

[Shri L. B. Shastrī]

will have to be considered at the level of the Government of India itself and if he so desires, but I do not want to encourage him say a few words on the general discussion of the general budget.

Shri K. K. Basu: What is your advice ?

श्री आर० एस० तिवारी (छतरपुर दतिया टीकमगढ़): मुझे आप की अनुमति से अपने रेलवे मंत्री महोदय से यह पूछना है कि उन लोगों को जिन को बोलने का अवसर मिल गया है उन्होंने तो अपने अपने क्षेत्रों में नई रेलवे लाइनों के बाबत कह दिया है और चूंकि मुझे बोलने का अवसर नहीं मिला है, इसलिये मैं उन से यह जानना चाहूंगा कि विन्ध्य प्रदेश के भूभाग में जहां पर रेलवे नहीं है, वहां की बाबत भी आप कुछ सोच रहे हैं ?

श्री एल० बी० शास्त्री: हम सभी बातों को जरूर सोचेंगे। माननीय सदस्य को लिखने का भी मौका मिलता है, और मिलने का भी। लेकिन, मैं समझता हूँ उन्हें संतोष मानना चाहिये कि विन्ध्य प्रदेश में एक लाइन का सर्वे (सर्वेक्षण) हम ने शामिल कर लिया है।

लाला अचित राम (हिसार) : मैं ने एक सुझाव दिया था कि रेलवे स्टेशनों पर.....

DEMANDS FOR GRANTS—RAILWAYS

Mr. Chairman: Order, order. The House will now proceed with the second stage of the Railway Budget—Voting on Demands for Grants. As the House is aware, 12½ hours have been allotted for the disposal of the Demands and the connected Appropriation Bill.

Before we proceed with the discussion, the House may decide the allocation of time for each Demand I have received the following suggestions:

Demands Nos. 1, 14 and 15	- 5 hours
Demands Nos. 4 and 5	- 4 hours
Demands Nos. 6 to 10	- 3 hours
Demands Nos. 11 to 20	- ½ hour.

Shri K. K. Basu (Diamond Harbour): Demands Nos. 2 and 3 may also be taken up with Demand No. 1. It is similar; we may have a common debate.

Mr. Chairman: I hope the House agrees to this.

The Minister of Railways and Transport (Shri L. B. Shastrī): What time is allotted for Demand No. 1 ?

Mr. Chairman: The time allotted for Demands Nos. 1, 14 and 15 is 5 hours. As suggested by Shri Basu Nos. 2 and 3 may be added to these.

Shri Nambiar (Mayuram): Demands Nos. 2 and 3 may be added to these.

Mr. Chairman: I suppose the House agrees to this allotment of time.

Demands Nos. 1, 2, 3, 14 and 15 - 5 hours

Demands Nos. 4 and 5 - 4 hours

Demands Nos. 6, 7, 8, 9, and 10 - 3 hours

The remaining Demands - ½ hour

A large number of cut motions to various Demands have been tabled by Members. As usual, hon. Members and Leaders of Groups may hand over the numbers of those cut motions which they select, to the Secretary within 15 minutes. I will treat them as moved, if those hon. Members in whose names those cut motions stand, are present in the House and the motions are otherwise in order.

DEMAND NO. 1—RAILWAY BOARD

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 53,19,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,62,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 28,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Payments to worked lines and others'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 9,31,10,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

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

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 13,38,28,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957 in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

Shri Biren Dutt (Tripura West): I have submitted some cut motions whereby I have tried to draw the attention of the Railway Minister to the need for new lines connecting Tripura with Assam. Last time also I tried to draw the attention of the Railway Minister to the urgency of opening up those railway lines. Today in Tripura we have not got an inch of railway line; we have no roads linking other parts of India. So the position of the people there has become very precarious. I should like to cite some instances.

[**SHRI BARMAN** in the Chair]

We have heard from Shri Sharma about the attempts of the Central Government employees including the railway employees for increase in their compensatory allowances. With your permission, I would like to read a portion of the memorandum which they have submitted.

"The division of India has kept Assam isolated from the rest of the dominion. Therefore, until the previous trade route was replaced by new one, they would have to pass through a great crisis. During the last few years, the common man was feeling the pinch of want of necessary commodities. This was further aggravated after the division of India into two territories. Now with the recent declaration they were completely cut off. On account of shortage of commodities, the common man had been feeling in spite of August 15 that freedom did not mean plenty. Their economy was on the brink of a great crisis, and the common man was feeling that the difficulties of obtaining essentials of life instead of decreasing were on the increase."

You know in Tripura previously there were only 3 lakhs of people and the number has now been swelled by influx of persons up to 10 lakhs. You can understand the conditions prevailing there.

Yesterday I have received a telegram intimating that about 4000 refugees are launching a hunger strike and that some of them are in a precarious condition. I tried to draw the attention of the House to it through an adjournment motion. But, unfortunately, it has been refused. But the condition is such that whatever commodities are required for the consumption of the people of Tripura are scarce there. Thereby all the essentials of life have to be bought at fabulous prices. Cotton etc. are transported from one place to another by air. Even inside Tripura we have to transport from Kuwait to Agartala by air. You can now understand the actual position of trade and commerce in that portion of the Indian Union.

But, unfortunately, again and again the people of Tripura have tried to draw the attention of the Railway Minister to this. He once assured us that this matter would receive his attention. I have seen in newspapers that a high official was sent to Tripura in the middle of February. I do not know whether the Government have come to any conclusion regarding the opening of the railway line joining Tripura with other parts. Probably it will not be more than 80 miles and it will not be insurmountable or it will not be so costly because there are no big rivers in that zone.

At present the prices of commodities are rising to an abnormal degree. Last time on account of storm and heavy rain and foodcrops of Tripura were destroyed. Now, in all the colonies where the refugees have been rehabilitated, 5 lakhs of them, hunger is staring them and the people have started going from the colonies to the village areas about Agartala and the rehabilitated refugees have launched a hunger strike. I do not know how this thing will take a turn in Tripura. The area is mainly inhabited by the tribal people. The tribal people were admitting evacuees there and the rehabilitation of a lakh of people was proposed by the Government of India. But how can all these things be done without even giving them a link to join that portion with the railway system of the Indian Union. This is a very serious question to which I would like to draw the attention of the House so that we

[Shri Biren Dutt]

may know how to meet the situation. Again, how can there be developmental activity there without a rail link established between that portion and Assam? All the developmental activities are really suspended and nothing has come out of all the sanctions and grants for the upliftment of that area. Community Projects, National Extension Works and everything else are tumbling on the issue of the want of a link through which the necessities can be availed of there. Even the development of agriculture is tumbling. At first I thought that during the First Five Year Plan period there would arise such a demand in the midst of India's general economy that the agricultural producers of Tripura, especially in raw jute, will draw the attention of the industrialists and the Government of India to the necessity of the link with that portion of land so as to make possible the transport of raw jute, cotton etc., to industrial areas. But my hope has been belied. It has not come out of the normal necessity of the developmental process in India. The demands of the existing industries and the establishment of new industries are creating a difficult situation and I think that because of the pattern of our present economy and the cry for expanding the purchasing power of the people, there may not be much turn-over in the existing industries, which will require the agricultural produce in our State.

Another question gave me some hope that the Government of India is loudly declaring that it intends to establish a welfare State. And from that angle just now the hon. Railway Minister stated that he has given consideration to the problem of upliftment and welfare of the people in some areas. He has also referred to the fact that he has taken up some survey work in backward areas with that intention. But he has not referred to anything about the line to be opened in Tripura. May I know from him whether he proposes to have a survey there to give that portion a rail link which can connect our State with India? We are a part of India but we are kept without any road link. We have to move by air, and this is a very serious condition.

Last time I tried to draw the attention of the House and of the hon. Minister to the necessity for this link, but I do not know whether it has fallen flat or there is some consideration given by the Railway Ministry. We do not know

either from the Budget speech or even from the Minister's reply given just now as to his intentions. The position of the people is such that the Government of India is to rehabilitate three lakhs of tribal people on land. They have undertaken a scheme for tribal people's rehabilitation. There are four lakhs of displaced persons to be rehabilitated. There is not a road through which the goods from India can be transported to our portion. There are visitations of flood in that portion due to the existence of small turbulent rivers. The Flood Control Investigation Commission has proposed that some rivers require dredging, but the question is how the dredger can be sent to that portion. So, the flood control measures are not carried out there and we have to put up with the visitation of floods now.

The question of bringing some land under cultivation to rehabilitate the tribal people and the displaced persons taken up by the Central Government also has presented difficulties. From the Central Tractor Organisation a party went there, but when it visited that area, it suggested that a big portion of the land can be easily brought under cultivation with the help of tractors. But the same question crops up again—how the tractors can be sent there. There is no way to send the tractors and so the proposal has been dropped. There can never be any flood control measures there; there can never be any land brought under cultivation there; there can never be any rehabilitation of the people there. It is so because there is no rail link.

Now the Second Five Year Plan has begun or is about to begin. We hear so many things about it. We welcome some features of the Second Five Year Plan as proposed. But when we think of the state of affairs that is existing in Tripura, we practically cannot find any hope that these plans can contribute any benefit to the State of Tripura unless and until the first thing is done, namely, that a rail link is opened in Tripura without any further delay. If the Railway Minister is not aware of this fact, he may send his officers there to enquire. Once I heard that he was willing to go to Tripura and personally study the situation, but till today that has not taken place. I would earnestly appeal to the Minister and also to the Members of this House to consider our demand for having a rail link, connecting Agartala

with Assam. The link will not be more than 84 miles from Kalkalighat to Agartala Town.

