the matter and the offer was withdrawn.

(c) Two of the three parties had in reply sent copies of their resolutions on the subject. As these resolutions are very long and it will be difficult to summarise them I am placing copies of these resolutions and the other reply on the Table of Lok Sabha. [See Appendix II, annexure No. 23].

**Shri S. C. Samanta:** May I know whether some constructive suggestions for giving broadcasting facilities to political parties have been submitted to Government; and, if so, whether those suggestions tally with the system prevalent in other countries?

**Dr. Kesar:** No such suggestions have come forward. As far as the question of systems prevailing in other countries is concerned, I had occasion in my statement to point out that they differ considerably in every country according to the conditions prevailing in that country itself.

**Shri Kamath:** Did the Congress Party accept the offer of Government and, if so, what facilities were given to the Congress Party in this connection?

**Dr. Keskar:** The Congress Party had accepted the offer of Government and we gave as much consideration to the Congress Party as to the views expressed by the other parties also in this connection.

**Shri Kamath:** Now that the elections are over, is it the Government's policy or decision now not to reconsider this matter with regard to giving facilities for broadcasting by various parties—not only for election but for other purposes also—till the next general elections are upon us?

**Dr. Keskar:** In my reply to the debate on the Vote on Account, I have pointed out to the hon. Member that facilities during elections for political parties—on a restricted scale are possible and that is possible only if a reasonable solution is suggested regarding this question. It is possible that we might have constructive and reasonable solutions and I am prepared to consider those.

**Shri Kamath:** Does the Government propose to convene a conference of representatives of various political parties just as the Election Commission had done on more than one occasion?

**Dr. Keskar:** Not for the moment.

**Shri B. S. Murthy:** May I know whether any reasons have been advanced by the parties who refused to accept the offer of Government?

**Dr. Keskar:** I said the parties in reply did not state any reasons but they have given reasons in resolutions, one of which is extremely long covering one full page.

**Shri B. S. Murthy:** What are the main reasons?

**Dr. Keskar:** The reasons are for example: the offer is unfair; the offer is an insult; it is inadequate and a number of other things.

**Dr. Rama Rao:** Is it not a fact that the main reason for the refusal of this offer was the inadequacy of time—merely 10 minutes—to explain the policy of the Opposition parties, the

much-maligned and much misrepresented parties like the Communist party?

**Dr. Keskar:** That might have been so; but that is not expressed expressly in some of the replies that I have got. In the statement I made, I pointed out that the practices prevailing in other countries give the parties as much as 3 minutes only.

#### Molasses

\*100. **Shri Bishwa Nath Roy:** Will the Minister of Commerce and Industries be pleased to state whether there is any demand for Indian molasses from any country?

**The Minister of Heavy Industries (Shri Manubhai Shah):** Yes, Sir. Principal countries, where our molasses are being exported to, are Ceylon, Malaya, Singapore and countries of Far East.

**Shri Bishwa Nath Roy:** May I know whether any step has been taken for encouraging export of Indian molasses to East Pakistan where it had its main market?

**Shri Manubhai Shah:** We are continuously making efforts. But as the hon. Member and the House are aware, it is very difficult to have established trade relations with that country.

**Shri Bishwa Nath Roy:** May I know whether the Government propose to utilise Indian molasses in various ways besides its utility in distilleries?

**Shri Manubhai Shah:** The principal use is in distilleries. We are also using it for curing tobacco and it is put to various minor uses like foundry practices.

**Pandit D. N. Tiwary:** May I know the quantity or the amount of tons of molasses exported?

**Shri Manubhai Shah:** In 1954, 297 tons; in 1955, 4,425 tons; and in 1956, 274 tons.

**Shri Bishwa Nath Roy:** Is it a fact that at present the Indian factories have got surplus molasses?

**Shri Manubhai Shah:** It is true that the total quantity of molasses manufactured in this country is not fully utilised, but the surplus is not of very considerable magnitude.

**Shri Gajendra Prasad Sinha:** May I know the production of power alcohol from molasses is on the increase or decrease?

**Shri Manubhai Shah:** It is on the increase. In 1950 it was 11 million gallons; this year i.e., 1956, it was 17 million gallons; and at the end of the Second Plan it is expected to be 36 million gallons.

### Second Ship-Building Yard

\*101. **Shri Matthen:** Will the Minister of Production be pleased to state:

(a) whether any final decision has been made regarding the Second Shipbuilding Yard;

(b) if so, where it is going to be located and when the work will start; and

(c) who are the consultants?

**The Minister of Production (Shri K. C. Reddy):** (a) It has been decided to construct the Second Shipbuilding Yard and preparatory work in connection with the same has commenced.

(b) and (c). Consultants have not been selected so far and the site will have to be chosen after the recommendation of the chosen consultants in regard to the site is available.

**Shri Matthen:** I am glad that at Vizag. a training centre has been started. We have got 3,500 miles of coast-line in this country and for the economic development of our country we need more ships. I think India is bound to be a huge maritime country provided we find the necessary technical personnel for these ships. In view of the fact that the question of technical personnel is the whole bottleneck, will the hon. Minister be pleased to start more

training schools for training in shipbuilding as is being done in West Germany?

**Shri K. C. Reddy:** The suggestion of the hon. Member will be given due consideration.

**Shri V. P. Nayar:** The hon. Minister stated that the site has not been decided upon so far. But may I know whether the claims of Cochin to have a second shipyard will be considered?

**Shri K. C. Reddy:** Cochin is one of the places which will be considered along with other places that are before the Government. There are about nine alternative places under the consideration of the Government—Cochin, Karwar, Bhatkal, Tuticorin, Kandla, Geonkhali (Hooghly), Quilon, Beypore, Orissa Coast (Paradip).

**Shri Matthen:** Will the hon. Minister be pleased to give me an assurance that the question of site will be decided on merit and not on party considerations or political considerations or State considerations?

**Shri K. C. Reddy:** The decision will be on a scientific basis; at the same time regional considerations will be kept in view.

**Shri T. B. Vittal Rao:** May I know whether as and when these consultants are appointed, they will be asked to go and visit only these seven sites?

**Shri K. C. Reddy:** If any other sites offer themselves, we will examine them and the consultants will be given due instructions.

**Dr. Rama Rao:** In the proposed new shipyard, may I know what processes will be used—whether the number of berths will be on a conservative scale or whether new methods will be adopted?

**Shri K. C. Reddy:** Those are technical matters and the consultants who will be called upon to help us in this connection will give us the proper advice, I hope.

**Shri V. P. Nayar:** The hon. Minister said that various factors will be taken into consideration in fixing the site. Could I know whether one such factor will be the availability of good timber at cheap rates?

**Shri K. C. Reddy:** We have not yet considered the question of timber supply for the second shipyard.

**Shri Joachim Alva:** Have not Government enough material in their possession for the last three or four decades in regard to the importance of Bhatkal as a suitable shipyard site, and also Karwar?

**Shri K. C. Reddy:** We have plenty of information. Personally I know about it because I had something to do with it when I was Chief Minister of the Mysore State.

#### Wage Boards

\*102. **Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) the number of Wage Boards likely to be set up during the year 1957;

(b) the industries to which they relate; and

(c) whether any time-limit has been fixed for the submission of their findings?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) and (b). A Wage Board for the cotton textile industry will be set up shortly.

(c) No.

**Shri T. B. Vittal Rao:** May I know whether a judicial authority will be the Chairman of the Wage Board when it is constituted?

**Shri Abid Ali:** He will be an independent person, experienced in this line.

**Shri T. B. Vittal Rao:** May I know which are the other industries under the consideration of the Government for which Wage Boards will be set up?

**Shri Abid Ali:** So far we have not decided for other industries.

**Shri B. S. Murthy:** May I know whether it is under contemplation to have Wage Boards constituted for agricultural labour as well?

**Shri Abid Ali:** Not at present.

#### Nepa Newsprint Factory

\*103. **Shri Wodeyar:** Will the Minister of Commerce and Industries be pleased to state:

(a) whether it has come to the notice of Government that the Swedish delegation of newsprint manufacturers that visited the Nepa Newsprint Factory recently, have expressed doubt about the success of the Project; and

(b) whether the raw material used in the Nepa Mills was tested and found to be of the required standard?

**The Minister of Heavy Industries (Shri Manubhai Shah):** (a) Yes, Sir, though the delegation had not actually visited the factory.

(b) Yes, Sir. The possibilities of successful utilisation of the raw materials were established by laboratory and pilot plant trials both in India and abroad prior to the launching of the venture. The utility of the project has further been proved by the actual working of the mills during the last 24 months. Thus our actual experience has proved that the fears of the delegation are not borne out by facts in this case.

**Shri Wodeyar:** May I know whether the factory has already started production, and if so, what is the annual amount of production and what is the total cost of the factory?

**Shri Manubhai Shah:** The factory has started production, as the House is aware, for the last 18 months, and the House will be pleased to know that last month it reached a capacity of 80 tons per day as against the rated capacity of 100 tons. The total capital investment in the factory has been about Rs. 5 to 6 crores.

**Shri Wodeyar:** May I know how far the Nepa newsprint factory has helped the country in its object of

saving India's foreign exchange, and what is the total amount that is saved by using the newsprint of this factory?

**Shri Manubhai Shah:** Last year, the total amount produced was about 10,500 tons, which saved us about Rs. 80 lakhs foreign exchange.

**Shrimati Tarkeshwari Sinha:** The hon. Minister replied that the Swedish delegation did not visit the actual site of the factory. What was the background then on which they reported that this project was not going to be successful?

**Shri Manubhai Shah:** It will be difficult for me to say whether, without visiting the site, one could express an opinion. But I can well understand that the technical people would naturally think that the traditional raw material like fir and spruce were not available in Nepal and we have used a new experiment with bamboo and salai. And so they might have expressed their fears about these two new raw materials and thought that perhaps this new factory may not succeed in the manufacture of pulp and newsprint.

**Shrimati Tarkeshwari Sinha:** The hon. Minister has said that the factory has been running for the last few months. May I know whether the production that is coming out of this factory compares well with the paper produced in other factories?

**Shri Manubhai Shah:** The House will be pleased to know that the quality is better than that of imported newsprint, and the price is about Rs. 25 per ton less than that of the imported newsprint.

**Shri Joachim Alva:** Is it the view of the Government that the opinion of the Swedish delegation, who never went and saw this factory, is a biased one in view of the fact that Sweden exports newsprint?

**Shri Manubhai Shah:** I have no reasons to suspect their motives. Of course the Swedish delegation, I think, would not have given their opinion without proper consideration

of the question. Perhaps the Press reports may not have given a truthful account of what they had said. They might have said that we are not using fir and spruce but instead we are using bamboo and salai in this country. Fir and spruce are the traditional raw materials used.

**Shri Wodeyar:** May I know whether the raw materials from Malnad will be used in this factory, and if so, the results thereof?

**Shri Manubhai Shah:** I can only say that if Malnad is producing bamboo and salai, we shall certainly be using them for this factory.

#### Postal Money Order Service

\*104. **Shri Barman:** Will the Minister of Communications be pleased to state whether any proposal has been recently received from Pakistan to provide facilities for postal money orders between the two countries?

**The Minister of Communications (Shri Raj Bahadur):** Yes.

**Shri Barman:** Is it a fact that Indian currency is being exchanged with Pakistan currency at a premium of about 40 per cent?

**Shri Raj Bahadur:** I have also heard that but that question should better be addressed to the Minister of Finance.

**Shri Barman:** If that be so, may I know whether this fact will be taken into consideration when deciding the question of money exchange with Pakistan?

**Shri Raj Bahadur:** It is on account of exchange difficulties that these things have been left under suspension; otherwise, these facilities will be there.

#### Ashoka Hotel

\*105. **Shri Kamath:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that Ashoka Hotel is running at a loss; and

(b) if so, the present position?

**The Minister of Works, Housing and Supply (Sardar Swaran Singh):** (a) and (b). The profit and loss account of the Company will be known after its accounts have been audited for the year ending 30th September 1957.

**Shri Kamath:** What has been the quantum of Government investment in this Asoka Hotel and what has been the average income and expenditure per month or the average net income per month since it was declared open?

**Sardar Swaran Singh:** These three questions involve a lot of figure work and if a separate notice is given, I shall be glad to collect these figures.

**Shri Kamath:** Is it a fact that during recent months, particularly after the UNESCO Conference came to a close, there have been days and even weeks when there have been not more than half a dozen residents in the Asoka Hotel, and over a hundred servants to cater to them?

**Sardar Swaran Singh:** I think it is much too pessimistic a picture that the hon. Member is painting.

**Shri Kamath:** What is the optimistic view of the Minister?

**Sardar Swaran Singh:** I believe in realistic views—neither optimistic nor pessimistic.

**Shri Kamath:** What is that view?

**Shri Velayudhan:** May I know the current running expenditure per month?

**Sardar Swaran Singh:** That is the same question put in a different language. This involves figure work and I say that if notice is given with regard to any particular month, I shall be glad to give the figures.

**Shrimati Tarkeshwari Sinha:** As this hotel is completely a Government hotel and it has started running for the last few months, may I know whether the Government does not take note of the current accounts, the expenditure and income, etc.?

**Sardar Swaran Singh:** We do.

**Shrimati Tarkeshwari Sinha:** Then, how does the Minister say that he shall have to collect the figures and that he does not have any information about the running expenditure and the income of that hotel?

**Sardar Swaran Singh:** All the figures that are checked by the various limbs of the Government are not carried in the heads of the Ministers. All that I say is that, if notice is given, I shall be certainly glad to give whatever information is available.

**Shri Kamath:** Had the hon. Minister's attention been drawn to various comments in the Delhi Press that this has become more or less a white elephant and that the Government are thinking of handing it over to a private party?

**Sardar Swaran Singh:** I have seen comments—both favourable and unfavourable. I do not propose to be influenced by these comments unless I have had occasion to check them up. I am examining all these points that have been raised either favourable or unfavourable about the functioning of the Hotel and whatever steps are necessary to be taken will be taken.

**राजमाता कमलेश्वरिणी साह :** क्या सरकार यह विचार कर रही है कि उसके जो महमान हंदराबाद हाउस में रहते हैं उनको रखने के लिए अशोक होटल को इस्तेमाल किया जाय ?

**सरदार स्वर्ण सिंह :** मैं एक्सटर्नल एके-मसं मिनिस्ट्री से दरियाफूत करूंगा कि आया कोई ऐसा प्रोपोजल उनके डेर गौर है ।

**Shri Ramachandra Reddi:** May I know the total expenditure that has been incurred on the building and the equipment so far?

**Sardar Swaran Singh:** I could not say offhand but I think it is of the order of over two crores of rupees.



**Shri C. D. Pande:** May I put one question?

**Mr. Speaker:** The hon. Members may go and see the Asoka Hotel building for further information. It is a big construction.

### Fertilizer Factory

\*106. **Dr. Rama Rao:** Will the Minister of Production be pleased to state whether any decision has been taken to start a fertilizer factory in Andhra Pradesh?

**The Minister of Production (Shri K. C. Reddy):** The question of the establishment of new fertilizer factories in addition to those which have already been included in the Second Five Year Plan programme is under consideration in view of the increasing requirement of fertilizers in the country. The claims for the establishment of a fertilizer factory in Andhra as also in one or two other suitable places will be borne in mind in this connection.

**Dr. Rama Rao:** Is the Minister aware that Andhra is the largest consumer of ammonium sulphate in the country?

**Shri K. C. Reddy:** It is one of the States which consumes a large quantity of fertilizer.

**Dr. Rama Rao:** When can we expect some firm decision on this matter?

**Shri K. C. Reddy:** As soon as possible.

**Shri Boovaraghasamy:** Whether any fertilizer factory is to be started near any place where the raw material, particularly gypsum, is available? If so, is there any proposal under consideration to start a factory at Perambalur in Madras State where gypsum is available in abundance.

**Shri K. C. Reddy:** The hon. Member is perhaps aware that a decision has already been taken to start a fertilizer factory as part of the composite Neivelli lignite project.

**Shri B. S. Murthy:** What are factors standing in the way of Andhra getting a fertilizer factory for which it has been agitating so long and the need for which is great there?

**Shri K. C. Reddy:** I would invite the attention of the hon. Member to a report, a copy of which has already been placed on the Table of the House. It deals with the requirements of fertilizers in the country the various types of fertilizers to be produced and the places where the factories could be located. That report was submitted by a committee and one of the recommendations in that report dealt with the sites which could be considered in the order of priority. It divides the various sites into four categories. Two sites have already been selected and we are considering the possibility of selecting two or three more places for the establishment of two or three more factories.

**Shri B. S. Murthy:** Is it not a fact that the same report has emphatically expressed that the needs of a fertilizer factory for Andhra are quite imperative and that Bezwada could be chosen as a suitable site?

**Shri K. C. Reddy:** Yes, Sir. The Andhra Government has expressed very strongly that a fertilizer factory should be established in Andhra. I agree that there is a great justification in that claim but it is a question of priorities and we have to go forward in this regard with due circumspection.

**Dr. Rama Rao:** In spite of the recommendations of that Committee, Bezwada lost the chance at that time because the railway authorities pleaded that there would be bottlenecks. Now that there is going to be doubling of the track between Bezwada and Madras, may I know if Bezwada stands a better chance?

**Shri K. C. Reddy:** Bezwada stands a better chance than what other site? The question is not complete.

**Shri Raghavaiah:** As the hon. Minister said that Bezwada would have a

better chance, may I know whether it stands any chance in the Second Plan or the Third Plan?

**Shri K. C. Reddy:** I have not quite followed the question.

**Mr. Speaker:** He asks if there is any likelihood of its being taken up at least in the Third Plan.

**Shri K. C. Reddy:** I think we should be very optimistic about these matters.

**Shri M. R. Krishna:** May I know whether the recommendation of the former Hyderabad Government to set up a factory at Ramagundam has been accepted by that Committee?

**Shri K. C. Reddy:** No. As I have already said, they had given a list of places; they have assigned priorities. We have to keep all these factors in mind. So far as the old Hyderabad State is concerned, two sites—Kothagundium and Ramagundam—got the 8th and 9th place in the list.

**Shri Raghavaiah:** What is the place of Bezvada in the list of priorities?

**Shri K. C. Reddy:** I would like to invite the attention of the hon. Member to the report of the technical committee which went into this question. It is a bulky document and all the information is available there.

**Shri Gajendra Prasad Sinha:** There was a proposal to start a new fertilizer factory in Chota Nagpur. What has happened to that proposal?

**Mr. Speaker:** Is Chota Nagpur a part of Andhra?

**Shri Gajendra Prasad Sinha:** Is Hyderabad a part of Andhra?

**Mr. Speaker:** Hyderabad is a part of Andhra.

**Shri Thimmaiah:** May I know what are the other places that are being considered for the location of fertilizer factories and also whether Mysore is also included in that?

**Mr. Speaker:** I have disallowed a similar question.

इन्डोनेशिया में भारतीय राजदूतावास की  
इमारत का लूटा जाना

{ श्री रघुनाथ सिंह :  
श्री कुल्लन सिंह :

क्या प्रचलन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १५ मार्च, १९५७ को जकार्ता में एक भौड़ने उस इमारत को जिसमें भारतीय राजदूतावास के कर्मचारी रहते थे लूट लिया ; और

(ख) यदि हाँ, तो इस घटना का पूरा व्योरा क्या है ?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) Yes.

(b) Some members of the staff of the Indian Embassy were occupying a house at 82, Kebon Sirih in Djakarta. This house was required for other purposes by the Government of Indonesia and the staff were awaiting allotment of alternative accommodation by the Protocol Department of the Government of Indonesia. In the meantime, a mob entered the house at 82 Kebon Sirih on the 15th March 1957 and began pulling down the roof of the building causing considerable damage to furniture and stole clothing, money, etc., of the staff. No one was hurt. Alternative temporary accommodation has been provided for the Embassy staff by the Indonesian Government. The Chief of Protocol of the Indonesian Government has expressed deep regrets to our Ambassador in Indonesia and promised to take strong action against persons concerned.

The Prime Minister has also received a message from President Soekarno through his Ambassador in Delhi expressing his deep distress at the news of the attack. The President has assured that action is being taken against the culprits and that this incident had nothing to do with any form of anti-Indian feelings. The incident has no political significance whatsoever.

**Shri Joachim Alva:** Is it not the policy of our Government, in accordance with the wishes of our people, that we exercise the utmost patience and forbearance when such incidents occur in troubled Indonesia at present?

**Shri Anil K. Chanda:** It goes without saying.

**Shri Gajendra Prasad Sinha:** Even in the Press Note the reasons for this spontaneous riot were not given. May I know whether the Government has tried to find out the reasons for this trouble?

**Shri Anil K. Chanda:** We are awaiting the full report from our Embassy, which has not yet been received.

**Shri N. M. Lingam:** May I know what was the provocation for this incident in a country which we regard particularly friendly to us?

**Shri Anil K. Chanda:** I have indicated in my answer that it has got no political significance whatsoever. It seems from the preliminary reports that we have, that an over-zealous officer of the Foreign Exchange Department had organised this trouble and, so far as our information goes, he has already been arrested by the Government.

**Shri Bagnath Singh:** Is there any hand of any of the foreign powers behind this incident?

**Shri Anil K. Chanda:** I should not think so.

**Shri Gidwani:** Have Government received any information that the Indian nationals who are there are not being harassed and their properties are safeguarded?

**Shri Anil K. Chanda:** No, Sir; our Indian nationals have not been harassed. It is an isolated case.

**Shri M. S. Gurupadaswamy:** May I know whether this attack was only against the Indian Embassy building, or were there any such cases against other Embassy buildings in Indonesia?

**Shri Anil K. Chanda:** No, Sir; I believe it is an isolated case.

**Shri M. S. Gurupadaswamy:** May I know why the Indian Embassy building was singled out for this purpose?

**Shri Anil K. Chanda:** This might be better put to the miscreants; I do not know why it is so.

**Shri Velayudhan:** The hon. Deputy Minister said that an over-zealous officer of the Foreign Office was involved in creating this trouble. May I know what was the reason for this officer to indulge in such a thing, particularly against a friendly country like India.

**Shri Anil K. Chanda:** I said, an officer of the Foreign Exchange Department and not the Foreign Office. They had bought this house and were very eager to have vacant possession of the property.

#### Refugees from East Pakistan

\*109. **Shri Krishnacharya Joshi:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that the influx of refugees from East Pakistan has increased in 1957;

(b) if so, what measures Government propose to take to check the influx; and

(c) the total number of refugees who came from East Pakistan in 1957 so far?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) No, Sir.

(b) Does not arise.

(c) During January and February, 1957, 3764 migrants entered India. This does not include migration into Assam during February, regarding which a report has not yet been received.

**Shri Krishnacharya Joshi:** The Minister has stated that there is no

influx. May I know whether conditions in East Pakistan have improved?

**Shri Anil K. Chanda:** I believe, Sir, the food situation has improved. I may also say that the presence of three Hindu Ministers in the Government possibly has created some confidence in the minds of the minority community.

**Shri Krishnacharya Joshi:** May I know whether it is a fact that a large number of persons, Hindus and Muslims, from East Pakistan go to Assam without migration certificates?

**Shri Anil K. Chanda:** People without necessary travel documents do sometimes percolate into our territory, but they are apprehended whenever it is possible to do so.

**Shri Boovaraghasamy:** May I know whether it is not possible to completely prevent refugees from coming to India from East Pakistan; if not, how long will it take to completely check them from coming to India?

**Shri Anil K. Chanda:** It can very easily be done by refusing to give travel documents. If you do not give migration certificates they will not come, but there are human considerations and there is the Nehru-Liaquat Pact about it.

**Shri Boovaraghasamy:** In view of human considerations, how long will you allow the refugees to come from East Pakistan to India? I want to know whether there is any time-limit up to which you are going to allow them to come, or whether you are going to allow them to come indefinitely.

**Shri Anil K. Chanda:** People from one country are always allowed to go to another country provided there is nothing specifically against them.

**Shrimati Ila Palchoudhury:** May I know whether it is possible to suggest some sort of a quota for the refugees coming to India every year

so that we can have a plan to rehabilitate them?

**Shri Anil K. Chanda:** We can only hope that there will be an improvement in the situation in East Bengal which will not make it necessary for refugees to come to India at all.

#### **Association of Employees in Management**

\*110. { **Shri T. B. Vittal Rao:**  
**Shri Kamath:**

Will the Minister of Labour be pleased to state:

(a) whether the delegation under the leadership of Shri Vishnu Sahay which visited foreign countries to study the problem of participation of labour in the management have since submitted their report;

(b) whether a copy of the report will be laid on the Table of the Sabha;

(c) whether Government have examined the same; and

(d) when action will be initiated on the recommendations made therein?

**The Deputy Minister of Labour (Shri Abid Ali):** (a) The draft Report of the Study Team is being considered by the members of the team. It is expected to be submitted to Government shortly.

(b) Yes.

(c) and (d). It is the intention to have the report considered by a representative conference.

**Shri T. B. Vittal Rao:** May I know whether by "a representative conference" is meant the Indian Labour Conference or special conference convened of the representatives of the Central trade union organisations?

**Shri Abid Ali:** Firstly this may be put before the Indian Labour Conference, and if it is considered necessary a separate conference may be invited.

**Shri T. B. Vittal Rao:** May I know whether the association of workers in the management will be at the level of Board of Directors or Joint Council which is envisaged in the Second Plan?

**Shri Abid Ali:** All these details are under consideration.

**Shri Kamath:** Does the hon. Minister—I mean the senior Minister, who has emphatically expressed himself in favour of this principle during his tenure of office, and I am sure he will do so hereafter as well—propose to make a firm recommendation to this effect, with regard to the association of workers in the management, before he quits his high office?

**The Minister of Labour (Shri Khandubhai Desai):** The committee which has gone to foreign countries will be submitting its report and on that report the Government will take a decision.

### Rubber Production

\*111. **Shri Matthen:** Will the Minister of Commerce and Industries be pleased to state:

(a) what orders have been passed and what steps are being taken by Government on the proposal made by the Plantation Inquiry Commission for additional production of natural rubber by 20,000 tons to be attained in 1965, above the current annual production of 24,000 tons;

(b) what are the recommendations of the Rubber Board to accelerate the pace of expansion and the advance during the next 10 years;

(c) whether there is any conflict between the recommendations of the Plantation Inquiry Commission and those of the Rubber Board, and if so, what are the final orders by the Government;

(d) whether there is any scheme for granting subsidies or loans to help new rubber plantings in the Private Sector, and if so, what are its details; and

(e) whether any loan or subsidy has already been given and if so, how much and to how many persons?

**The Minister of Heavy Industries (Shri Manubhai Shah):** (a) The Report of the Plantation Inquiry Commission on Rubber Industry is under consideration of Government.

(b) The Rubber Board had recommended extension of rubber cultivation over an area of one lakh acres over a period of 10 years and the grant to those who undertake new cultivation of loans at the rate of Rs. 750/- per acre, repayable in 15 equal half yearly instalments, after the end of the 7th year.

(c) There is no real conflict.

As against a lakh of acres extension in 10 years time the Plantation Inquiry Commission have suggested that immediately an extension of 50,000 acres should be taken in hand over a period of 5 years and some system of cooperative financing should be encouraged. This proposal is under examination of Government in consultation with the Rubber Board.

(d) Various proposals in this behalf are under consideration.

(e) No, Sir.

**Shri Matthen:** This proposal had been there for some time before the Rubber Board. In view of the urgent need for developing rubber production in India as we are importing it, may I know what is the delay in passing final orders?

**Shri Manubhai Shah:** There is actually no delay. The latest report of the Rubber Board has been received recently and for 1957-58 and onwards we have made a provision of over Rs. 2 crores for the purpose.

**Shri Matthen:** When can we expect final orders to be passed?

**Shri Manubhai Shah:** I think it should be done very soon.

**Shri A. M. Thomas:** Firm targets have not been fixed as per the Second Plan for plantation industry. May I enquire when the Government would be in a position to fix targets for that industry?

**Shri Manubhai Shah:** As far as rubber is concerned, targets have more or less been arrived at. We have arrived at a target for production of 29,100 tons of natural rubber by 1960.

**Shri N. M. Lingam:** May I know whether the scheme for expansion of rubber cultivation will be affected in any way by the proposal of Government to produce synthetic rubber, and if so to what extent?

**Shri Manubhai Shah:** As I have often said in this House, there is no conflict between synthetic rubber and natural rubber. Natural rubber, as the hon. Members are aware, takes a very long time to grow and requires a particular type of soil. The requirements of the country by 1965 of natural rubber plus synthetic rubber are going to be about 55,000 tons. The natural rubber yield will not be more than 35,000 tons and, therefore, the gap of 20,000 tons has to be covered by production of synthetic rubber. Hence, the proposal of manufacturing synthetic rubber has been contemplated by the Government.

**Shri Matthen:** Just a couple of months ago, I understood from the Ministry of Industries and Commerce that a proposal has been finalised for starting a company by the Government, the Government having 51 per cent. of the shares, for planting rubber in about 20,000 acres of land. I heard it has been finalised. Has it been started or has the Kerala Government been asked to take the initiative in the matter?

**Shri Manubhai Shah:** This proposal is under very active considera-

tion, and the Kerala Government have intimated to us their agreement for starting such a corporation.

