

**HYDERABAD PAPER CURRENCY
REPEALING BILL**

The Minister of Home Affairs and States (Dr. Katju): I beg to move for leave to introduce a Bill to repeal the Hyderabad Paper Currency Act No. II of 1927F and to make certain provisions incidental thereto.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to repeal the Hyderabad Paper Currency Act No. II of 1927F and to make certain provisions incidental thereto."

The motion was adopted.

Dr. Katju: I introduce the Bill.

**RAILWAY BUDGET—DEMANDS
FOR GRANTS**

DEMAND NO. 1—RAILWAY BOARD

**DEMAND NO. 4—ORDINARY WORKING
EXPENSES—ADMINISTRATION**

**DEMAND NO. 6—ORDINARY WORKING
EXPENSES—OPERATING STAFF**

Mr. Deputy-Speaker: The House will now proceed with the discussion on the three Demands and the cut motions in relation thereto, that is, Demands Nos. 1, 4 and 6.

Dr. Lanka Sundaram (Visakhapatnam): There is a desire on this side of this House to have one division on the cut motions, and I request you will kindly ascertain the number of the cut motion and arrive at a guillotine time. Then we would have the division without any interference with the Budget Statement.

Shri Damodara Menon (Kozhikode) No. 250. Sir.

Shri Nambiar (Mayuram): I take it that the cut motions will be deemed to have been moved yesterday.

Mr. Deputy-Speaker: I will just see them and finalize. What time would the hon. Railway Minister be likely to take?

The Minister of Railways and Transport (Shri L. B. Shastri): As many minutes as you would like to give. I shall try to finish in half an hour.

Mr. Deputy-Speaker: The General Budget will be presented at five o'clock. Would not hon. Members like

after this to go out and come back or shall we sit continuously? There will be a division on only one cut motion, No. 250 and that will take 20 minutes. I will call the hon. Minister at 3-45 P.M. It will come to 4-15 P.M.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): There should be some interval after the House rises and when it reassembles for the Budget speech of Shri Deshmukh.

Mr. Deputy-Speaker: We may have about 25 minutes to reassemble.

Shri Nambiar: I wish to draw your pointed attention to cut motions regarding failure on the part of the Railway Board (i) to administer proper financial control thereby leading to wastages and serious losses, particularly in respect of contracts; (ii) to improve the conditions of third class travel; (iii) to provide for minimum passenger amenities; (iv) to improve the living conditions of railwaymen and (v) to foster healthier relations with labour. In this connection, I wish to quote what the hon. Minister stated yesterday. With regard to the contract with the Swiss firm, he stated as follows:

"The Public Accounts Committee had pointed out certain legal defects in the contract with the Swiss firm Schlieren, which would be removed but the report did not contain even a remote suggestion that there had been any financial loss to Government, not to speak of fraud or embezzlement."

This is how he denies it. I do not want to express my opinion on this. I would place before the House what the Public Accounts Committee had said on page 14 of the report. It runs as follows:

"For the technical aid part of the agreement the firm have been paid 8,80,000 Swiss Francs up to the date of the Audit Report that is in respect of the years, 1949, 1950 and 1951. The only technical aid so far received has been that the design of the coaches had been finalised and that six members of the firm's technical staff spent a period of about 13 months in this country at the expense of Government which later amounted to another two lakhs. The Committee agree with the view expressed in the Audit Report that the

agreement should not have been executed even before the site of the factory was settled and financial arrangements completed."

"In respect of the supply of coaches, certain *unusual* conditions were incorporated in the agreement, namely, that 50 per cent. of the estimated cost of the coaches on order should be paid 'with the placing of the orders'. The story of these payments is interesting."

Please note the words 'story' and the word 'unusual'. Again on page 16 it is stated:

"In any case, it was extraordinary that an order should have been placed in January, 1950, that is even before the design was finalised, and an advance payment of Rs. 26 lakhs made on that account."

Here also the word "extraordinary" is to be underlined. It goes on:

"It would appear from the provisions made in clause 6 of the agreement that it was known that coaches of the design already manufactured by this firm would not be suitable for the conditions prevailing in this country, and that a separate design would have to be developed and tested."