Shri S. C. Deb. (Cachar-Lushai Hills): I thank you for giving me an opportunity to speak on the Demands. First of all, I offer my congratulations, hearty congratulations, to the hon. Railway Minister for his forceful address while placing the Budget before the House and for his humane approach to the various problems facing the railway transport. It is really heartening that there is distinct improvement in the traffic both in passengers and goods, and the public are encouraged to take advantage of these facilities. It is a vital part of our daily life and certainly people will take advantage of the improvements and facilities offered. It is also a matter of pride that new devices and plans are being thought out and are being put into practice to relieve various kinds of public grievances, particularly passenger amenities.

Now I like to offer some observations for the consideration of our Railway Minister. First of all, I would like to say something about our Second Plan. The Railway Minister gave us an assurance that he would stick to the original programme of opening new lines of 3,000 miles in spite of the cut imposed by the Planning Commission, the original estimate of the Railway Board was Rs. 1480 crores but it has to come down to Rs. 1125 crores. The Railway Minister mentioned two lines in Assam. One is the Garo hills line and the other is Pandu-Amjanga-Darangiri line. In the first case a traffic estimate has been made and in the second, the work will soon commence. I would like to know from the Minister when that will be taken up in the Second Plan and if so what would be the total estimate of the performance. I may mention one more project line that was also suggested to the Railway Ministry. That is the Bongaigaon-Jugigupa line. I do not know what is being done about it. I should like to know something about the proposal that was made in the House some time back about the extension of the Karimganj-Kalkalighat branch line to Dharmanagar in Tripura State. It is an important place and Karimganj is a commercial centre in the district of Cachar is Assam. Its main connection is with Karimganj and if the proposal is taken up in the Second Plan it will be a good proposition. The hon. Member who preceded me made mention of new lines in Tripura State. Some bottle neck is

there. Agartala is connected by air with Calcutta for commercial purposes but Dharmanagar is not in that way connected. It will help to get all its daily necessities if this line is opened. A survey was taken some years back but nothing has been done so far. One of the proposals from my district to the Railway Ministry is the extension of Katakhal-Lalaghat line thereby linking it up with the Lushai Hills and another line from Silchar to be opened up to Lakhimpur thereby connecting Lushai Hills and Manipur State. Financially and commercially, these proposals will prove to be sound if these are taken up. It will also provide good communication between Lushai Hills and Manipur State, which, for all practical purposes depend upon Cachar district and also for commercial purposes.

Next, I come to the problem, of metre gauge railway—the North-Eastern Railway. There are many difficulties there and many Members from this House have expressed their viewpoints about this Railway. The Railway Minister is also concerned about this Railway. I would like to know firstly whether there is any proposal for converting it into broad gauge; it is a metre gauge system and so it cannot be compared with the broad gauge system for its efficient working. There are some inherent weaknesses in this system. If there is no proposals for conversion, I want to know whether there are any proposals for doubling the line to increase its low capacity and avoid late running of trains. You know right from Maniharighat to Amingaon there is this Assam link and there are many problems there. Every year there is flood and dislocation of traffic for three months. People have to suffer very much. The suggestion for an alternative route or for doubling the line was made. I do not know which the Railway Ministry is going to consider. People from North Bihar, North Bengal and Assam are suffering every year for many months. There is always shortage of coal, wagons, etc. and there is a very peculiar position with regard to the movement of wagons. The Railway Ministry should take special care of these things. There are also other difficulties. The only mail train is the O.T. Mail from Lucknow to Katihar. Even from this it will be seen how poor that railway system is. We take four or five days to reach our places though my residence is only one mile from the nearest railway station. We are living in an almost unknown world. I have not seen such railway stations which could be so distant from our capital in other places.

Mr. Chairman: At Lucknow there is 9 hours' halt.

Shri S. C. Deb: And, one trouble is that at Lucknow there is no direct train connecting the whole of Assam, North Bihar, North Bengal and some parts of U.P. with Delhi. There is no railway link as in other parts of the country. We have to wait at Lucknow for 9 hours to get the next train. I do not imagine that there is such a difficulty in any other part of the country. When I take 5 days to reach my place I must say so here. I may also inform the House that formerly from my place we could reach Calcutta in 18 to 20 hours but now if one is to go to Calcutta it takes three days. Always the people are saying that in an independent country there are many facilities. In my part the people could not imagine that third class sleeping accommodation would be there, good water arrangements would be there and fast running trains would be there. Though we had, formerly you know, the Surmar Mail direct from Silchar to Calcutta and in 22 hours from Silchar it could reach Calcutta. I am speaking of prepartition days. Now it is a difficult way. There cannot be any connection through Pakistan. Though there was a proposal to improve the traffic in this area in consultation with Pakistan that has also not come out.

Now I would like to say something about the Assam Zone. There is a demand for creating a separate Railway both from the public and also from some important organisations because of the transport bottleneck. Though the Minister assured us in this House that Brahmaputra Bridge will be constructed uptill now nothing has been done. Therefore, the people are naturally thinking of having a separate Railway in that area. You know, Sir, there are many natural resources there to be exploited. Also, that area is undeveloped in many respects. There are many opportunities from improvement but it could not be taken advantage of because of the present system. I would, therefore, like to draw the special attention of our Railway Minister to this aspect of the matter.

Now I come to my own district. There is some proposal of remodelling Badarpur and Katakall junctions. In Badarpur station there is very great difficulty when 3 or 4 trains arrive together. Passengers have to run from one line to another and in between these lines there is only a distance of two feet. Therefore,

there is a demand for an overbridge, the platforms to be improved and other things. This also should be taken into consideration.

There is another thing. With regard to Karimganj station in my own place from 1952 there is a constant demand for electrification, there is also difficulty at the level crossing, previously there was a demand for an overbridge but the Administration is thinking of solving the problem in a different way. In any case nothing has been done as yet and the difficulty is still there. Drinking water difficulty is also there. When the *Ad Hoc* Committee was there to see the other problems in the Assam zone they made a report in which they recommended the erection of shed over the lines because ours is an area where rainfall is very great. That shed has still not been constructed. It is a great necessity and there is a great public demand for it.

About the hill section I want to say something. From Lunding to Badarpur tremendous engineering work was done previously for constructing a railway line. There are 32 tunnels in that hill section. But, now the whole work is neglected with the result that there is late running of trains every day. This is the connecting link between our part and Brahmaputra Valley through the hill section. The engineering work done previously needs careful attention but that is being neglected. I find the negligence is so that it seems the Administrations do not take any care of that place.

Shri K. S. Gounder (Periyakulam): Mr. Chairman, I thank you for having given me this opportunity to congratulate the Minister and the Deputy Minister of Railways for having affected steady and all-round improvements and developments in our Railways. I have all praise and appreciation for their sincere work and the achievements.

But, I will be failing in my duty to the Government and to my people if I do not say a few words about the dire necessity of the extension of the Madura-Bodinaykkanur Branch Railway Line up to Gudalur. And I request the hon. Railway Minister to make a special note of this.

Madura-Bodinaykkanur Line was mainly intended to develop a vast fertile valley with a number of closely crowded towns with a huge population of 5 lakhs, called

the Cumbum Valley adjoining the Cardamom Hills of the much coveted Peermade and Devikalam Taluks. This war-time dismantled line which was recently restored will neither be remunerative to the Government nor be of much purpose to the people unless and until it is extended up to Gudalur. Hence, there was the necessity, originally, for another line, that is, Dindigul-Gudalur line.

Cumbum Valley begins from Theni and extends up to 40 miles further south. Madura-Bodinayakkanur line only just touches the fringe of Cumbum Valley; but to cover, develop and serve the Valley it should be extended up to Gudalur.

The Madura District Board innumerable public bodies and more than a dozen Panchayat Boards, many of them with fifteen to thirty thousand population, in the Valley have passed resolutions requesting the Government for the extension of the railway line to Gudalur. Engineering survey and a favourable traffic survey to Gudalur had been completed before the second world war.

T.V.S. and other road transports, however well organised and efficient they be, are not in a position to cope up with the heavy and ever-increasing passenger and goods traffic of the Valley.

4 P. M.

Further, a major multi-purpose scheme costing Rs. 13 crores and included at the end of the first Five Year Plan period, called the Periyar Hydro-electric Scheme, has been started nearly Gudalur. Taking into consideration the implementation of this scheme and other special importance of this valley, the Madras Government has rightly recommended the construction of this line, giving the topmost and the highest priority in the State. I request the hon. Minister and the Deputy Minister of Railways to take up the construction of this line as early as possible if not immediately.

Before I conclude, I wish to bring one or two points for favourable consideration by the Minister. Almost all stations on the Madura-Bodinayakkanur line are situated far away from the connected town or village, thereby causing great difficulty and inconvenience to passengers and general traffic. The existing two trains on this line may be increased by a third train up and down Licences may be issued to the vend *pan*, fruits, cool drinks, tea, coffee, etc., in all these

stations in this branch line. All stations may be electrified on this line wherever there is electric supply available.