#### **Suicide at the Jabalpur Training Centre**

\*112. **Shri Kamath:** Will the Minister of Communications be pleased to refer to the answer to Short Notice Question No. 10, on the 18th December, 1956, regarding suicide of an Officer at the Jabalpur Training Centre and state:

(a) whether the enquiry in the matter has been concluded;

(b) if so, the main findings thereof; and

(c) the action proposed to be taken thereon?

**The Minister of Communications (Shri Raj Bahadur):** (a) Yes.

(b) No evidence has been discovered or adduced to support the main allegations made by the late Shri Matade that he was harassed by the Divisional Engineer Telegraphs, Training Centre.

(c) Does not arise.

**Shri Kamath:** May I know who conducted this enquiry and whether all the persons mentioned by the officer who committed suicide, mentioned by him in his last statement, were summoned to give evidence before the officer who held the enquiry?

**Shri Raj Bahadur:** The P.M.G., Nagpur, was an independent officer conducting the enquiry, because he has the jurisdiction which is under the Additional Chief Engineer, Telegraphs. He took all possible evidence that was available.

**Shri Kamath:** Is the Minister in a position to lay a copy of the report of the enquiry on the Table, or at least a resume, a summary, of that report on the Table of the House?

**Shri Raj Bahadur:** I would have no objection. I would lay a brief summary of the report on the Table.

**Shri Velayudhan:** May I know whether the Enquiry Officer considered the two letters which this particular gentleman who committed suicide has written—one to his wife and the other to his superior officer—before he committed suicide?

**Shri Raj Bahadur:** These letters were taken into consideration by the Enquiry Officer. About the allegation of harassment, I might say that in the normal course, it would be expected that if the Divisional Engineer, who was his immediate superior, was causing him any harassment, he should have brought that matter to the notice of the next higher officer, namely, the Additional Chief Engineer or the next higher officer, the Chief Engineer. No such report was ever made by the unfortunate officer who committed suicide. The allegation of harassment had not also been found to be substantiated.

**Shri B. S. Murthy:** Irrespective of the findings in the report, may I know whether the Government have taken any steps to warn the officers mentioned in the letters referred to, that they should be above-board?

**Shri Raj Bahadur:** As a matter of fact, from the enquiry itself, it appears that the only difference of opinion was in regard to the allotment of duties between the wireless supervisors and to the shifting of one of the officers from one building to another. These are two general points in which there was a difference of opinion and they may not be considered, by any stretch of imagination, to be a harassment.

**Shri Kamath:** Did the enquiry elicit the fact that the officer who had committed suicide had made representations earlier to the authorities here, through his superior officer, and that they were suppressed by the superior officer and not transmitted to the higher authorities?

**Shri Raj Bahadur:** I have already stated that there was no such representation made to the higher officers, nor any such complaint made.

### Atomic Reactor

\*114. **Shri Krishnacharya Joshi:** Will the Prime Minister be pleased to state:

(a) the experiments carried out in Nuclear physics at the Indian Atomic Reactor;

(b) whether the Atomic Energy Establishment is planning to start a reactor school with the help of scientists from other countries?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) A statement giving the requisite information is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 24].

(b) It is proposed to start a reactor school, but no foreign assistance is required for this purpose.

**Shri Krishnacharya Joshi:** May I know how many experiments were successful?

**Shri Anil K. Chanda:** I have mentioned in the list the number of experiments which have been carried out in this plant.

**Shri Krishnacharya Joshi:** May I know how many plants are working at present?

**Shri Anil K. Chanda:** I do not have the information at present.

**Shri C. R. Narasimhan:** May I know whether isotopes are produced in this reactor?

**Shri Anil K. Chanda:** I want notice.

**Shri N. M. Lingam:** May I know what progress has been made towards the establishment of an atomic power plant, and whether the Government have any definite scheme for it?

**Shri Anil K. Chanda:** I want notice.

### International Court of Justice

\*115. **Shri Kamath:** Will the Prime Minister be pleased to state the progress, up-to-date, of the proceedings in the case filed by Portugal against India in the Court of International Justice at Hague?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** The Government of India received a notice from the International Court of Justice, The Hague, intimating that the Portuguese Government had filed proceedings against India concerning certain rights of passage over Indian territory to Dadra and Nagar Haveli. The Government of India have decided to contest the jurisdiction of the International Court in this case and also the rights claimed by the Portuguese Government. The following steps have so far been taken in this matter:

(a) In accordance with the provisions of Article 31 of the Statute of the International Court, India informed the Registrar of the Court on the 22nd October, 1956, of its intention to exercise its right to select an *ad hoc* judge and nominated Shri M. C. Chagla, Chief Justice of Bombay for this purpose.

(b) The Hague Court had originally fixed the 15th December, 1956 as the date for the submission of our Counter-Memorial or preliminary objection. In view of the wide scope of research involved and the impossibility of preparing our reply within the stipulated time, the Government of India sought an extension of time. The Court has now granted an extension of time till the 15th April 1957 for filing our preliminary objection.

**Shri Kamath:** As a part or as the main part of India's preliminary contention, is it Government's intention to challenge *ab initio* the jurisdiction of the International Court of Justice at the Hague when they take up this Portuguese complaint?

**Shri Anil K. Chanda:** It is our intention to contest the jurisdiction of the Court to try this case.

**Shri Kamath:** Has the Court issued any stay order or an injunction *ad interim* restraining India from taking any action with regard to the integration or any further steps towards the integration of Dadra and Nagar Haveli with the Indian Union?

**Shri Anil K. Chanda:** The Court has not yet taken up the case at all.

**Shri Kamath:** If the Court has not issued any order, in the light of what the Minister said yesterday, what restrains India from taking any action towards the integration of Dadra and Nagar Haveli with the Indian Union?

**Shri Anil K. Chanda:** It is not certainly a matter which can be replied to on a supplementary question.

**Shri Kamath:** Looking to the background and the circumstances of this entire story, episode, does Government propose to appoint a Goan lawyer at least as a junior counsel, in this case before the Hague Court?

**Shri Anil K. Chanda:** Our team of legal experts in this case is led by the Attorney-General of India, and speaking from memory, I can say that Sir Henry Siskice and Professor Guggenheim and, of course, our own junior officers, are associated with him.

**Shri Kamath:** Any Goan?

**Shri Anil K. Chanda:** It is a question of law. It is not a question of bringing a man from Goa.

**Shri Kamath:** What are the names of those associated with the team?

**Shri Anil K. Chanda:** Our Attorney-General is leading our team and Sir Henry Siskice, the eminent British Counsel, and Professor Guggenheim.

**Shri Joachim Alva:** Is Government aware of any incident when the Government of Bombay flatly refused the passage of Portuguese soldier or soldiers through Bombay to Goa.

**Mr. Speaker:** How does this question arise?

**Shri Joachim Alva:** That is our case. We never allowed a single Portuguese soldier to cross through Indian territory.

**Mr. Speaker:** The case is pending in the International Court of Justice.



## WRITTEN ANSWERS TO QUESTIONS

### Slum Clearance

\*107. Dr. Satyawadi: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the amount allocated to each of the States under the Slum Clearance Scheme during 1956-57;

(b) whether any such Schemes have been submitted by the Punjab State; and

(c) if so, the details thereof?

The Minister of Works, Housing and Supply (Sardar Swaran Singh):

(a) No formal allocation of funds for Slum-Clearance was made to the States for the year 1956-57. Detailed Schemes were received from three or four States but except for one scheme, the rest are still under discussion with the State Governments concerned.

(b) No.

(c) Does not arise.

### Air Space Violations by Goa

\*110-A. Shri Wodeyar: Will the Prime Minister be pleased to state:

(a) whether the Portuguese Government of Goa have threatened to use the air space of India, without India's consent; and

(b) whether Government have taken any action to prevent any such violation?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) No.

(b) This does not arise.

### Ambar Charkha Training Centres

\*113. Dr. Satyawadi: Will the Minister of Production be pleased to state the number and the location of Ambar Charkha Training Centres proposed to be opened in the next financial year in the State of Punjab?

The Minister of Production (Shri K. C. Reddy): The number and the location of Ambar Charkha Training Centres proposed to be opened in the State of Punjab in the next financial year has not yet been decided upon.

### C.P.W.D.

47. Ch. Raghubir Singh: Will the Minister of Works, Housing and Supply be pleased to state:

(a) the number of Assistant Engineers in Class II in Central Public Works Department;

(b) how many Assistant Engineers are permanent;

(c) how many posts of Assistant Engineers have not been permanently filled and from what date; and

(d) the reasons why these vacancies have not been permanently filled?

The Minister of Works, Housing and Supply (Sardar Swaran Singh):

(a) At present there are in all 535 Assistant Engineers in the Central Public Works Department.

(b) 108 Assistant Engineers hold their posts substantively.

(c) 75 posts arising on various dates between 2nd November, 1954 and 8th November, 1955.

(d) The vacancies are to be filled according to the prescribed quotas for direct recruits and departmental candidates under the Recruitment Rules. The question of confirming 26 of these posts which arose before the quota system came into force, is engaging the attention of the Government in consultation with the Union Public Service Commission. The remaining posts are to be filled by direct recruits taken through the Examination conducted by the Union Public Service Commission. A decision regarding all the 75 posts is expected shortly.

**Registration of "Udaya"**

**48. Shri Kamath:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that an application for registration as a weekly newspaper was submitted to the Post Master General, Central Circle, Nagpur by "Udaya" on the 28th December, 1956; and

(b) if so, the action taken thereon?

**The Minister of Communications (Shri Raj Bahadur):** (a) No application dated the 28th of December, 1956 was received by Postmaster-General, Nagpur but reminders to it were received on 24-1-57 and 1-2-57.

(b) In the absence of the original application for registration, the reminders were taken to refer to the renewal of a paper of the same name issued from Amraoti and a reply was therefore, given saying that necessary sanction had been issued. It was only on the 7th of February, 1957, that the Postmaster-General, Nagpur came to know, on a telephonic complaint from the Editor, that the reminders related to an application for a fresh registration. The Postmaster General, Nagpur, informed him that no such application was received and asked him to send a fresh application. The Postmaster-General, Central Circle, thereafter received a letter dated 9-2-57 from the editor but the same was not accompanied by an application in the prescribed form and the requisite documents, which the editor has been asked to furnish.

**United Nations Emergency Force**

**49. Shri Kamath:** Will the Prime Minister be pleased to state:

(a) where the Indian Unit of United Nations Emergency Force in Egypt is stationed;

(b) whether any decision has been taken as to how and by whom the expenditure on United Nations Emergency Force will be borne; and

(c) if so, the basis and details of such decision?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) The Indian Contingent to United Nations Emergency Force is stationed in Gaza, and is to be deployed along the armistice lines.

(b) and (c). The expenditure on the United Nations Emergency Force, other than for such pay, equipment, supplies and services, as may be furnished without charge by Member Governments, shall be apportioned among the Member States, is to the extent of \$10 millions in accordance with the scale of assessments for contributions to the annual budget of United Nations for the financial year 1957. A further sum of \$6.5 millions in excess of \$10 millions, is to be met by voluntary contributions.

**Antarctica**

**50. Shri Kamath:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that India has moved for the inscription of the subject of Antarctica on the agenda of the next Session of the United Nations Security Council or General Assembly; and

(b) if so, the present position?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) and (b). No, Sir.

**Aid to Hungary and Egypt**

**51. Shri Kamath:** Will the Prime Minister be pleased to state the nature and quantum of aid or relief provided by Government up to date to Hungary and Egypt respectively?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** A statement is laid on the Table of Lok Sabha. [See Appendix II, annexure No. 25.]

**Ban on Nuclear Tests**

52. **Shri Kamath:** Will the **Prime Minister** be pleased to state:

(a) what efforts have been, and are being made by India in the United Nations and outside to secure a ban on nuclear and thermo-nuclear test explosions and to bring about general disarmament; and

(b) the present position with regard to both?

**The Deputy Minister of External Affairs (Shri Anil K. Chanda):** (a) The Government of India have been urging since 1954 in all appropriate international forums for immediate suspension of nuclear test explosions and for the creation of necessary atmosphere of mutual confidence which will facilitate progressive disarmament. Shri K. K. Krishna Menon appeared before the Disarmament Commission at its last session in July 1956 and expounded India's proposals on Disarmament in general and the suspension of nuclear tests in particular.

(b) The General Assembly adopted unanimously a resolution on 14-2-57 requesting the Disarmament Commission to reconvene its Sub-Committee at an early date. It further recommended that these two bodies give prompt attention to the various proposals (including those of India) which have been submitted during the last two and a half years. The Disarmament Sub-Committee commenced its meetings on the 18th March 1957.

**CORRECTION TO ANSWER TO UN-STARRED QUESTION NO. 2273  
DATED 22-5-56.**

**The Minister of Works, Housing and Supply (Sardar Swaran Singh):** I beg to lay on the Table a copy of the statement correcting the reply given to Unstarred Question No. 2273 on the 22nd May, 1956.

**Statement**

In reply to unstarred Question No. 2273 dated 22-5-56 certain information with regard to the expenditure incurred by the Central Government in hiring office and residential accommodation in Mysore State was supplied. In compiling the data it was assumed that arrangements for hiring such accommodation were, as a rule, made by all Ministries through the Central Public Works Department. It has since come to notice as a result of information supplied by other Ministries subsequent to 22-5-56, in response to references made prior to that date, that substantial expenditure had been incurred by them on this account direct also. The information already supplied as to the expenditure incurred on hiring accommodation on Central Government account in Mysore State during 1955-56 may hence be amended as under:—

Residential accommodation ..	Rs. 3,71,375/8/-
Office accommodation ..	Rs. 2,63,098/5/-

## DAILY DIGEST

[Wednesday, 27th March, 1957]

## COLUMNS

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## CORRECTION OF ANSWER TO UNSTARRED QUESTION NO. 2273 DATED 22ND MAY, 1956.

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The Minister of Works, Housing and Supply (Sardar Swaran Singh) laid on the Table a copy of the statement correcting the reply given to Unstarred Question No. 2273 on the 22nd May, May, 1956 . . .

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## LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

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### LOK SABHA

Wednesday, 27th March, 1957

The Lok Sabha met at Eleven of the Clock.

[Mr. SYMAKH in the Chair]

### QUESTIONS AND ANSWERS

(See Part I)

\*CORRECTION TO ANSWER TO UNSTARRED QUESTION NO. 2273 DATED 22-5-56.

### PAPERS LAID ON THE TABLE

#### REPORTS ON STATE-CONTROLLED ENTERPRISES

The Minister of Production (Shri K. C. Reddy): I beg to lay on the Table a copy of each of the following reports:

- (1) Annual Report of Hindustan Machine Tools (Private) Limited, for the year 1955-56. [Placed in Library. See No. S-79/57].
- (2) Annual Report of Sindri Fertilizers and Chemicals (Private) Limited for the year 1955-56. [Placed in Library. See No. S-80/57].
- (3) Annual Report of the Coal Board for the year 1954-55. [Placed in Library. See No. S-81/57].
- (4) Report of the Committee on amalgamation of Collieries (1956) Part I. [Placed in Library. See No. S-82/57].

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- (5) Second Annual Report of the Hindustan Insecticides (Private) Limited for the period ended 31st March, 1956. [Placed in Library. See No. S-83/57].

- (6) Fourth Annual Report of the Hindustan Cables (Private) Limited for the period ended 31st March, 1956. [Placed in Library. See No. S-84/57].

#### AGREEMENT re. HINDUSTAN MACHINE TOOLS (PRIVATE) LTD.

Shri K. C. Reddy: I beg to lay on the Table a copy of the Revised Agreement dated the 1st March, 1957, between the President of India and the Oerlikon Machine Tool Works, Buehrle and Company, Zurich Oerlikon, Switzerland, regarding the Hindustan Machine Tools (Private) Limited. [Placed in Library. See No. S-85/57].

#### REPORT ON WORKING OF CENTRAL SILK BOARD

Shri K. C. Reddy: I beg to lay on the Table a copy of the Report on the working of the Central Silk Board for the period from 1st April, 1956 to 30th November, 1956, in pursuance of an assurance given by the Minister of Commerce and Industry during the discussion on the Central Silk Board (Amendment) Bill on the 29th July, 1952. [Placed in Library. See No. S-86/57].

#### STATEMENT SHOWING ACTION TAKEN BY GOVERNMENT ON ASSURANCES, PROMISES AND UNDERTAKINGS

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table the follow-

\*Please see Debate Part I dated 27-3-57.



[Shri Satya Narain Sinha]

ing statements showing the action taken by the Government on various assurances, promises and undertakings given by Ministers during the various sessions shown against each:—

- (1) Supplementary Statement Fourteenth Session, No. III 1956. [See Appendix II, annexure 28].
- (2) Supplementary Statement Thirteenth Session, No. X 1956. [See Appendix II, annexure 27].
- (3) Supplementary Statement Twelfth Session, No. XVI 1956. [See Appendix II, annexure 28].
- (4) Supplementary Statement Eleventh Session, No. XVIII 1955. [See Appendix II, annexure 29].
- (5) Supplementary Statement Tenth Session, 1955. No. XXI. [See Appendix II, annexure 30].
- (6) Supplementary Statement Ninth Session, 1955. No. XXVII. [See Appendix II, annexure 31].

#### CONDUCT RULES FOR COFFEE BOARD EMPLOYEES

**The Minister of Heavy Industries (Shri Manubhai Shah):** I beg to lay on the Table, under sub-section (3) of Section 48 of the Coffee Act, 1942, a copy of the Conduct Rules for Coffee Board employees, published in the Notification No. S.R.O. 30, dated the 5th January, 1957. [Placed in Library. See No. S—93/57].

#### AMENDMENT TO RUBBER RULES

**Shri Manubhai Shah:** I beg to lay on the Table, under sub-section (3) of section 25 of the Rubber Act, 1947 a copy of the Notification No. S.R.O. 549, dated the 23rd February, 1957, making certain amendments to the Rubber Rules, 1955. [Placed in Library. See No. S—94/57].

#### AMENDMENT TO MINES RULES

**The Deputy Minister of Labour (Shri Abid Ali):** I beg to lay on the Table, under sub-section (7) of Section 59 of the Mines Act, 1952, a copy of the Notification No. S.R.O. 312, dated the 28th January, 1957, making certain amendment to the Mines Rules, 1955. [Placed in Library. See No. S—95/57].

#### AMENDMENT TO MICA MINES LABOUR WELFARE FUND RULES

**Shri Abid Ali:** I beg to lay on the Table a copy of the Notification No. S.R.O. 2964, dated the 8th December, 1956, making certain further amendments to the Mica Mines Labour Welfare Fund Rules, 1948. [Placed in Library. See No. S—96/57].

#### AMENDMENTS TO COAL MINES LABOUR WELFARE FUND RULES

**Shri Abid Ali:** I beg to lay on the Table a copy of the Notification No. S.R.O. 49, dated the 5th January, 1957, making certain further amendments to the Coal Mines Labour Welfare Fund Rules, 1949. [Placed in Library. See No. S—97/57].

#### BUDGET ESTIMATES OF DELHI STATE ELECTRICITY BOARD

**The Deputy Minister of Irrigation and Power (Shri Hathi):** I beg to lay on the Table a copy of the Budget Estimates for the year 1957-58 of the Delhi State Electricity Board, under sub-section (3) of Section 61 of the Electricity (Supply) Act, 1948. [Placed in Library. See No. S—98/57].

#### STATEMENT re POINTS RAISED DURING BUDGET DEBATE

**Shri Hathi:** I beg to lay on the Table a copy of the further statement giving information on certain points raised during the budget debate on the 2nd and 3rd April, 1956 and not covered by the replies given by the Minister and Deputy Minister of Irrigation and Power. [See Appendix II, annexure 32].

**MINUTES OF COMMITTEE ON ABSENCE OF MEMBERS**

**Shri Altekar** (North Satara): I beg to lay on the Table a copy of the minutes of the Twenty-second sitting of the Committee on Absence of Members from the sittings of the House held on the 21st March, 1957. (Placed in Library. See No. S-100/57)

**MINUTES OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS**

**Sardar Hukam Singh** (Kapurthala-Bhatinda): I beg to lay on the Table the Minutes of the sittings of the Committee on Private Members' Bills and Resolutions (Seventy-third and Seventy-fourth) held during the Fifteenth Session. (Placed in Library. See No. S-101/57)

**PUBLIC ACCOUNTS COMMITTEE****PRESENTATION OF TWENTY-FOURTH REPORT**

**Shri V. B. Gandhi** (Bombay City—North): I beg to present the Twenty-Fourth Report of the Public Accounts Committee on the Central (Civil) Appropriation Accounts showing excesses over the grants and charged appropriations for the year 1953-54.

**ESTIMATES COMMITTEE****PRESENTATION OF FIFTY-SECOND AND FIFTY-NINTH REPORTS**

**Shri B. G. Mehta** (Gohilwad): I beg to present the following Reports of the Estimates Committee:—

- (1) Fifty-second Report on the action taken by Government on the recommendations contained in the Sixth Report of the Committee.
- (2) Fifty-ninth Report on the Ministry of Transport (National Highways and Roads).

**CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE****EXPLORATION AND PRODUCTION OF OIL**

**Shri N. M. Lingam** (Coimbatore): Under Rule 216, I beg to call the attention of the Minister of Natural Resources to the following matter of urgent public importance and I request that he may make a statement thereon:

"The progress of oil exploration in India with particular reference to the working of Rupee Company."

**The Minister of Natural Resources** (Shri K. D. Malaviya): I am glad to take this opportunity to enumerate very briefly the steps regarding the developments in the fascinating business of finding oil since Government decided on the policy of taking charge of mineral oil in the public sector.

An understanding was reached with the Assam Oil Company regarding the conditions on which a Rupee Company was to be formed, on which I made a statement in the House on the 18th December, 1956. I must mention with some disappointment, that the company have now suggested substantial deviation from the original proposals. This will now require further discussion. But, I am conveying the intention of the Ministry immediately to the Assam Oil Company representative that the agreement between the Government and the Assam Oil Company must be finalised within the next month.

In West Bengal, the participatory venture with Messrs. Standard Vacuum Oil Company is proceedings according to plan and drilling is expected to commence soon. A number of holes may have to be bored before any oil can be established.

In comparison with the slow and stately progress made by big and experienced international oil companies, the work completed by the Government organisation in the 18 months of its existence seems somewhat astonishing, particularly when we had to adapt the slower processes

[Shri K. D. Malaviya]

of a Government machine to this complicated and intricate business of oil exploration. As we have been sending away roughly Rs. 60 crores for importing about 5 million tons of crude oil annually, we aimed at discovering oil within the shortest possible period avoiding stereotyped conventional methods. The details of all these activities have been enumerated in the detailed statement which I lay on the Table of Lok Sabha. [See Appendix II, annexure 33].

Immediately on my return from a tour of the U.S.S.R. and Western Europe, a Directorate of Oil and Natural Gas was organised in December, 1955, and foreign technicians were invited from the U.S.S.R., U.S.A and West Germany to advise on a programme of oil exploration, while aeromagnetic surveys were undertaken by a team of Canadian specialists under the Colombo Plan for a rapid assessment of the potential areas of Northern India.

A five-year programme of oil exploration was worked out with the help of the Russian experts and the Directorate was replaced by a Commission on the 14th August, 1956. Beginning with a staff of one solitary geologist in the short time that has since elapsed, the Commission has built up its own organisation, completed the theoretical and practical training of dozens of fresh recruits in exploration methods, drilling etc. Drilling of a deep exploratory well in Kangra is about to commence. Research laboratories and a modern geophysical workshop have been set up.

I am encouraged by what has been achieved and am happy to learn from the foreign experts that they were surprised to see the progress made by this infant organisation. This has been done in spite of financial and specially foreign exchange difficulties and the Suez Canal crisis, which slowed down the receipt of equipment

and threw our programme out of gear, and in spite of the necessity of following the established routine for obtaining supplies, personnel, engineering works and even legal advice.

For the next year, work on the same lines except where modifications become necessary on the results of the work done, will be continued. Much has been completed, but lots more remain to be done. Each exploration and exploitation venture in oil has its own bundle of programmes and its own special snags. This is a feature which should be fully understood by the House, for it is only on this background that the House will appreciate the difficulties that lie in the way of Oil and Natural Gas Commission, when it goes its way to develop its own programme of work, whether it is the training of personnel or the purchase of equipment or the actual handling of programme, or finally when it suddenly decides to change its programme from field to field. The oil exploration job is not like a carbon copy of a prepared industrial blue-print, which necessarily gives you positive results. It is a venture where you go on working for years and years and you may not succeed as you wish. All that the Ministry can say today is that in the short period at its disposal, it has made a satisfactory headway and in the years to come, it will probably search and establish more oil fields in the West and the North West.

Some Hon. Members rose.

Mr. Speaker: Tomorrow I will allow questions to be put if necessary; no questions now.

# APPROPRIATION (VOTE ON ACCOUNT) BILL, 1957

The Minister of Finance and Iron and Steel (Shri T. T. Kishanramchari): I beg to move:\*

"That the Bill to provide for the withdrawal of certain sums

\*Moved with the recommendation of the President.

from and out of the Consolidated Fund of India for the service of a part of the financial year 1957-58, be taken into consideration".

**Mr. Speaker:** The question is:

"That the Bill to provide for the withdrawal of certain sum from and out of the Consolidated Fund of India for the service of a part of the financial year 1957-58, be taken into consideration."

*The motion was adopted.*

**Mr. Speaker:** The question is:

"That clauses 1 to 3, the Schedule, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

Clauses 1 to 3, the Schedule, the Enacting Formula and the Title were added to the Bill.

**Shri T. T. Krishnamachari:** I beg to move:

"That the Bill be passed".

**Mr. Speaker:** The question is:

"That the Bill be passed".

*The motion was adopted.*

## RAILWAY BUDGET—GENERAL DISCUSSION

**Mr. Speaker:** The House will now continue the general discussion on the Railway Budget. The time allotted is 3 hours and time taken is 1 hour and 1 minute. The balance is 1 hour and 59 minutes.

How long will the hon. Minister take to reply?