I would like you to mark the words "would not be suitable for the conditions prevailing in this country". Thus, even granting that they knew how to manufacture these coaches, they were not suitable for the conditions in India. Then the report goes on:

"The Committee take strong exception to the provision for advance payment. The payment becomes even more objectionable in view of the fact that it was made before the firm could possibly commence manufacture."

Again, on page 17, the report says:

"In spite of the defective performance on the part of Schlieren, a second order for 50 coaches was placed in 1951 and a payment of 28,75,000 Swiss francs made in March 1951 although not a single coach against the first order placed in January 1950 had been received in this country on that date."

Finally, the report says on page 19:

"In March 1949 the estimated cost of an unfurnished coach was

1,10,000 Swiss francs; in September 1951 it was 1,38,113 Swiss francs. In November 1950 the estimated cost for a fully furnished 3rd class coach was given as 1,50,000 Swiss francs whereas in August 1952 it was 2,15,800 Swiss francs. This shows that the liability of Government is indefinite and increasing constantly. The Committee view this with great concern.

On the other hand, the cost of the fully furnished 3rd class coach of the conventional type, namely, under-carriage with a body built on it, manufactured in the Hindustan Aircraft Factory is about Rs. 1,30,000."

Mr. Deputy-Speaker: It is not usual to read a whole report.

Shri Nambiar: I am only spending two minutes from my time, so that I may place before the House what exactly the feeling of the P.A.C. was. I want to show to the House that it is not my feeling, or the feeling of Members of the Opposition, but it is the feeling of the P.A.C. that there was embezzlement. This point can be derived from the extracts which I have read out. I submit that the hon. Minister went out of his way to protect this agreement and the persons who entered into this agreement. He is directly helping them. He is still helping them and has not placed the truth before the House.

Sardar A. S. Saigal (Bilaspur): No, no. Not correct.

Shri Nambiar: These are the facts which this Committee itself has stated.

Mr. Deputy-Speaker: The hon. Member did not follow what I said. I only said that a whole report ought not to be read. Only very short extracts should be read, or if the hon. Member gives the meaning of the extracts, that would be enough.

Shri Nambiar: From these extracts, it is clear that this escapism of the hon. Minister is not correct, and his statement that there was no embezzlement and not even a suggestion of embezzlement or fraud is a gross misstatement of facts. I hope that he will come forward with a statement saying that he is prepared to go into the whole matter and punish the culprits who are responsible for this affair. I would even suggest to him that I have no grievance against the Railway Board members, but the country as a whole has reason to have

[Shri Nambiar]

a grievance against the Railway Board members and therefore it would be better to remove all of them and put in new blood, and see that things are improved. I have personally nothing against them, but this is the conclusion to which I have to come as a result of this Swiss contract.

About the Chittaranjan Factory, I have to say that no one from the Opposition Benches alleged that the work at that Factory is not beneficial to the country. What we said was that the Chittaranjan Factory is dominated by foreign experts, and in his speech in reply to the general discussion the hon. Minister himself has agreed that there are 12 experts and he has stated that it will take years for them to be removed completely. This shows that we are not having a full production policy, but rather we are having only an assembling plant with the help of foreign experts. This is the point which we made out, and therefore there is no meaning in saying that we attacked or condemned Chittaranjan as such. We only want that it should be a production centre, and not an assembling plant. That is what we want, and is the hon. Minister prepared to accept that suggestion? Will he do things towards that end, and better the position with regard to Chittaranjan? That is the question I put to him.

Now, coming to the third point, namely, the question of recognition of certain trade unions, I had already said in my speech that certain unions had been singled out for non-recognition only for the reason that they did not belong to the political view of the hon. Minister or the Railway Ministry. That is why I said that politics should not be brought into this matter. The Deputy Minister waxed eloquent the other day and questioned our political strength in the South, and so on. But in all humility I would warn him not to step into the shoes of his predecessor with the hope that he will also one day become a Lieutenant Governor. He cannot get a Lieutenant Governor's post. Let him be sure about it. If he wants to throw out a challenge, then let him come straightway to the South and let him test his strength with our strength. Let him speak clearly on this point, but why should he divert the whole issue and bring in politics in a matter that concerns trade unionism? Let him say that "so and so union is not a representative union, therefore, I am not recognising it".