Shri M. D. Ramaswami (Arruppokkottai): I thank you for the opportunity given to me to speak on this budget. I express my grateful thanks to the hon. Railway Minister and the hon. Deputy Minister of Railways for granting my request, repeated year after year, that the town of Arruppokkottai must have a railway connection with Virudhunagar on the West or Manamadurai on the east. Recently I have been having my own misgivings whether this project is likely to come off, because I heard from the highest quarters that on account of restrictions placed on the financial allocations in regard to the railway's proposals, this line is not going to be included. But I am glad that the Railway Minister has made a promise that this line will be surveyed this year. But I make another request. The proposal should not stop with the survey of the line alone. That must be followed up with the laying of the line actually, as early as possible, because, this line, as I submitted, should have, great precedence over all the other lines which have been planned for the next five-year period; the more so because it has been a grievance of this area for over 60 years. So, I request that this line should be given special consideration and the question of laying the line actually be followed up, with the completion of the survey which has been proposed now.

In regard to the surcharge on freight, I would like to make one point. Among the textiles, khadi alone has been considered for exemption. I would like to point out that the most deserving among the textiles is handloom cloth which also must come under this exemption. Recently, Government have been showing much concern over the position of the handloom industry and have been doing a lot and giving a lot of concessions in regard to the rehabilitation of this industry. I would urge, therefore, that in regard to the surcharge, exemption must be given to handloom textiles also along with khadi. In regard to khadi, the freight which may be foregone is likely to be very little. But in regard to the handloom industry, the Government probably is aware that it is a major cottage industry and therefore, I feel that it deserves exemption regarding freight rates. I request the Railway Minister to look into it and show the usual concession to the handloom industry which has

[Shri M. D. Ramaswami] been shown by the other Ministry—the Ministry of Commerce and Industry—towards the rehabilitation of this industry.

- I wanted to make a reference to the Dindigul-Gudalur line, but my friend Shri K. S. Gounder has already made mention of it. He made a specific request in regard to the laying of this line. This line has been under consideration from 1899, as he told the Lok Sabha, and it connects three important projects which are now in progress, namely, the Periyar project, the Vaigai reservoir and the Dindigul protected water supply scheme. The Government may be aware that the Dindigul-Gudalur line is one of the lines which will connect many important markets centres and many important and big towns. So I would add my request to that made by Shri K. S. Gounder, namely, that the Dindigul-Gudalur line may also be given consideration and be taken up as early as possible.

Another request of mine is that the number of trains running between Virudunagar and Rajapalayam are very few. There are only two trains—one in the morning and the other in the evening. The Virudunagar-Rajapalayam line has got many important market towns, namely, Sivakasi, Srivilliputtur and others. There is no train in the noon time. So I request that the provision of another train between Virudunagar and Rajapalayam and *vice versa* may be considered.

Shri K. L. More (Kolhapur *cum* Satara—Reserved—Sch. Castes): I am grateful to you for giving me this opportunity to take part in the budget discussion now. In the first place, I support the Demands and oppose all the cut motions that have been moved in this connection.

Shri Nambiar: Please have the courtesy of consideration, before you proceed to oppose them!

Shri K. L. More: I would be failing in my duty if I were not to express my views regarding the best performance that has been shown by the Railway Minister and the Railway Board. Really, I must associate myself with the praise and admiration that have been expressed by the Lok Sabha. I wholeheartedly congratulate the Minister for his admirable achievements in the first Five Year Plan period and for presenting to us a very ambitious budget on the eve of the second Five Year Plan. Really, this

successful performance in the implementation of the Plan by the railways has created a great hope and confidence in the mind of the whole nation. The present budget is a clear indication of this all-round and healthy approach to the very difficult problem of transport in the country. Really, the Minister is a man of the masses. Therefore, the budget reflects his soft heart for the third class passengers and the railway workmen. His budget speech reveals the provision of innumerable amenities for the passengers, especially to the third class passengers. It also reveals the provision for amenities to the railway workers. I need not go into the details of all these things, because, the Railway Minister in his budget speech as well as many hon. Members have referred to them.

I want to say something about other matters also. First of all, I must extend my congratulations to the Railway Board for the very good attitude that they have taken towards the recruitment of Scheduled Castes and Scheduled Tribes. I must also congratulate the Minister for the further opportunities that he has promised to give to the Scheduled Castes in the matter of recruitment.

I now come to a very important matter which has also been mentioned in the Budget speech. I was a member of the Railway Corruption Enquiry Committee and really it is my duty to express what I feel about it. The Railway Board have accepted all the recommendations of the Corruption Enquiry Committee, and I am sure that all the members who served on that committee would very much like to express their heart-felt thanks to the Railway Ministry. The committee had gone into the whole question of the administration of the railways and I think that at this juncture it is not desirable for me to make any suggestions regarding this matter, because the committee has left no stone unturned with regard to railway matters. I could feel the anxiousness of the Railway Board in removing corruption and maintaining efficiency in the railway administration. Whatever recommendations were passed on to the Board by that committee, were gladly accepted and implemented. The Railway Minister himself was very anxious to look into that matter. So, I must thank him again.

There is one thing more. One very important recommendation of that committee was with regard to the anti-corruption organizations. Here there is a departure with regard to the head of the

organisation. The committee had suggested an independent agency, i.e. an agency outside the administration. I do not understand why there is a variation with regard to that recommendation. The committee had given very serious thought to the matter before making that recommendation. However, the responsibility lies on the administration, especially the Railway Board; therefore, it is better to leave the matter to them and I would not like to press it very much. But, they should take into account this very important recommendation.

Lastly, I come to matters relating to my constituency. The Railway Minister had visited that area and had promised to convert the narrow gauge line from Miraj to Latur into broad gauge and to convert metre gauge line from Kolahpur to Poona. It is an industrial place, especially from the point of view of rural economy and therefore, I would request the Minister to take that matter very urgently. I do not find any indication of it in the budget speech. I hope that the Railway Minister would give his urgent attention to this matter.

The Railway Board and the Ministry have taken up very seriously the question of administrative efficiency. Matters like increase in rolling stock are no doubt important, but the most important thing is the administrative matter. The more the efficiency, the more will be the benefit that the nation would derive. Therefore, they have taken this suggestion to have regional set-up. The Corruption Enquiry Committee also has made suggestions with regard to this matter. Let me hope that their recommendation will be taken seriously.

I now come to the other matters. The surcharge is a very little thing and we should not mind it in the interests of the country, in view of the benefits that we are going to get from it. Therefore, I request that hon. Members should not mind that surcharge or any increase in the freight that is needed for the development of the country. I must also express my very strong condemnation of vandalism and destruction of railway property because of some political movement. I would request hon. Members opposite not to encourage such an attitude directly or indirectly. I hope they will consider my request in the interests of the nation.

I now come to the question of the unions. The Minister and the Deputy Minister have replied very aptly to the

charges made by the Opposition. There is a cut motion by Mr. Gopalan and Mr. Nambiar regarding the discriminatory encouragement given by the railway administration to various unions. With regard to that, I may just point out the remarks of the Railway Corruption Enquiry Committee. This is what they said:

"It is also unfortunate that in order to gain and retain local popularity, the main activities of the Unions have been concentrated more on the demands for increase of the privileges and emoluments of their members and on individual cases rather than on devoting their attention to broader issues."

Therefore, my humble appeal to the Opposition Members and also to Congress Members is that this matter must be taken into consideration. While I was on tour, I noticed that many Opposition Members in political parties were taking interest in different unions. If they desire the union of all the workmen, then they should try to work in that direction. I think I have not found any case where the Railway Board or the Ministry had encouraged any union.

Shri U. M. Trivedi (Chitoor): On a point of information, Sir. I have moved certain economy cut motions. But, I am very much puzzled that in Demand No. 2, the very small amount of Rs. 95,000 is mentioned as expenditure for the doubling of the Godhra-Dohad-Ratlam line, which I know will cost about Rs. 8 crores.

Mr. Chairman: I have called Shri Bogawat.

Shri U. M. Trivedi: I am not going to make any speech unless you call me. I want to know where I can find in these Demands for Grants that particular item of expenditure over the doubling of this Godhra-Ratlam line. I will be very much obliged to have that information because I am not able to get it in these Demands for Grants.

Shri Bogawat (Ahmednagar South): I congratulate the Members of the Railway Board who are very intelligent people and men of wide experience and some of whom are present and listening to these debates, and I congratulate the Railway Minister who is a man of high thinking and of principle and also a man of sincerity. He had laid down a policy as regards the construction of new lines. He had said formerly in his speech that new lines would be taken up in areas

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which are backward, where there is heavy traffic, where there are projects or there is industrial development and where minerals are found.

I wish to bring to the notice of the Minister and the Railway Board that there has been a continuous demand, for two generations, for the Ahmednagar-Shevgaon-Bir railway line. From the map we can see that the Hingoli-Khandwa line is taken up; it is a metre gauge line. We can also see from the map that up to Purli Vajjnath there is a broad gauge line. Similarly, after Hingoli and Parbhani there is the metre gauge up to Purli Vajjnath. Now, the northern metre gauge is joined to the southern line by the Hingoli-Khandwa line. But the missing link is not yet considered. This missing link is from Purli Vajjnath via Bir, Shevgaon, Ahmednagar to Poona joining the western metre gauge line. For this there is a demand from all directions, from the merchants, chambers of commerce, Congressmen and the all-parties conference. There is a suggestion by all the parties for the construction of this line in the Second Five Year Plan.