**The Minister of Railways and Transport (Shri Jagjivan Ram):** Half an hour.

**Mr. Speaker:** I will call the hon. Minister at 1-30. Mr. Jangde, who was in possession of the House may continue.

श्री जंगड़े (बिलासपुर रक्षित अनुसूचित जाति): अध्यक्ष महोदय, कस में रेलवे कर्मचारियों के सम्बन्ध में कह रहा था। इसी सम्बन्ध में दो बार बात में धीर कहना चाहता हूँ। रेलवे मंत्रालय को दस कर्मचारियों की आवश्यकता है हायद इसीलिए रेलवे बोर्ड ने उन कर्मचारियों को जिन की उम्र ५६-५७ साल से ज्यादा है रेलवे मंत्रालय में रहने देते था विचार किया है। यह धृष्टी नीति है। हो सकता है कि इस से नये उम्मीदवारों को प्रवेश पाने में कुछ देर हो धीर कुछ देर तक बेकारी का सामना करना पड़े, पर यदि कुछ धृष्टे दस कर्मचारियों की जिन की उम्र ज्यादा हो गई है लिया जाय तो रेलवे विभाग का कार्य धृष्टी तरह से चल सकता है।

मैं मुझे जो रेलवे कर्मचारी हैं, खास तौर से जो चतुर्थ श्रेणी के कर्मचारी हैं, उन की कठिनाइयों के सम्बन्ध में कुछ कहना है। दक्षिण पूर्व रेलवे में मुझे पता चला है कि कर्मचारियों से जो तीन रुपया मकान का किराया लिया जाता था, अब वह तीन रुपए से बढ़ा कर पूछ देर पर बीस रुपया लिया जाने लगा है। इस को बढ़े हुए धमकी बोली महीने हुए हैं। मेरी समझ में नहीं आता कि जिन कमरों का किराया तीन रुपया था, उन का किराया कुछ दिन उपयोग करने के बाद भी बीस रुपया लेने लगा।

आप यह देखेंगे कि रेलवे मंत्रालय के अन्दर जो एजुकेशन डिपार्टमेंट है वह रेलवे कर्मचारियों की शिक्षा की तरफ बहुत कम ध्यान देता है। रेलवे कर्मचारियों की शिक्षा पर रेलवे मंत्रालय के कुल खर्च का २ परसेन्ट भी नहीं आता है। लेकिन रेलवे मंत्रालय इस पर ध्यान नहीं देता है। नतीजा यह होता है कि रेलवे कर्मचारियों का धीरे धीरे संहारे रहने वाले जो बच्चे हैं उन का बड़ा नुकसान होता है। न तो उन का स्टैंडर्ड ही ऊंचा उठता है धीरे धीरे उन की शिक्षा की सुविधाएं मिलती हैं। मैं ये कह भी देख कि जो रेलवे कर्मचारी

[श्री जांगड़े]

होते हैं वे बहुत सेकलूड एरियाज में रहते हैं, नगर से दूर रहते हैं। नगर में जाने के लिए उन को बड़ी बड़ी सुविधाओं का सामना करना पड़ता है। मैं ने इन प्रश्न को पहले बिलासपुर के नाम से उठाया था, पर मैं समझता हूँ कि रेलवे मंत्रालय द्वारा जिस प्रकार से रेलवे कर्मचारियों की शिक्षा के लिए पूरी सुविधा दी जाती है, उसी प्रकार से उन की शिक्षा के लिए भी पूरी सुविधा दी जाए और इस के लिए रेलवे मंत्रालय के अन्दर एक अलग शिक्षा विभाग रख दिया जाए। यह एक बहुत गम्भीर प्रश्न है और इसके लिए मैं यह कहना चाहूँगा कि यह कह देना कि रेलवे कर्मचारी अग्रमुख नगर में रहते हैं, इस लिए अग्रमुख नगर के अग्रमुख विद्यालय में उन को शिक्षा दी जाए उचित नहीं मालूम होता। मैं ने व्यवहारिकता को देखा है और उसे देखते हुए मैं कह सकता हूँ कि रेलवे मंत्रालय को शिक्षा के लिए एक अलग महकमा रखना चाहिए। इस को स्थापित करने के लिए और शिक्षा के प्रसाधन देने के लिए रेलवे मंत्रालय को ५ परसेन्ट से ज्यादा खर्च पड़ने वाला नहीं है।

इस के उपरान्त मैं रेलवे लाइनों के सम्बन्ध में भी कुछ कहना चाहता हूँ। अभी तक रेलवे मंत्रालय ने यह निश्चय नहीं किया है कि जो सक्ती अर्थात् नैरो गेज की लाइनें हैं, उन को ब्राड गेज में कब तक परिवर्तित किया जा सकता है। जब तक उन को परिवर्तित नहीं किया जाता है तब तक हम लोगों को अमेनिटीज अर्थात् सुविधाएँ प्रचुर मात्रा में नहीं दे सकते, साथ ही वहाँ के कर्मचारियों को भी तकलीफ होती है। इस लिये मैं सरकार से और रेलवे मंत्रालय से भी प्रार्थना करता हूँ कि जो नैरो गेज की लाइनें हैं उन को बहुत शीघ्र ब्राड गेज में परिवर्तित किया जाये, और यदि ब्राड गेज में नहीं तो कम से कम मीटर गेज में तो अवश्य ही परिवर्तित कर दिया जाये। कभी कभी यह होता है कि जो इलाका नैरो गेज लाइन के ऊपर था उस के घास पाव

पड़ता है, वहाँ पर नैरो गेज लाइन होने के कारण उन को दूसरी लाइनों से नहीं मिलाया जा सकता, न वहाँ नई लाइनें ही बिछाई जा सकती हैं। इस से वहाँ के लोगों को बड़ी तकलीफ होती है। रेलवे मंत्रालय को इस प्रश्न पर अपनी नीति बहुत जल्दी निर्धारित करनी चाहिये।

इसके बाद मैं रेलवे की अनियमितता के बारे में कहना चाहता हूँ। मैंने बिलासपुर से कटनी की रेलों को कुछ महीनों तक देखा है। महीने में ज्यादा से ज्यादा २ या ३ दिन ठीक समय पर आती हैं, बाकी २७ या २८ दिन ठीक समय से परे हो जाती हैं जिस के कारण उनका किसी भी गाड़ी से मेल नहीं होता और कर्मचारियों को बड़ी सुविधा का सामना करना पड़ता है।

मैं रेलवे मंत्रालय को मध्य प्रदेश की स्थिति की बाबत भी कुछ जानकारी देना चाहता हूँ और प्रार्थना भी करना चाहता हूँ कि वह इस की ओर ध्यान दे। मध्य प्रदेश की नई राजधानी भोपाल और भोपाल की कमिश्नरियों के जो केन्द्रीय मुकाम हैं उनका सीधा सम्पर्क नहीं है और मध्य प्रदेश जो कि बम्बई को छोड़ कर हिन्दुस्तान का सब से बड़ा प्रान्त है, जिस का क्षेत्रफल लगभग १ लाख ७० हजार स्क्वायर मील है, उस की राजधानी भोपाल और जिलों के जो हेडक्वार्टर्स हैं वह ७०० और १०० मील दूर हैं और वहाँ के लोगों को भोपाल पहुँचने में २४ से ३० घंटे लगते हैं। अगर सरकार मेरा सुझाव मान ले या उस के अनुरूप कोई सुझाव रख दे तो बहुत से बड़े बड़े नगरों से तो केवल १२ और १६ घंटों में ही पहुँचा जा सकता है। बीना से बिलासपुर दो गाड़ियाँ जाती हैं और कटनो से बीना दो गाड़ियाँ जाती हैं वह दैनंजरी गाड़ियाँ हैं। उन के बीच कोई भी एक्सप्रेस नहीं चलती है। मेरा कहना यह है कि उन में से एक गाड़ी को कम से कम फास्ट पैसेन्जर बना दिया जाए और उस को बीना से बिलासपुर तक चलाया

जाय। मैं ने यह सुझाव पहले भी राष्ट्रीय रेलवे उपयोग समिति में दिया था पर रेलवे मंत्रालय ने इस पर विचार नहीं किया। अगर इस को कास्ट पैसेन्जर ट्रेन बना दिया जाय तो अभी जो १६ और १७ घंटे लगते हैं वह १२ या १३ घंटे हो सकते हैं। और जगहों से भी जो ६ या ८ घंटे बरबाद करने पड़ते हैं वह बच सकते हैं। इस से लोग बहुत शीघ्र भोपाल पहुँच सकते हैं और ८० लाख लोगों का फायदा हो सकता है। मैं समझता हूँ कि रेलवे मंत्रालय इस पर जल्दी विचार करेगा।

मैं यह भी समझता हूँ कि मध्य प्रदेश के जितने डिस्ट्रिक्ट हैडक्वार्टर्स हैं उन के लिये भोपाल से एक सर्कुलर ट्रेन चलाई जाय और अगर यह न हो सके तो बिलासपुर से रायपुर के लिये एक अलग गाड़ी चलाई जाये। अगर वह भी न हो सके तो जो ग्रेड ट्रंक एक्सप्रेस दिल्ली से नागपुर जाती है उस में एक एक्सीशनल बोगी लगा दी जाये ताकि यात्रियों को असुविधा न हो। मैं यह भी चाहता हूँ कि डूंगरगढ़ से बिलासपुर तक एक लोकल ट्रेन चलाई जाये। मैं ने कई भर्त्ता मांग की कि एक जनता एक्सप्रेस नागपुर और कलकत्ता के बीच चलाई जाये, परन्तु वहाँ जनता ट्रेन भी नहीं चली और लोकल ट्रेन भी नहीं चली। मैं तो कहता हूँ कि जोयुद्ध के पहले चलती थी, उसी को आप चला दें। मैं जानता हूँ कि रेलवे मंत्रालय की ओर से कई कारण दिये गये हैं कि हमारे पास कोचेज नहीं, हमारे पास लोकोमोटिव्स की कमी है, मैं हर चीज को मानता हूँ लेकिन मैं एक सुझाव देना चाहता हूँ जो कि तत्काल किया जा सकता है। वह यह कि आज वहाँ पार्सल एक्सप्रेस चलती है। जैसे दक्षिण पूर्व रेलवे पर पार्सल एक्सप्रेस मैं एक या दो डब्बे पैसेन्जर्स के लिये जोड़े जाते हैं। उसी प्रकार उस पार्सल एक्सप्रेस में एक या दो डब्बे जोड़ दिये जाय। रायगढ़ से लेकर दूग तक जो बनी बस्ती का इलाका है वहाँ के यात्रियों को इस से बड़ी सुविधा

मिल सकती है। मैं यह सुझाव देता हूँ और मैं विश्वास करता हूँ कि रेलवे मंत्रालय इस पर केवल ध्यान ही नहीं देगा बल्कि इसे असली रूप देगा।

हम ने देखा है कि हमारे देश में लोकोमोटिव्स, वैगन्स और कोयले की बहुत कमी है इस की उपलब्धि में हमें बहुत उन्नति नहीं दिखाई देती। हम इस को भी जानते हैं कि पाँच वर्षों में हमें इन चीजों की कितनी जरूरत है। फिर भी कारखाने खोलने का हमारा मार्ग क्यों भ्रवरुद्ध हो जाता है यह मेरा समझ में नहीं आता। हम जानते हैं कि हमारे देश में लोहे की कमी है, स्लिपर्स की कमी है हमें ६० लाख स्लिपर्स की जरूरत है परन्तु हमें ४० लाख स्लिपर्स ही मिलते हैं। इसी प्रकार से हमें ४ लाख २५ हजार टन लोहे की जरूरत है और हमें मिलता है १ लाख २२ हजार टन। हमारे देश में लोहे के तीन कारखाने काम कर रहे हैं लेकिन फिर भी मेरी समझ में नहीं आता कि हम सन् १९५६-६० तक अपने कारखानों के द्वारा अपनी आवश्यकताओं की पूर्ति क्यों नहीं कर सकते। हम जानते हैं कि ठामस टाहप और ओपेन हायर्स के लिये सरकार बातचीत कर रही है, लेकिन क्या हम अपने देश में लोहे की पूर्ति नहीं कर सकते इस सम्बन्ध में रेलवे मंत्रालय ने कहा है कि सन् १९५६-६० तक अर्थात् द्वितीय पंचवर्षीय योजना में, जिस में कि खास कर नई लाइनों को बनाने, वर्तमान लाइनों को बढ़ाने और लूप लाइनों को लम्बी करने का प्रोग्राम है, उस को बहुत कठिनाई का सामना करना होगा। मैं यह जानना चाहूँगा कि द्वितीय पंचवर्षीय योजना में जो रेलवे मंत्रालय की कहीं पर नई लाइनें बिछाने की ओर कहीं पर जो डबनिंग करने की योजनाएँ हैं उन को पूरा किया जा सकेगा या नहीं।

12 hrs.

इस के उपरान्त मैं नई रेलवे लाइनों के सम्बन्ध में कुछ कहना चाहता हूँ। बड़ी कमी

## [श्री जंगड़े]

की बात है कि रेलवे मंत्रालय ने उन इलाकों में नई लाइनें निकालने की योजना बनाई है। जहाँ कि सन्निक पदार्थ निकलते हैं या जिन इलाकों में ५० हजार स्क्वायर मील तक रेलवे लाइन नहीं है। पर मैं कहना चाहता हूँ कि देश में अभी भी ऐसे इलाके हैं कि जहाँ ५० हजार स्क्वायर मील तक रेलवे लाइन नहीं है। ग्राम्भ और मध्य प्रदेश के बीच में ऐसा इलाका बस्तर का है जहाँ पर द्वितीय पंच-वर्षीय योजना में एक मील लाइन बनाने की भी योजना नहीं है। कम से कम तृतीय पंच-वर्षीय योजना में इस इलाके में लाइन बनायी जानी चाहिए और उस के लिये अभी से सर्वेक्षण कर लिया जाये।

अब मैं बिलासपुर के रेलवे कर्मचारियों के प्रावीजेंट फंड के बारे में कुछ कहना चाहता हूँ। बहुत से कर्मचारी जो मर गये हैं उन का प्रावीजेंट फंड उन के बच्चों और बेवाओं को नहीं दिया गया है। अभी तक इस तरह के बलात्कृत या पचास केस मेरे पास आ चुके हैं। ये वे दक्षिण पूर्व रेलवे के जनरल मैनेजर को इस बारे में लिखा था लेकिन चार पांच महीने हो गये इस बारे में कोई प्रमल नहीं हुआ। मैं चाहता हूँ कि इन कर्मचारियों की विधवाओं को उनका प्रावीजेंट फंड दे दिया जाये। सरकार को इस धोर ध्यान देना चाहिए।

रेलवे विभाग में पत्रों का उत्तर इतनी देर के मिलता है कि कर्मचारी हताश हो जाते हैं और इसलिए अपनी शिकायतें रेलवे बोर्ड को या यहाँ मिनिस्ट्री को भेजते हैं जिससे यहाँ काम का चलना बोल बड़ जाता है। मैं चाहता हूँ कि इस प्रश्न पर हेडक्वार्टर और रीजनल हेडक्वार्टर के अधिकार समीक्षा के विचार करें।

मैंने यह भी देखा है . . . . .

Shri Jangde: I will take only one minute more.

अब मैं रेल में बिना टिकट यात्रा करने के सम्बन्ध में कुछ कहना चाहता हूँ। सरकार से इस बारे में कई बार प्रश्न पूछे गये और उनके उत्तर में कहा गया कि इसके लिए एडीशनल स्टाफ लगाया जायेगा। पर जिस अनुपात में सरकार का एडीशनल स्टाफ पर खर्चा होता है उसी अनुपात में ग्रामदानी नहीं बढ़ती। जितना खर्चा होता है उमसे कुछ ही ज्यादा ग्रामदानी इस एडीशनल स्टाफ की वजह से बढ़ती है। इससे यह साबित नहीं होता कि हमको इस दिशा में सफलता मिली है। प्रमल में इसका कारण यह है कि टिकट कलक्टर और टिकट एग्जामिनर अपने काम में ढिलाई करते हैं और इन पर कड़ी निगाह नहीं रखी जाती। मैं कई बार इनका-गनिटो तीसरे दर्जे में चला तो मुझे मालूम हुआ कि एक दो मुसाफिरो के टिकट देखे गये और उसके बाद टिकट एग्जामिनरों की इपटी अन्तर्ग हो जाती है। ये लोग ढिलाई से काम करते हैं इसी लिए हमारी ग्रामदानी नहीं बढ़ती। हम इन लोगों को अच्छी तनखाह देते हैं, बर्फी देते हैं और ये लोग और कर्मचारियों की अपेक्षा ज्यादा भ्राराम में रहते हैं। फिर भी हमारे राजस्व में कोई वृद्धि नहीं होती। मैं चाहूँगा कि सरकार टिकटवैस ट्रेवल के सम्बन्ध में कड़ी निगाह रखे। जनता का भी इस काम में सहयोग देने का कर्तव्य है पर मुख्य कर्तव्य तो इन पकड़ने वालों का है। इस टिकटवैस ट्रेवल के कारण हमको करोड़ों रुपये का नुकसान होता है। यदि यहीं रपवा रेलवे मंत्रालय को धावे तो हम उसे बहुत से उन्नति के कार्यों में उसे लगा सकते हैं।

Shri Ramachandra Reddi (Nalbari): I have a very few observations to make. I present for the earnest and

Mr. Speaker: Hon. Member can't exhaust all the items.

immediate consideration of the hon. Minister of Railways this point, which I have brought to notice on earlier occasions also, namely the need for creating more zones and further re-grouping of railways.

The Southern Railway has become too unwieldy and too big, and with all the several projects before it, it will be absolutely difficult to carry on the administration with some efficiency and expedition. I would therefore suggest that the eighth zone might be created with the old M.S.M. and N.S.R. which are now within the Southern and Central Railways. This new zone would be able to create opportunities for speedy administration and speedy development of the entire area, especially in view of the fact that a large number of projects are under consideration. That will go to serve the convenience of the railway administration and the operational difficulties also might be reduced to a large extent.

In the memorandum on page 10 I find that a new line between Nellore and Maidikur is being mentioned, and a provision of Rs. 1,61,000 has been made under that head. I would only bring it to the notice of the House and also the hon. Minister that this proposed line would serve no purpose at all. It stops at a place where there is no railway communication, or rather where there is no near prospect of connection with the nearest railway. It will, therefore, be easy and probably useful to have the survey made to Cuddapah rather than to Maidikur. There is a diversion even before reaching Maidikur, and along that road the new railway line can be investigated, and probably the question would be to build a bridge across the Pennar before going to Cuddapah. I think already the road bridge is under construction, and it should not be impossible for the railway administration to co-ordinate their work with the highways and see that the same bridge is utilised for the further development of

the railway also. I therefore earnestly urge upon the hon. Minister that this useless scheme might be dropped for the present and the matter might be reconsidered. In fact, even if the line goes up to Praddatur, there is some meaning in it. It is a place which will supply everything without producing anything. Anyhow, it has acquired a sort of importance, and even that place is far away from any railway line. It is, therefore, very useful and wise if the line is investigated up to Cuddapah from Nellore rather than up to Maidikur. Probably the difference in distance will be only about 10 or 15 miles.

In regard to the general administration of the railways, especially at the stations there seems to be growing indiscipline in the lower class, rather than Class IV servants. Whenever we meet a Station Master or an Assistant Station Master, the complaint from him is that these people are not amenable to discipline. There is something wrong somewhere. It must be the duty of the Government and all the political parties in this country to bring about an amount of discipline which is absent there among the Class IV servants to see that the administration at the lower level is carried on with greater efficiency and to the greater satisfaction of the railway users.

The way in which cement is being used on railway platforms, irrespective of the fact whether the station is important or not, seems to call for some moderation and modification in policy. Long platforms are being created and very much cement is being utilised on them. The result is that cement is not available for purposes other than those of the railways, such as private house-building activities and other building construction activities. It is, therefore, necessary that the Railway Board should look into the matter with a view to slowing down the process of expansion or improvement and the utilisation of less cement on these platforms.



[Shri Ramachandra Reddi]

A reference was made by one hon. Member yesterday to the de luxe trains or air-conditioned trains. Personally, I have not had an opportunity of travelling by that train or looking into it, but I have been told that the seating arrangement there is so bad that it is not convenient for long distances. So, Government should pay some attention to this matter, and see that more of such coaches are not manufactured hereafter; and even with regard to the existing coaches, there must be a bit of reorientation of the policy. In other words, I mean to suggest that instead of having bi-weekly trains, there may be weekly trains only to start with, so that the fuel and other operational charges can be saved, and it may also be found out to what extent these trains can be used most economically.

I also find that these de luxe trains do not stop even at important stations like the district headquarters stations. Perhaps, that is because of the operational difficulties that the railways are facing. But, if these trains are to be made to pay more, and run more economically and more usefully, some of these district headquarters also must be catered to by these trains, by stoppages being provided at those stations.

There is also great need for a through-train to Hyderabad both from the Madras side and also from the Visakhapatnam side. So far, that service has not been started, with the result that we have had to depend on the usual train service that is there at present. So, I would suggest that the Railway Board should look into the matter and find out a method by which a through-train service could be started from either side, thereby meeting the needs of the people to some extent.

Another problem that I would like to draw the attention of the Railway Board to is the problem of beggar nuisance near the railway stations. Attempts are being made by the Railway Board to educate the railway

passengers and railway users, rather than to prevent beggars from coming into the platform. Of course, there are certain philanthropic people who are prepared to satisfy either their conscience or the pocket of the beggar by giving him a few chips, but there are some beggars who are able to make about Rs. 2 a day by mere begging. This not only relieves the passengers of a small amount from their purse, but also creates a sort of unhappiness. The entire blame for this falls on the Railway Ministry which is not able to control it. A few police constables at important stations would be able to relieve the passengers of this nuisance, to a large extent. But the constables actually see what is happening but do not want to take any action. The station masters also observe what is happening, but perhaps they are not competent or powerful enough to interfere in the matter. Unfortunately, some of these beggars have become greater adepts in histrionic talents than even the cinema stars themselves. I would suggest that the Railway Board should make more efficient arrangements to relieve this particular difficulty which is felt almost everyday by the railway users, especially at the big stations.

The next point that I would like to deal with is in regard to the cleaning of the third class compartments. If only the Ministers—which ever portfolio they may hold—and the railway staff including the Members of the Railway Board make surprise travels in some of these third class coaches in the course of their journeys, they will find how badly these third class compartments are kept. Especially, in the case of the janata trains, no attention seems to be paid by the sweepers at the big railway stations to the conveniences of the third class passengers. Although some amount is spent for providing amenities to third class passengers, yet this particular matter seems to have been ignored to a large extent.

I had an opportunity of travelling in a janata train some time back from Vijayawada to Nellore, and I found that the coaches were being used very badly; and the travellers themselves appeared to require a good deal of education and training in regard to the better use of the compartments. The sweepers do not come to clean these compartments, because they cannot expect any *bakshis* from the third class passengers as they do from the upper class passengers. I would urge that more attention should be paid to keeping these third class compartments in a tidy and neat condition. No doubt, it will be said that the third class passengers do not allow the sweepers to get into the compartments. I do not think that that is a correct estimate of the actual state of affairs. An attempt must be made to educate the third class passengers in keeping the compartments clean, and the compartments also must be swept and kept clean. This is very necessary, in view of the fact, that the second class and the intermediate class are being abolished and more of the upper class passengers appear to be travelling by the third class; and as for the latter, they do not require much of education on this aspect. I would, therefore, suggest that particular attention should be paid at all important stations to the third class compartments and the sweepers must get into those compartments and see that they are kept clean and neat.

In the Grand Trunk Express, of late, a buffet car has been provided from Madras Central to Delhi. Hitherto, when Messrs. Ballabhdas Co. were catering, the buffet car was provided between Balharshah and Delhi only, but now, it has been extended up to the Central station at Madras. From a talk with the caterers, I learnt that they were very badly used; I mean to say that they have no rest even for a couple of days. If they start from Madras Central, they reach Delhi in about 46 hours, and *vice versa*. In between their journeys, they have not much of

rest. Probably, they have only about five hours of rest in the night. By the time they reach the terminus, they feel absolutely jaded owing to overwork, and I would not be surprised if within a few days some of them become consumptive or absolutely useless for work.

I would, therefore, suggest—and it is a suggestion which the Railway Board can consider very seriously and very usefully as well—that the entire buffet car might be disconnected at Nagpur for both the journeys. This would mean that each set of caterers will have only about 24 hours' duty, and after a short respite, they can continue their journey back. And a new buffet car can be connected in place of the one which has been disconnected.

These are the few suggestions that I would like to offer, and I hope it is possible to implement these suggestions without incurring much of expenditure. I would request the Minister to look into these matters and see that the difficulties are remedied.

Shri Tulsiidas (Mehsana West): I thank you for giving me this opportunity to speak on this important subject. I know that this is an occasion when we are asked to give merely a vote on account, and a picture is given of the transportation problems of the railways during the last year as well as of the prospects for the next year. The White Paper that has been circulated to us gives very useful inside information relating to the working of the railways.

At the outset, let me congratulate the Railway Minister not only on his having given us a good report for last year, but also on his having succeeded in fulfilling the targets of the First Five Year Plan.

In the First Five Year Plan, we had a target of Rs. 400 crores. They have been able to spend not only the targeted figure but much further. The figure now is about Rs. 423 crores. It is gratifying to note that the

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amount of expenditure which was envisaged in the First Five Year Plan has been spent and thereby, an important necessity of this country has at least, to a certain extent, been fulfilled. As you know, I have always felt that the railways are a very important institution and we have to see that they go ahead much faster than they are at present doing in respect of development, because the entire development of this country depends on transport, and they have the responsibility of carrying all the traffic connected with it. We have a very ambitious plan in our Second Five Year Plan. As a consequence of it, transport requirements will be very much increased. Unless the railways cope with this problem, it will be difficult to keep pace with the development that we envisage in the Second Plan.

There are one or two points which I would like the Railway Minister to clarify with regard to certain features indicated in the White Paper. Figures of investment and financial performance do not necessarily mean that our railway system is being developed in keeping with the requirements of our economy. As you know, the most glaring defect of the railway system is the shortage of traction power and also the high proportion of over-age engines. At the beginning of the First Five Year Plan, the proportion of over-age locomotives was 23 per cent. This is according to the White Paper itself. It is pointed in the very first page, in the second paragraph, that the proportion of over-age locomotives which was 23 per cent at the beginning of the First Plan had gone up to 31.5 per cent at the end of the Plan. Similarly, the proportion of over-age wagons increased from 13.8 per cent at the beginning of the Plan to 15.8 per cent at the end of it. This deficiency is all the more glaring because it happens to be particularly on the broad-gauge section, which bears the brunt of railway transport. As you know, all our

large transport is carried on the broad-gauge system. That is why it is so glaring, because it will come in the way of our transport.

Even if the more ambitious Second Plan is fully implemented, it would not help to eliminate the basic deficiency of locomotives and wagons. That has been my opinion, and I maintain that that has somehow or other been confirmed by the information that we have in the White Paper. This problem has now become, in my opinion, chronic. In view of the shortages of steel and other raw materials as well as the difficulty of procuring rolling stock from abroad due to want of foreign exchange and other causes, this difficulty will persist.

In our discussion of the General Budget, we have had information that there is deficiency of foreign exchange and so this difficulty in procuring railway requirements will continue. If the transport problem has to be solved at least in the future, it would be better for the country not to lean so heavily on railways alone. We must utilise other forms of transport as well like road transport, sea transport and river navigation. In this connection, I am very glad to see that some efforts are now being made. Under the TCA scheme a team of consultants is coming here to advise us with regard to the problem of rail-sea co-ordination. I am glad that the Government are now paying attention with regard to other modes of transport.

I have always maintained that railways by themselves will not be able to cope with the problem of transport in this country, and that this problem cannot be solved unless and until other modes of transport are fully made use of and given encouragement much more than is done now. Unless this is done, the problem of transport will be a chronic one in this country.

As is usual, the picture given by the Railway Minister in the White Paper and his optimism as regards railway operations in 1956-57 do not bear scrutiny. Thus outstandings and registrations are there and complaints about refusal to register are also there. Bottlenecks and closures of booking on broad-gauge routes is a daily feature known all over the country. There have been instances where some of the textile mills, distilleries and electric works in the country have had to close down for want of coal. Thus, as it is, it will be impossible for the railways to meet the growing traffic requirements consequent on economic development. Here I would reiterate the point I made last year that railways alone cannot and will not, be in a position to meet the entire transport requirements of this country. I am sure the Railway Minister agrees with me, as he shakes his head.

Shri Jagjivan Ram: I agree.

Shrimati Tarkeshwari Sinha (Patna East): But more funds should be made available.

Shri Tulsidas: The question of funds is there.

Shri Jagjivan Ram: What is the solution?

Shri Tulsidas: When this was discussed last time, the present Railway Minister was not in charge of the Ministry. I had all the time supported the demand that the railways should get top priority with regard to allocation of funds under the Second Five Year Plan. I know that because the House took a serious view about this, top priority was given to the railways and large amounts, considering the total outlay of the Plan and the resources available, have been allotted to the railways.

Shri Nambiar (Myram): What about foreign exchange? That is also in shortage.

Shri Tulsidas: I am talking of the Second Five Year Plan.

Therefore, I personally feel that we shall have to reorientate our transport policy. This reorientation should be urgently brought about by appointing—I have always asked for it—a high-level co-ordination body under the Transport Minister himself for co-ordinating the development of all modes of transport along with rationalisation of freight structure. I know that there has been a Committee appointed which is going into the question of rail-cum-road-cum-sea transport, as also one which is going into the freight structure of the different modes of transport. Unless the whole thing is co-ordinated together, it will not be possible for all these modes of transport to fulfil the requirements of the country.

During the first year of the Second Five Year Plan, efforts are made for construction of new lines and some important line capacity works are also being carried out. It is, however, not expected that these would keep pace with requirements in other spheres, namely, procurement of rolling stock as envisaged in the Plan as also construction of line capacity works on other railways. It can clearly be seen from the White Paper that the South Eastern Railway is being preferred to any other Railway as it has to carry a heavy load of transport connected with the steel projects. I would like to point out that the pre-occupation of the railway authorities, and their concern, with government projects is apt to make them neglect the requirements of the non-government sector of the economy. This is an aspect which I would like to bring to the notice of the Railway Minister.

I know that we have very large development projects. We have a number of new plants coming up and naturally, the railways would like to meet the requirements of these projects. But what I mean to say is that they are completely neglecting the requirements of the other sector, the non-government sector. In their plans, they are definitely giving a higher priority to the transport re-

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quirements of the government sector. This tendency seems to curb highly the railway development policy. That seems to be the impression that I get in regard to most of the works the railways are now trying to do to cope with the transport of the project in the government sector.

**Shri Jagjivan Ram:** Are not these projects of the Government serving the private sector as well? I want a clarification from you.

**Shri Tulsidas:** I am not saying that. I am sorry that the hon. Minister has not understood the point. With all possible help, we should see that those projects come up as early as possible. Side by side, the other things should not be neglected. But, there has been a certain trend like that.

According to the White Paper, 1.06 million tons of steel is required against which only 33.65 lakhs of tons had already been supplied and about 1.90 lakh tons is expected to be supplied. There will thus be great shortage and the supply position of track materials will remain very unsatisfactory. The tracks are important things and we have to see that they are maintained properly.

We find that our foreign exchange position is causing us some anxiety. They are not able to get enough material, particularly steel sleepers, from outside. The railways must explore the possibility of getting wooden sleepers in the country and make the best use of them. It is an important and urgent problem and our difficulties about the foreign exchange are going to be there for the whole of the Second Plan period. We should try to utilise wooden sleepers, they would involve less foreign exchange as compared to steel. Thereby we would be maintaining the track in a good condition at least temporarily. We may have to change them again. I know they do not have the same life as the steel ones. But we could not afford to get steel sleepers

in view of the foreign exchange difficulties involved. The transport of the goods should be continued. So, instead of not having anything, it is better to have something.

**Shri Nambiar:** But, there is no timber also. That is a vicious circle.

**Shri Tulsidas:** If even that is not there, we cannot help it. My point is this. Even if we could not get steel sleepers, why not import wooden sleepers. That will involve less foreign exchange. That is what I am saying. Thus, our railways will be able to maintain the track. It is only a sort term solution.

One note-worthy feature in respect of the expenditure is the increase to the introduction of the divisional system and control in place of the departmental system. I do not know whether such a system does increase efficiency commensurate with the extra cost involved. Was the introduction of divisional management necessary at this stage? It is also shown in the Report that the South Eastern Railway is still under the departmental management. Is there much difference between the administrative system of those regions which have been placed under the divisional control and the South Eastern region which is still under the departmental control? The White Paper on the Railway Budget says:

"Only the South Eastern Railway has, at present, not been covered by the scheme for divisionalisation, as it is inexpedient to undertake such a major organisational change concurrently with the heavy construction activity now in full swing on that system."