In this connection, let me inform the House that on the 5th December I had submitted to the hon. Railway Minister, as requested by the Union concern, a petition on this subject. Along with that petition, there was appended a list of 11,330 workers' signatures from the Southern Railway. The petition asked that in view of this the Union may be recognised. That petition was sent to me, and I personally submitted to the hon. Minister along with my letter. Paragraph 5 of that letter read thus:

"From the fact that a large number of Railwaymen are members of this Union and that it has got more than 10 per cent. membership as stipulated by the Railway for recognition of Trade Unions and that it is functioning constitutionally as per the Indian Trade Union Act, there cannot be any justification to refuse restoration of recognition to this Union."

This Union had been recognised till 1949. I may state that it has now got not merely 10 per cent. but even 15 per cent. or 20 per cent. membership of the railwaymen. They are behind the Union and they are already members. So, why should the hon. Minister not recognise this Union, if it is not for any political bias? That is the question he will have to answer. He is not to speak about the Communist Party's strength or otherwise. If he does, then it will be disadvantageous to him, because the Communist Party will defeat him. I give him another challenge on this issue.

Next, I come to the point about the confirmation of staff and of casual labour I have already stated on a prior occasion that the staff are not confirmed readily. A large number of men—about two lakhs—are yet to be confirmed. Then there is the question of casual labour. Mr. Alagesan wrote to me saying that those who have put in six months' continuous service, even though they are temporary, would be treated as temporary people, but I have to submit that there are definite departmental orders that when the staff reach the six months' service period, there must be a break created. I can place before the House a letter which clearly shows that this is the policy which is being pursued by the Railway Ministry. Here is the letter, and I am prepared to pass it on to the hon. Minister. This letter reads:

"From the Plant Chergeman, Tool's and Plant Depot. G.O.C. To P.W.I./POY Copy DE/MDU."

That is, it issues from Pollachy, with copy to Madura.

“Subject: Concrete Mixture Drivers at Pollachy.”

No reply has been received from you as to the provision up to which the services of the two temporary drivers would be required for works at Pollachy. If their services are required beyond the 15th of this month please stop them working for two days on Saturday and Sunday to enable us to have a break in their continuous service beyond six months and re-arrange them for work.”

This is the way in which casual labour with service beyond six months is treated. Even though they have the necessary service for being treated as temporary, a break is introduced to deny them the benefit. Here is the letter, and I am prepared to place it before the hon. Minister. This letter shows that a break of two days is deliberately being introduced in order not to qualify the man concerned.

Shri V. P. Nayar (Chirayinkil): Shame.

Shri Chattopadhyaya (Vijayavada): Disgrace.

Shri Nambiar: The Railway Ministry must be changed. I ask the hon. Minister: Has or has not this letter been sent by his Department? If it has not been, I am prepared to apologise, but if it has been, then will he and his Ministry resign and show that they have followed a wrong path. (*Hon. Members:* Oh, ho!) You may laugh, because you and I are Members of Parliament, and we get our forty rupees per day, but these forty rupees are not given to the worker even if he works for all the thirty days of the month. That is my grievance. Therefore, you may laugh but then the day when you will not laugh is not very long in coming. You will not laugh for long.

Coming to the point about the Staff Tribunal, I have to point out that the Ministry has referred to it only the subjects which they can conveniently include. They have omitted other things. They have selected two representatives one from the INTUC's Federation, which is their pet Federation, an Administration-supported Federation, another from the A.I.R.F., and a third a High Court Judge. They have not, however, given representation to a representative, organised

labour Union. On this question, the Southern Railway Labour Union has written a letter to the hon. Minister, wanting certain more subjects to be added. They agreed to the items suggested by the A.I.R.F. but wanted the following subjects to be included:

First is the cancellation of the Safeguarding of Railway (National Security) Rules, 1949. Second is the question of reinstatement of all discharged and suspended Railwaymen under the above Rules. Third is issue of recognition of trade unions in disputed cases—opinion of Railwaymen to be taken through secret ballot. On this side, we are prepared for the opinion of railwaymen to be taken through secret ballot. Let the Government also be prepared on their side. The fourth is to stop recruitment of casual labour; fifth is confirmation of all temporary staff who have put in one year of service; sixth is reinstatement of all Pakistan-opts employees. There are two or three thousand employees who for the reason that they opted for service in Pakistan are not reinstated today. They are denied the right to continue in railway service and they are viewed as Pakistan spies. This is the attitude which the Railway Ministry adopts. This is most unjust and these railway men cannot be treated like this because you have some quarrel with Pakistan. The workers should not be victimised for that reason. The seventh item we have raised is the question of grant of proportionate increments to all Pre-1931 staff. This is a question which has been hanging fire from the very inception of the Central Pay Commission. Why the pre-1931 staff should be denied this advantage, I cannot understand. The eighth point raised by us is the revision of Discipline and Appeal Rules—granting security of service and stopping frivolous and arbitrary punishment by officials. The last item is abolition of discrimination in pay and promotions between matriculates and non-matriculates while doing the same work. These are the matters which we wish to be brought before the Railway Staff Tribunal.

Next I come to the National Security Service Rules and the men punished under it. In this connection I would like to quote from a speech delivered in this House by my hon. friend Mr. Amjad Ali on the 6th June 1952 in which he made it clear how the National Security Service Rules are being operated. One of these rules runs as follows:

“A member of the Railway service, who, in the opinion of the

[Shri Nambiar]

competent authority, is engaged in or is reasonably suspected to be engaged in subversive activities or is associated with others in subversive activities in such a manner as to raise doubts about his reliability, may be compulsorily retired from service, or have his service terminated by the competent authority after he has been given due notice or pay in lieu of such notice in accordance with the terms of his service agreement..."

These are the National Security Service Rules. Can anything be more absurd than this, I ask? These are the grounds on which three hundred workers on the railways alone—let alone the other services—are discharged and today the hon. the Railway Minister says he has carefully considered every case and is satisfied that the action taken in the majority of cases is justified. What is the justification he can offer? I do not want a reply in one sentence. Let him personally go through certain cases and point out the justification for the action taken. I am prepared to go and sit with him if he is prepared to keep an open mind and hear the case of the discharged railwaymen.

Here are the grounds for action taken against a railway worker, quoted by my friend Mr. Amjad Ali:

"Whereas in the opinion of the competent authority... You as a member of the Executive Committee of the branch of the E.I. Rail-Road Workers' Union carried on propaganda among the Railway employees in favour of the last threatened general strike in the Railway with the object of paralysing communications and movements of essential supplies and thereby creating chaos and disorder in the country."

That particular railwayman created chaos and confusion in the country! This is the sort of chargesheet brought against railway employees. This is most shameful. They talk of democracy day in and day out, every minute. If this is democracy, then it is shameful.

Mr. Deputy-Speaker: Cannot the hon. Member speak without using the word shameful repeatedly. The force of an argument is not enhanced by the use of expressions like 'shameful' and 'disgraceful'.

Shri Nambiar: I am prepared to mend it; but they must also mend themselves. That is my request to them.

Mr. Deputy-Speaker: The hon. Member must conclude now.

Shri Nambiar: I will take only a minute more.

The hon. Minister stated that he is going to give chances of promotion for class II officers up to 33 and 1/3 percent., as against the present percentage of 25. But why should he not extend the same benefits to class III staff. The class II staff in the majority of cases get 12½ per cent. of chances for promotion like acting station masters. While we represented that it should be increased to 25 per cent., it has been reduced by the Joint Advisory Committee. While he has given the benefit to class II officers, why can it not be applied to class III officers as well. Let it be increased to 33 and 1/3 per cent., though my request is for 50 per cent. I would like to know from him how 75 per cent. of the staff can pass through 25 per cent. of the grades. It is like asking a camel to pass through the needle's eye. This means 50 per cent. of the class III staff will have to retire on routine grade alone.

Another suggestion I want to make is.....

Mr. Deputy-Speaker: I am afraid the hon. Member must conclude now.