The reasons are that this is a very fertile tract, the Godavari valley, giving rich cotton as well as oilseed, and the agriculturists are suffering the most. Because, they have to bring their corn and other things for sale in the markets from sixty or seventy miles in carts, and these poor people get Rs. 20 or Rs. 30 less per cart because they have to sell at Rs. 1 or 1½ per maund less. They have to suffer this loss because there is no railway line.

The people in the Bir district areas are very much backward owing to the lack of communications. So I have put the case before the Railway Ministry from time to time, and there is a reply also that if the State Government support this then it will be taken up. Unfortunately the State Government could not propose this line on account of the need for some other lines and though this railway line is very material, all the points might not have come to their notice. But I have brought to the notice of the Ministry the dire necessity of this very important line. And with all the vehemence at my command I say that if this line is taken up then this backward area would be developed. As I said, the people are very very backward there. Though the soil is rich, there is good rain in the Bir district and oilseeds are produced in abundance, the people are most

backward in the whole district because there is no development so far as communications and transport are concerned.

Again, we see that to join Hyderabad and the Deccan part from Purli Vajjnath there is a railway line from a point on the Secunderabad line. Up to Purli Vajjnath there is broad gauge. If it is joined to Poona, then the connection with Bombay will be nearer to send cotton and oilseeds which are produced in the Bir and other districts. But there is a big vacuum in this area. There is no railway line in about 160 miles in this tract, and therefore the area is very backward. There is no railway line in the Bir district. Soon there will be Samyukta Maharashtra, and Marathwada and Maharashtra would come together. But there is no joining link.

So this line is very important if we consider the regions as well as the other aspects. There is an industrial development going on in that area. In my district itself there are twelve sugar factories now. But there is no railway line for sending this sugar to all the four districts, namely Osmanabad district, Bir district, Ahmednagar district and part of Poona district. In all these, except for one line, down to Manmad there is no railway.

Moreover it can be seen that there are the big trading centres such as Parbhani and Sailu where many commodities are sold and they are brought via Manmad, then from Manmad to Ahmednagar and then to the other districts. Similarly, the jaggery crop is also grown on a very large scale in my district. And there are now two big projects, the Ghod project which is a big project for which Rs. 7 crores have been allotted in the next Plan, and the Muia project in Shevgaon and Newasa taluk up to Paithan. That project has also been sanctioned, and a sum of Rs. 3 crores has been allotted out of the Rs. 9 crores. Then there is the Gangapur project, and in the Bir district there are others which are going on.

Now the crops are increasing, the traffic is increasing there are many trade centres on this line. Godhnadi is a trade centre. The project is going on there on the Godh river. Similarly, Ahmednagar is a big trade centre. There are sugar industries in the district. Then Shevgaon is a cotton centre. And there are very many other places where big fares are held. And there are Dehu and Alandi fares. And then Paithan is a place where lakhs of people go for the

fair. Similarly, there are other big fairs on this route; for instance Ambejogai as also Gebrai and Madhi. For going to all these fairs there is no convenience of any railway, and people have put in their say from time to time.

Formerly the Railways had spent lakhs and lakhs from Srirampur to Shevgaon by putting all the railway lines and material. But that scheme was abandoned and the line was to be taken from Ahmednagar to Shevgaon. There was a committee, and officers were sent there and it was to be taken up. This was in 1946-47. But after independence nobody paid heed to this very important line. As the Hingoli-Khandwa line is joined this missing link, which is the most important line, ought to be taken into consideration and a survey ought to be made. I have written to the Railway Minister also about this some days ago. Even though the State Government may not have supported this line, it must be considered by the Planning Commission, by the Railway Ministry and by the Railway Board independently. This line is very essential for the agriculturists who suffer the most. I request the hon. Deputy Minister to give his serious consideration to this important problem. This demand has been made for so many years from so many institutions.

After having said this, I wish to refer to the amenities required very badly in some of the railway stations. On the Dhond-Manmad line, there are a number of sugar factories, about 12 I think. There are no waiting rooms in many railway stations. Kopergaon is a big trade centre. It has got 2 or 3 sugar factories nearby. The same is the case with Padhegaon and Shrigonda. In the God project about 20,000 people are working. So many people come to Shrigonda. The convenience of the passengers coming to these stations should be looked after. I request the hon. Deputy Minister and the Parliamentary Secretary to give attention to all these suggestions.

Shri P. Subba Rao (Nowrangpur): I have given notice of some cut motions. The first of them relates to the non-restoration of loop lines on the Nidadavolu-Narasapur branch of Southern Railway. These loop lines were removed during the world-war. They have not been restored till now. Each loop line will be two furlongs in length. The distance of the line is 48 miles. There are two loop lines in Bhimavaram and some other station. At fifth stations, the lines have been removed. They have not yet

been restored. The area that is served by this line is one of the most thickly populated in India, with a population of 100 per square mile, being a rich Godavari delta. Five trains run on either side besides the goods trains. Even these trains are not sufficient. So, some diesel cars should be introduced. They could not be introduced now because there are no loop lines to cross. This is a matter which should be urgently attended to without any more delay.

The second point is about the appointment of the civil engineers as Deputy General Managers. Generally, Deputy General Managers have to deal with appeals from the staff and any injustice to them will have to be set right. This involves interpretations of rules and regulations and law. A civil engineer cannot be expected to know any of these things. It is something like a shipman riding a horse. It is better to appoint some other persons with administrative experience rather than give promotions to civil engineers or mechanical engineers or electrical engineers. I can illustrate the injustice that would result from such appointments by two cases, which are the subjects of two cut motions of mine. A Train Examiner was reduced in the year 1937, that is 18 years ago, from Rs. 95 to Rs. 90, contrary to the provisions of the Payment of Wages Act. He sent several appeals during these 18 years. The injustice has not been set right. Some years later, the General Manager referred the matter to the Law Officer and the Law Officer held that the reduction is contrary to the Payment of Wages Act. Still no relief has been given. Only Civil Mechanical Engineer says that it is injustice and that he should be reimbursed to the extent of Rs. 815, being the loss of salary at the rate of Rs. 10 per month for 7 years. But, what about his super-session? His juniors have been promoted. One of them is drawing Rs. 600 and five others are drawing Rs. 400. The C.M.E. is speaking of reimbursement of Rs. 815. This is paltry sum. The overlooking of his seniority is the greater injustice.

In the second instance, the employees appeared for a selection examination for being promoted to a higher grade. A Welfare Officer was asked to appear in the selection and he was selected. He was made to act in four different posts, from Labour Welfare Officer to personal assistant. Two years later, he was asked to appear again for a second selection, I think in 1938. He did not know what the result of the selection was till the South-Eastern zone was separated. It is

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unjust that, when a person has been selected and is certified to have passed a departmental test. He should be asked to appear for selection again. He should continue to be on the panel till he is absorbed in a permanent vacancy. It is absurd to ask the officer to appear over and over again for selection. If that test is applied, most of the officers now working in the Government and even advocates of the Supreme Court and the High Court should be disentitled to practice now or be dismissed from service, because if these persons are asked to appear for the University examination again, they are sure to fail. All these law graduates who have passed in the first class are sure to fail if they are asked to appear again.

[SARDAR HUKAM SINGH *in the Chair*]

These two instances will illustrate the difficulties in appointing civil engineers as Deputy General Managers.

My next point is the abolition of smoking in third class carriages. Notices are put up that passengers should not smoke if the fellow passengers object. Is it possible in the third class carriage containing 50 or 100 people to take permission? If one of the passengers objects he will straightaway be abused and it will result in assault. When it is prohibited in the public buses and in the cinema halls, where is the objection to prohibiting smoking in third class carriages? A person who is addicted to smoking, can get down on the platform where the train stops, finish his smoking and then get into the train. I hear that there are smoking saloons in England. I do not want to introduce smoking saloons. We have other problems. I think, till then, smoking should be prohibited. I have no objection to smoking being allowed to continue in the first class carriages with the permission of the other passengers or if the other passengers do not object.

The next point is about the non-opening of a train halt at Etikoppaka in the Southern Railway. It is 40 miles from Waltair. When I moved a cut motion three years ago, a stereotyped reply was given that the traffic does not warrant that. Unless the train halt is opened, is it possible to know whether there will be traffic or not? I fail to see the basis on which the administration comes to this conclusion. I have known passenger train halts where 2 or 3 passengers get in or sometimes none at all. They are all continued once they are opened. I

suggest that a train halt should be opened at Etikoppaka. If there are no passengers, it may be closed after 6 months. This is one of the most important stations. I think the stations on either side will lose all the traffic if this train halt is opened. There is a sugar factory, there is a big toy industry. The population will be 20,000.

Shri Kamath (Hoshangabad): Industrial centre.

Shri P. Subba Rao: Yes; industrial centre.

Mr. Chairman: The hon. Member should not succumb to surrounding temptations.