If that is so, if divisional administration is more efficient, then there is all the more reason for introducing it in a region in which large-scale developments are going on. Somehow, this explanation does not seem

to be logical. Can we expect from the Railway Minister a more detailed explanation justifying the introduction of divisional control and management.

It is very important to achieve economy in non-development expenditure as we are already short of funds. If we achieve economy here, we can increase the development expenditure. The administrative expenses are increasing day by day and all possible avenues of economy should be explored. I cannot see what steps have been taken to reduce the operating ratio. The operating ratio, as shown in the White Paper, during 1955-56 is 81.60 per cent, as against 82.30 per cent during 1954-55, which may be considered to be a satisfactory trend. However, looking at the figure for 1952-53, when the ratio was 80.79 per cent and also while comparing it with the pre-nationalisation working, when it was 55-60 per cent, the ratio remains high and it would be worthwhile attempting to bring it down still further. My point is this. This ratio is in spite of the turn over of the railways being much higher, inspite of the improvement in the freight structure. Inspite of all that, the ratio is still high. What is the reason? We have to see that the ratio goes down.

I have only one point to refer to and that is with regard to the accounting part of the Railway Budget. I have always observed that somehow or the other, the railway accounts are not properly presented, are not presented in the manner in which accounts are usually presented on commercial lines. I would refer to depreciation. The depreciation fund is created only on an *ad hoc* basis. A particular amount is allocated to the depreciation fund, it is required for development expenditure and so on. When it is put up on commercial lines, we know that the capital assets of a particular project require so much of depreciation per year. That is the basis on which the income-tax department allows depreciation. That is, on the basis of capital assets that have been

put in. I would like to know how much depreciation will be required to be provided for in the Budget if it is worked out in that way. There is merely an *ad hoc* provision, made on the basis of the requirements for the Plan and so on.

During the first year of the Second Plan, efforts are being made for the construction of new lines. Some important line capacity works are also carried out. It is, however, not expected that these would keep pace in other spheres, namely, procurement of rolling stock as envisaged in the Plan, and also in the construction of line capacity works on other railways. It can clearly be seen from the White Paper that the South Eastern Railway is being preferred to any other railway as it has to carry the heavy load of traffic in connection with the increase in steel projects. But, I would like also the other railways to be equally treated and not neglected. I would, in this connection, bring to the notice of the hon. Minister certain points relating to the metre gauge section of the Western Railway.

On the metre gauge section there has always been a bottle-neck, whether it be a question of passenger traffic or goods traffic. Even with regard to passenger traffic on the metre gauge section, there are not enough trains with the result that there is overcrowding and there has been a continuous flow of complaints from the passengers. I know that after a great deal of efforts, the Railway Minister has now tried to double the line between Ahmedabad and Kalol, but the double line has to be made available at least upto Mehsana. I know that there is provision made for increasing the line capacity between Kalol and Mehsana. If you want to improve the traffic between Ahmedabad and Delhi, which is the main metre gauge section, then there should be double line upto Abu, or at least upto Mehsana. On an average more than 40 trains are running on this line. Now that the Kandla Port is coming up the traffic is bound to

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to increase. This particular line is over-worked and unless double line is provided, conditions will become worse. As I said earlier, provision is being made for increasing the line capacity between Ahmedabad and Kalol. But that is not enough; double lines should be made available right up to Abu without which I do not think the difficulties on the metre gauge section will be overcome both with regard to goods as well as passenger traffic.

Shri B. S. Murthy (Eluru): Mr. Speaker, Sir, yesterday my friend Shri Nambiar, the chief petrol of the Communist Party in the Parliament, was speaking with some gusto about the Communist Party's coming into power in Kerala. Well, I have my appreciation about his happiness, but let me sound a note of warning to him and to other Communists in India.....

Shri Tulsidas: How does it affect the Railways?

An Hon. Member: They are destroying railways.

Shri B. S. Murthy: .....that a chance has come to them after twenty years of agitation, and the country is expecting them to be responsible to the voters and not to extraneous influences.

Shri V. P. Nayar (Chirayinkit): We shall not change over to other parties.

Shrimati Tarkeshwari Sinha: They have already instructed their Union not to strike.

Shri B. S. Murthy: I do not want to have a discussion here about it, but the only thing is that their trade unions also must fall in line with a constructive policy so that our Railways will be able to better serve them.

There are only two points on which I would like to say a few words; one is about the station masters and the other is about the vendors. I am glad that the Minister has come out with

a new deal to the railway workers. I welcome this new deal not so much because it confers upon the workers greater benefits than at present, but because it shows a change in the attitude of the Railway Administration, especially the Railway Board. I have great respect for the members of the Railway Board, for their experience and wisdom, but, unfortunately, I am sorry to say that they are not realistic in their approach towards the problems concerning station masters, vendors and other categories of railway employees.

In the new deal, so much has been said that I have no hesitation to say that it has opened a new hope in the minds of the railway workers. I want the Minister not to be satisfied with the new deal now enunciated but go a step further and see whether or not all the categories are satisfied.

With regard to station masters and assistant station masters I have to state that an assistant station master is having the life of a Joe always suffering with agony but no angel to come to his succour. He has been in the wilderness, more or less, for nine years, and his cries for help have not been heard in spite of the constitutional methods exhausted by their union. I am not here to speak how a station master begins his life. With all the ten months training he does not get an assistant station master's job but only a signaller's job. After four years of arduous fulfilment of his duties, he is eligible to be promoted as an assistant station master. By that time, according to the present scales of pay, he will be earning Rs. 76 per month. This new deal does not help the assistant station master as has been estimated by many people. No assistant station master or station master is directly recruited and, therefore, this new deal does not help them at all.

In this connection it is better I preface my few remarks with the editorial comment by *Hindu*, a paper well-known for its sober and balanced cri-



icism. I would like to read the last two sentences of the editorial dated 1st March, 1957. It says:

"The station masters and assistant station masters are entitled to some immediate relief. The benefits of the new proposals are largely illusory and nominal."

Therefore, the rise in pay-scales and the upgrading of certain posts have not at all benefited this category of railway employees. They are 23,000 in number and occupy a key position in the national transport. They are highly technically qualified and are given multifarious duties. They have heavy responsibilities and are not better treated.

The Railway Board has been, unfortunately, very indifferent towards the grievances, legitimate as they are, of these station masters. Therefore, they have resorted to the constitutional methods of agitation. On 1st July, 1956 they held a 'Demand Day' all over the country. This was a great success. Even then the Railway Board did not move and, as a matter of fact, I know that the Deputy Minister and the ex-Minister have been very sympathetic towards this category of railway employees. They have said in so many words that they want to do something to these people. But, unfortunately, their promises have not been fulfilled. When the present Minister came and gave the necessary drive, even there, unfortunately, the station masters missed the bus. I am anxious that the Minister should give his earnest consideration to this category of employees who hold, as I said, the Key position in our transport.

Again, on 1st February this year, the Railway Station Master's Association conducted a fair satyagraha. And as reports show 91.9 per cent of the station masters have resorted to pay satyagraha. All these things should not be misunderstood by the Minister or the Ministry or the Railway Board. This is but a manner in which they are trying to show their grievances and they are making an

appeal imploring the administrators to come to their rescue both in the matter of rise in their pay scales and also in the matter of channels of promotion.

13 hrs.

Let me now give certain details about the proposals made in the new deal. Signallers are started on Rs. 60, and as I said Assistant Station Masters are now started on Rs. 64, with an annual increment of Rs. 4 up to Rs. 120 where there is an efficiency bar and then an annual increment of Rs. 5 going up to the maximum of Rs. 170 Station Masters are not there. It requires nearly fifteen or twenty years for an Assistant Station Master to reach the efficiency bar and some times many of them are not able to cross the efficiency bar. Therefore, I would request the hon. Minister to give special attention to this matter which has been agitating them for the last so many years. If the Railway Board is pleased to study the problem of the Station Masters and Assistant Station Masters I have no doubt that justice would be done by them. But unfortunately they do not have the time, or they do not take that much interest which is necessary.

Even in the upgrading of posts, previously we were having 458 posts which have now been raised to 1,111. Amongst these posts as many as 323 are reserved for guards, and only 300 posts are to be shared by the 23,000 station masters. The same rule applies even in the higher categories. We have no objection for any persons competing with the Station Masters and Assistant Station Masters for selection posts. We just want the Board to consider whether the competition is fair. A station master gets only Rs. 120 as basic pay, after 20 years of service, whereas other categories which are allowed to compete with him will be getting more than that pay within nine or ten years. Therefore, a man has to slog on for twenty years and then compete with a man who has come up with geometric progress. This is rather unjust and requires a



[Shri B. S. Murthy]

solution. This sort of unjust competition is not to be encouraged. I have no objection for the competition for selection posts between any category, but there must be fair competition and the competition must be such that both the station master and the other categories of employees which are competing with him shall have the same sort of progress. I would therefore request the Minister to give his earnest consideration to this matter at an early date and see that this resentment and dissatisfaction and helpless attitude of the station masters is not increased, but immediately removed.

I know the Minister is very sympathetic towards labour. As a labour Minister he has been always championing the cause of labour and now as Railway Minister I have no doubt that he will see that justice is done to the station masters and assistant station masters.

I next come the question of vendors. I am glad that the railway administration has abolished vending contractors and have taken up departmental catering and vending in some of the stations. It is very unfortunate that perhaps due to certain factors departmental vending and catering has not proved a success as yet. In the Delhi Station, I know from my personal experience, that vendors are not at all happy, nor are the public, because the officers concerned are anxious to have their authority exercised, instead of appreciating the difficulties of the vendors and also the needs of the travelling public. This can be remedied if the officers who are higher up see what exactly are the difficulties of the vendors. I have seen these things, but I do not wish to enumerate all of them on the floor of the House. They are no doubt of a minor nature, but the lives of as many as three hundred vendors are subjected to the whims and fancies of certain officers. It is very unfortunate that government officers do not

realise their responsibilities. I want them to understand that bureaucracy will not help in a socialist pattern of society. On the other hand they should understand their difficulties and treat them as their brothers whether they are vendors or station masters. This has not been done and I am anxious that the Railway Board should give its earnest consideration and see that some of the difficulties of these vendors are removed.

The catering employees also have a number of difficulties. My hon. friend Shri Ramachandra Reddy has said something about it. An employee in the dining car who has to travel from Delhi to Madras and then again start from that place for Delhi and who gets only one day of rest will have to give his life-blood for the pittance he gets. Therefore some sort of arrangement should be made whereby after 24 hours at least he is given relief, so that his health may not be impaired.

There is another point I would like to state about the recognition of unions.

**Shri V. P. Nayar:** Point after point!

**Shri B. S. Murthy:** I am not able to hear Mr. Nayar on account of his whiskers projecting too far.

**Mr. Speaker:** He only says that there are other hon. Members who are anxious to participate.

**Shri V. P. Nayar:** 'Another point' we are hearing for the fourth time.

**Shri B. S. Murthy:** There seems to be some fear that if a union is formed, and if a sort of official or semi-official recognition is given, the whole administration will be bothered with a number of requests. I think it is not the case. I want that in independent India there should be a different attitude towards labour. What prevents the administration to give recognition today and withdraw it tomorrow if the recognition is misused? The question is whether certain demands put forward by certain unions are genuine or not. That is the question that must

be taken into consideration. It is therefore rather unfortunate that sometimes we hear such talks: this is a union not recognised; therefore we will not talk to you. After all a union is of people and when officers of independent India are approached, their views should be listened and their requests acceded to, if possible. If not they can withhold them at any time. But, if they refuse to meet the people because they come in the name of certain associations, it is not correct. In independent India, officers must not be allergic to unions. Whether a group is sponsored by this or that political party, administrators are always at liberty to receive a deputation or refuse a deputation. It all depends upon how the demands are formulated. Therefore, I think there must be a change of view regarding the attitude shown by the railway officials towards these unions. I think it is high time that unions must be given recognition.

Sometimes there is a plea put forward that there is the NFIR, and that the unions should come to the authorities through the NFIR, as the Christian religion says: "Whosoever enters into Heaven should enter it through Jesus Christ." The NFIR is a body which has already exhibited its lack of unity and lack of purpose and lack of ideology as far as the railway workers are concerned. Therefore, I think that either the NFIR should be re-organised on a fundamental, democratic basis or, categorically, the unions must be given recognition so that every category of workers could have their union and will have the opportunity of meeting the officers and try to discuss across the table their difficulties and get them redressed. If, every time, the NFIR has to meet the railwaymen and take the grievances to the authorities, it will take at least three or four months. By that procedure things cannot be solved. Therefore, there must be a certain system by which every officer will be able to meet the persons concerned and then decide the matters then and there,

instead of allowing them to remain unsolved. Otherwise, a sort of hostile attitude is taken by the officer on the one side and the members of the trade union on the other.

With these remarks, I once again request the Minister to give his personal attention to these matters and see that the same drive with which he has been dealing with the administration of railways for the last few months is shown in the future and that all the outstanding difficulties and grievances of all categories of railway employees are remedied before long.

**Shri Lakshmayya (Anantapur):** Mr. Speaker, Sir, I am really thankful to you for the opportunity given to me for making a few observations on the railway budget. In making the observations and in ventilating the local grievances of my constituency, and my State, I would like to compliment the Ministry of Railways on the excellent and efficient work they have done for the last five years and for the improvements effected, and the facilities and amenities provided to the passengers, particularly, the common man.

13.14 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

I totally agree with the hon. Member, Shri Ramachandra Reddi, when he said that the Southern Railway is a very big and unwieldy zone and in the interests of efficient administration, it should be divided into two, or one more zone should be created, so that it may be very easy for the railway administration to handle the traffic. Further, if two zones are created in that region, each would be limited in area and smaller, and thus be conducive for efficient administration.

I now come to catering and the difficulties of caterers. On this point also, I totally agree with what Shri Ramachandra Reddi said. I travelled a week back in the Grand Trunk Express and I tasted the food on

**[Shri Lakshmayya]**

the train. Of course, the food was supplied in the South Indian style by the caterers. To my satisfaction, I was told that it was run by the department and further, the food was simple and it did not also cost much. It really goes to the credit of the Railway Ministry for having made such an improvement in the catering arrangements. The food is so simple and also it is not costly.

But I do not say that the Ministry has done all the improvements that they could make. There are yet a lot of things to be done. But I want the House to consider whether, under the existing circumstances and the prevailing conditions, any Ministry or any one man in the Ministry, could do more than our Railway Ministry has done during the last five years. That is a thing to be considered. I am of opinion, and I honestly believe, that they have done their best for the last five years. I have been seeing it, whenever I travelled in the Grand Trunk Express and in other trains, and I know that several improvements have been made from day to day. Therefore, I need not proceed to say much on this point about the excellent work they have done.

With all these improvements to their credit, I may bring to the notice of the Railway Minister that the metre gauge section in the Southern Railway has been totally neglected. It is deplorable. The compartments are very bad; the engines are very old; I am sure no train there is running to time, especially from Masula to Macherla. It is usual for that train to run late by four to five hours every day. We have only one satisfaction and consolation, namely, at least today's train reaches its destination tomorrow, after 24 hours. That is the only satisfaction. I do not know why the Railway Administration has not taken this fact to their notice. They have not tried to remedy particularly such things. For the past one year at least, no attention is being paid to such a state of affairs.

Then, I regret to bring to the notice of the Railway Minister the metre gauge line from my constituency to Renigunta. It is very bad. The speed of the engine is five to six miles, just like that of a bullock-cart. Of course, we have been representing in the House in each budget session that these things should be improved. Of course, we are thankful to the Government for having undertaken the work of improvement, but the work they have done is as slow or even slower than the speed of the train. Therefore, I do not know what they are doing. The relaying of that track should be undertaken soon so that the passengers on that line will have facilities in a better form.

Then, I must be really grateful to the Railway Ministry, particularly, to Shri Alagesan, for having made arrangements for a halt station at a village near Chintalampalli between two railway stations, Gulapalayamu and Khaderpett. The distance between these two stations is 15 miles. There were a number of villages on this side, and the villagers had no facility of travel though the railway line was passing just a few yards away from so many villages. Now, certainly, the people will be grateful to the Government and to the Railway Administration for having provided the facility of a halt station there.

I had made another representation for a halt station at my constituency, Anantapur, say, some two or three miles away from Anantapur proper, to facilitate the travel of students of the Engineering College there. Of course, that was not taken into consideration. I request the Railway Minister to attend to this need. After all, giving a halt station in a district headquarter town, will not be very difficult.

Now I shall repeat an old story. Perhaps this is the last occasion for me. I will have no more occasion to speak on the railway budget later on. I plead for the construction of a

new railway line which has been mentioned in the House from time to time in the course of discussion on the railway budget. That is the line from Guntakal to Tumkur, covering two States and two districts, one being Anantapur and the other being in Mysore. My district Anantapur is a very poor and backward district. I have referred to this matter at the time of the Budget every year and I have pleaded for the construction of two lines. This is an area where cotton, groundnut and oil are produced and the construction of the line from Guntakal to Tumkur would be of great help. I have represented to the Railway Ministry that this line passes through Vajrakarur, which, as the name itself indicates, is noted for precious diamonds and every year a number of diamonds are found. Another place through which it passes is Uravakonda, the nerve-centre of cotton and groundnut. It also passes through Belaguppa noted for exporting cumbles and my own taluk Kalyandrug exporting huge quantities of tamarind. It also passes through Kambadur noted for tannery and Madakasira district, the pleasure garden, which has now become obsolete on account of famine. This line would pass through all these towns. Of course, I can understand the policy of the Government that the line should be remunerative. It is a poor and backward area; how can it be remunerative? The new lines cannot be remunerative. It is really a paradox. Unless the backward districts are improved, unless their economy is improved, the new lines cannot be remunerative; unless the new lines are constructed, their economy cannot be improved. It is something like this: Madness cannot go unless the marriage is celebrated; and, marriage cannot be celebrated unless madness disappears. One thing should be done; either marriage should be celebrated or the madness should be removed. Therefore, at least our new Railway Minister, who knows much about this area and who has realised the difficulties of the people should try to remove the real grievances of the people. Some of the villages are at

a distance of 30 to 40 miles from the railway station and apart from travelling in the train, most of the people have not seen the railways, even in this advanced age, which is very strange. So, in order to improve the economy of that backward area, the construction of the new line from Guntakal to Tumkur is necessary. The Andhra Assembly is now in session and day before yesterday, two members have requested the Andhra Government to contact the Railway Board on these proposals.

Another line which I propose to the Government—I have proposed it several times before—is the new line between Dharmavaram and Rayaldrug via Kalyandrug. These are two important trade centres and they should be connected; the distance also should not be more than 40 or 50 miles. Therefore, that is also desirable and may be taken into account.

Another point I would like to mention is about the out agency at Kalyandrug. As a member of the Railway Users' Consultative Committee, I made a suggestion for the opening of an out agency at Kalyandrug. My suggestion was accepted and the opening of an out agency at Kalyandrug was ordered. I would have been satisfied if at least that out agency had been opened, apart from the construction of new lines. Though it was ordered, I do not know what happened to it. This was two years back, but it has not yet materialised. Therefore, I request the hon. Railway Minister to see that an out agency is opened at Kalyandrug in Anantapur district, which is my constituency.

I would like to say something about checking of ticketless travel. It is painful to hear that ticketless travel is on the increase. I made a suggestion along with some other hon. Members that the staff must be increased. I am told it has been increased to some extent, but that is not enough. For every big compartment there must be one ticket collector. If this is done, it

[*Shri Lakshmayya*]

will reduce the tendency of the people to travel without ticket. If you do it for a period of six months or one year, I am sure no body will dare to travel without tickets, because if they do, they will be caught at any time. Therefore, the first duty of anybody before entering any compartment will be to purchase the ticket.

In conclusion, I would request the Railway Minister to attend to the suggestions that I have made. There should be a new line from Dharmavaram to Renigunta, apart from the line from Dharmavaram to Rayaldrug, which I have suggested. Unfortunately some accidents have occurred in this area, but it is all due to the act of God. It is really creditable on the part of the railway administration to have provided all these facilities; I hope they will provide more and more facilities in the coming five years and our people will be very much benefited by them.

*Shri Pocker Saheb (Malappuram):* I only want to refer to one point, namely, the construction of a new line from Nilambur to Feroke in Malabar. This was the question which I raised some two years back and it was even accepted by the Central Government; but, I do not know what happened to that scheme, because as it is, it does not appear to be among the lines which are proposed to be constructed.

When the line between Shoranur and Nilambur was restored, the idea was to extend it from Nilambur to Feroke also. As a matter of fact, only then the whole scheme would be paying; as it is, it is not quite satisfactory. If this line is constructed, it would be of very great advantage both to the passengers and the transport of goods from and to those places. I would request the hon. Minister to reconsider this matter and see that arrangements are made to open this new line from Nilambur to Feroke; the distance is very short, namely, 38 miles only and it would be of immense use to the whole country.

One other matter I want to refer to is about the remodelling of the Calicut railway station. The matter has been mooted long ago, and I also understood that the Government has taken certain steps in the matter. But, nothing seems to have fructified. I submit that the Calicut station is a very ancient one, as ancient as the railways themselves. It is really most congested. At dead of night when the passengers have to catch the Janata train, there is not even moving space on the platform. There are absolutely no facilities either for the passengers or for goods traffic. I request the Government to take up this matter on hand and expedite the work if they have already planned it, or to take immediate steps to reconstruct the Calicut railway station. I do not think I can take any more time in view of my promise.

*Shri Jagjivan Ram:* Sir, I am thankful to the Members for paying a tribute to the Railway Ministry and the Railway Board for the efficient work that they have done in implementing the First Five Year Plan. There are no two opinions here that the railway is a very important factor in the development of the country, whether, industrial or cultural. All means of transport have to play their role in the development of the country. I do agree with my hon. friend *Shri Tulsidas*, who is not in his seat, that the railways alone will not be able to cope with the traffic generated by all the economic activities going on in the country and that we will have to think of other means of transport as well. I want to assure the House that we in the Ministry of Railways are under no illusion that we alone will be able to cope with the demands of the traffic generated. I am in charge of the Ministry of Transport and I am trying to see how best we can develop road transport, river transport and also coastal transport. I do not want to say much on that point. My hon. friend *Shri Tulsidas* will perhaps appreciate that for the development of all these additional means of transportation capital

required and, to some extent, foreign exchange also, for both of which we are hard pressed at present.

I will come now to my friend Shri Nambiar. I am sorry, I miss him very much. Perhaps, he is suffering from INTUC phobia. The Indian National Trade Union Congress is perhaps sitting always on his nerves. Otherwise, there was no occasion for him to blame the Government for any partiality to the I.N.T.U.C. especially when he is aware that, perhaps for the first time in the history of the relations of the Railways Administration and railwaymen, representatives of all the recognised unions were invited to a conference irrespective of their affiliation to the I.N.T.U.C. or otherwise. Not only that. It was only very recently that two unions of two railways who did not owe their allegiance to the I.N.T.U.C. or to the National Federation of Railwaymen, have been recognised by the Railway administration.

**Shri T. B. Vittal Rao (Khammam):** Which are these?

**Shri Jagjivan Ram:** My friend may consult Shri Guruswami.

**Shri T. B. Vittal Rao:** I ask the names of those unions.

**Shri Jagjivan Ram:** These two unions have been recognised and they are Shri Guruswami's unions. Perhaps that would satisfy my friend Shri T. B. Vittal Rao. In the face of these facts, to come forward with a charge that the Government had shown partiality to the I.N.T.U.C. unions is nothing but an indication of a malady from which Shri Nambiar suffers, which I name as INTUC phobia.

I am one who stands for democratic development of trade unions. Wherever it has been my responsibility to deal with labour, I have always tried my best to develop trade unionism on democratic lines and at the same time on healthy lines by which the professional labour leaders will not be in a position to exploit the \*workers, and the \*workers will be in a position to stand on their own

legs. I do not want to make it a secret that the exploitation of the workers some of the unscrupulous professional labour leaders is much worse than the exploitation of the workers by the worst employer in this country. If I stand for the courage of trade unions or democratic lines, I stand for encou them on healthy lines also. Ultimately, the workers will not not depend on professional lab. leaders, but they will be in a position to stand on their own legs and take care of themselves.

It was a heartening feature when representatives of various trade unions of railwaymen gathered together, they all joined their voice that there should be only one National Federation and possibly one union on each of the Zonal Railways. They sought my assistance in evolving some formula by which the different unions may align together and one National Federation, a really representative one, could be established. Again, I want to make it clear that I am one of those who do not believe in the interference of outside authorities in the affairs of trade unions. It should be their own concern. Therefore, as Minister in charge of Railways, I will not like the idea of intervening or interfering with their affairs. But, I offer that my services, of whatever worth it may be, will be always available to them if they desire that I could come and assist them in the amalgamation of the various conflicting unions and establishment of one strong representative national federation.

My hon. friend Shri B. S. Murthy was lightly sore about non-recognition of some so-called station masters and assistant station masters unions. I am using every word very cautiously. I do not believe in dividing labour. I have always, whenever an opportunity was afforded to me, tried to unite them. If I were to follow the advice and suggestion of Shri B. S. Murthy, that would be quite in keeping with any shrewd and wise method of dividing the employees and giving recognition to trade

[Shri Jagjivan Ram]

unions right and left. I am not going to be led away by the advice of Shri B. S. Murthy. That would weaken the ranks of the railwaymen. Let them not multiply the number of unions. Let them not have unions categorywise. Perhaps Shri B. S. Murthy is not aware of it. Today he is thinking in terms of stations masters and assistant station masters together. Tomorrow, the station masters and assistant station masters will find that their interests are not quite identical and there are some factors which may cause friction between the two, and therefore, tomorrow they will come forward for separation of these two unions and having one union for station masters and the other for assistant station masters.

**Shri B. S. Murthy:** Not at all.

**Shri Jagjivan Ram:** I will give him time to gain some more experience.

**Shri U. M. Trivedi (Chittor):** Is the hon. Minister sowing the seed for that?

**Shri Jagjivan Ram:** Perhaps he is not aware of the number of categories of employees that we have on the Railways. If we are going to recognise one union for each category of railwaymen, I do not know how many dozens of unions we will have to recognise. Therefore, I say that I shall be the last person to give recognition to railway employees on the basis of categories of employment. At present we are following a very healthy principle of having unions on the zonal basis, unions in which all categories of employees are represented.

**Pandit D. N. Tiwary (Saran South):** There are separate officers' unions.

**Shri Jagjivan Ram:** Officers' unions? I do not know what my friend means by it.

**Pandit D. N. Tiwary:** Second Class Officers' Union.

**Shri Jagjivan Ram:** There may be a staff association of officers. We do not have unions of officers. They have their associations, but as I said, even among those who are known as workers or who come under the term "unions", there are a very large number of categories, even among Class III or Class IV employees. When we speak of Class III we do not know how many categories we have among them—several dozens of them. Are we thinking that those people will be divided into so many unions? Ultimately, the strength of each union, if we are going to have them on the basis of categories, will not be more than a few thousands. I will not be surprised if there are more than a hundred unions on that basis. So, I will request Shri Murthy to apply his mind more to this question before criticising the Government for non-recognition of a particular union.

Shri Trivedi championed the cause of the Station Masters and Assistant Station Masters, and at a later stage of his speech betrayed their cause when he blamed them or charged them for conniving with the ticket checking staff in encouraging ticketless travel and sharing in the booty.

**Shri U. M. Trivedi:** Not sharing, but neglecting their duty.

**Shri Jagjivan Ram:** All right. I stand corrected.

**Shri Nambiar:** That may be in the case of a few, but as a class he did not say.

**Shri Jagjivan Ram:** I will take notice of you very shortly. Be patient.

I was just pointing out how many causes Shri Trivedi has to sponsor. Perhaps he does not know the genuine causes which should be sponsored and those which should be left aside. He has sponsored the cause of the R. S. S. and tried to join with my friend Shri Nambiar who has sponsored, the cause of the Communist



friends. A strange combination of a Communist and a communalist!

**Shri B. S. Murthy:** Extremes meet.

**Shri U. M. Trivedi:** The patent result has been the success of Muslim Leaguers in Kerala.

**Shri Jagjivan Ram:** I was simply stating the fact. My friend Shri Nambiar raised the question of Communists, and my friend Shri Trivedi raised the question of the R.S.S. on the railways. These are facts. I want to make it clear that a person may follow certain principles, certain ideologies but when later on he gives that up and joins service in Government there is no discrimination made. We do not discriminate between persons who apply for the job. Whether a person was previously a Communist or a member of the R.S.S. we do not make any discrimination. We do not make any discrimination between citizens who apply for Government jobs, but once they have entered Government service, certain restrictions are placed on the free play of citizenship rights. That one should not ignore. Having once entered Government service, one places oneself under certain restrictions and limitations in regard to the free exercise of one's rights of citizenship, and that one does consciously. If after entering the railway service one takes part in any political activity, whether it is the Communist Party or the R.S.S. or the Congress, one has to undergo the consequences of it. I have not to say much on that, but if my friend Shri Trivedi will give instances where persons had been discriminated against because at a certain stage they were members of the R.S.S., I shall look into it.