Shri Madiah Gowda (Bangalore South): I wish to draw the attention of the hon. the Railway Minister to the fact that the railway staff on the Mysore State Railways have not been fairly treated by the Central Government. When the Mysore State Railways became part and parcel of the Central Railways, there were 50 gazetted officers and when the management was taken over by the Central Government it was expected that all the gazetted officers would be taken and equated as class I and class II officers of the Central Government Railway Department. But, unfortunately, out of the fifty gazetted officers of the ex-Mysore Railways only 32 were equated as class I and II gazetted officers and the 18 others who had put in a service of more than ten years and who had served the State railways efficiently and honestly with no black mark whatsoever, were made to revert as third class, which is a non-gazetted service. This reversion has placed

them in jeopardy and has marred their career.

The method adopted is against all canons of justice and equity. The method of downgrading officers was also against the principles laid down by Shri Krishnamachari in his report on Federal Finance Integration which has the approval of both the Government of Mysore and the Central Government. Paragraph 24 of the report relating to matters affecting Federal subjects reads as follows:

"The permanent staff wholly or substantially engaged on work connected with Federal subjects in States on the prescribed dates should be taken over by the Centre in appropriate grades on terms and conditions not less advantageous than in the service of the State."

I wish to lay emphasis on the words "terms and conditions not less advantageous than in the service of the State." It was also agreed at the Chief Secretaries and State Ministers Conference held on 24th-25th February 1950 as follows:

"It is accepted in principle that an *ad hoc* Committee should be set up to assess each individual gazetted officer and to make recommendations to Government with regard to the particular class and grade in which he is to be absorbed and the seniority assigned to him, a member of the Union Public Service Commission being associated with the *ad hoc* Committee for this purpose."

It is also stated:

"It is agreed to in principle that a representative of the State Government or of the State Public Service Commission should be associated in an advisory capacity with the *ad hoc* Committee constituted to deal with the assessment of the gazetted officers and with the equation of non-gazetted posts and grades."

But none of these principles seems to have been taken note of when out of fifty gazetted officers only thirty-two have been absorbed and the rest thrown into a most miserable condition. I may be excused if I say that in this case there is a clear breach of faith. Several representations and protests made by the State of Mysore seem to have had no effect. It is not that the posts to fill in these reverted gazetted officers are wanting; as a matter of fact more posts have been

created and even less qualified men and men with lesser service drawn from elsewhere have been posted there, and the cases of those reverted were not taken into consideration at all.

It is surprising to see in the handbook for 1951-52 under the title "Indian railways" furnished to us, the statement that "the seniority of the officers equated to class I service *vis-a-vis* of the Indian Government railways with whom the ex-State Services have been regrouped was also determined tentatively, except in the case of the ex-Saurashtra Railways." I earnestly appeal to the hon. the Railway Minister that the cases of the Mysore State Railway gazetted officers may be more dispassionately and sympathetically considered, at an early date.

On this occasion I wish to thank the hon. Minister of Railways for having decided to take up the survey work of the line that will have to continue from Bangalore onwards upto Mangalore—the line from Madras to Bangalore which should be continued from Bangalore onwards upto Mangalore via Hassan. I hope that this will be a broad gauge line. It is going to be a very important line indeed. This will be the shortest line between the east coast and west coast of South India connecting the main land, and it will be very important, viewed from various points of utility, and particularly from the defence point of view. I strongly urge that the construction of this line be taken up very early, so that it may afford the poor people of these parts an opportunity to earn something in these days of distress.

While urging the importance and urgency of this line I cannot lose sight of the other lines in Mysore State which have been urged now and again on the floor of this House and also through very many representations from the people of that State. Some of them are, firstly, the Bangalore-Hosur line. I am glad that the hon. Minister has conceded that the line from Morappur will be taken up, and I urge upon him that this may be connected with Bangalore. The other line which is the shortest and most useful is the Thalazuppa-Jog line. It is after all a very short distance, but it connects a very important place and a beauty spot in Mysore State (An Hon. Member: In the world). Yes, in the world.

It has also been pressed more than once that the Bangalore-Mysore line

[Shri Madiah Gowda]

should be electrified. If that Railway had still continued in the hands of the Mysore Government, probably they would have undertaken this project by this time. It is from a very long time that the people of Mysore have cherished a hope that they would have an electric line between these two important stations. As is well-known, electricity in Mysore is cheap and easily available. It may not cost much at all if this line is electrified, but on the other hand the advantages are very many.