Shri P. Subba Rao: Then, to put down corruption, a special police establishment was formed. Persons, mostly clerks and stations clerks in the railways were recruited as R.S.Os. or Railway Section Officers to assist the special police establishment in the detection of crimes. And persons who did meritorious service and who obtained certificates of merit and reward from the Government at open durbars were reverted back to their petty posts, and persons with no experience were newly appointed, and they were allowed to continue though they did not do any good. The reason is, persons who did good work went to the length of exposing the corruption of gazetted officers and I.C.S. officers, and naturally this is disliked. Probably the department expects that they should touch only the minor fry, some two or three clerks and leave out the bigger ones. Persons who touched the bigger ones were penalised by being reverted to their posts and made to work under the very officers against whom they got evidence. And when I asked the reason, they say every person should be given a chance to act once. Why should every person be given? Persons who have done important work should be allowed to continue. Only then can corruption be put down.

My next point is with regard to the railway service commission. Prior to the appointment of these commissions, the general managers or commercial officers were recruiting and there was some discontent in the country that the sons of railway employees and the relatives of railway employees were given preference and outsiders were not given a chance. Then the service commissions came, and now there is a cry from the railway employees that their sons have no

chance of being selected. Their discontent comes to this that they are not putting forth the necessary interests in the work that they are expected to, and so my belief is there must be a compromise between these two. At least a certain percentage of posts should be thrown open for recruitment by the general managers. Of course, that recruitment need not be confined to the sons or relatives of railway employees. In admitting students to medical colleges in Madras there is a committee which selects, but ten or twelve seats are reserved to be filled up by the Surgeon-General at his discretion, to set right come injustice or some such thing. So also, the power to reprieve a criminal is vested in the President of India and in the Governors. The law may lead to absurdities some times. Of course, I need not explain that there are cases in law where the strict administration of law has resulted in grave injustice and then the only remedy is appeal to the President or the King or the Governor and he would be reprieved. Some four persons were stranded in the middle of the Atlantic Ocean, and for 21 days they fasted and at the end three of them combined, killed the fourth and ate him up, and then if the situation continued probably a second man would have been eaten up, but another ship came and they were taken to London where they confessed their crime. The court held a up, and then if the situation continued trial, convicted them and sentenced them to be hanged. They appealed to the King Emperor and the King Emperor pardoned them.

Another instance is that a person was put at the entrance of a ship and asked not to admit any person. That was a military order, and then when a passenger persisted in getting into the ship he was shot dead. If he had not been shot dead the sentry would have been hauled up under the military law, but because he shot dead the intruder he was sentenced under the civil law and sentenced to be hanged. So, he was pardoned.

So, sometimes we have to set right some injustice. An out-agency may be closed by the Government of India, and the persons working there may be thrown out of employment, and they must stand selection out of thousands. So, to set right some injustice, general managers of railways should be given power to appoint a certain percentage at their discretion.

I do not know the mode or recruitment of the Chairman and members of the railway service commissions. There is a member who is over 70 years old, and is unable to discharge his duties. The judges of the Supreme Court have to retire at 65, the judges of the High Court have to retire at 60 and other Government employees at 55. Can it be presumed that a man over 70 will be able to continue and discharge most important duties? The mode of recruitment is not at all satisfactory. I think some judges if not of the High Court, at least of the district courts might be appointed, so that the commissions may be above suspicion. Another thing. Other influences may be brought to bear upon the members if they belong to the same place. After recruitment is made, they must be sent to distant places if the public are to have any confidence.

The last point is regarding the principles to be followed in the construction of new lines. Surveys are undertaken, they are thrown away and again new surveys are undertaken and new lines constructed. Of course, exception might arise requiring construction of new lines, for instance the line to Kandla port because Karachi is lost for us. Travancore-Cochin has been made into one State and so both the capitals have to be joined. And then the steel plants are opened, we have to get the raw materials, the ores and other things, and so new lines are to be constructed. If no such things arise, the railways should cover large areas which are not touched by railway lines now. It is usual for Members to take up the cause of their constituencies and to say that a line should be constructed there. But all-India interest has to be taken into consideration. We have very limited funds. We cannot construct thousands or hundreds of miles. The funds should be used for construction of new lines for the development of the country, for covering places which are not touched by the railway.

Shri T. Subrahmanyam (Bellary): I am grateful to the Railway Minister for the hopes he has held out for the development of South India.

The Planning Commission has agreed to give an allotment of only Rs. 1125 crores when the Railway Board had asked for Rs. 1480 crores, and now this reduction will fall heavily, we are informed, upon the lines other than those which are necessary for the integral connection of those areas which will produce steel and iron. Therefore, I feel

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that this reduction will fall heavily upon some of the lines in South India. Even so, the Railway Minister has been pleased to say that in a developing economy other factors will come out and we need not be pessimistic about these things, and it may be possible for funds to be made available for new lines to be taken up in South India.

I am gratified and I am grateful to the Railway Minister because he has taken up for survey the railway line from Harihar to Kottur via Harpalahalli. There is a railway line now up to Kottur, and there it ends in a blind alley. If that 42 miles of distance is covered up to Harihar, it will link upto very important regions for purposes of business and industry. The Railway Minister and the Deputy Minister were pleased to go to Hospet, and they know also the importance of the iron ore there and the manganese ore and how rich it is with regard to minerals. The Tungabhadra project is also coming up. Bellary District has been included in Mysore in 1953. Therefore, the two important regions will be linked up if this short patch of 42 miles is connected. I request therefore on this occasion that the survey may be completed as early as possible, and I assure you on behalf of the people that their co-operation will be forthcoming in a complete measure with regard to giving of land, labour being provided by villagers in the way side and in other ways. I assure you that the people will be giving full, active and unreserved co-operation in this matter, so that this line may be completed as early as possible. There was another old line from Rayadrug to Chitaldrug which was once surveyed. I request the Railway Minister to see that that is brought up to date.

I have one other suggestion to make. The line between Guntakal and Hubli may be converted into broad gauge. That region has got iron ore of a very precious variety, and in limitless quantities. I am told that the variety of Bellary district is one of the most precious ones in the whole world. Moreover, some sugar factories are also coming up in that area. That region is becoming an industrially advanced area, and therefore business is also growing there. I would therefore suggest that the line between Guntakal and Hubli may be converted into broad gauge. Afterwards, the line from Hubli to Poona also may be taken up for conversion into broad gauge.

I am informed that recently one train which was running between Guntakal and Hospet has been discontinued. That has created a lot of inconvenience particularly to third class passengers. Those who were travelling for short distances of the order of 20 to 40 miles have been put to a lot of inconvenience. I would request the Railway Minister to see that that train is reintroduced now.

Another matter which I would like to point out is that there has been a serious scarcity felt with regard to the supply of wagons. As I said earlier, there is iron and manganese ore in this area. In the Second Five Year Plan, it is proposed to increase the exports to other countries extensively. We have got manganese and iron ores in plenty, and attempts are being made by Government to increase their exports to other countries with a view to securing foreign exchange. Stocks are lying idle on almost each wayside station, and manganese and iron ore is lying there without being lifted and taken to the ports, because of the difficulty in the matter of wagon supply. I would request the Railway Minister to see that the supply position is improved, so that it is possible to move more ore to the ports, and the local people also may be enabled to put in more business.

In this connection, I would like to suggest that there may be some liaison established between the Railway Ministry and the Ministry of Commerce and Industry. I have made attempts in the past on several occasions to get difficulties resolved, but it has been difficult for me to bring the representatives of both these Ministries together, in spite of the best intentions and efforts on the part of the two Ministers concerned. I am grateful to them for their good attempts and their good intentions. But the attempts to bring the representatives of the two Ministries together have not proved successful. If a more effective and helpful liaison is established between these two Ministries, then any difficulty arising either with regard to the rules prescribed by the Commerce and Industry Ministry or with regard to the wagon position may be thrashed out, and the manganese and iron ore may be moved in greater quantities to the ports.

These are the few suggestions that I intended to make. I am once again grateful to the Railway Minister for taking up the Harihar-Kottur line, and I can assure him of the fullest public co-operation to complete this line.

Shri U. M. Trivedi: I am thankful to the House for having allowed me good time earlier, and therefore, I shall not take much time now.

Shri T. B. Vittal Rao (Khammam): Good time ?

Shri U. M. Trivedi: The hon. Minister was pleased to say in his speech that generally our criticism is guided by considerations of opposition only, and that only for the sake of opposition, we are trying to criticise his schemes on the railways. I am very sorry that this view has been taken by the Minister about criticism which is levelled with the best of motives. There is absolutely no desire to run down what is good in the Railway Administration, but there is every desire to be as helpful as possible. The unfortunate position is that those who in terms of sychophancy act like sheep think that all those who are intelligent enough to criticise anything are idiots. That is too much to say about the Opposition, and Members ought not to have used such language with regard to the Members of the Opposition.

Shri L. B. Shastri: I did not say that.

Shri U. M. Trivedi: It was said by some Congress Member. I hope the Minister does not hold the same opinion about the Opposition as the other members did.

Shri Bhagwat Jha Azad (Purnea cum Santal Parganas): Some hon. Members on this side want to call a spade a spade. That is the difficulty.

Shri U. M. Trivedi: Whether you call a spade a spade or we call a spade a spade is the question.

Mr. Chairman: I think it would not be advisable if this question is taken up now and fought out in the House. The hon. Member may proceed with his speech.

Shri K. K. Basu: They can go to the lobby and fight it out.

Shri U. M. Trivedi: I do not wish to dwell upon all the cut motions that stand in my name, which number as many as 49. It is not possible for me to cover all of them, but I shall draw the attention of the Minister to one cut motion wherein I had sought for certain information, and some information had been supplied to me; but I am not satisfied with the information supplied.