Again I reiterate about these unions and the federation of the railway employees that I always want to encourage organisation of the workers, I always want to encourage them to develop on healthy, democratic trade union lines, I always encourage unity among them, and shall help to amalgamate the unions so that they can reduce in numbers and form one representative national federation.

I made certain announcements for the redistribution of posts in certain higher categories for the employees of Class III on the railways. As I said on that day while presenting the Budget, it is going to substantially benefit Class III employees. Shri Murthy, as also Shri Trivedi and Shri Nambiar, specifically pleaded the case of Station Masters and Assistant Station Masters, and tried to prove that it is not going to benefit them in any appreciable measure. I am afraid they are mistaken. I am afraid they have not tried to understand the implications of the announcement. I would request them to study it before they come to the conclusion that it is not going to benefit the Station Masters or the Assistant Station master. It is going to benefit them, and I say it is going to benefit them substantially. I will make the same request to my friend Shri Nambiar also. Let him study the whole scheme.

**Shri Nambiar:** Not a pie to Class IV workers. That was my main point. With regard to class III there is something given. I do not dispute that.

**Shri Jagjivan Ram:** I am glad that you are reasonable and you are seeing the reasonableness of the announcement made. I am coming to Class IV. I have never claimed that this announcement has benefited Class IV in any way. As a matter of fact, the announcement was not in respect of Class IV at all. So, the question of Class IV employees benefiting from that announcement does not arise at all. I am happy that you concede that it has given benefit to the employees in Class III.

**Shri Nambiar:** Some.

**Shri Jagjivan Ram:** That I know. That is the way of the party you represent, but I think you will convert my friend Shri Murthy to agree to that, that at least it gives some benefit.

**Shri B. S. Murthy:** I too did admit that it conferred benefit on some, but not all Station Masters.



**Shri Jagjivan Ram:** I am glad that some of my doubting friends stand converted.

I was quite conscious when I made the February announcement that that did not cover Class IV employees, and therefore on the 19th March I made certain remarks about Class IV. I would refer Shri Nambiar to the statement made by me while presenting the Statement of Revenues and Expenditure in this House on 19th March, 1957. I then said that:

"It has been noticed that in the matter of promotion of class IV employees to higher classes, the present rules are rather restrictive and for certain categories, there is no avenue of promotion at all."

I propose to have this matter examined by a committee on which different interests will be represented. I propose to set up the committee almost immediately, and my idea is to associate some labour representatives also on that committee, to examine the possibility of additional avenues of promotion for class IV employees and to submit its recommendations within a period of three months.

**Shri Nambiar:** Very good.

**Shri Jagjivan Ram:** That is what I have to say about Class IV employees.

Questions about regrouping of railways and divisionalisation also have been raised. The grouping and regrouping of railways have been made twice. Without going into the details of the merits and demerits of it, I would rather request my friends who have made the suggestion that the question of regrouping of railways should be reviewed and revised, to let the matter rest at that. Let us now proceed with the present system of the regrouped railways and not disturb them every year.

In regard to divisionalisation, Shri U. M. Trivedi had raised the question of Ratlam, and files being delayed or being untraceable. One can very well understand what he had

said. There may be no exaggeration in that. When we reorganise a particular thing, for some time there is dislocation in the office, and I shall not be surprised if delay occurs in the tracing of the files. At times, there is shortage of accommodation also, and sometimes the staff are put to inconvenience for want of accommodation, both office and residential.

But, on larger railways, this divisional system has been considered to be more useful, and now, we have practically covered all the railways with this system. In the initial stages, as I have said, there may be some dislocation of work, and there are certain disturbances and delays. But, ultimately, as has been found by the experts, the divisionalisation is in the best interests of the efficiency of the railways.

As for punctuality of trains, and missing of connections, I cannot give an answer in respect of each individual case that has been raised, but I may tell the House that there is a general instruction that trains should be detained up to 15 minutes, so that the connection for other trains may be provided. But I will look into the specific cases that have been mentioned by my hon. friends Shri U. M. Trivedi, Shri Raghavachari and others.

Questions of local importance also have been raised, as, for instance, the utilisation of some railway buildings, or some accommodation at a particular place, or provision of a halt, as was advocated by my hon. friend Shri Lakshmayya. I shall get all these questions examined, and I shall see that the necessary actions are taken in all these matters. If there is no administrative difficulty, I shall try to satisfy the wishes of the Members.

Shri U. M. Trivedi raised the question of the Ajmer workshop and the shortage of iron and steel. I may tell him that Ajmer has a rated capacity of 35 tons, and we are producing 30 to 40 tons at present. Therefore, he will agree that we are fully utilising the capacity of that workshop.

While on this question of shortage of materials, I may inform the House that we are faced with shortage of iron and steel, we are faced with the shortage of cement, and we are faced with the shortage of timber as well. Some hon. Members have asked why wooden sleepers could not be used if there was shortage of iron and steel. That possibility has been examined by the Railway Board, and we are going in more and more for wooden sleepers. Perhaps, it will be a news to the House if I say that there is shortage of wooden sleepers also, because there is shortage of timber.

**Shri V. P. Nayar:** There is no shortage of timber. There is only no organisation. The hon. Minister may kindly read the report of the Estimates Committee on this matter.

**Shri Jagjivan Ram:** We have explored all possible avenues of exploiting our forest wealth, so that we can get the requisite number of sleepers.

**Shri U. M. Trivedi:** What about the Burma Market?

**Shri Jagjivan Ram:** Recently, we sent some of our officers to our islands. We have also asked the Forest Department and also the Agriculture Department to explore the possibility of having greater and larger produce of timber from the north-eastern areas, and also whether we can have some timber from Nepal.

**Shri V. P. Nayar:** The authorities are sleeping over the matter of sleepers.

**Shri Jagjivan Ram:** I wanted to inform the House of this, because it was surprising for me also when I was told that there was shortage of wooden sleepers; but when I went into the matter, I found that it was so.

We have also had to revise the specifications of wooden sleepers, and I have asked my experts to examine the possibility of using for sleepers all possible varieties of timber and not only a few varieties. So, we are taking all possible measures to meet the shortages.

Shri Jangde asked how we were going to implement our Second Five Year Plan if we were not in a position to meet the shortages. That is the question that we are also confronted with. And we are trying to procure iron and steel as much as we can from other countries also. I am thinking of sending a team of officers abroad, so that they may explore the possibility of procuring iron and steel there. We are making some changes in the organisational set-up and also procedures so that delays may not occur whenever we locate iron and steel anywhere.

Shri Ramachandra Reddi criticised the lavish use of cement, when there is shortage of that material, on the construction of long platforms. I can assure him that I have been very particular about this matter. The House is aware that I stopped the construction of all prestige buildings, and I shall call for information whether there is any ground for such criticism, namely that there has been lavish use of cement in the construction of platforms not in important places only but even at unimportant places. I feel that it is criminal to use more cement or more iron and steel than what is absolutely necessary at any place. I shall look into that matter.

Shri Jangde also raised the question of the education of the children of railwaymen. We have taken certain steps in the matter. We have appointed some educational advisers, and we are going to have some education officers on some of the railways. The idea is also to start some hostels where the children of the railway employees from out-of-the-way places could be accommodated at cheap rates thereby enabling them to have the advantage of the education in cities or towns.

Shri Jangde's idea was perhaps about primary education. I shall look into the matter of railway colonies which are at a distance from the main towns or cities where the Schools of municipal or local board are at a distance from the colony. I shall see

[Shri Jagjivan Ram]

if we can do something for the establishment of primary schools for the children of railway employees.

14 hrs.

He also raised the question of forwarding the applications of railway employees for higher jobs in other departments or other Ministries. The question recently came before me. I am looking into it. With the developmental activities of the Second Five Year Plan and the shortage of personnel in all departments, it sometimes becomes difficult to freely forward applications of our employees for employment in other Ministries. But, as I said, I shall look into the matter and do whatever is possible in the circumstances.

He also raised some local questions. As I have said, the local problems raised by all the Members will be examined and whatever possible will be done in the matter.

Then I come to the question of ticketless travel. The whole burden of Shri U. M. Trivedi's theme was that ticketless travel was encouraged by the railway staff.

**Shri U. M. Trivedi:** That was not what I said. I said that you have presumed that people are dishonest to indulge in ticketless travel. What happens is this: ticketless travel returns are inflated by the method of the railway insisting upon certain returns being made.

**Shri Jagjivan Ram:** The clarification that has been given by him does not absolve the railway employees. I repudiate that charge.

**Shri U. M. Trivedi:** Let him examine his EFTs.

**Shri Jagjivan Ram:** I repudiate the charge that railway employees inflate earnings in this way. I repudiate the charge that they are showing inflated figures of ticketless travel.

**Shri U. M. Trivedi:** Very good. Let him hold an inquiry. I will prove it.

**Shri Jagjivan Ram:** I do not need to say that there is ticketless travel. We are taking all possible precautions. But it is a question of social conscience, because whether it is a question of ticketless travel or bribery or corruption, all these things are a social malady and they have to be tackled on the social plane. It is not that by increasing the checking staff and tightening the procedure that this can be wholly tackled, but so long as the social conscience is not aroused, so long as this malady is not tackled on the social plane, we do not expect to eliminate it.

**Shri U. M. Trivedi:** That we should do.

**Shri Jagjivan Ram:** I am glad he agrees.

**Shri U. M. Trivedi:** I have been in agreement with them for the last five years on this, but all my words have fallen on deaf ears.

**Mr. Deputy-Speaker:** I am concerned with the present agreement only.

**Shri Namblar:** Of the future too.

**Shri Jagjivan Ram:** So I am fully alive to this and we will do whatever is possible for the Railway Administration to do in the matter. But I would appeal to friends here to realise that we have also to educate public opinion outside and create conditions so that ticketless travel will be looked down upon, and the railways will have no necessity to strengthen the staff for checking and minimising ticketless travel.

I think I have dealt with all the major points raised by hon. Members. I thank hon. Members for all the kind references that they have made to the Railway Board and to me.

**Shri U. M. Trivedi:** What about deluxe trains?

**Shri B. S. Murthy:** On a point of personal explanation.

**Mr. Deputy-Speaker:** We will have another opportunity.

**Shri B. S. Murthy:** It is only on a point of personal explanation. I have not advocated encouragement of splinter trade union groups. I only said that instead of sticking to the formula for recognised or non-recognised unions, wherever an opportunity occurred, officers should give opportunity to the people who were afflicted to present their case, and see that remedies were given as far as possible.

**Shri Jagjivan Ram:** On that point, I may inform the House and the hon. Member that the case of any railway employee, whether he is a member of any union or not, was always looked into.

**Mr. Deputy-Speaker:** The general discussion on the Railway Budget is now over.

#### DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS)

**Mr. Deputy-Speaker:** The House will now proceed with discussion of the Demands for Grants (Vote on Account) of the Railways. I shall formally place the Demands before the House.

##### DEMAND NO. 1—RAILWAY BOARD

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 29,78,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Railway Board'".

##### DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 70,56,000 be granted to the

President, on account, out of the Consolidated Fund of India to defray the charges which will in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Expenditure'".

##### DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 18,03,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Payments to Worked Lines and Others'".

##### DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 12,79,65,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Administration'".

##### DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 39,13,33,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Repairs and Maintenance'".

**DEMAND No. 6—WORKING EXPENSES—  
OPERATING STAFF**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 24,74,66,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Working Expenses—Operating Staff."

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

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 20,72,42,000 be granted to the President on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Working Expenses—Operation (Fuel)".

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

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 7,02,99,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Working Expenses—Operation other than Staff and Fuel".

**DEMAND No. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs. 10,81,58,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Working Expenses—Miscellaneous Expenses".

ing the year ending the 31st day of March, 1958 in respect of Working Expenses—Miscellaneous Expenses".

**DEMAND No. 10—WORKING EXPENSES—  
—LABOUR WELFARE**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 2,99,03,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Working Expenses—Labour Welfare".

**DEMAND No. 11—WORKING EXPENSES—  
APPROPRIATION TO DEPRECIATION  
RESERVE FUND**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 18,75,00,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Working Expenses—Appropriation to Depreciation Reserve Fund".

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

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 43,05,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of Open Line Works (Revenue) Labour Welfare".

**DEMAND No. 14—OPEN LINE WORKS  
(REVENUE)— OTHER THAN LABOUR  
WELFARE**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 4,45,53,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works (Revenue)—Other than Labour Welfare'".

**DEMAND No. 15—CONSTRUCTION OF  
NEW LINES**

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 8,65,85,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Construction of New Lines'".

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

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 154,93,91,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works—Additions'".

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

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 26,29,31,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works—Replacements'".

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

**Mr. Deputy-Speaker:** Motion moved:

"That a sum not exceeding Rs. 13,48,73,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works—Development Fund'".

**Mr. Deputy-Speaker:** I would like to know what are the cut motions that hon. Members would like to move.

**Shri Nambiar (Mayuram):** There are only a few cut motions.

**Mr. Deputy-Speaker:** Would hon. Members like that all the cut motions be taken up and discussed together?

**Shri T. B. Vittal Rao (Khammam):** Yes.

**The Minister of Railways and Transport (Shri Jagjivan Ram):** Most of the cut motions have already been discussed in the general discussion.

**Mr. Deputy-Speaker:** There are certain hon. Members who have had no opportunity of speaking at that stage. They would like to have a chance.

**Shri Jagjivan Ram:** I have no objection.

**Shri Nambiar:** The cut motions can be divided. Demand No. 1 concerns Railway Board. No. 4 relates to Administration and No. 10 deals with Labour Welfare. So we can divide it into three main groups. Those who have not spoken so far and wish to speak on the general aspect can do so under Demand No. 1 which is more or less of a general nature.

**Mr. Deputy-Speaker:** We will have to divide the time again between these categories.

{Shri P. Subba Rao}

bottom saying that it was medicine and it should be kept from top to bottom in that manner. But it was turned upside down. What are we to think of that?

**Mr. Deputy-Speaker:** Just to try whether the label was correctly put!

**Shri P. Subba Rao:** The permanent labourers are more reckless than persons who are temporarily employed because the persons who are temporarily employed will not get their wages if they do not do their work properly whereas the salaried people are not so afraid.

With regard to unsettled claims, I find that even when the loss is admitted by the railways, they do not make the payment immediately. There is one unfortunate case where a consignment was admitted to be lost. It was hooked to Koraput out-agency—that is, my place. The railways admitted the loss but for about two or three years no payment was made. The claimant filed a suit and the suit was compromised and the railways agreed to pay. They gave a cheque. It was not a crossed cheque which could be recovered through another person. It was a kind of a cheque which could be cashed if the person himself has got an account in the bank. There are so many millions of persons having no accounts in the banks. The result was that the cheque was not cashed and he filed another suit and this time there was a second decree for the original claim, for the cost in the first suit and for the cost in the second suit. The decree was not obeyed and then execution proceedings were taken and the bailiff had to go and attach the cash in the out-agency. It is a very sorry state of affairs. The officer responsible for the non-payment of the decree amount should be made to pay the money out of his pocket. The claim was only for Rs. 700 but ultimately the railways had to pay Rs. 1,700. Why this waste of Rs. 1,000 in law claims? Was there any sense of responsibility on the part of the concerned officers?

I had applied for a circular tour ticket and gave fourteen days notice to the Chief Commercial Superintendent of the South Eastern Railway. There was no reply. Why not power be given to the station masters of big stations or to the other officers at the mofussil head-quarters? Am I to reach Calcutta to get this? I had to purchase a ticket for my wife and travel all the way. So, the concession that was allowed by the railways is not put into operation by these officers. They are sleeping. From top to bottom, they are all asleep. You do not get a reply. I sent a telegram and still there was no reply. Does this speak of a sense of responsibility on the part of these railway officers? And, they want more pay!

There is always this delay. There was a station master against whom there was a preliminary charge. I think he was from Mangalagiri. He went up to the High Court and he was honourably acquitted on the ground that the subordinate staff had conspired against him because he was very strict in enforcing the duties. He ought to have been paid certain amounts for legal charges. The railways admitted the claim but for two or three years it had not been paid. He incurred very heavy expenses and the nominal expenses are not paid.

There is another instance. A contractor has to pay about Rs. 20,000 as deposit for discharging certain duties. But, his share of the carrying charges would not be paid for six months and more with the result that another Rs. 20,000 or Rs. 25,000 would be locked up. At this rate, how can any contractor carry on his duties? They should make prompt payment in respect of all such claims.

During the British regime, I never came across a case where the claim was refused on account of time-bar. But, now shelter is taken under this. Even when the case is not time-barred, claims are refused. I get no reply. I sent a bizzick. Why should I be asked to send it to the head quar-

ters? Why not the station master verify a copy and send it to them? I am prepared to go to the station master and let him send a copy. But, when the original is sent, even though it is sent by registered post, they say that it is missing.

**Mr. Deputy-Speaker:** The hon. Member must realise the distinction now. Everything that remains now goes to the Exchequer. Perhaps, during the British days, it went to the companies.

**Shri P. Subba Rao:** The State can afford to lose. With regard to the changes in the Time Tables, every six months changes are made in such a way that the public are purposely inconvenienced. The connecting trains from the branch lines are made to arrive after the main trains leave. Of course, I can point out instances but it is wasting the time of the House. I went through the time table and so many trains were found by me; the branch trains arrive after the main trains leave. Again, the trains are made to run in such a way that the passengers should miss their meals. For instance, a train between Jabalpur-Gondia, arrives at Narayanpur where only there is a hotel. The train arrives there at 3 P.M. The passengers will have to go without their food. What is the use of a hotel there? It is a contractor's hotel. The railways do not open hotels at places where there are no private contractors. For instance in the Katni-Bilaspur line a distance of 198 miles, there are two trains running in either direction. There is no hotel; no meals. Probably, the railways will open hotels where they are assured of profits. But, is it providing amenities to passengers?

With regard to the catering department, I have to say this. The railways have been interfering at places where they ought not to and do not interfere where they ought to. In the whole of the Southern Railway, there is practically no complaint but the department is opening hotels and depriving private contractors of their livelihood and incurring heavy losses.

In the Southern Railway, a meal is given for ten annas; in the South-Eastern Railway, it costs twelve annas. About three years ago, I fought with the Railway Minister, Shri L. B. Shastri, as to why we should pay Rs. 1-8-0 in other zones, when we could get a full meal for ten or twelve annas. He said that he would introduce uniformity and reduce it to fourteen annas. What is the result? They offer any amount of chapatis. They do not give enough of rice. How much would become seven ounces of rice after cooking? I made experiments and found that six ounces were more than what I could eat. But, that six ounces of food is being distributed in six plates. Recently, at Ratlam, two small plates of rice were offered as part of the meals for fourteen annas whereas six such plates would make only six ounces. They charge four annas extra for every plate. They say that they will offer any amount of chapatis. Why not fix a rule that a passenger can eat as much as he likes. In the Southern Railway, nobody objects; a man can eat any amount and he has to pay only ten annas. Here, for fourteen annas, we do not get enough and we have to pay Rs. 1-8-0 if we want more rice.

**Mr. Deputy-Speaker:** They can depend upon chapati-eaters more.

**Shri P. Subba Rao:** That is why this is forced upon us, South Indians. These hotels in the North India are not to suit the South Indians; and they are penalising purposely.

With regard to amenities I have to say this also. I have seen several stations where the electric wires are running nearby. There is an electric post near but still the station staff will have to work with kerosene lamps. At two stations, I made a remark to this effect in the suggestions book and they took steps to give electric connection. Such small things are overlooked.

With regard to smoking in trains, why should smoking be permitted in third-class compartments when it is prohibited in cinema halls and other



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public places. Why not there be absolute prohibition? I know of a case. A person was smoking in a third-class carriage when a Gurkha was taking his meals. He objected to this passenger's smoking. But, the passenger persisted in smoking and the Gurkha cut off his head.

It happened only two years ago. Is it possible in a compartment having more than 150 passengers to obtain the consent of other passengers and then smoke? I only take objection to smoking being allowed in third class; I have no objection to passengers travelling in first class smoking as no trouble will arise in their case.

In regard to the abolition of second class, I want to give this warning to the Railway Board and the Railway Ministry that if the second class is abolished there will be a huge loss of revenue. Unfortunately, it is the middle class people who purchase second class tickets and if that is abolished they will revert to third class and will not go up to first class. Thus the Railways would lose a lot of revenue. If the Railway Administration is able to introduce "De Luxe" trains, third class air-conditioned, where the charge is nearly that of third class, then the second class may be abolished. Till then, if second class is abolished there will be a huge loss of revenue. I give solemn warning so far as this is concerned.

**Mr. Deputy-Speaker:** Speeches on cut motions should not exceed ten minutes.

**Shri P. Subba Rao:** Then, there are anomalies which can be set right and discontent removed. For example, for every 100 miles of travel the drivers are paid at the rate of Rs. 3/6 where as the guards are paid only Rs. 1/6. They all run along the trains. Why should there be so much difference between a driver and a guard? The result is that there is discontent among the guards. If the firemen and drivers have to work under unhealthy conditions, by all means let there

be a little difference, but it should not be so much. Another instance is with regard to the ticket collectors. They are not treated as running staff and are deprived of the benefits. They also work in running trains. They do not get proper lodgings and are put to all sorts of inconveniences. These anomalies should be looked into and set right.

**Mr. Deputy-Speaker:** The hon Member should resume his seat now.

**Shri T. B. Vittal Rao:** Mr. Deputy-Speaker, Sir, my cut motions to this Demand are Nos. 14 to 23. First of all, I want to take up the question of the delay in the examination of the Traffic Survey Report of Ramagundam-Nizamabad rail link. The traffic survey for this link was done long long ago. It would have been an accomplished fact had it not been for war and subsequent developments in the erstwhile Hyderabad State. Two years ago the Minister was good enough to order a fresh traffic survey of this rail link. After a pretty long time the traffic survey report was submitted to the Central Railway Administration at Bombay. It was submitted as long ago as September, 1956. Only the other day, in reply to a question, I was told that the traffic survey report has not yet reached the Railway Board. This leisurely way of dealing with such an important rail link like Ramagundam-Nizamabad is not at all desirable. This rail link is very essential in view of the industrial development that is taking place in the region of Kazipet. In this region a big cement factory is coming up which is going to be the biggest in the whole of Asia. There is a coal mine which is going to increase its output by almost double its present capacity. There are also other factories like paper mills etc. This region, therefore, through which this link has to pass is important from the commercial point of view as also from the point of view of movement of foodgrains. I would, therefore, request the Railway Minister to

expedite the examination of this report and take up the work of this rail link without which, I am afraid, there will be a transport bottle-neck within a very short period.

The next important rail link which has to be taken up is the Kazipet-Nellore rail link via Macherla. In spite of the fact that the track between Bezvada and Gudur is going to be doubled—which, according to the programme will take nearly six years, because only 25 miles were taken for doubling last year and another 27½ miles are being proposed to be taken in 1957-58—the traffic that will flow towards the south and from south to north will be so much that an alternative line is very very necessary. The best way of doing this is by having another track running from Kazipet to Nellore via Macherla; otherwise, this again is going to land us into another transport bottle-neck.

The only objection that is put forward by the Railway Board is that they will have to undertake construction of a bridge across the Krishna river. But this has to be done. There is no going away from this reality. Therefore, I would very strongly request that let this be made at least during the Second Plan period and an engineering survey of this line completed.

The other point, which the Minister has just touched, is about the regrouping of Railways. He has not put forward any arguments except saying that he would not go into details and let the matter rest there. The various committees that have gone into this question have urged upon the Railway Administration to examine the question of regrouping afresh. Some of the reports have said that no zone should have more than three thousand miles. If we take the whole working of the Railways, as such, we do feel strongly that this regrouping of the railways has not been done on a very scientific basis. There is not that economy which was expected out of this regrouping. On the other hand, things get delayed and there is not that free flow of

traffic, supervision etc. which were previously there. Diversification of flow of traffic cannot be done when the zones are having 6,000 miles. The smallest zone is the South-Eastern Zone having 2,000 to 3,000 miles. Therefore, this regrouping should be reconsidered. If you are not going to re-examine this question, then at least let us have all the facts. In the coming Parliament let us have all the facts whether this regrouping has been a success or not. If it is a success, let us know what are our gains, and if it is not then let us re-examine it. Let us not stand on any false prestige regarding this question.

I am very glad that during the last session we were given an assurance that a high level committee would go into the question of our bridges, following the two great train disasters which happened at Ariyalur and Mahbubnagar. I am glad that this committee has been appointed. It consists of many experts. I only want to point out one thing.....

**Shri Namblar:** They will have to do their work before the next monsoon, otherwise there will be another set of accidents.

**Mr. Deputy-Speaker:** The hon. Member should not make such prophecies.

**Shri Namblar:** But the situation is like that. They must expedite their work before the next monsoon.

**Shri T. B. Vittal Rao:** According to the Gazette notification this Committee has been asked to submit its report within six months. They would have to conduct this enquiry in addition to their own duties. I would like to say that these members who are having some other jobs should be completely relieved of their work and they must be entrusted with this vital and very important matter. It was the earnest desire of everyone who took part in the debate on these train disasters that the report should be before the authorities before the monsoon comes so that

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necessary steps could be taken in time. If it is impossible for the Government to relieve these people, I would request that special precautionary measures be taken whenever there are heavy rains in a particular region. You might even go to the extent of stopping or cancelling trains. Some precautionary measures like that should be taken in time.

Now de luxe trains such as air-conditioned trains, etc., have recently been introduced. The Railway Board have not given any consideration to the fact that overcrowding should be relieved especially for third-class passengers and that it is the prime need of the hour. First priority should have been given to this problem. Nobody wants today to travel in air-conditioned compartments. Every passenger travelling today in the Indian railways would like to have a seat himself. He does not want the amenity of an air-conditioned coach. First, you provide him with a seat. Then, we can think of air-conditioned trains, de luxe luxury trains, etc., for third-class passengers by paying second-class fares. Moreover, in these so-called air-conditioned coaches, the third-class coaches, one cannot sleep. Such coaches are put in the longdistance trains running from Delhi to Madras, etc. One has to spend two nights in the train. It is very difficult for a person to be in the sitting posture for 48 hours at a stretch. Therefore, these de luxe trains should be cancelled and instead, more and more Janata trains should be run. The air-conditioned coaches which have been constructed could be utilised for the passengers travelling short distances and in day-time trains.

One point concerning the railway employees is this. In this House we have been listening very often that certain steps are being taken to check the rising prices of foodgrains. But all these steps have not reduced or decreased the price of foodgrains

The cost of living has been increasing. The Central Pay Commission has recommended that there should be an increase of Rs. 5 in dearness allowance for every 20 points increase in the cost of living index. Though that recommendation was accepted, it has not been given effect to. The cost of living index has gone so high; the cost of foodgrains has gone high, the cost of other necessities of life like cloth house-rent and other things has gone high. Therefore, there is a very strong case for increasing the dearness allowance. It will not cost the Exchequer much. This is only a thing which has been recommended by the Pay Commission. Even the Gadgil Committee recommended that the prices are going to stabilise themselves at a certain level. Even that factor has not been considered. Therefore, I would request the Government to increase the dearness allowance to the railwaymen. Today, there are one million railwaymen, and in that sense, the Government are the biggest employers and they should take the initiative in the matter and see that dearness allowance of railwaymen is increased in accordance with the rise in prices and the rise in the cost of living.

Another simple point is this. On this question of dearness allowance, I would request the Government to treat the dearness allowance and dearness pay as part of pay for all purposes. This should be done very soon. Even in the private sector, dearness allowance is being treated as part of pay for computing the employers' contribution to the provident fund and also the employees' contribution to the provident fund. Why should the Government make a discrimination here?

Very recently, at the Labour Ministers' Conference, it was decided, in respect of the private sector, that the rate of contribution to provident fund should be raised from 6-1/4 per cent. to 8-1/3 per cent. They have given it

on a par with the rate of contribution made in the public sector. Therefore, to deny the facility which is enjoyed by the workers in the public sector does not stand to reason. On the other hand, Government has to be a model employer. I hope that this simple thing will be attended to by the Railway Ministry as quickly as possible.

**Shri Nambiar:** I have moved cut motions I to 5. Mainly, these are all issues of very great importance, with regard to third-class travel. In regard to third-class travel, the hon. Member who just now spoke, explained the difficulties, but I know the answer will come from the other side stating that "there are not sufficient number of coaches available and third-class travel can be like that only, till such time as we can produce more coaches from the Integral Coach Factory set up in Perambur and that let us wait for more coaches." This is the answer which we are going to receive.

I want to submit a point I trust the hon. Minister would consider. In the third-class travel, we have to divide the travel into two parts, namely, third-class travel during day for short distances and third-class travel during nights for long distances. For long-distance travellers, during nights, sleeping accommodation must be provided. The coaches that are now available, I know, are those which are turned out from the Hindustan Aircrafts Limited at Bangalore. They can be used for night travel with a small modification so that there may be two tiers for sleeping. More coaches of that type can be manufactured. Coaches of other types which are not suitable for sleeping accommodation can be used for day travel. There must be a proper utilisation of the coaches available. That is the first point.