I also wish in this connection to draw the attention of the Government to a few important points which have to be considered from the point of view of the welfare conditions of the passengers. The one important thing is the beggar nuisance in the trains, particularly in the South Indian trains. Most of these beggars are highly infected, suffering from infectious and loathsome diseases. Allowing them entry into the trains is highly dangerous to the safety of the passengers. And very often it is not possible to distinguish whether one is really a beggar or a thief. Probably if suitable action is taken, what is written in the South Indian trains, namely: There are thieves, beware—may very soon be avoided. I expect that the railway guards and station masters and the railway police will also be instructed to see that these beggars are not permitted to enter into the train or come near the railway premises. I suggest that if the Railway Department is so very interested in this beggar problem they may rather have a beggar's colony, just as some of the State Governments have opened up beggars' colonies somewhere and all the beggars that come to the railway station or try to enter into the trains may be taken to the beggars' colony and work extracted from them, and they may also be fed.

Shrimati Maydeo (Poona South): From the speech of the hon. the Railway Minister and the books supplied to us it is obvious that earnest efforts have been made for improving the administration of the railways. We can find many points on which the Railway Minister deserves congratulations. I would specially confine myself to this and congratulate him for deciding to take over the small railway line, the Barsi Light Railway. You will see that this Railway will cost the Government only Rs. 1.80 crores, while it runs to about 160 miles. If we look to the other lines which are proposed to be taken in hand in the coming year, the Khandwa-Hingoli Link, which is 186

miles long will cost about Rs. 7.5 crores, while the rail connection from Gua Barabil area to Manharpur Rourkela section, which is only 31 miles long, is going to cost Government nearly Rs. 3.5 crores. This shows that the financial burden on the Government for Barsi Light Railway will not be great but still Government will be able to solve difficulties of many people at large. The railway line runs from Latur to Pandharpur. You will see that Pandharpur is the pilgrim capital of Maharashtra and nearly one to five lakhs of people go there four times every year. The portion between Kurduwadi and Pandharpur becomes a bottleneck for passengers and not for goods. So, while taking over this line, I would request the Railway Minister also to look to many other inconveniences of the people. The passengers are many times required to stay on the platform for nearly four days without water or food or accommodation for sleeping and it is very necessary to look to their convenience and at the time of pilgrim days, it is important that more coaches and engines should be supplied. Also arrangements should be made to run more trains at this time. While taking into consideration these new lines, I would like to suggest that if Government decides to take one more small branch line from Baramati to Pandharpur which is already been surveyed, the land acquired for laying the railway lines should also be taken over by Government. This long strip of land is lying open for very many years. So, if this part also is taken over for the prospective new line, then this bottleneck from Kurduwadi to Pandharpur will be lessened and half the pilgrims will be diverted from Dhond to Pandharpur, as also from Dhond to Kurduwadi and Pandharpur.

There is one other point which also needs attention. The other end of this Barsi Light Railway is Latur and there are two stations, one Latur and the other Latur Road. These two stations of the same name are at a distance of about 20 miles from each other. Latur Road lies in the Nizam State Railway and Latur lies in the Barsi Light Railway but this small part only is not connected with the railway line. It so happens that if there is any goods traffic to be taken from Latur to Latur Road, then all the wagons are required to be emptied, the goods have to be taken through bus upto Latur Road and then again the goods have to be taken into the bogies. So, while considering the question of taking over this Barsi Light Railway, these two small items may be included in the scheme.

I would like to refer to one other item. The Railway Minister has paid special attention to the comforts of third class passengers and while considering these, I want to suggest that more compartments for women should be attached to the trains. I find that here also as in the other House, the Railway Minister has promised to attach more compartments for women and keep them in the middle of the train. So, I think that this matter will be given early attention.

The other thing which I would like to say is that the railway fares of third class passengers should be reduced as suggested by some other hon. Members.