Under Demand No. 2 it has been shown that the estimated expenditure in connection with the doubling of the line between Godhra and Ratlam, which has

to be voted upon by this House, will amount to Rs. 35 thousand. In the revised estimates, the amount shown is only Rs. 90,000. I personally have seen that the work is already in progress between Godhra and Ratlam, and tenders have been called for already; perhaps tenders have already been passed. The anticipated expenditure which has been shown in Part II of the volume which has been supplied to us along with the budget papers is more than Rs. 8 crores. But the budget estimate which has been shown here is only about Rs. 90,000. I do not know why this juggling is being carried on here.

Are we to assume that the Railway Ministry only comes with a *faith accompli* before us, and are we to be hood winked at all stages by those who carry on the work? The works are going on, and expenditure has been incurred. An expenditure of Rs. 8 crores has been estimated. But here we are told like small children that only a preliminary engineering survey is going on the doubling of the Godhra-Dohad-Ratlam line. What is this preliminary engineering survey, when expenditure has already been incurred?

I would also like to draw the attention of the Minister to the fact that so far as Demands are concerned, they are things which are recommended by the President as required under article 113 (3) of the Constitution; and these are the Demands which are going to be voted upon by this House. So at least in these Demands, one should be fair and honest, and whatever expenditure is going to be incurred in the next year must be shown here; and one should not come with a *fait accompli* after having incurred the expenditure from here and there, and then saying that this is the expenditure that has been incurred.

The second point to which I shall draw the attention of the Minister is this. I should like to say a word here as to why I have given an economy cut under this Demand. It has been suggested time and again that the bottle-necks should be removed, and for that purpose, this line should be doubled. My humble suggestion to the Minister, therefore, is this. If he looks at the railway map of the old B.B. & C.I. Railway and the present Western Railway, he will find that the line from Godhra runs east, and after turning east, it again goes to the north and north-east. Instead of doubling this line when it goes east, if we were to build a line in a straight line from Godhra to Kotah, it will pass through all those

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areas which have got no railway lines at present, and serve them well. Several suggestions have been made to build a railway line between Chittorgarh and Kotah, between Ajmer and Kotah, and Banswara and Dungarpur. But the line which I am suggesting is only for a length of 160 miles. And that will conduce also to economy. For, though you have estimated only for an expenditure of Rs. 8 crores on the proposed doubling, yet my estimate is that it will actually come to about Rs. 11 crores.

5 P.M.

If you are to spend Rs. 11 crores merely on the doubling of this line, why not spend about Rs. 4 crores more and have a new line opened up and the bottle-neck removed? The population between Godhra and Ratlam is the thinnest, the thinnest in the whole of India except perhaps in some areas of Rajasthan. There, we have already built many stations allowing the Frontier Mail to pass over quickly. I, therefore, request that this suggestion of mine may be taken note of and a proper survey of this may be made.

I will come to another economic cut motion of mine and that is No. 50, wherein I have suggested the abolition of the office of the Security Adviser of the Railway Board. With all the emphasis at my command, I most respectfully say that this is my very considered opinion that this decision of having somebody to watch and prevent pilferages and vandalism over our Railways is most essential. But this Security Force which is now being formed and which is merely another name for the Watch and Ward Department will not be sufficient. At one place it is shown that we have got what we call the Inspector General of Railway Security Force living at Allahabad; then we have got a Deputy Inspector-General of Railway Security Force, also posted at Allahabad. Then, we have got a Special Adviser, who is known as the Security Adviser to the Railway Board. May I submit that it is unnecessary to have all these officers on the top without having to do anything except paper work. My suggestion is this. Even today some co-ordination must exist at very high level for asking the Government Railway Police to discharge its duties honestly and with a feeling towards the national venture which is the Railway system. Then and then alone we can be able to achieve what we have got in view. The view that I am expressing is

this that a good deal of expenditure can be saved if this co-ordination takes place.

I do not wish to take more time because others are certainly entitled to have their say and I do not wish to repeat all the arguments which I can advance about the cut motions which I have tabled. I will refer to a few cut motions and be done.

I will now refer to cut motions 90, and 105. The Railway Minister was kind enough to make some reference to the deterioration in the speed of the railways. It might be excused in some places but I will ask him to refer to the statistics from 1938 and not refer generally to the statistics of those periods when we had these floods. Leave alone the question of floods. It is true that the floods might have to do something with the deterioration in speed. Now we have got better engines which can take greater loads and we can speed up. Formerly, a goods train running from Neemuch to Ajmer took 11 hours but today the goods train takes at least 24 hours. It is this thing that you will have to look into and find out what are the reasons for the deterioration. Is it the pooling system of which they are complaining or is it because you have acted upon the Adjudicator's Award and the more you give the more is demanded and because these demands are not met, therefore, some sort of obstruction is taking place? I will request the Railway Minister to look into this.

There is another cut motion to which I will refer and that is 106. I seek your indulgence to speak on this without having reached the stage of these demands. I am trying to point out this that if you look at the figures of expenses incurred for handling goods on the Central Railway and the expenses for handling goods on the Western Railway and then if you look at the figures for compensation paid in the Central Railway and in the Western Railway, you will certainly open your eyes and find that there is something radically wrong either in these accounts that have been submitted to us or that the management of the Central Railway is at the highest ebb possible. I will request the hon. Railway Minister to look into this.

Shri T. B. Vittal Rao: Mr. Chairman, I would like to refer to some problems of the staff—on these Demands. I have tabled some cut motions and in support of them I want to say a few words.

The first important question that has been engaging the attention of the Railway unions is casual labour. The system of casual labour has been brought into practice from some time in 1949 or 1950 and they are being paid at Re. 1|4|- or Re. 1|8|- at the market rate as it is called. When a particular Commission has been appointed and that Commission—the Central Pay Commission—has gone through various aspects of the question and has recommended a minimum wage, I do not know how we can deviate or depart from those recommendations merely because of the fact that it has not got statutory status and it has not fixed wages under the Minimum Wages Act. Who are this casual labour and are they really doing only casual work or work of a casual nature? These casual labourers continue to be in service for 2, 3 and even 4 years and still they are called casual labour. I have got great objection to this way of overcoming the main recommendations of the Central Pay Commission. I would strongly urge on the hon. Minister to consider this question carefully and see that nobody is paid less than the minimum recommended by the Central Pay Commission, as we are going to inaugurate a socialist pattern of society.

Next, I come to the second point—Gangmen. These workers constitute nearly 25 per cent. of the one million railway staff. These people carry out the duties which, though they look very light, are of a very arduous nature. They are being given a certain kind of work and the work load is increasing.

Shri L. B. Shastri: Is it the case of casual labour?

Shri T. B. Vittal Rao: No; I am referring to gangmen. These gangmen were originally in charge of 3 miles and now they are asked to perform 4 miles. I agree that the maintenance of track is very important. Everything, even the efficient running of the railway depends on it. I had a discussion with some of the Railway Board members and tried to find out what are the determining factors which go to determine the workload of a gangman. Even now the work of these gangmen is fixed very arbitrarily. When you fix the work you should see that the quarters are in the middle and not at one end when they have to walk 3 or 4 miles, that they need not go 3 or 4 miles to the workspot and then return another 3 or 4 miles.

I will refer to another aspect—the accounts staff. They are entertained in the grade of Rs. 55-130, recommended by the Central Pay Commission. After putting in a service of about 20 years, do you want these people to be in that grade and retire on a pay of Rs. 130? I would like that these accounts staff should not be made to sit for examination to get promotion to the Rs. 80-220 grade. Your efficiency is not going to be affected by this promotion. It will be good if by seniority you make them go to the next higher grade of Rs. 80-220. The introduction of examination for promotion is a new thing and we did not have it on the Railways before 1950. How does this examination increase the efficiency? On the other hand because of this examination there is discontentment and heart-burning. A graduate fresh from the college appears in the examination, gets through the examination and is declared successful; he is immediately promoted over the head of a man who has put in ten years' service. It should be our duty to see that those who enter in the lowest rung go up at least to a certain extent—at least they must be able to reach the grade of accountants or head accountants. Unless this promotion is there, how are you going to enthuse the staff? Let there not be any examination for the Rs. 80-220 grade for the accounts staff.

Train examining staff have been asking for a revision of their pay scale. I need not go into the merits of the work done by these people. The chairman of the Accidents Enquiry Committee, Shri Shah Nawaz Khan, has recommended that they should be given a higher grade. He has also said that their work is equal to that of a chageman or a leading hand in the workshops. I need not elaborate this issue.