The second point is, with regard to the construction of coaches in future, this principle must be strictly adhered to. Thirdly, the aspect of planning must be carefully looked into. Hitherto, there was not much of

planning. I know a large number of shell coaches which were reconditioned here after import, were constructed in such a way as not to suit us. They were made at random, re-conditioned at random, and seats were fitted in a hurly-burly, and thus they did not look to the needs of the travelling public. If only the shell coaches were properly utilised, much of the difficulties of the long-distance passengers would have been avoided and sleeping accommodation could have been given. This is my humble suggestion to the Railway Board and the Ministry of Railways. First priority must be given to provide sleeping accommodation in third-class compartments for long-distance passengers. Without this, speaking of third-class passengers' amenities is nothing and it means only talking in the air.

With regard to the congestion in third-class trains even for short distances, I have to submit that the Railway Administration must have a policy. If they feel that there is a shortage of rolling-stock, engines, coaches and materials, then, they should ask the public to travel only if it is necessary. "Travel light" and "travel less" must be the slogan which should come forward from the Railway Ministry. On the other hand, they advertise for more travel by pilgrims etc. I remembered what happened only a year and a half back in Kumbakonam in the South on the occasion of the Mahamakam festival. There was such a hell of advertisement in the railway field that anybody who was not otherwise concerned about going to Kumbakonam would have certainly gone there, because the railways made such a hullabaloo about it. The preparations they made in Kumbakonam were such that they spent more than Rs. 5 lakhs on them. If the railways understand that there is a shortage of material, they should not go in for such advertisement and propaganda for "travel as you please". Some principle must be followed. If they find that they can cope with the situation, let them publicise and

[Shri Nambiar]

earn more revenue. But let them not try to persuade people to go on "travel as you please ticket" giving them concessions and send them to hell by travelling. It is a cruelty that we see passengers travelling with "go as you please tickets" jammed like sandwich, suffering from so many difficulties. These things cannot be allowed to continue.

The hon. Railway Minister has already stated something about the railwaymen's wages. Here there are two issues. One issue is that of giving reasonable chances of promotion to Class IV employees and Class III employees also. There is another issue of giving adequate increase in wages and dearness allowance, according to certain established or accepted principles. These two issues should not be mixed together. The first one arises out of the Central Pay Commission's recommendations and the anomalies thereof. The second is the issue of increased wages and increased dearness allowance so badly required. In his January pronouncement, the hon. Minister attempted to adjust the promotion channels. To a certain extent, Class III employees have got certain promotion channels, but not all. He has not removed the anomalies *in toto*; thousands of anomalies still remain even with regard to Class III employees.

With regard to Class IV staff, the position is still worse. Apart from providing for promotions, there must be an opportunity for giving them reasonable dearness allowance and wage increase, according to the professed principles of the railways, namely, the recommendations of the Central Pay Commission. The hon. Member who just now spoke, Mr. Vittal Rao, has made it very clear. In many places the cost of living index has gone up; the index has gone up to 400 points. The starting point for fixing the dearness allowance in 1948 was 160 points and there is an increase of 240 points.

According to the accepted principle that the lowest category employee should get Rs. 5 for an increase of every 20 points, he must get Rs. 60 as the minimum dearness allowance, whereas he is given only Rs. 40 at present. Therefore, he is entitled to an increase in the dearness allowance, according to the recommendation of the Central Pay Commission, which was accepted by the Railway Board and the Government of India.

I come to the last cut motion dealing with the question of regrouping. I want to add something to what Mr. Vittal Rao has already said. I have to say that here also they are trying to confuse the two issues; divisionalisation is being confused with that of regrouping. They say that divisionalisation will solve the problems of the failures of regrouping. This cannot be done. Divisionalisation is a system by which smaller units of a zone are being brought in. This arrangement will not solve the problem of better administration and better maintenance. I am not here to condemn divisionalisation, but the divisions must be smaller. A division of 700 miles will not be practicable. We have found that in our part of the country it is not possible; therefore it must be reduced. The division must be made smaller and the zone must be reduced. Only then the railways will be workable and it will be profitable also.

I had occasion to take part in the Ariyalur accident enquiry, which was recently conducted in Madras. When I cross-examined the Regional Engineer, he told the Judge that he was in charge of 7,000 bridges. When the Chief Engineer of the Southern Railway was put in the box, he said he was in charge of 20,000 bridges. Even from a distant point of view, how can a Chief Engineer take charge of the maintenance of 20,000 bridges? There was a circular from the Railway Board to the Chief Engineers immediately after the Mahboobnagar

accident that all Chief Engineers were requested to convey to the Regional Engineers to go through the history of every bridge and select for themselves certain specified bridges and see whether any repairs or alterations were required. According to that circular, the Chief Engineer conveyed it to the Regional Engineer, who conveyed it to others, and finally no bridge was examined practically, with the result that the Ariyalur accident happened. The Judge, who went into the question had to say that it was impossible for a Regional Engineer to go into the history of all the bridges under him in such a short period. Still, when the Regional Engineer was put in the box, he said, "I have gone through the history of all the bridges; within four months, I completed everything." The Judge asked, "Why did you omit this particular bridge?" He replied, "Repairs or alterations were not considered necessary in the case of this bridge". Therefore, the question of divisionalisation cannot be confused with that of smaller zones. Smaller zones should be brought in; simply saying that the matter can rest as at present will not satisfy us. Smaller units and smaller divisions alone can solve the problem and bring about better efficiency. Therefore, the Railway Ministry must apply their mind seriously to this problem.

**Shri S. C. Samanta (Tamluk):** With the increase in agricultural and industrial production in the country during the Second Five Year Plan, we apprehend that we will not be able to cope up with the transport requirements. When the Second Five Year Plan was being discussed, there was a proposal that a subsidiary port at Geonkhali should be established. The Railway Board was consulted in the matter as to whether a railway line to that place will be economic or not. I am sorry to say that the representative of the Railway Board said that the opening of a line to Geonkhali would not be economic because there would be a serious Lillooah bottle-neck. I cannot understand it,

because Lillooah is on the Eastern Railway and Geonkhali is towards the South-eastern Railway. However, the question was again discussed in this connection.

I might respectfully submit to the Railway Board and the Minister that in 1927 a survey was made as to whether a railway line from Machada to Contai would be economic; but, the committee said that it would be uneconomic. Again in 1931, an expert committee was set up to survey the same line again. That committee was requested by the then Local Self-government Minister of West Bengal to survey and report whether that line would be economic, because nearby a health resort was situated. That committee made a reconnaissance survey and said that a line from Machada to Contai would be economic. That was in 1931. Now, we can imagine that in 1957 it will be more economical. But, when this question was discussed under the Second Five Year Plan programme, our Railway Minister said that it will not be economical. If a line goes from Machada to Contai, the boat place at Geonkhali will be only ten miles from that line. So, I request the Railway Ministry to think over the matter as the Calcutta port is going down day by day and the transport facilities there are becoming very difficult because of difficulty in navigation. By removing these transport difficulties, I think Geonkhali will serve so much that it should be taken into consideration at once. We have iron ore; we have coal which may be transported outside India, and from Calcutta to the eastern side or the southern side or western side. We know that the western side of India is suffering much for want of coal caused by the lack of transportation facilities. Industrial organisations are going to suffer much. This question of opening a line to Geonkhali and establishing a port there, should be given serious consideration by the Railway Ministry. Geonkhali is a place where throughout the year water flows 42 feet deep and it is the best place for opening a port. Recent-

[Shri S. C. Samanta]

ly, the World Bank Mission came to India to survey the transport problem. They went to Calcutta and in the report which they have submitted to the Finance Ministry, they have said that the possibilities of a port being established on the western bank of the river Hooghly should be seriously thought of. The tragedy is, we bring things from outside to Calcutta on the eastern side of the river, then they are transported from the eastern side to the western side and then carried to other parts of the country. When we have to export goods, we take them from the western side, cross the river, bring them to Calcutta on the eastern bank and then transport them. So, the World Bank Mission has justifiably said that the construction of a port on the western side of the river Ganges should be seriously thought of. Now, the time has come, when the railway is not able to transport coal to the places which most need them, to construct a line up to Geonkhali and from that port, the transport system should be systematised so that the railways may be able to better serve the country and remove the transport difficulties that we are facing now.

**Mr. Deputy-Speaker:** Now, the hon. Minister will reply. Those hon. Members who have had no opportunity can speak on the other demands when I come to them.

**The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan):** Hon. Members have raised certain points. I shall try to deal with as many of them as possible. Shri P. Subba Rao complained about rough handling of parcels and the consequent loss to which the railways are put to on account of having to pay compensation. We are aware that we have to pay compensation on account of this. We are taking every precaution to impress upon the railway employees to be more careful in handling parcels and other goods carried by the railways. We observe special

weeks, Packing, Labelling and Marking weeks during which we specially impress upon the railway employees to be gentle in handling the goods. I am sure in this work, we have the co-operation of our friends opposite, particularly Shri Nambiar.

**Shri Nambiar:** There is shortage of staff.

**Mr. Deputy-Speaker:** Does he co-operate in soft handling also.

**Shri Shah Nawaz Khan:** We hope he will.

Shri P. Subba Rao also complained about smoking and said that somebody's head was chopped off when he was smoking. If people smoke, they smoke at their own risk.

**An Hon. Member:** What risk?

**Shri Shah Nawaz Khan:** The risk is, the head is being chopped off. He quoted an instance where the head was chopped off.

**Shri P. Subba Rao:** I want absolute prohibition.

**Mr. Deputy-Speaker:** He advises the Railway Ministry not to take these risks.

**Shri Shah Nawaz Khan:** Instructions exist on this subject. If any passenger objects to any of the other passengers smoking, he has to stop smoking.

**Shri P. Subba Rao:** It is not possible to obtain such a consent.

**Shri Nambiar:** Forty eight hours from Madras to Delhi cannot be spent without smoking. It is practically impossible. Then, you will have to give stoppages so that a person can go to the platform and smoke.

**Shri P. Subba Rao:** There are places where the trains stop for 15 minutes and more where they can smoke.... (Interruption).

**Mr. Deputy-Speaker:** Order, order.

**Shri Shah Nawaz Khan:** I am thankful to Shri Nambiar. He has made it



easier for me. I shall not refer to that subject any longer.

**Mr. Deputy-Speaker:** Shri Nambiar should take advantage of the stop-pages at the big stations.

**Shri Nambiar:** It is not possible to get out of the carriage.

**Shri V. P. Nayar (Chirayinkil):** They will be unseated.

**Shri Nambiar:** They will lose everything.

**Shri Shah Nawaz Khan:** My hon. friend Shri T. B. Vittal Rao complained about the delays that take place in the surveying of the various lines. Surveys always take time. We have to be very careful while making calculations. That work cannot be hurried too much. Also he is aware that the financial position of the Railways is not very easy. Much as we would like to open up new lines, our activities are restricted by the funds that are at our disposal. Subject to the availability of funds and materials, we are doing whatever is possible to relieve congestion and improve matters.

**Shri T. B. Vittal Rao** also pleaded for a revision of the dearness allowance.

**Shri T. B. Vittal Rao:** Upward revision.

**Shri Shah Nawaz Khan:** The Central Pay Commission had recommended that the rate of dearness allowance should be reviewed every six months and revised if the cost of living index stood above or fell below the index figure for the next slab. Government have granted an *ad hoc* increase in the rate of dearness allowance to staff drawing up pay up to Rs. 250 per month, once of Rs. 10 in January, 1949 and again Rs. 5 in June 1951. It has been explained more than once that the actual amount granted was all that could be given taking the financial and other factors into account. I hope this will satisfy my hon. friend Shri T. B. Vittal Rao.

**Shri Nambiar:** A most unsatisfactory reply.

**Mr. Deputy-Speaker:** He hopes that; the hope may not be realised.

**Shri Nambiar:** The C.P.C. recommendations are in writing in black and white.

**Mr. Deputy-Speaker:** Let us hear the hon. Minister.

**Shri Shah Nawaz Khan:** This is a very popular subject with my friend sitting opposite, and this has been discussed on a number of occasions. The hon. Members have been assured time and again that this matter is constantly under the review of the railway administration, and that whenever we find that the workload has increased, the number of zones will be increased. Previously there were six zones, but when we found that the work load on the Eastern Railway had increased, the seventh zone was created. This matter is continuously under the review of the Efficiency Bureau and whenever there is occasion for making any new zones, the railway administration will not be found wanting. Also we hope that this reorganisation and introduction of this divisionalisation scheme will improve matters further.

15 hrs.

My friend Shri Samanta talked about development of Geonkhali port. It is a very important subject, and we are very keenly interested in developing this port. But it is a subject which will have to be studied in much greater detail and it will take time. His suggestion, of course, is very valuable and it will receive due consideration.

**Mr. Deputy-Speaker:** Now we take up the other Demands. I propose to take up the cut motions just at the end and I will put them at the end when all the other Demands have been discussed.

**Shri H. G. Valishnav (Ambad):** I may also add my voice to those who have complained about the irregularity in the running of the railways, particularly on the metre gauge and small side lines. It may be that on the main lines the irregularity may not be to such an extent, but so far as the metre gauge trains and small lines are concerned, it is my experience that this irregularity is on the



[Shri H. G. Vaishnav]

increase. I had complained three or four times to the authorities concerned as well as to the Minister concerned, and also noted down my complaint in the Complaints Book of the stations that No. 561 Down train on the Manmad-Secunderabad line is every day late running by one hour or more for the last 1½ years.

**Mr. Deputy-Speaker:** But it is very regular.

**Shri H. G. Vaishnav:** Irregularity has become, I think, the regularity of the trains. So, people know that when they have to travel by that train they should reach the station not earlier than its due time but one hour late. If the arrival time of the train at Aurangabad is 9.10, generally people travelling by that train reach the station at 10.15 or 10.30.

**Mr. Deputy-Speaker:** They never miss it then?

**Shri H. G. Vaishnav:** They never miss it. Of course, if it is late for a few days it can be understood, but regularly coming late by one hour or more every day for the last 1½ years or even two years I can say, is not understandable.

Complaints were made in writing. What was the reply? They say "Yes". Firstly they thanked me for having brought this to their notice, as if it was my business to bring it to their notice. It is their business to see whether the trains run in time or not. Why should they thank me? Secondly they say: "Enquiries are being made about the late coming of the trains." Have they been making the enquiries for the last 1½ years? I do not know. It is a wonderful reply, an irresponsible reply. What enquiry are you making for the last 1½ years about this train coming late? It is a fact that every day it comes late by more than an hour.

**Shri V. P. Nayar:** Every day the enquiry has also to be made.

**Shri H. G. Vaishnav:** Then I wrote complaints in the Complaints Books at Aurangabad as well as at Manmad stations. Of course, the reply is

given to me very promptly, simply that enquiries are being made about the late coming. Though this is not a matter of great importance....

**Mr. Deputy-Speaker:** But my difficulty is that the hon. Member has got habituated to late running, because Demand No. 1 has been finished and we are on another Demand now.

**Shri Namblar:** Demand No. 4 is there. Administration.

**Mr. Deputy-Speaker:** I know that

**Shri H. G. Vaishnav:** I think punctuality can come under administration also.

**Shri Feroze Gandhi** (Pratapgarh Distt.—West cum Rae Bareli Distt.—East): There is ten per cent. increase in operative efficiency!

**Shri H. G. Vaishnav:** Some attention should be paid to such things. It may be a small matter, but it reflects on the working, especially on the metre gauge and small lines.

Another point is about overcrowding which is common on the broad gauge and also the metre gauge. Especially the broad gauge people complain a lot, but on the small lines there is overcrowding to such an extent that people sometimes travel on the top of the train, especially when going on *yatra* etc. It is a common scene. I think this thing also should be looked into. Such sort of travelling should be stopped and more accommodation provided. As my friend opposite said, there should not be unnecessary advertising for *yatras*. If the railway can accommodate passengers and make arrangements then only should they advertise; otherwise even people who are not at all thinking of travelling also travel, and the result is their plight becomes very hard and unfortunate. So, the railways should advertise for big fairs etc., only when they can provide the accommodation, otherwise let the persons take their own risk of travelling, and there should not be any hue and cry made about travelling by the railway.

Manmad is a very big station, an important junction on the main line. I see that all stations from Delhi to Bhusaval are well-equipped, are reconstructed, all amenities and facilities are being provided, and day by day more arrangements are made for the comfort of the passengers. But I see no sign of any change at Manmad station. There is no sign of reconstruction there. Especially, the fourth or the fifth platform on which the Hyderabad train arrives has no roof over it. The result is that in the rainy season, particularly, the plight of the passengers becomes very miserable. When lakhs and lakhs of rupees are being spent on smaller stations, I do not see why the reconstruction of Manmad station has not been taken up. Perhaps, this might not have come to the notice of the Railway Administration. But now I am bringing it to the notice of the Railway Administration that Manmad station also should be reconstructed and all facilities and amenities should be provided to the passengers.

I have also to make a short reference to the Puri-Vaijnath junction. It is a junction where the broad gauge and the metre gauge lines come together. But the railway station is located on one side while the town proper is on the other side. There is no proper overbridge, no level-crossing etc., for the convenience of the passengers. There are about four or five lines running there, and the passengers have got to walk half a furlong and then cross the lines and then go to the town side. I do not see why the trains should not stop opposite the town, or why there should be no overbridges etc. There is also no covered platform there, even though it is a big station. Especially during the time of *yatra* to Pandarpur and other places, people are put to great trouble. I would request that the railway authorities must pay some attention to the reconstruction of this station also.

**Mr. Deputy-Speaker:** The hon. Member should not suggest too many

things, for it may not be possible to execute all of them.

**Shri H. G. Vaishnav:** I shall mention just one more point, before I conclude. After the reorganisation of States, the traffic to Bombay from the Marathwada area has increased, especially in the Godavari Valley trains running between Secunderabad and Manmad and thereafter to Bombay. There is heavy overcrowding on this section after reorganisation. So, I would suggest that there should be an extra train from Nander to Manmad, so that the increased traffic may be coped with. Formerly, the traffic was towards Hyderabad, but now there is more traffic from the Marathwada area towards Manmad and Bombay. So, it is very necessary that there should be extra trains between Nander and Manmad, so that the extra traffic may be catered to.

**Shri D. C. Sharma (Hoshiarpur):** I am sorry I was not able to take part in the general discussion. So, I would like to mention just a few points relating to the Demands for Grants which are before us now.

My first point is in regard to new lines. I am afraid most of the surveys, whether they are engineering or traffic surveys, are an eye-wash. They are done at the instance of some Members of the public or some Members of Parliament. But after they have been undertaken, one does not hear anything about them. For instance, I do not know what is going to happen to the surveys mentioned at page 8, namely surveys Nos. 2, 9 and 10. I would say that the railway line from Madhopur to Kathua via Lakhapur has not only some commercial value but also strategic value. It has also a psychological value, because it is going to connect our India with that part of India which we call Jammu and Kashmir. I do not know what is happening in this particular case.

[Shri D. C. Sharma]

Again, there had been also a survey of the Pathankot—Madhopur line. But I do not know what is happening in this case. What I mean to say is that most of these surveys are conducted, in order that they may offer some kind of sop to the persons who take part in the discussion; but afterwards, nothing is heard about them.

My next point is in regard to the Railway Service Commissions. I have nothing to say against the Railway Service Commissions, but I want to make only one point. There is a great deal of delay in the declaration of results. So many students have come to me and said that they took the examination so many months ago, but the results had not been declared.

**Shri V. P. Nayar:** Were they all your students or others' students?

**Shri D. C. Sharma:** I look upon every student in this great country of ours as my student, as I look upon every communist in this great country of ours as my friend and perhaps my well-wisher.

I would like to suggest that the Railway Service Commission may be enlarged if possible. We have only four commissions at this time. If necessary, there may be more, so that the results could be declared in time. The candidates go from pillar to post, and they have to wait endlessly for the declaration of the results. Moreover, they find it greatly inconvenient in coming up for the interviews.

I would suggest to the Railway Minister that the interview part of the selection should be overhauled. If I may say so, the UPSC and the State Public Service Commissions have brought to bear a new outlook so far as these interviews are concerned. But the Railway Service Commissions conduct these interviews in the old traditional ways, which are not in conformity with the spirit of new India. I would, therefore, say that something must be done in this regard.

**Shri Shah Nawaz Khan:** The hon. Member may make this point a little clearer. I could not follow.

**Shri D. C. Sharma:** My point is that the persons who examine these students put such questions as are very much above the heads of the students. They try to show off more their knowledge than test the knowledge of the students. They want to show to the students that they know so much. Moreover, they do not put the students at their ease, when they are examining them. The psychological implication of the interview is that the candidate must be put at ease and he should feel at home, when he is answering the questions. But this is not done. Though I have nothing to say against the personnel of the Railway Service Commission, I must say that they should introduce new methods of interviews, and they should also try to expedite the publication of the results.

From page 17, I find that we have had French experts and American specialists to study certain aspects of the railway system in India. But we do not know of what use they have been to us. We send our teams to other countries, and we bring of foreign experts to our country. But I would like to know from the Minister what changes for the better have been introduced in the railways as a result of these studies which we have conducted abroad and the studies which foreigners have conducted in this country. I feel that the result will not be found to be commensurate with the money that we have spent, and with the time that our officers and others have spent over this matter.

I want to say, in this connection, that we should have a catalogue of the problems that confront the Indian railways. We should catalogue them zone-wise, and we should have a list of the problems connected with the different systems of railways, and after having those problems before us, we should get them studied scientifically either here or abroad. It is

no use sending out general missions and getting them back and then sitting tight over the reports, and not acting even upon those aspects of the reports which will lead to improvement in the working of the railways.

Then, I would say that the railways are not spending enough on labour welfare. When I looked at the list of items mentioned under the head 'Labour Welfare', I felt astounded. It is a long list of welfare projects, that has been given. But I find that the money that has been spent is not in proportion to the numbers that are employed by the Railway Ministry. The money that has been spent is not in proportion to the relief that is needed.

I would say that a certain proportion of railway earnings—I would not specify it—must be set apart for labour welfare. I have been told that most of these labour welfare officers are more interested in self-advancement than in looking after the welfare of the persons whose interests they have been asked to guard. This may not be true in the case of all—it may be so only in the case of some. A few have been brought to my notice. But I would say that so far as the labour welfare officers are concerned, we must expect a higher standard of duty, a higher standard of performance and a higher standard of conscientious work from them. I would say that when we have the full budget presented, a greater amount of money should be set apart for labour welfare.

I think Shri B. S. Murthy was trying to ventilate the grievances of station masters. I do not know much about station masters. I think they have their grievances. The assistant station masters have their grievances. The guards come to us and say so many things. Even the attendants who are in the air-conditioned coaches come to us and tell us so many things. What I mean to say is that if the Railway Ministry has appointed a Committee to examine the freight structure of the railways—it is a

good thing that they have done—I do not see any reason why they should not appoint some kind of Committee or Commission to examine the wage structure of the railway staff all along the line. I think that should be done. It is because freight is connected with wage and the wage level is connected with freight. You cannot revise the freight structure without revising the wage structure as well. They hang together. Therefore, now that they have appointed a Committee to go into the freight structure, I think the time is ripe, the time is opportune, the time is really propitious, to have some kind of inquiry into the wage structure. It may not be a Commission; it may not be a Committee; it may be anything. They should conduct some kind of inquiry into the wage structure of the railway staff, the service conditions and other things. I think the time has come when these things should not be delayed.

This is because the railways bring home to the average man the Central Government much more than any other central agency. People look upon the Central Railways under the Central Government as the Central Government. Therefore, I think that something should be done to bring to the minds of the people that if a revision is taking place in one direction, it should also take place in the other direction.

**Shri C. B. Narasimhan (Krishnagiri):** I wish to bring certain matters to the notice of the Railway Administration.

In the first place, there is one point about rail-sea co-ordination. In this matter, I speak for the progress and welfare of the far distant parts of the country, namely, Saurashtra and Madras, which have to receive for their industrial development coal from West Bengal and other distant places. Formerly, the industries that started in these areas depended on sea traffic for their coal supply, but since the second world war, the freight rates of the coastal shipping

[Shri C. R. Narasimhan]

have increased and, therefore, it has become a big financial problem for industries in the south and Saurashtra to get their coal supply by sea. Supplies by railway are also held up for want of wagons and various other factors. Naturally, further progress and development of industries in Saurashtra and South India is suffering.

It came to my notice during the last session that Shri T. C. Driver, President of the Coal Consumers' Association of India had made certain suggestions to the railway authorities. In one of these, he had said that the Railway Administration should give subsidies to consumers of coal in South India and Saurashtra if they get supply of coal by sea. He had made certain calculations and circulated papers to the Ministry. He thought that on a reasonable basis, the total amount of subsidy that Government would have to pay for importers of coal in South India and Saurashtra would come to only Rs. 35 lakhs or so. Papers connected with these were circulated. I had put certain questions and assurances were given and the Minister of Parliamentary Affairs only the other day laid on the Table of the House certain suggestions which Shri Driver had made in this connection. I would like the Administration to see whether this kind of subsidy for coal consumers in South India and Saurashtra could be given so that the higher cost they have to pay for getting coal by sea could be compensated by the subsidy. I suppose this matter will also be considered by the Rail-Sea Co-ordination Committee which is drafting its report and is expected to finalise it in a fortnight or so.

Another point the Administration has not taken proper notice of is the developmental projects taking place in the south around the lignite area. About Rs. 60 crores to Rs. 70 crores are being invested in the integrated lignite project in Naiveli, and following that a big bauxite project and iron project are also envisaged in the

Salem area. In perspective planning, it is very necessary that the railways should take note of what is necessary for transport purposes in this area where such big schemes are contemplated. I am afraid that due notice has not been taken of the transport requirements in these areas which may arise as a result of the integrated lignite project and the bauxite project in Naiveli and Salem respectively.

What I suggest is that the transport capacity of the area near Cuddalore and Salem should be increased. Salem, which is to consume in due course the lignite of Naiveli, has to get better facilities in respect of transport. For this, I suggest that the dismantled lines also be restored. When actually the area needed, as a result of the lignite and bauxite schemes, more railway facilities, what has actually happened is that one hundred miles of railway line that the area lost during the second world war has not been restored. When the necessity is for further extension of the railway line, what had been taken away during war time—one hundred long miles—has not even been restored. I hope that the survey which is going on for a metre gauge link between Salem and Bangalore will be completed, and the report will be sympathetically considered, and what is lost during the second world war and what is needed in the context of the Second and Third Five Year Plans will be granted and necessary compensation given to the area concerned.

About the Salem-Bangalore line, I have been telling this House but it had fallen on deaf ears. I hope it will not be so hereafter, and what I plead will be heard. I think the Salem-Bangalore link is a very necessary corollary to the Khandwa-Hingoli link and thereby providing a long metre-gauge link between Trivandrum and Cuddalore to the Punjab. That will have, to use an expression of Shri D. C. Sharma's psychological value and strategic value; it will also solve the transport problem of railways. A

north south central metre-gauge link will certainly be of great strategic importance. It will be a substitute for coastal north-south line in case of an emergency. Coastal lines are always open to attack from the sea while the central line, as an alternative, has great strategic value. The transport problem will also become easier. These are the advantages of accepting the Bangalore-Salem link and therefore, I plead for it.

Catering has been referred to by some hon. Members. After the food is served, the plates are left in the platform for attack by stray dogs. There is no method of protecting it. I would like something to be done by the Railway Administration to see that the plates are removed from the carriages and are placed in the safe custody and are not exposed to stray dogs.

**Shri M. R. Krishna** (Karimnagar—Reserved—Sch. Castes): Sir, I thought I would not be getting a chance to speak in this House about the difficulties with which some parts of my State are facing. It is a well-known fact to the Railway Board and to the present Railway Minister that the old Hyderabad State was having a very good Railway Administration. They had many plans for improvement. Since the integration, most of those schemes have been kept in abeyance. The general impression in that area is that no improvements in the railways have been effected at all in that area. We have heard in this House many times that many new lines are being opened in various places. We have been under the impression that, because certain areas deserved certain priorities, because certain new industrial developments were taking place in those areas, in Bhilai and other places where the steel projects are coming up, those areas deserve certain transport facilities. But, when we see the overall development that has been taking place in the entire country, we are definitely of the opinion that nothing has been done in my part of the country. We know that the railways had spent a lot of money in

repairing the bridges after disastrous accidents. They definitely spend money for such things.

In the report which the Railway Ministry has brought forward, I find that under the Second Plan, they are going to introduce the diesel car system in various places. I also find that the diesel car traffic will be introduced between Warrangal and Hyderabad. This is not a new thing which they are going to introduce. That was there before the integration took place. When the Nizam's State Railways were there, then there used to be diesel cars. There was a car running between Hyderabad and Kazipet. When that car got burnt, for four years the Railway Board could not find a single diesel car to operate there. Now, under the Second Plan, they give this impression to the Parliament that they are going to introduce a diesel car between Hyderabad and Warrangal. This is the type of development that generally takes place.