Then I come to a very old grievance which is prevalent in my part of the Railway, Central Railway, and that too of the ex-N.S. Railway staff. Before integration they were governed by the service conditions of the old N.S. Railway. There have been representations to the Railway Board and to the Railway Minister from the Union, from the Federation and also from Members of Parliament. These people go on till attaining their sixtieth year. After integration Government told them either to opt for the Central service conditions or opt for the old N.S. Railway conditions of service. If you opt for the old N.S. Railway condition you will be allowed to work till the age of 60, but in the meantime

[Shri T. B. Vittal Rao]

if you were to get any promotion, then you can go to the higher grade but you will not be given any increase in salary. This is a very wrong procedure. When an accountant is promoted as head accountant, he has to get about Rs. 500, but what happens is that he can occupy that seat without drawing the extra wages; in other words, he will continue to draw his salary as accountant, and not the salary of head accountant. After all, in the whole of the Railways there are only 2,000 to 3,000 employees out of 19,000 *ex-N.S.* Railway staff. By giving them this much of a privilege your uniformity on the Railways will not be affected. After all in the various Railways there are different scales and there is no uniformity in so many things. After integration once they have opted for the Central service conditions, they were not allowed to change. But by the change which has been made, though sometimes they were not given promotion, they have to work under their juniors because they have to serve till 60. By actually promoting them to a higher grade without increase in salary, you may have removed the humiliation that they have to undergo by having to work under their juniors. But I do not know why this promotion should not carry the increase in salary also.

There is a scheme called the mutual benefit scheme. The Railways have nothing to lose. When an employee retires or dies, in order to help the dependants of his family each employee contributes an hour's two hours' or three hours' wages. This scheme has been prevalent in the workshop. Now they want this scheme to be extended to the gangmen working there. Railways have to lose in the sense that they have to appoint one clerk for this purpose, and this could better be done in order to extend this scheme. The scheme was evolved in those days after receiving encouragement from the Administration. I do not know why the present Administration is against it. Although I have made representations, they have been turned down.

There must be speedy disposal of representations made to the Railway Board. The Railway Minister has given us the assurance that the Efficiency Bureau has taken up this matter. I wish it were done because we have got rather an unhappy experience in the matter of disposal of our representations. I have been writing some letters, and after several reminders I get a reply. To quote an example, I referred to the Railway

Minister a case stating that the grade of Station Master in a particular station should be upgraded. After correspondence lasting over 18 to 24 months. I got a final reply that the matter has been referred to the General Manager and he has been asked to reply to me or expedite the reply direct to me. This reply I received on the 7th July, 1955 and till this day I have not received any reply from the General Manager. I would like this aspect—speedy disposal—to be taken into consideration.

We have got ministerial staff. Their grades should be revised. Some *ad hoc* committee should be appointed to go into this question and see whether their demand is justified or not. Even the Industrial Tribunal has given its award that the wages of a particular category should be higher. And even the Bank Award has given the ministerial staff a better deal. I would like some such thing to be done for the ministerial staff.

Coming to one other aspect, I would like to draw the attention of the Railway Minister regarding the working of the suburban trains in our place. I need not elaborate this, but I would only like to know whether the Members of the Railway Board have gone through a recent article in which the Railway Budget is discussed in *Commerce*. The editor of *Commerce* is no friend of mine. If anything, he will say things against us. That editor himself has written how this irregular and inadequate running of the suburban trains in big cities affects the efficiency of the employees who go and work there. I would request the Railway Minister to give some consideration. The representation is there before him for a long time about the irregular and inadequate running of trains for suburban traffic in Secunderabad, Hyderabad and Bolarum.

Finally I have only one appeal to make. People are very much concerned or at least those who are interested in the improvement of the railways are very much concerned about the original report of Shri Shah Nawaz Khan. Now, a year has gone; at least at this final stage, let that report be published and we will go through it and find things for ourselves, and be satisfied that everything is done. By not publishing the report, it has created some sort of a suspicion. I earnestly appeal to the Railway Minister to publish it and assure him that by publishing it he will have everything to gain and nothing to lose.

Shri Lakshmayya (Anantapur): I am thankful to you for the opportunity given to me to speak at least on the Demands. I am sorry I could not get a chance to speak on the Budget. Anyhow, I make avail of this opportunity to make a few observations on the Railway Budget.

The Budget in my opinion is realistic and responsible; further it is a prosperity Budget. Yesterday, or the day before, a friend of mine observed that it is a Budget of the third class passenger; I fully agree with him. From the sentence in the Budget speech at the beginning of para. 32. we can find the mind of the Railway Minister. He says that a sustained effort has been made during the last few years to make railway travel less irksome and inconvenient, especially for the third class passenger. There is a ring of sincerity in it; it indicates that it is a Budget which is intended to provide all possible facilities to the common man and to do everything that our Railway could do to the common man. The Railway Board and the Railway Minister deserve every praise and every compliment from the Parliament and from the public. I would like to pay my humble encomiums to them for having presented such an excellent Budget.

I said that it is a Budget of the common man. Let us consider the truth of it. What is it that an ordinary common man wants? What is it that he expects from the Railway Board and the ministry? He wants drinking water; some sitting accommodation in the railways and if he is to travel a long distance, some sleeping accommodation if possible. These are the things that he needs normally. Have the Railway Board and the Railway Ministry done all these things or not?

No doubt there is still overcrowding; no doubt there is some hardships yet for third class passenger to get good accommodation and on this account could we say that they have done nothing at all? I request the House to consider whether anyone in the face of hard circumstances, existing could have done better. With the available resources, could anybody prove better for the public? That is the point we should consider. It is always easy to talk and criticise and there is no magic wand to transform everything overnight. For the last three years, we find a number of things, improving both in Railway Administration and in the provision of facilities and other conveniences to the public at large.

I had a bitter experience of a long travel in the first instance from Madras to Delhi. On my way I could not get drinking water in spite of my best efforts in most of the stations. What is it that we see now first in all the big stations? The first thing that we find now is water trolley going on the platform here and there. You will get fresh drinking water. Is it not delightful for the ordinary third class passenger? Is it not a good facility for him? Never mind about the upper class passengers. They will have their servants, and get all facilities at their command. But the third class passengers normally want these elementary and small things. Now, with regard to sitting accommodation, what is it they have done? To relieve overcrowding, janta trains are being introduced, existing trains have been strengthened and a number of new trains have been started on various lines, where there is overcrowding. What more do you expect? You can say that these are all small things. It has been said: little deeds of kindness, little words of love help to make people happy and help to make the country happy just like the heaven above. (*Interruptions*).

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

Shri Lakshmayya: *Achcha ji. (Interruptions.)* I picked up this word during the last three years. It is no exaggeration to say that there is distinct improvement in the Railway Administration. There is economy in operation and efficiency in management and this is the key-note of any Administration. We find this in the management of railways to some extent. Even the Members in the Opposition could not find such set-backs though they may criticise on a number of other things. They could not say much against the management about it. I do not want to enter into any controversy with regard to the two trade unions of the Railways.

Mr. Chairman: The hon. Member may continue tomorrow. I have to make an announcement now.

The following are the selected cut motions relating to various Demands in respect of Railways which have been indicated by Members to be moved subject to their being otherwise admissible:

<i>Demand No.</i>	<i>Nos. of cut motions</i>
1	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 32, 33, 34,

[Mr. Chairman]

Demand No.	Nos. of cut motions.
	36, 37, 38, 39, 40, 43, 44, 45, 46, 47, 48, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 154, 155, 156, 157, 205, 206, 244, 245, 246, 248, 249, 250, 251, 252, 255, 258, 262, 263, 265, 267, 269, 274, 275, 278, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 333, 334, 335, 336, 337.
2	49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 61, 62, 302, 303, 304.
3	64, 305, 306.
14	128, 129, 130, 131.
15	133, 228, 329, 340, 341.

Conditions of service of the running staff on Indian Railways.

Shri S. L. Saksena: (Gorakhpur Distt. North): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of Government to improve the speed of trains and passenger amenities on N.E. Railway.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Conditions of service of the Railway Ministerial staff.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Pay scales of the original N.E. Railway staff and their seniority compared with the staff of other Railways.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Unsatisfactory conditions prevailing on the Shahdara-Saharanpur Light Railway in regard to conditions of service of the staff and passenger amenities.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to take over the Shahdara-Saharanpur Light Railway.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Corruption in the Railways.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to provide sufficient quarters for the staff.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Delay in disposing of complaints of the staff.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Practice of the N.E. Railway of not calling staff above 50 years of age for selection to L.G.S. posts.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to reduce the frequency of accidents.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to grant the Train Examiners higher grades of pay.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to construct Rudarpur-Deoria-Kasia-Nautanwa link before the Buddha Jayanti celebrations to be held in May, 1956.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to extend the project for Rudarpur-Deoria-Kushinagar - Nautanwa railway line up to Nawgarh along Nepal border in vicinity of Lumbini the birth place of Lord Buddha.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Trade Union democracy inside Indian Railways.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Extremè overcrowding on the Gorakhpur-Nautanwa and Gorakhpur-Chitauri branch lines.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to bring the Railway police under Railway Administration and to merge it with the Railway Security Police and Watch and Ward Department.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to run the Indian Railways more efficiently and economically.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