It has been brought to the notice of the House by various Members coming from that area that the link between Nizamabad and Ramagundam is very essential. Even though Nizamabad is one of the smallest districts of that State, it is one of the very rich districts of that area. That area gives the highest yield of sugarcane. Similarly, at Ramagundam, the Government of India is spending a lot of money for developing thermal power. As a result of that, there will be so many subsidiary industries coming up. Even now, there are many industrialists who want to develop that area by setting up cement, fertiliser and other factories. But, because there are no means of transport and communication, that area could not be developed. There is no meaning in developing an area and producing thermal power by spending crores of rupees if there are no transport facilities. The whole of that area will lie idle and the people of that area will definitely be very poor. The old Nizam's State Railway took up this area and surveyed the

[Shri M. R. Krishna]  
link between Ramagundam and Nizamabad. I was told that even money was found for this project. But, after the integration, everything was put into cold storage because the Government of India was probably keen on developing other areas due to various factors such as the development of industries and the economic factors. It was all right under the First Plan. I do not think that many Members from that area have made any complaint. But, under the Second Plan, it is the desire of most of the Members coming from that area that this link should be brought into existence. It is one of the very essential requisites if the Andhra State has to be developed. Thermal power is there and it will come up to Hyderabad State. If that is to be usefully utilised, this facility should be accorded to that State. I am hopeful that the Railway Board will definitely take measures which were already adopted by the old Nizam's State Railway and I think that under the Second Plan, money would be found to implement that project.

I do not know whether I should speak about the reservation for the Scheduled Castes. I have to refer to this point because the other day, when I spoke here, the Finance Minister was kind enough to refer to my speech and say that the Scheduled Castes in this country were well off. I will take some other opportunity to tell him more about this because he said that he had been educated about the Scheduled Castes during these elections. I would request the Finance Minister to re-educate himself about them again by going to my area. Perhaps his yardstick is different. He must have thought that Shri Jagjivan Ram is here as a Minister and Shri M. R. Krishna and other people are there as Members of Parliament and so the Scheduled Castes community has come up. This must have been the impression that he has in his mind when he said so.

**Mr. Deputy-Speaker:** Mr. Krishna should create a correct impression in place of the wrong impression.

**Shri M. R. Krishna:** That is right, Sir. I am only telling that another Member of this House, for whom we have great respect, said once in this House about their condition. I remember Shri Tandonji speaking here and saying that the Scheduled Castes in his part, who did not have a square meal, had to pick out grains from cowdung. He did not refer to my area. He has referred to U.P. That must be the standard from which you should judge whether the Scheduled Castes people in this country have progressed or whether they are yet in a backward state.

I bring this point here because in the railways the Scheduled Castes are generally able to find employment. In the Railways, when they recruit people as class IV servants, they do not ask for any high education. People who have little primary education or education up to middle class have got into the Railway Department and made good progress. After some years they become skilled people. That is the only department where Scheduled Castes candidates can enter without any high education and become really skilled technicians. Therefore, there should not be any restriction to recruit more number of Scheduled Castes people. The general reply that we get from the Railway Department, particularly the Central Railway, is that the number of Scheduled Castes employees has increased and therefore, more people cannot be recruited. I appeal to the Government not to take into account the present figure. The clause regarding the representation of Scheduled Castes to the extent of 12½ per cent came into force only after the Constitution was passed. If the Railways were to take into account the people who entered 30 or 40 years before, that would not be correct. They must take into account only the number of people who entered after the introduction of this clause with regard to the representation of Scheduled Castes. If they take into account the number of people who entered earlier, then there



will not be any place for even a single Scheduled Caste candidate.

**Dr. Rama Rao (Kakinada):**—Mr. Deputy-Speaker, Sir, I only want to speak on Demands Nos. 10 and 15. I have spoken on these things for the last five years. I will speak on them once more because we have now a new Railway Minister.

I am speaking about labour welfare and medical facilities. Before I come to the point, I must admit that the railway authorities are realising the importance of giving better medical facilities to the railway workers. Recently I had the opportunity of visiting the Madura Railway Hospital. It is a lovely hospital, but I wish it is equipped with all the departments. At a place like Madura, you must have a complete, self-contained hospital. What you have built is very good, but you have to make it self-sufficient. You must have an Eye Department and every other department. There is no reason why a railway hospital should not be a complete unit. The report says about specialists in some places. But what I say is that you must have all departments in all divisional and district hospitals.

Then I come to my chronic subject, tuberculosis. The railway authorities are now telling us that they have provided about 646 beds. The Adviser to the Government of India on tuberculosis once said that the Railways require about 3000 beds. Any way, this provision of 646 beds is inadequate. Secondly, I have tried to impress this point for the last five years, I would again suggest to the new Railway Minister to consider this point. Providing a 'railway ward' in some sanatorium is one thing, giving a railway hospital for tuberculosis patients is another. It makes a lot of difference. We want the co-operation of our railway workers. The psychological factor is very important. It is a pity I have not been able to impress upon the Railway Board the necessity for having a railway hospital for tuberculosis patients. The railway workers, when they realise that they

have their own sanatorium, that the Railways will take care of them when they are ill, will have greater confidence in the authorities and will put in more effort. I had the misfortune of living in many sanatoria. On various occasions I could notice the psychology of these patients, especially the railway staff who come for treatment. I won't say they are treated in a step-motherly fashion, but they are treated as somebody extraneous to the institution, somebody brought from outside, somebody who does not belong to the institution. I do not know how this psychology develops. Patients of the railway staff who are treated in the wards maintained by the railway authorities, do not feel quite at home, I am sure things would be different if the Railways maintain their own sanatoria. Of course there is the Pattabhiram Sanatorium, but that is a very small one. They must build big sanatoria at places like Bangalore and others. In fact, they require more than one fully equipped, fully staffed sanatoria.

That has got another advantage. The railway doctors, who do not otherwise have many facilities to specialise or get familiar with the disease, will have better facilities if they have their own sanatoria in one or two places. The essence of treatment of tuberculosis is early diagnosis. Unless the average railway doctor in a dispensary or an out-of-the-way station is fairly familiar with the early symptoms of tuberculosis, and facilities like X-ray etc. are within easy reach, the disease will get into an advanced stage and things will become very difficult. Therefore, I appeal to the hon. Minister to start a big self-contained sanatorium for tuberculosis patients.//

In this connection I want to mention one other thing. When we went to China, we went to the Hongchow Sanatorium, not a T.B. sanatorium but a rest sanatorium, for textile workers of Shanghai. One of our Congress friends immediately remarked: "If we can build rest houses for our workers it will have a tremendous psychological effect". And that is a fact



[Dr. Rama Rao]

When the workers feel that there is somebody to look after them, they will naturally take more interest in their work.

Now I come to the question of maternity facilities. It is true that they are going to give more facilities. But what I want is that every railway hospital must have a maternity department. The report says that they are going to have a lady doctor wherever there is a maternity ward. What I suggest is that there must be a maternity ward in every railway hospital. Every railway dispensary must also have midwives. The medical service is one where we get ample returns for very little investment. You know that our civil services are very meagre; therefore, I appeal to the Minister to take special care in this respect.

I now come to the positive help. By positive help I mean that the Railway Minister should take more interest in encouraging physical culture amongst the railway workers. I hope the Minister, particularly the young Deputy Minister, will make special efforts to create facilities for recreation and sports for the railwaymen.

Then I come to the chronic complaint and that is with regard to the Kakinada-Kottapalli Railway. It has not been rebuilt though more than 14 years have elapsed. In the recent elections, our Congress friends said that if they are elected under the signature of Shri Thirumalrao and Shri B. S. Murthy, who is not here, they will make Kakinada a port spending Rs. 6 crores to Rs 6½ crores. There is another chronic complaint that Kakinada should be brought on the main line. They did not say that they would bring Kakinada on the main line. As soon as it is made a port, Kakinada will come automatically on the main line. In every speech the Congress supporter said that if the Congress gets the votes they will get Kakinada-Kottapalli line. Anyway, the Congress has got the votes and I have been defeated. Therefore, the electorate demands that

those promises made in black and white should be implemented. It will be some consolation to me in my defeat if Kakinada gets an 'intermediate' port, even at the cost of about Rs. 6 crores, and if it also gets the advantage of the Kakinada-Kottapalli railway line.

**Shri Namblar:** I have to draw the attention of the House to certain labour welfare measures. As soon as the hon. Minister took up office as the new Minister of Railways, he promised that he would bring in the pension rules to the railwaymen. Of course, this is a thing which created a stir among the railwaymen, as to whether they would be beneficial to the railwaymen or not. At present, the rules are such that they get provident fund and gratuity. As per rule, the provident fund that they get is this. They get 8.1⅓ per cent contribution from the railway, and another 8.1⅓ per cent will have to be contributed by the railwaymen from their own pay. That means, for every year, they get two months' pay as saving and at the end they get the total amount plus the interest, and finally a gratuity. That is at the rate of half a month's pay for one full year of service. This is the present system. Therefore, when the railwayman retires at the age of 55, he gets an accumulated amount which may sometimes be Rs. 5,000 or Rs. 15,000 as the case may be.

Today, if we are to dispense with this system, and bring in the pension system, the matter must be thoroughly discussed and we must see what are items that the hon. Minister includes in this system. I know there will be some difficulties at the transition stage. Some may opt and some may not opt for the new system but the point is, the pension system must be such as to help the employee at the time of his retirement. Generally, the railwaymen do not live long after they retire at the age of 55. After retirement at the age of 55, they live only for a short number of days or months or at the most a short number of years. The

quantity by way of pension that they may get may be very small compared to the other benefits. I am not decrying the desire of the Railway Minister for the pension system. I also welcome it. But the matter must be thoroughly discussed and a decision must be taken only after consultation with labour.

If the railwaymen are to be given pension, I suggest that half of their pay must be fixed as pension at the end of their service, when they retire, for, otherwise, there is no meaning in granting a pension, and it will be something like a pittance at the time of death. This is a very big issue and I think the new House will certainly discuss it threadbare before the scheme is put into operation.

I shall next mention about the tuberculosis patients. Dr. Rama Rao only just now mentioned it and I do not want to go into details. But there is one thing which I would mention. It is not that there is no chance of getting a bed here or there for the T. B. patient. The question of T. B. among railwaymen is more serious than that. Today, if a railwayman is reported to have fallen a victim to T. B. he is put on leave. To the extent that he is eligible for leave with full pay, he is given pay. After that, he will have no pay till eternity, whether he gets a bed in the hospital or not. The point is that his family begins to starve with the added disadvantage that he himself has to starve. Therefore, whatever relief you want to give such patients suffering from T. B. is this. You must give the man a minimum of six months' leave with pay, so that if he is not given a bed, he can pull on at least with difficulty. I am asking for six months; only but it will not be enough, for, it will go up to one year. But six months will be the minimum. Whatever leave the patient has earned, it should be given plus six months' special leave with pay which should be given so that the railwayman may not suffer.

Shri U. M. Trivedi (Chittor): Ordinarily.

Shri Nambiar: Yes. Thus, the railwayman can look after himself and take care of his health and also allow the family members to improve their health. Otherwise, besides himself starving, the family members will also get T. B. subsequently. With this pay, as suggested by me, he can pull on even if a bed is not available. If a hospital can be given away exclusively for railwaymen, well and good, but the question of leave with pay is more important.

Lastly, I take up the question of victimisation. The hon. Minister stated before he became the Minister of Railways that irrespective of the party affiliation of railwaymen—they may have connection with the Communist Party or the R.S.S. or some other party—he would try to help the railwaymen by looking into their cases. That is the spirit of what he said. I have brought to the notice of the Railway Board and of the Railway Ministry specific cases where railwaymen were punished. Just for showing Communist leanings in the days of 1948-49, which fact could not be proved subsequently. Merely on police reports, action was taken. I have said that such cases may be reviewed and those men, if they cannot be reinstated, may be re-employed, especially in cases where there is no case of proved leanings with the Communist or any other party.

There is also a recent case coming under the National Security Rules. There is the case of Shri Shrinath, Ticket Examiner in Shoranur, which was represented to the hon. Minister of Railways, Shri Lal Bahadur Shastri. He said he had all sympathies with the person, and promised to do his best. But there was somebody, some force, working to stop that sympathy being put into operation. Therefore, I request the hon. Minister to consider such cases, including the one which I specifically referred to just now.

I am prepared to hand over all the papers connected with the case men-

[Shri Nambiar]

tioned by me, to the Minister. Let not the Minister be carried away by the old, bureaucratic methods. I hope he has some sympathy and that he will consider the cases carefully.

**Shri Shah Nawaz Khan:** I am sorry my hon. friend Shri Vaishnav is not here. He made a complaint about the late running of metre gauge trains—561 6—Down. He said that it was running late for about a year and a half. I was very sorry to learn that. We will certainly see what we can do to improve matters.

**Pandit S. C. Mishra** (Monghyr North—East): Change the time-table.

**Shri Shah Nawaz Khan:** My friends, Shri Nambiar, Shri Vaishnav and some others also referred to overcrowding in railways and also to the point that we were encouraging overcrowding by advertising fairs, etc. My friends will be glad to know that we have taken a decision to cut down the concessions that we gave formerly for the travelling public who wanted to go to fairs, etc.

**Shri U. M. Trivedi:** Concessions for the fairs will give more earnings for you.

**Shri Shah Nawaz Khan:** I hope that our proposal would reduce to some extent overcrowding in the railways. I am also sorry that my friend Shri D. C. Sharma is not here. He said that surveys were merely a white-wash. I may submit that surveys are not a white-wash. They are carried out and then after the surveys are completed....

**Shri U. M. Trivedi:** They take ten years.

**Shri Shah Nawaz Khan:** We have to study the situation and find out if there is really any justification for opening the lines.

**The Minister of Railways and Transport (Shri Jagjivan Ram):** Sometimes, Members only want surveys.

**Shri Shah Nawaz Khan:** Shri D. C. Sharma also made mention of the functioning of Railway Service Commissions. I was really surprised because I always looked up to the observations of Shri D. C. Sharma as from a balanced person, but I never thought that he would indulge in such talk. I am sorry he is not here.

**Shri U. M. Trivedi:** Where has he gone? He has become unbalanced so soon.

**Shri Nambiar:** Sometimes he has to speak the truth.

**Shri Shah Nawaz Khan:** He was talking about the interviews and what the Board should ask and what they should set for the examinations of candidates. It is very surprising. I am sorry that most of the Members who spoke have walked away. Shri C. R. Narasimhan talked about the rail-sea co-ordination.

**Mr. Deputy-Speaker:** They wanted only to talk and not to listen.

**Shri U. M. Trivedi:** There is no quorum. Let the bell be rung, so that they will all come in.

**Mr. Deputy-Speaker:** The bell is being rung. Now there is quorum. The hon. Deputy Minister may continue.

**Shri Shah Nawaz Khan:** Quorum is there, but Mr. Sharma is not here. I am glad my friend Shri Narasimhan has come. He has talked about rail-sea co-ordination. We are fully seized of the importance of co-ordinating rail-sea transport and I may inform the hon. Member that a certain amount of the coal used in the south on the Southern Railway is being carried from Calcutta by sea, although it is more expensive. Out of regard for the industry and the other uses of coal, we take coal by the more expensive route ourselves. In view of the difficult transport position, this will have to be developed further. As

I said, we are aware of the importance of this matter and it will receive due consideration.

**Shri C. R. Narasimhan:** What about the question of subsidy?

**Shri Shahnawaz Khan:** Subsidy will be considered later on. He also talked about the plates that were left on the platforms to be licked by dogs. I am sorry to learn about this; we will certainly issue the necessary instructions to remove this. (Interruptions).

My friend, Shri Krishna, brought forward an important point regarding the reservation for Scheduled Castes and Scheduled Tribes....

**Dr. Rama Rao:** In the trains?

**Shri Shahnawaz Khan:**.... in the railway services. This is a subject which has been receiving the attention of Shri Lal Bahadur Shastri when he was the Railway Minister; and, it is also receiving the continuous attention of the present Railway Minister and the Railway Board. Instructions have been issued to various railway service commissions to make a special endeavour to recruit Scheduled Caste candidates for Class III and Class IV services. It has been said sometimes that they do not come up to the standard. We have gone to the extent of issuing instructions that the normal standard may be relaxed to a certain extent for the Scheduled Caste candidates. I can assure the hon. Member that this matter is receiving the attention of the Ministry and we are trying to do all that is possible to help the Scheduled Castes and Scheduled Tribes.

**Dr. Rama Rao** talked about the medical facilities for railwaymen. I am very glad to learn that he was able to visit a railway hospital at Mathura and that he approved of the arrangements.

**Dr. Rama Rao:** Madurai on the Southern Railway; not Mathura.

**Shri Shahnawaz Khan:** He talked about the opening of T. B. hospitals by the railways. We have opened railway wings in various T. B. hospitals, because that is cheaper. In view of the limited resources that we have, we thought that was the best arrangement for the time being. If the necessity arises for having separate T. B. hospitals at some later date, we will not shirk from that responsibility.

The maternity wards in various hospitals are very important. This is also receiving the attention of our senior medical officers. The hon. Member talked of some promises which the Congress Members had been making about bringing Kakinada on the main line. I can assure him that that was not done with the concurrence of the Railway Ministry.

**An Hon. Member:** Do you disown the promise?

**Mr. Deputy-Speaker:** Let us presume that it was initiated by Dr. Rama Rao.

**Shri Shahnawaz Khan:** That is all I have to submit.

**Shri Jagjivan Ram:** I would like to say a few words about the pension scheme, which my friend, Mr. Nambiar, had raised. I made that announcement because I found that there was a demand for pension from a considerable number of railway employees. It is being examined; I have asked the Financial Commissioner to work out two or three alternatives. Naturally we will place them before the railway employees.

So far as the existing employees are concerned, they will have the option either to continue to enjoy the existing benefits that they have got, namely, provident fund and gratuity, or to opt for the new pension scheme or pension-cum-gratuity scheme, whatever it may be. For the future entrants, we will consider two or three alternatives. It will be a combination of pension-cum-gratuity or half of the gratuity to be paid at the time of retirement and

[Shri Jagjivan Ram]

half to be paid as pension or purely pension. There are two or three alternatives which will be worked out and it will be possible to adopt for the new entrants one of them. I am anxious to introduce the pension as early as possible after the examinations are over and the assessments have been made.

**Mr. Deputy-Speaker:** Have I the permission of the House to put all the cut motions together?

**Several Hon. Members:** Yes.

**Mr. Deputy-Speaker:** I shall now put all the cut motions to the vote of the House.

*The cut motions were negatived.*

**Mr. Deputy-Speaker:** The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper, be granted to the President, on account, out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of the following heads of demands entered in the second column thereof:

Demands Nos. 1 to 11 and 13 to 18."

*The motion was adopted*

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

#### DEMAND NO. 1—RAILWAY BOARD

"That a sum not exceeding Rs. 29,78,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Railway Board'."

#### DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 70,56,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Expenditure'."

#### DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 18,03,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Payments to Worked Lines and others'."

#### DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 12,79,65,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Administration'."

#### DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 39,13,33,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Repairs and Maintenance'."

#### DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 24,74,66,000 be granted to the President, on account, out of the Consolidated Fund of India to de-

fray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Operating Staff'".

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

"That a sum not exceeding Rs. 20,72,42,000, be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Operation (Fuel)'".

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

"That a sum not exceeding Rs. 7,02,99,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Operation other than Staff and Fuel'".

**DEMAND No. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs. 10,81,58,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Miscellaneous Expenses'".

**DEMAND No. 10—WORKING EXPENSES—  
LABOUR WELFARE**

"That a sum not exceeding Rs. 2,99,03,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Labour Welfare'".

**DEMAND No. 11—WORKING EXPENSES—  
APPROPRIATION TO DEPRECIATION RE-  
SERVE FUND**

"That a sum not exceeding Rs. 18,75,00,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'".

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

"That a sum not exceeding Rs. 43,05,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works (Revenue) Labour Welfare'".

**DEMAND No. 14—OPEN LINE WORKS—  
(REVENUE)—OTHER THAN LABOUR  
WELFARE**

"That a sum not exceeding Rs. 4,45,53,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works (Revenue)—Other than Labour Welfare'".

**DEMAND No. 15—CONSTRUCTION OF  
NEW LINES**

"That a sum not exceeding Rs. 8,65,85,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Construction of New Lines'".

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

"That a sum not exceeding Rs. 1,54,93,91,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works—Additions'".

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

"That a sum not exceeding Rs. 26,29,31,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works—Replacements'".

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

"That a sum not exceeding Rs. 13,48,73,000 be granted to the President, on account, out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958 in respect of 'Open Line Works—Development Fund'".

**RULES COMMITTEE**

**MINUTES**

**Shri S. C. Samanta (Tamluk):** I beg to lay on the Table a copy of the minutes of the sitting of the Rules Committee held on the 26th March, 1957. [Placed in Library. See No. S—103/57].

**APPROPRIATION (RAILWAYS)  
VOTE ON ACCOUNT BILL, \*1957.**

**The Minister of Railways and Transport (Shri Jagjivan Ram):** I beg to move for leave to introduce\*\* a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1957-58, for the purposes of Railways.

**Mr. Deputy-Speaker:** The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1957-58, for the purposes of Railways".

The motion was adopted.

**Shri Jagjivan Ram:** I introduce the Bill.

**KERALA BUDGET—GENERAL  
DISCUSSION**

**Mr. Deputy-Speaker:** We now take up the next item: Kerala Budget, General discussion. Let us know how many Members would like to participate in this. Six.

**Shri Frank Anthony (Nominated-Anglo-Indians):** Mr. Deputy-Speaker, I have a cut motion, to discuss the nomination of an Anglo-Indian representative to the Kerala State Legislature. I am speaking on this cut motion.

**Mr. Deputy-Speaker:** First we have some general discussion.

**Shri V. P. Nayar (Chirayinkil):** This is not a discussion on the Demands.

**Shri Frank Anthony:** This is very important to all the political parties

\*Published in the Gazette of India Extraordinary Part II—Section 2, dated 27th March, 1957, pp. 35—38.

\*\*Introduced with the recommendation of the President.

including my friends on this side. They are interested in it. I seek the indulgence of the House because some of my references may savour of a sectarian character. The cut motion refers to a guarantee given to a section of the people of India and therefore....

**Mr. Deputy-Speaker:** He may refer to the subject: not to the cut motion again and again. He may say whatever he has to say on the subject.

**Shri V. P. Nayar:** Would it not be better if the general discussion is over before dealing specifically with a particular matter?

**Shri Frank Anthony:** I have raised this particular subject because it is of extreme political importance in the present set-up in Kerala and I feel that because of the peculiar relative strength of the main political parties, this vital constitutional guarantee given to my community is likely to be caught up in this and made a pawn in Kerala politics.

Article 333 of the Constitution provides that the Governor of a State, if he feels that the Anglo-Indian community has not got adequate representation, he may nominate any member of my community to represent the community in the House. This article 333 was put in the Constitution at my instance by the ruling party. I was very grateful to them. It was clearly understood that this provision envisaged that the person who would be nominated by the Governor would not only be a member of a community, but more so, he would be a representative of the community. It was never intended that this guarantee should be perverted or stultified because of some extraneous political considerations. It was never intended that this representation or guarantee in the Constitution was to be there for the benefit of any political party. It was intended for the benefit of a particular minority community. The framers of the Constitution, in their wisdom, felt that they must give a constitu-

tional guarantee in respect of specific representation to this community. My real fear is that because of this political set up as it has emerged in Kerala, there may be an attempt to bring in a person who is not only not a representative of community, but not even a member of my community, merely because he carries a particular political label.

**Shri Nambiar (Mayuram):** Why fear now?

**Shri Frank Anthony:** You are very interested in this.

**Shri Nambiar:** Why fear now?

**Mr. Deputy-Speaker:** The hon. Member must be allowed to go on un-interrupted.

**Shri Frank Anthony:** I submit with the utmost of respect that in this particular matter, the Governor, under article 333 is required to act as the custodian of the interests of the Anglo-Indian community. Perhaps he will be asked by the party that has got the majority to act under their advice in this matter. I submit with the utmost of respect that the guarantee that was given to my community was given under the specific understanding that it was for the benefit of my community and that is why this particular guarantee was placed in the exclusive discretion of the Governor. Article 163 of the Constitution has made it very clear that the Governor has certain discretionary powers under the Constitution and that it is for the Governor to decide when he is bound by the Constitution to act in his discretionary powers without any reference to his Ministers. A reference to article 333 shows very clearly that it was the intention of the framers of the Constitution that in this particular matter of giving representation by nomination to the Anglo-Indian community, he would act exclusively in his discretion. He may consult his Ministers. He may consult any number of parties. But the discretion is his and is exclusively his to no-



[Shri Frank Anthony]

nominate a representative of my community. I submit with the utmost of respect that if the Governor does not act in his discretion, if he is guided by one party or another to the exclusion of the interests of the Anglo-Indian community, the Governor will be guilty of a dereliction of a clear duty which has been cast upon him by Constitution.

What does article 163 say? Article 163 says :

"(2) If any question arises whether any matter is or is not a matter as respects which the Governor is by or under this Constitution required to act in his discretion, the decision of the Governor in his discretion shall be final....."

If we read article 333, the position is made abundantly clear. It says:

"Notwithstanding anything in article 170, the Governor of a State may, if he is of opinion that the Anglo-Indian community needs representation in the Legislative Assembly of the State and is not adequately represented therein, nominate such number of members of the community to the Assembly as he considers appropriate."

The discretion is his and it is exclusively his. I would add this rider that in exercising this discretion, the Governor is bound, like a Magistrate or a Judge, to exercise it according to certain unwritten conventions. Courts have a discretion. It is not an arbitrary discretion. It is not a capricious discretion. In the case of the discretion of the courts, that has to be exercised judicially according to certain unwritten and yet accepted norms and conventions. I submit with the utmost of respect that the discretion of the Governor—he may or may not consult any party—has to be exercised reasonably. It will have to be exercised subject to this one condition, consultation with the community concerned. I submit with

the utmost of respect that if the Governor does not consult the community concerned, if the Governor puts in a person who is palpably unrepresentative, if he puts in a person who is repudiated by the community, if he puts in a person who is representative of persons not members of the community, he will be travestying his discretion, he will be stultifying this constitutional guarantee given to my community, and in this matter I see no difficulty. I have a feeling that behind the scenes some party or other may have told the Governor that he must accept their particular advice in this matter. My respectful submission is that the Governor may or may not wait. If he does not wait, it is a question of his discretion. If he waits, he is not bound by any party, whether it is in a minority or a majority. The only conditioning factor to the exercise of his discretion is that he will consult the community to whom this representation has been accorded.

I have raised this matter because, as I have said, the position in Kerala is peculiar, and the likelihood is that this guarantee may be stultified because of these peculiar conditions. The Governor has already consulted the representative of my community in this matter. He has consulted the only organisation in the country which is representative of the community which I have the privilege of leading, the only organisation which the Government at the Centre recognises.

**Shri V. P. Nayar:** Could I know how many members of the Anglo-Indian community in Travancore-Cochin are members of your organisation?

**Shri Frank Anthony:** About 500. I am dealing with it precisely. The total number will be about 2,000. That is precisely what I want my Communist friends to appreciate.

**Shri V. P. Nayar:** We know it.

**Shri Frank Anthony:** My friends do not know the position. I am going to tell them what the position is. In Kerala the position is different from the position in any other State. In Kerala those members who could say that they were members of the Anglo-Indian community—I am talking about the State of Travancore-Cochin—were a mere handful. That is the actual position. I want my friend to look at the census figures, to look at the statistics. There were only a handful of members. With the formation of Kerala, a fair number of members of my community have fallen into it. Schools in which I am deeply interested have fallen into it. There were only two Anglo-Indian schools in the whole of Travancore-Cochin before. Now there are nine.

I am not blaming my friend because even the Government has been confused, my own community was confused as to who were Anglo-Indians in the State. The position has been clarified only within the last year or two. We always felt there was a very small number of my community in Kerala. Two or three years ago one of the claims publicised was that there were certain members of my community claiming to be included in the backward classes. Immediately my community from Kerala, from every State in India reacted and indignantly repudiated the suggestion. They said: "Yes, in the Anglo-Indian community there is bitter poverty, there is bitter unemployment, but it would be a fraud on the Government for any section of my community to claim concessions as a backward class." It was repugnant to the self-respect of my community that any section of the people of my community should claim to be a backward class. And here was a section in Kerala claiming to be Anglo-Indians, claiming to be a backward class. We investigated the position and we found that these claims emerged from a class of people who for 200 years have never been recognised by Government as Anglo-Indians. I do not

want to be misunderstood as peddling communalism or communal snobbery. Every section of the people has a right to be proud of the section to which it belongs. But because of certain guarantees given to my community, particularly representation in the legislature, there has been this insidious movement by people, who for 200 years have never been accepted either by the Government or by the community as members of my community, claiming to be Anglo-Indians. We investigated and we found that here was a body of people, mostly fishermen and rope-makers—there is no discredit in that—whose mother tongue is Malayalam who after 200 years were making this claim. We do not mind their being classified as being backward. We wrote to the Scheduled Castes Commissioner, You can classify them as backward, forward, intermediate, anything you like, but you cannot classify them as members of the Anglo-Indian community. And the position has been clarified.

Here is what the 1931 Census Commissioner has said with regard to these Firingis. The following extract is taken from page 259, Vol. XXI—Cochin Census of India, 1931:

"Many of them wrongly return themselves as Anglo-Indians while considerable numbers return Firingi or Indian Christians as their race. The Firingis are not shown separately in the tables, but are included with the Indian Christians. The statistics of Anglo-Indians are therefore inaccurate and misleading."

The Backward Classes Commission has as recently as 1955 further clarified the position, and they say in Vol. I, page 29:

"There is a small community in the extreme south (Travancore-Cochin) which is really Eurasian in character, being the progeny of alliances between Portuguese or Dutch fathers and Indian mothers. But because the

[Shri Frank Anthony]

old term 'Eurasian' was looked upon with disfavour, 'this community has been mistakenly classed with Anglo-Indians.'

So, there is 'this community which for 200 years has never partaken in the recognition or the guarantees or even the disabilities that were extended to the Anglo-Indian community, suddenly after 200 years coming in, and my friend Shri V. P. Nayar and I believe the Travancore-Cochin Government and even the Central Government was not aware of it. When in 1953 we saw this claim, we investigated it. We wrote to the Scheduled Castes Commissioner and clarified the position.

Why I say this is that there may be an attempt—the last nominee in the State Legislature was an avowed spokesmen of the Firingis, and the Firingis have been repudiated by my community. We did not do it, as I said, from any sense of superiority. We say this, if any political party, if the Government wants to give representation to the Firingis, well, give it to them, but give it to them as Firingis. Why do you encroach on the guarantees given to the Anglo-Indian community? That is my submission to the Government.

I submit with the utmost respect that here is a vital guarantee given to a small community; Government will not be disposed to stultify that guarantee. I submit with respect that if a person is nominated because of the peculiar political situation in Kerala, because of his political label, not because he represents my community, it would be a fraud on the Constitution, it would be a fraud on the constitutional guarantee given to the Anglo-Indian community. I submit that if an avowed spokesman of these Firingis who for 200 years have never had anything to do with my community—one of them was nominated last time, perhaps the Government did not know whom he represented—if a

spokesmen of the Firingis is nominated again, (the Firingis have been repudiated by the Anglo-Indians of Kerala and by my community in every State in the country) I submit with the utmost respect that it will be a fraud on the Constitution, a fraud on the constitutional guarantees given to the Anglo-Indian community.

I want to make an earnest appeal to Government, an appeal from here to the Governor, an appeal to the Home Minister. I have a great deal of faith in the sense of justice and fairplay of the Home Minister. I have known him for many years. I make an appeal to the Governor and the Home Minister to see that the content and the meaning of article 333 are respected,—the guarantee given to my community was intended to have meaning and content; article 333 was intended to give representation to my community—that the guarantee to my community will not in any way be stultified or perverted, because of the peculiar position in Kerala.

**Shri N. Sreekantan Nair** (Qullon cum Mavelikkara): During the last two Budgets I pointed out how President's rule in the State had been a thorough failure. The Congress Benches at the time were loud in their acclamations and praises of the Rau regime. I think it was Shri Matthen alone who had the courage to come forward and say that the Administrator's regime was being welcomed in the State...

**Shri Matthen** (Thiruvellah): I still repeat it.

**Shri N. Sreekantan Nair**: ... as against the earlier Congress Ministries, especially that of Shri P. Govinda Menon, and for this heresy he lost the Congress ticket.

**Shri Matthen**: That is true.

**Shri N. Sreekantan Nair**: The results of the elections have proved beyond any shadow of a doubt that the President's rule in the State has been

a thorough failure, a very dismal failure. The Congress Party has been routed at the polls, and Mr. Panampalli Govinda Menon the ex-Chief Minister, has been defeated in his own constituency. I also do not ignore the fact that the other Leftist Parties including my own have been completely routed at the polls, and only the Communist Party has come off with flying colours.

**Shri Matthen:** But the President's rule has nothing to do with that.

**Shri N. Sreekantan Nair:** No, it has something to do with that. I shall come to it presently.

I am neither over-anxious about the defeat of my party nor do I repent over the break with the Communists at the recent elections, because we have found that those vested interests which had flocked to the colours of the Congress in 1947 have now attached themselves to the Communist Party in Kerala. That has to be borne in mind. When we came out of the United Front, we did so not because we had any fundamental objection to having a united front with the communists, but because of this reason that I have mentioned. In fact, in the earlier days, in the 1952 elections it was we who took the initiative in forming a major group with the communists. But, at that time, the party itself was declared illegal in the State. They could not contest on their own ticket, and we thought that in the interests of democracy and progress they must be given an opportunity to contest along with others.

But now, things have changed. After the Twentieth Congress of the Soviet Communist Party, and after the Palghat Congress of the Indian Communist Party, the Communist Party's internal atmosphere and internal content have changed. Anyhow, we have broken away from the Communist Party and have lost all down the line. But we are not sorry over it because we think that the administration of the State by the Communist Party in the present set-up

would not be of any help to the Leftist movement either in the State or in the country as a whole.

Judging from the line they have adopted in regard to the Land reforms, we feel that they would not be in a position to solve the various complicated problems that confront the problem-State of Kerala. You, Mr. Deputy-Speaker may smile over this, and I may be wrong, and, in fact, I wish I may go wrong.

**Mr. Deputy-Speaker:** I was only thinking whether this was strictly relevant on this occasion.

**Shri N. Sreekantan Nair:** It is relevant because we are discussing the Kerala Budget which is going to be re-shaped by them.

**Mr. Deputy-Speaker:** Quite right. But more attention is being paid to the parties.

**Shri N. Sreekantan Nair:** Certainly, it is their approach to problems that is going to decide the character of their administration.

Anyhow, the people of the State decided that there should be no recurrence of the President's rule in the State, and they chose as between the Congress Party and the Communist Party, the Communist Party to come to power.

At this juncture, let me utilise this opportunity to welcome the Communist Party's rule in the State, as against the existing Governor's rule or the previous Congress regimes, which were, according to me, thoroughly corrupt and inefficient.

**Shri Matthen:** What about the PSP administration?

**Shri N. Sreekantan Nair:** That was an insignificant thing. They were so small. They do not count at all now.

On this occasion, I want to express my sympathies, deep-felt sympathies, with His Excellency the Governor, Shri B. Ramakrishna Rau, who was all along being utilised as the scape-goat by some Congress bosses of the

[Shri N. Sreekantan Nair]

State. All his recommendations—some of them were just and fair—were being overruled by the Centre and the Home Ministry, so much so he became very unpopular. His administration became very unpopular, and, naturally, the election results went completely against the Congress.

One of the main instances where this sort of thing took place was in connection with the High Court agitation in Kerala. You might be aware that in Rajasthan, Madhya Pradesh and Bombay, there are division benches of the High Court with powers to receive and dispose of papers or in other words, with what are called filing powers. A similar division bench was demanded by the people of Trivandrum also, because there was already a division bench of the High Court there, and they only wanted that it should continue. As you know, in Nagpur, in Rajkot, in Gwalior and in Indore, there are such division benches. But in the case of the Kerala State, no such bench has been allowed to be located at Trivandrum. So, naturally, there was agitation connected with that issue. The Central Government were not only indifferent to it, but they were deliberately against doing justice to the people of Trivandrum, because they thought that it would be of some help to the Congress Party in the election campaign. By raising some sort of parochialism or some sort of conflict between the various areas in the Kerala State, the Congress Party thought that they would utilise it for election purposes. So, the advice of the Governor and the Adviser was rejected.

It may be contended that it is the duty of the Chief Justice of the Kerala State to take action under section 51(3) of the States Reorganisation Act. But, once again, the fact is forgotten that this House has got over-riding powers, and it can take action under article 143 of the Constitution. If there is divergence of opinion on

any important matter, it is incumbent on the President to consult the Supreme Court and ascertain its views and then bring about some sort of uniformity between the various States.

Obviously, this cannot be considered to be a very insignificant matter. This question about the highest pinnacle, or the highest seat of justice is certainly a very important one. And, therefore, it is very necessary that there should be uniformity. But this was not enforced deliberately because the Central Government thought and their advisers in the Congress organisation thought that by utilising this as a means for playing upon parochialism, they would stand to gain. But, as a matter of fact, they did not. That is what has been proved by the election results.

The other day, the Finance Minister offered his co-operation to the State Government. I was very happy to hear it. I hope they will continue that co-operation. Otherwise, the communists will get a chance to say, 'Oh, they did not co-operate; so, we are going out', and naturally, when they go out, they will go out as greater heroes.

At the present time, with the present attitude of the Communist Party, it is better to give them co-operation, because they do not profess to go far beyond the measures which would have been adopted by any Congress Government. So, there need be no worry on this score at all. They would not undertake any reforms or any progressive steps which would be antagonistic to the Congress line. So, allow them to carry on merrily so that they may enjoy the benefits of power, and so that the people may decide whether they are in favour of the Communist Party being in charge of the administration or not.

So far as my Party is concerned, if the Communist Party is capable of controlling the reactionary elements in their own ranks who have rushed into it in recent years, if they succeed

in re-establishing the coir and cashew industries on a sound basis, if they succeed in solving the land problem, if they succeed in solving the unemployment problem, if they succeed in putting down corruption and bringing to book the grievous offenders of the immediate past, my Party is quite willing—and quite anxious—to give them all the help that they want. If, on the other hand, they fail to give a good account of themselves, then the people in the State who are very much politically conscious know how to deal with the situation. They will deal with it with as much alacrity as they did in regard to the Congress regime formerly.

I now come to the governmental activities of the last few months, or perhaps of the last one year. I am sorry to say that beyond the three district headquarters which have been set up under the original consent of this House, and which were later on ratified by this House, and a few other governmental projects here and there, no serious developmental work has been undertaken during the last one year. Many important schemes included in the Second Five Year Plan were held over. The reason that has been alleged is that they have had to reallocate the finances, so that the Malabar area also would get some funds for immediate development schemes, in case the Central Government would not step in in time and give more funds to Malabar. I do not know how far that is correct, but that is the explanation that is given in the development committees.

For instance, there is the scheme relating to the bridge in Quilon across the Ashtamudi. It is called Koettaethu Kadawa Bridge. It is a very important scheme. It was accepted, and all the preliminary works were undertaken and executed. But I find that that work has been stopped now for some reason which I do not know.

There has been, as you know, a very persistent complaint that the

Malabar area has been neglected by the Madras Government. I honestly think that there is some very sound basis for the complaint. So I would request the Central Government to reassess the claims of Malabar and allot more funds to the Malabar area so that funds from the T.C. area need not be diverted for the emergently needed developmental works there. If funds are diverted from the T.C. area, naturally it will lead to parochialism and parochial jealousies and conflicts, which would not be in the interests of the newly-born Kerala State. Whichever party may be in power the interests of the people and the nation as a whole are greater than political and partisan considerations. So I would request the Central Government to come forward and do justice to the Malabar area so that there may be no parochial or provincial jealousies or conflicts.

If you go through the expenditure in the past, you will find in the detailed estimates under item 50(b)—ferries and canals, bridges and culverts, etc.—that a sum of Rs. 13,000 is allotted for Travancore-Cochin area and there is a provision of Rs. 1,09,600 for the Malabar-Kasaragode area. The details about the amount allotted to Malabar and Kasaragode are not given.

To come to another aspect of the expenditure in the past. Under the heading 'other development works' the main expenditure is on buildings which comes to Rs. 27,22,300. Under development schemes, the amount allotted is 26,91,000. Under item 81(b), the provision for buildings comes to Rs. 107,95,300, the amount which we sanctioned without budgetary provision. Thus developmental work in the past one year was mainly concentrated on putting up government buildings.

The President's rule must have been a very great blessing to the PWD officers, and contractors. The departmental heads naturally would also have stood to gain by such contracts.

[Shri N. Sreekantan Nair.]

While building construction work has been going on merrily, other important developmental and constructional works have suffered. For example, water supply schemes have been completely neglected. I know that as a matter of fact about Rs. 20 lakhs had been allotted for the Quilon-Kottayam works. The plot of land itself was not allotted till one or two months back. No work has been initiated there. About Rs. 79 lakhs were allotted for the Water Supply schemes. I think very little has been spent from this amount.

If you go through the review of the President's rule in Kerala State, you find a lot of claims made there. To speak mildly, all those claims are quite incorrect. The government-controlled industries in the State have been most inefficiently-managed. Their income has fallen down and most of them are running at a loss. Statutory rights under the Industrial Disputes Act and other trade union laws have been denied to the workers. There have been strikes. There have been complaints and petitions before the High Court. All these things have been happening for the last four or five years and they could not be settled even by two terms of President's rule in the State.

Even the most legal, statutory claim of the worker on the question of seniority of service has been ignored. Their rights have been completely ignored. For example, the Government claim that two ceramic factories have been started at one spot. In Kundara in a certain place, there was an old factory. There was a new factory put up. From the old factory, machinery was transferred. Out of a total strength of 425 workers, 378 have been arrested in trying to prevent this transfer of machinery from the old to the new factory. The Government came forward with a proposal that it was an entirely new factory, so the old workers would not be taken to the new factory as they were; they would have to apply again

and would be taken as new recruits. They were to be taken as new recruits without any service conditions. Nothing is said about gratuity and other statutory rights. We asked the Government: give at least our statutory rights. They say: No, we cannot say anything. That was the position, so that out of 425 workers, 378 had to go to jail. Can you imagine such a state of affairs in any other part of the world?

If you go into the figures given in the budget for 1956-57, except in the case of three items—and they are general items, and naturally they have spent more—for the last five months, according to their own claims, the expenditure has not exceeded even 60 per cent. These three items are NES, then power projects and large and medium industries. In the case of large and medium industries, they have exceeded the allotment because large amounts have been given to private industries.

16.46 hrs.

[MR. SPEAKER in the Chair]

Such lump-sum provisions were made for the benefit of vested interests. But in the other case, the case of village and small-scale industries, which is certainly a very vital sector in the life of the people, the expenditure is only about 15 per cent. The expenditure incurred during the last five months on labour and labour welfare is only 3 per cent of the amount allotted. Can any Government's callousness go beyond this?

Minimum wages that have been fixed have not been enforced. Minimum wages for Coir Industry had been fixed and during the last two or three years, we have been clamouring for their enforcement. But nothing has been done.

The Government have miserably mishandled the cashew industry. The Home Minister was saying that they had declared the cashew factories to be non-seasonal and workers were definitely going to benefit by it.



whether workers have gained or lost can be judged by the fact that for six months the workers had no job and even now they do not have any job. This is what they have gained. During the last four months during which the factories remained closed, they have not received a single pie as lay-off compensation or unemployment benefit. This is what we have gained.

On the eve of the elections, a Press communique was issued to the effect that the factory owners were going to reopen the factories. This statement was made by Government deliberately to help the Congress get a few more votes. Can the life and well-being of 20,000 workers be more scandalously treated by any Government? This has been the attitude of the Government—towards the people.

Coming to the budget for the year 1957, it is admitted by the Ministry itself that it has been prepared in a haphazard manner. At page 8 of the Explanatory Memorandum, they have admitted that they have not given any figures of the previous five months because it would not be correct to base the figures for the future on the figures of the past five months. So they admit that the budget has been prepared in a rough and ready manner. They have estimated the revenue at about Rs. 26.50 crores and the expenditure on revenue account at Rs. 27.52 crores, leaving a deficit of Rs. 1.02 crores. The total capital expenditure outside the revenue account is fixed at Rs. 9,59,54,000. The net disbursements on loans and advances are Rs. 62,94,300. Public debt and loans account for Rs. 6,40,43,900. Public account is estimated at Rs. 4,24,25,100. Opening cash balance is Rs. 1,80,00,000. The closing balance is Rs. 1,20,43,000.

As these figures are very unreliable, the Communist Party would naturally bring a different perspective to bear in the preparation of the final budget. I do not wish to comment at length on the budget proposals in view of this. I hope the Communist Party

would approach the budgetary problems confronting the State in a revolutionary, non-partisan attitude. On behalf of my Party, I offer my co-operation to them, for what it is worth. But if the Communist Party is vindictive and partisan in their attitude and if they do not fulfil the pledges and assurances that they have given to the people of Kerala, I warn them that though we have been defeated at the polls, we do still retain sufficient striking force to deal with any contingency. Let us hope that will not happen, and all will be well.

**Shri Mathew (Kottayam):** Mr. Speaker, there was sometime ago, a well-known Diwan of Travancore who said that it was his ambition to put Travancore on the map of India and he claimed he had succeeded partially in that. But, I say now Kerala has been put on the map of India and it is attracting great attention in different parts of the world during the last few days. History has been made and, it is still in the making. There is an injunction in the Christian scriptures: 'Rejoice with them that rejoice.' And I should therefore rejoice with my communist friends on the Opposition benches that they have come out triumphant. Victory is victory and there is no point in trying to explain it away. No doubt, when there is a trial of strength between two parties, the result is due to the comparative strength of one party and the comparative weakness of the other party. Even before, in the course of some discussions on Kerala, it was made out by the Opposition, that the Congress Party in the State was suffering from certain serious weaknesses and I replied that if it was a true statement, the benefit would go the Opposition and that they should exploit the weaknesses of the Congress Party for their ends! This is not a forum for exposing or explaining the weaknesses of the Congress Party in our State. I shall, if opportunity presents itself to me, do it on some other forum. So, my congratulations to the Communist Party for their



[Shri Mathew]

victory. I underline that term 'victory', for it is a real victory, I concede.

It is a most interesting experiment as political critics have observed in different parts of the world. For the first time in the history of the world, the Communist Party have come to power, though in a small State, due to the strength of the votes they obtained, as a result of freely exercised votes. That is a new departure in the history of the Communist Party. We are assured that they will work within the framework of the Constitution of India. Of course, there is no choice for them. But, still I attach some importance to that statement, because there is a difference between the willing acceptance of a position or the hearty acceptance of a position and the grudging of a position. May I take it that the Communist Party have heartily accepted that position, that they would work within the framework of the Constitution?

**Dr. Rama Rao** (Kakinada): Certainly.

**Shri Mathew:** I am very thankful for the assurance. Though he does not come from Kerala, he will have perhaps some influence on the Kerala Ministry, I hope. (*Interruptions.*) I hope that they will be faithful to their word, law-abiding and peaceful in their attitude towards the other parties. It is a great tribute to the Republic of India in a way that the Kerala State, as a result of the free exercise of votes, returned an opposition party—I say 'opposition party' taking into account the whole of India—and it has come to power with the votes polled in a fair and free election. And may I hope that similar fairness and sense of justice towards rival political parties will characterise the Communist Party? If that is done, I say that they will be making history as far as communism is concerned.

**Shri A. M. Thomas** (Ernakulam): There is a change in colour.

**Shri Mathew:** I want a change of the inner attitude and substance. I do not so much think of the change in the external colour or appearance. In this sense, it is the most interesting experiment.

For a pretty long time now, the Kerala State has been referred to as the problem State. It has been so and it is now in an increased sense, a problem State. Very often references have been made here to the density of population in Kerala—I won't say density of the people, but density of population, or over-population—the resultant unemployment of even the educated people and pressure on the land, etc. These questions have been referred to again and again from different sides in this House. We pleaded, therefore, for some special consideration at hands of the Central Government. No doubt, there were a few promises made. We were assured that the special needs of our State were being borne in mind. I am afraid, these promises, to a large extent, have yet to be fulfilled. I do not remember whether I once quoted a statement of Gandhiji given in a different context. Gandhiji said: "I belong to an idolatrous nation and I want ocular proofs". The special attention and consideration which Kerala received or is receiving at the hands of the Central Government, I would say, needs more ocular proofs.

I would specially commend certain points to the Kerala Government which is shortly going to be formed. References have been made, more often, perhaps, by those on the Opposition Benches than on these benches, that there was a great deal of corruption among Government officers. I do not want to exaggerate it. It refers only to some sections or the departments and not to others; for example, the judiciary has been singularly free of that, I should think. Again, I am not saying that it is worse than in other parts of India. I do not know well enough the other parts of India. But there is some corruption and per-

haps more in the lower ranks, whether it is due to low salaries or something else I do not know, but the fact cannot be gainsaid. If the new Government can—I do not say; radically, that may be too much to expect—lessen this corruption to a considerable extent, that will be a service which they will be doing to the State, and which will be welcomed by all sections of the people of the State.

Again, there is a suspicion—I would say, something much more than a suspicion—that when the Communist party was in the opposition in the State Assembly, there was a constant attempt on their part to foment dissatisfaction amongst the labouring section, the labourers in factories and so on leading to strikes and lock-outs. That charge was not always accepted by the Opposition Party, I know, but, whether it has been exaggerated or not, I have many sources of reliable information that some big foreign companies which wanted to start some enterprises in Kerala could not make up their mind to do so when they came to know the conditions in Kerala in a closer degree. This is a fact. Whether they were unnecessarily frightened away, or whether it was a well-founded suspicion is another matter. But it is a fact that some industrial ventures contemplated by foreign concerns were given up by them, to the great loss of our State.

**Shri V. P. Nayar:** Name one company.

**Shri Matthen:** The Continental Ore Corporation of New York.

**Shri Mathew:** Whatever be the past, now that the Party has come into power in my State, it is hoped that they will necessarily be obliged to look at matters from a different angle of vision, and may I hope the situation will be appreciably changed.

I know as a matter of fact, though I do not want to refer to it again and again, that at particular times the Party tried to create strikes not only in companies and factories but even in schools and colleges. But that,

may I hope, is a thing of the past. To refer to another matter, there may be some corruption and violence among the lower police ranks, but everyone knows they have to discharge a very difficult task under trying conditions. Now, it is the task of the new Government, the Communist Government, not merely to run down the police, not to frighten and intimidate them, but to see that they discharge their duties fairly, just and efficiently. Like every other citizen, I too, and like every other party, my party too, will, with great concern and with good wishes to all their good efforts, watch how the new Government will function, and see that the new Government do not make the police and other sections of the Administration tools or instruments in their hands, to strengthen their own party or to frighten and suppress other parties. I hope that they will use them as instruments of real justice and peace and order.

17 hrs.

I need not go into the question which is now an obsolete question—the relative worth or otherwise of the President's rule. As I once frankly said, from a simple, common-sense point of view, President's rule had to be brought in when there was no real alternative to it. Not that one thought that it was the ideal thing. In fact, on a former occasion, I compared it with the phenomenon of a man going to a nursing home when his health is failing. Nobody wants to go into a nursing home when his health is all right. But when one is sick, one has to go to a hospital or a nursing home. It is not an ideal thing. We are glad that anyway normalcy is being restored in this respect, in that we have a Government chosen by the people by their freely exercised votes. I am sure that the Congress Party and all the other parties in the State will co-operate with the ruling party whenever a measure which would be conducive to the prosperity of the land is brought forward. Such an attitude of goodwill may be expected, and may I hope that the Communist Party

[Shri Mathew]

will be bringing forward such measures only and will be contemplating only which measures as can be welcomed by all sections and all parties in the State who have the interest of the people as a whole.

As has been rightly pointed out, the people are more than any party. It is the welfare and the prosperity of the whole organism of the people of the State that has to be aimed at by every party. If I get another opportunity, when particular amendments are being moved, I would like to point out certain matters about the university touched on in some of them. University matters should be looked at from a very broad, enlightened and exalted point of view and not from a narrow, partisan point of view. There are several considerations to be borne in mind, for example, when you discuss questions about the Vice-Chancellor's appointment and so on—I do not want to go into details—many points have to be harmonised and merely to stress one point namely that he does not belong to strip of the land, that he comes from a few hundred miles away from the borders of the State etc., is not something which can be pressed to the exclusion of other and more important considerations.

One point more, and I have done. As I myself have had the experience of serving in a private college, may I say that all steps and all efforts to make things easier for private colleges to function efficiently will be welcomed by me and by all people of good sense who have the

interest of university education in their hearts. It is often pointed out that the salaries of the members of the staff in private colleges should in fairness be brought up to the same level as is obtaining in the Government and university colleges. No doubt the private colleges should be financed by the university and the Government to the necessary extent. These colleges themselves will then be the first to welcome that. But without the necessary financial grants being given, it will be difficult or impossible. If the private colleges are asked to increase the salary of their staff to the same level as is obtaining in the Government and university colleges, without giving them the necessary finance to do so, that will be an impossible situation.

Again, I do believe that that kind of freedom which is necessary for real university education will be guaranteed and that there will be no encroachment by the Government or the party in power, having in view some peculiar ideas or ideologies. I hope that such encroachment on university education and school education will not even be contemplated by the party in power.

**Mr. Speaker:** The House will now adjourn and meet again at 11 O'clock tomorrow.

17.5 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 28th March, 1957.

## DAILY DIGEST

[Wednesday, 27th March, 1957]

## COLUMNS

## PAPERS LAID ON THE TABLE 983—87

## COLUMNS

The following papers were laid on the Table :

- (1) A copy of the statement correcting the reply given to Unstarred Question No. 2273, on the 22nd May, 1956.
- (a) A copy of each of the following Reports :
  - (i) Annual Report of Hindustan Machine Tools (Private) Limited, for the year 1955-56.
  - (ii) Annual Report of Sindri Fertilizers and Chemicals (Private) Limited for the year 1955-56 . . . . .
  - (iii) Annual Report of the Coal Board for the year 1954-55 . . . . .
  - (iv) Report of the Committee on Amalgamation of Collieries (1956). Part I. . . . .
  - (v) Second Annual Report of the Hindustan Insecticides (Private) Limited for the period ended 31st March, 1956. . . . .
  - (vi) Fourth Annual Report of the Hindustan Cables (Private) Limited for the period ended 31st March, 1956. . . . .
- (3) A copy of the Revised Agreement dated the 1st March, 1957, between the President of India and the Oerlikon Machine Tool Works, Buehrle and Company, Zurich-Oerlikon, Switzerland, regarding the Hindustan Machine Tools (Private) Limited. . . . .
- (4) A copy of the Report on the working of the Central Silk Board for the period from 1st April, 1956 to 30th November, 1956, in pursuance of an assurance given by the Minister of Commerce and Industry during the discussion on the Central Silk Board (Amendment) Bill on the 29th July, 1952.

- (5) A copy of each of the following statements showing the action taken by the Government on various assurances, promises and undertakings given by Ministers, during the various sessions shown against each :

- (i) Supplementary statement No. III.

Fourteenth Session, 1956.

- (ii) Supplementary Statement No. X.
- Thirteenth Session, 1956.

- (iii) Supplementary Statement No. XVI.
- Twelfth Session, 1956.

- (iv) Supplementary Statement No. XVIII.
- Eleventh Session, 1955.

- (v) Supplementary Statement No. XXI.
- Tenth Session, 1955.

- (vi) Supplementary Statement No. XXVII.
- Ninth Session, 1955.

- (6) A copy of the Conduct Rules for Coffee Board employees, published in the Notification No. S.R.O. 30, dated the 5th January, 1957, under sub-section (3) of Section 48 of the Coffee Act, 1942.
- (7) A copy of the Notification No. S.R.O. 549, dated the 23rd February, 1957, making certain amendments to the Rubber Rules, 1955, under sub-section (3) of section 25 of the Rubber Act, 1947.
- (8) A copy of the Notification No. S.R.O. 312, dated the 26th January, 1957, making certain amendment to the Mines Rules, 1955, under sub-section (7) of Section 59 of the Mines Act, 1952.

## DAILY DIGEST

COLUMNS

COLUMNS

PAPERS LAID ON THE TABLE—*contd.*

(9) A copy of the Notification No. S.R.O. 2964, dated 8th December, 1956, making certain further amendments to the Mica Mines Labour Welfare Fund Rules, 1948.

(10) A copy of the Notification No. S.R.O. 49, dated the 5th January, 1957, making certain further amendments to the Coal Mines Labour Welfare Fund Rules, 1949.

(11) A copy of the Budget Estimates for the year 1957-58 of the Delhi State Electricity Board, under sub-section (3) of Section 61 of Electricity (Supply) Act, 1948.

(12) A copy of the further statement giving information on certain points raised during the budget debate on the 2nd and 3rd April, 1956 and not covered by the replies given by the Minister and Deputy Minister of Irrigation and Power.

(13) A copy of the minutes of the Twenty-second sitting of the Committee on Absence of Members from the Sittings of the House held on the 21st March, 1957.

(14) A copy of the Minutes of the sittings of the Committee on Private Members' Bills and Resolutions (Seventy-third and Seventy-fourth) held during the fifteenth Session.

## REPORT OF PUBLIC ACCOUNTS COMMITTEE PRESENTED

987

Twenty-fourth Report was presented

## REPORTS OF ESTIMATES COMMITTEE PRESENTED

987

Fifty-second and Fifty-ninth Reports were presented.

## CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

988-90

Shri N.M. Lingam called the attention of the Minister of Natural Resources to the progress of oil exploration in India with particular reference to the working of Rupee Company. The Minister of Natural Resources (Shri K.D. Malaviya) made a statement and also laid a statement in regard thereto.

## BILL PASSED

990-91

The Minister of Finance and Iron and Steel (Shri T.T. Krishnamachari) moved for the consideration of the Appropriation (Vote on Account) Bill, 1957. The motion was adopted. After the clause-by-clause consideration the Bill was passed.

## RAILWAY BUDGET—GENERAL DISCUSSION

991-1039

Further discussion on the Railway Budget was continued. The Minister of Railways and Transport (Shri Jagiwan Ram) replied to the debate and the discussion was concluded.

## DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS)

1039-97

All the Demands for Grants on Account for the year 1957-58 in respect of the Railway Budget were voted in full.

## BILL INTRODUCED

1098

The Appropriation (Railway) Vote on Account Bill, 1957 was introduced.

## KERALA BUDGET—GENERAL DISCUSSION

1098-1122

General discussion on Kerala Budget commenced. The discussion was not concluded.

## AGENDA FOR THURSDAY, 28TH MARCH, 1957.—

Consideration of Appropriation (Railways) Vote on Account Bill, Resumption of General Discussion on Kerala Budget, Demands for Grants Voting on Account (Kerala) and also consideration of Prevention of Corruption (Amendment) Bill.