State catering on Railways.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Increase in freight rates.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to start the survey of the project for a new railway line connecting Nautanwa with Barhalganj via Nau-garh, Bausi, Mehdawal, Sahjanwa, Bansgaon, Sikriganj and Gola.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to start the survey of the project for a new railway line connecting Gorakhpur with Maharajganj, Nichlaur and Siswa, and Maharajganj and Phanda with Sahjanwa via Mehdawal.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Refusal to recognise the National Federation of Indian Railwaymen as emerged out of the Madras Convention held in May, 1955.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Special pay admissible to Joint Directors and Deputy Directors.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Formation of joint committees of workmen and official for turn out, maintenance and operation at all levels to avoid wastage, pilferage, thefts, corruption and for better results.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadequate medical facilities to Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Refusal to restore recognition to the Southern Railway Labour Union.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Evolution of a correct policy of granting recognition to Trade Union and Federation of Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Proposed increase in surcharge on goods traffic.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadequacy of amenities to III class passengers and lack of sleeping accommodation.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Sleeping accommodation for II class passengers.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continuance of private contractors for catering in the dining cars on main lines.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to withdraw the safeguarding of security rules—Railways.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Merger of full dearness allowance with pay of the Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to appoint a second Pay Commission to refix the pay scales of Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Inadvisability of withdrawing any item from the terms of reference of the one-man tribunal set up in the dispute with Railwaymen.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of regrouping and need to review the matter for increase of zones.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Non-restoration of loop lines on the Nidadavolu-Narasapur Branch of Southern Railway.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Appointment of Civil Engineers as Deputy General Managers, Personnel on the Eastern and South-Eastern Railways.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Retrenchment of employees contrary to the provisions of the Payment of Wages Act.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Anomaly of directing employees in certain cases to appear for examination a second time for selection to a higher grade when the employee was declared to have passed the test once.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for prohibition of smoking in III class carriages.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Opening of a passenger halt at Etitkhoppaka between Regupalem and Narasapatnam Road on the Southern Railway.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Unsatisfactory recruitment of Railway Sectional officers to assist the Special Police Establishment to put down corruption in Railways.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Advisability of authorising General Managers to appoint a certain percentage of class III employees at their discretion.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Appointment of persons over 65 years of age as members of Railway Service Commissions and posting them in the zone to which they belong.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Principles to be followed in the construction of new lines.

Shri P. Subba Rao: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for revision of the Discipline and Appeal Rules guaranteeing right of personal hearing and proper enquiry before punishment.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Trade Union rights to the Railway Security Staff.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reinstatement of men discharged under the Safeguarding of Security Rules and in connection with Trade Union activities.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to construct retiring rooms at Manthralayam Road railway station.

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to construct a new railway line from Siruguppa in Mysore State to Kurnool in Andhra via Adoni and Yemmiganur.

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to construct retiring rooms at Adoni railway station of Southern Railway.

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to provide drinking water facilities to the staff at Tuggali railway station on the Southern Railway.

Shri Gadilingana Gowd: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reinstatement of all Pakistan-opts employees and grant of full privileges to them.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for bringing loco-sheds under the Factories Act.

Shri Nambiar: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Abolition of examination for promotion to Rs. 80-220 grade for accounts staff.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for upgrading the salaries of train examiner staff.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Need for upgrading the salaries of station masters.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Arbitrary use of the Railway Services (Safeguarding of National Security) Rules, 1953.

Shri Sadhan Gupta (Calcutta—South-East): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to redress the injustice done to a large number of ex-railway loyees who had provisionally opted for Pakistan.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Rounding off railway fares.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Violation of trade union rights of railway employees by refusing to negotiate with their real representatives.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to reintroduce the system of issue of return tickets.

Shri Sadhan Gupta: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Conditions prevailing in Ajmer workshop in relation to the manufacture of engines.

Shri H. N. Mukherjee (Calcutta—North-East): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continued neglect of Sealdah station, Eastern Railway and its environs.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Indifference towards representations made by compounders and dispensers working on railways.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to tackle problems of overcrowding in third-class travel.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Grievances of the staff of the Assistant Engineer (Construction), Kalighat, Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Grievances of Accounts Department employees in North-Eastern Railway.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Demand for revision of pay scales.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Slow progress of Calcutta electrification project.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Continued importation of valuable parts for each locomotive manufactured at Chittaranjan.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Lack of adequate residential quarters for Class III and Class IV workers.

Shri H. N. Mukerjee: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to implement the recommendations of the Railway Corruption Enquiry Committee.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reconstruction of Puri railway station.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Sleeping accommodation for passengers.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Improvements to Railway stations on the Jubbulpore-Itarsi section of the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Overbridges at level crossings on the Jubbulpore-Itarsi section of the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Booking office at Itarsi Junction on the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Discipline among Railway Staff.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Unpunctuality of Passenger Trains on the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Passenger amenities.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Paucity of Passenger Trains on the Central Railway.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Railway Catering.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Third Class Waiting Rooms.

Shri Kamath: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of the Railways to settle claims against them and refusal to make payment on technical objections.

Shri K. K. Basu (Diamond Harbour): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reconstitution of the Board with representatives of the labour and other popular elements.

Shri K. K. Basu: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Reversion of Audit Inspectors of Deputy Chief Accounts Office, Secunderabad, Central Railway.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Grant of Assam allowance to the staff working at Lumding.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to formulate the gauge policy of the railways.

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

"That the demand under the head Railway Board be reduced by Rs. 100."

Delays in the settlement of claims.

Shri K. K. Basu: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure of the Government to remove the grievances of Exchange Operators.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to implement para 155 of the Railway Accident Enquiry Committee's Report.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to give recognition to N.E. Railway Labour Union.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Failure to give Assam special compensatory allowance to Railway workers posted in the Assam Zone.

Shri S. L. Saksena: I beg to move:
head Railway Board be reduced by Rs. 100."

Delay in settling cases of Railway workers which is sometimes as long as 19 years.

Shri S. L. Saksena: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Godhra-Dohad-Ratlam doubling preliminary engineering survey.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 38,000."

Abolition of the office of Security Adviser, Railway Board.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 83,000."

Vacillating position regarding the survey of the Broad Gauge and Metre Gauge line between Chittorgarh and Kotah.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Delay in carrying out the doubling of Delhi-Mathura line and inadequate provisions therefor.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Inordinate delay in Traffic survey of Kosi Kalan-Bharatpur-Alwar section.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Survey of the Rail Project to link Merta City with Ajmer and inadequate provision therefor.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Absence of provision for Kotah-Ajmer Traffic survey.

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

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Delay in Udaipur-Himmatnagar Survey.

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

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Unimaginative Expenditure on the Dungarpur-Rattlam (via Banswara) line.

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

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Futility of keeping a separate police establishment.

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

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Reservation of posts for Muslims and/or non-vegetarians in the staff of the staff College Baroda.

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

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Need to take up the survey for linking Kazipet with Nellore via Macherla with a view to exploiting the enormous coal deposits in Hyderabad State.

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

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Delay in finalising the examination of the reports of Nizamabad-Ramagundam Final Location and Traffic Surveys.

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

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Failure to nationalise Kalighat-Falta Railway.

Shri K. K. Basu: I beg to move:

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Extending the Sealdah-Lakshmikantapur line upto Kakdwip.

Shri K. K. Basu: I beg to move:

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Failure to introduce diesel railways in the suburban service round about Calcutta.

Shri K. K. Basu: I beg to move:

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

Non-purchase of the various private-owned Railways more particularly the Kalighat-Falta Rly., Ahmedpur-Katwa Rly. and the Burdwan-Katwa Rly.

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

“That the demand under the head Payments to Worked Lines and other be reduced by Rs. 100.”

Taking over of Kalighat-Falta Railway.

Shri K. K. Basu: I beg to move:

“That the demand under the head Payments to Worked Lines and others be reduced by Rs. 100.”

Working of the Kalighat-Falta Railway with particular reference to its dealings with passengers and employees.

Shri K. K. Basu: I beg to move:

“That the demand under the head Payments to Worked Lines and others be reduced by Rs. 100.”

Lack of upper class waiting room at Nimbahera.

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

“That the demand under the head Open Line Works—(Revenue)—Other than Labour Welfare be reduced by Rs. 100.”

Continuance of flag stations in their present form at Raila Road, Tharod, Baraila and Kachnara.

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

“That the demand under the head Open Line Works—(Revenue)—Other than Labour Welfare be reduced by Rs. 100.”

Non-provision of flag station at Jamunia and Daru on the Western Railway.

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

“That the demand under the head Open Line Works—(Revenue)—Other than Labour Welfare be reduced by Rs. 100.”

Non-provision of a fast train over the Khandwa-Ajmer section.

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

“That the demand under the head Open Line Works—(Revenue)—Other than Labour Welfare be reduced by Rs. 100.”

Unserviceable dynamos and batteries on nearly four dozen coaches on the Western Railway.

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

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

Survey of Kazipet-Macherla-Nellore line.

Shri Ramachandra Reddi (Nellore): I beg to move:

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

Slow progress in the suburban electrification around Calcutta.

Shri K. K. Basu: I beg to move:

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

Failure to open new line from Santragachi to Arambagh via Khanakul and also from Tarakeswar to Arambagh.

Shri K. K. Basu: I beg to move:

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

Failure to open new line connecting Lakshmikantapur to Kakkwip.

Shri K. K. Basu: I beg to move:

“That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100.”

Mr. Chairman: All these cut motions are new before the House.

Shri Nambiar: Sir, I want to point out that only with regard to the Demands under discussion the numbers of cut motions have been given and not for the other Demands. The arrangement was that Demands under discussion are 1, 2, 3, 14 and 15 and I have given numbers of cut motions only with respect to those Demands.

Mr. Chairman: The Chair will consider any other cut motions that are received afterwards. Hon. Members were asked to intimate the number of cut motions that they wished to move. These have been received by now. If any other notices are received they will be considered at that time.

5-34 P.M.

The Lok Sabha then adjourned till Half Past Ten of the Clock on Thursday, the 8th March, 1956.