Then I would like to refer to one other point about the Railway Centenary Exhibition. It is said that at the time of celebrating the Railway centenary an exhibition will be arranged to display the principal items of railway equipment in use, and information will be made available in regard to their specifications, annual consumption and the feasibility of their production in India. I feel that this is a very proper and right approach for reducing the unemployment and giving impetus to small scale industries in our country. I think that even other Departments of Government should follow suit and they should also display a list of the parts or items which are required by them and they should also tell the public how many of them can be made in India. At the same time, to make this proposition successful, I think there should be quantitative control on the things brought from outside to India. Only then our indigenous industries will be successful.

I thank you once again for taking over the Barsi Light Railway.

Shri M. L. Agrawal (Pilibhit Distt. cum Bareilly Distt.—East): Sir, I thank you for giving me an opportunity to make a few observations about the Railway Budget. Sitting here in this House for the last year and watching the proceedings, I have been feeling that it is far easier to get elected to this House than to be able to catch your eye. However, I am glad that after all, I have, at least, been able to catch your eyes.

Before I make a few observations about the railway administration, I would like to say that if I confine my attention to the shortcomings of the railway administration, it is not that I do not appreciate the great progress that has been made in the railway administration during the last two years and especially, during the time of our present Minister. As the time

at my disposal is short and the occasion is to speak on cut motions, I would confine myself to some of the shortcomings and make constructive suggestions for improving the conditions of the public and the administration. It is a matter of great concern that the surplus in the current year would be only Rs. 9.48 crores against the estimated figure of Rs. 23.47 crores and against Rs. 28.34 crores of 1951-52. In the Budget year 1953-54 also, the surplus would be only Rs. 9.31 crores. The Ministry should find suitable steps to bridge this shortage and restore the surplus to the past levels. The Budget speech and the pamphlet, *Towards Better Conditions of Travel* disclose an impressive programme for providing passenger amenities. Here also I regret that of the six zones, the North Eastern is the most neglected, and in this North-Eastern zone, the sector which is between Lucknow and Bareilly is the most neglected. In this sector, the hon. Minister has given a long list of new trains as well as extended trains. But, between Bareilly and Lucknow, neither has any new train been introduced nor any train extended. I would like to point to the hon. Minister through you that from Pilibhit branch out two lines, one to Tanakpur and the other to Shahjahanpur. Bisalpur is one of the three Tehsil headquarters of the Pilibhit district which is not connected by any pucca road with the headquarters; nor is there a good *kuccha* road. There is no bus service. It is a big trade centre in the district. This is served only by two trains which are quite inadequate to meet the traffic that offers between these two points. Before the war three or four trains used to run between these points. It is the barest necessity that at least one more train, which used to run before the last war, should be restored between Shahjahanpur and Pilibhit and between Bisalpur and Pilibhit.

Similar is the case with Tanakpur. Though Tanakpur is in the Nainital district, it is a big trade centre. Both the trains running to that place are mixed trains. They are very overcrowded. It is necessary that we should have some more trains so that people may travel there with ease and so that trade may expand.

Then, I come to another railway station, Puranpur. It is also the headquarters of a Tehsil which is on the main line between Bareilly and Lucknow. Only two trains leave Puranpur in the morning at about three and four. From Pilibhit, we have two trains leaving at about 12 o'clock at night. If a man has to

[Shri M. L. Agrawal]

come this short distance of 23 miles, for two or three hours work, he has to spend about 24 hours. This place is not also connected by any *pucca* road nor is there a bus service. There was an accident two years ago when a merchant wanted to come to Pilibhit with money in the early hours of the morning and he was stabbed. From the safety point of view, as well as from the point of view of convenience, it is very necessary that Puranpur should have some more trains. Their timings also should be changed. I had occasion to write to the hon. Minister about it. I have received a reply from the Railway Board in which they say that they concede the necessity of having a morning train from Puranpur to Pilibhit and an evening train from Pilibhit to Puranpur, but they have not got the requisite stock. They have promised that they will put in a shuttle train or a diesel car service. I do not know how long we have to wait for the promise to be implemented. I think it would be waiting till the Greek kalends before we could get these ordinary amenities.

Then, I would come to the question of claims due to losses and thefts in trains. This evil has gone up. In 1938-39 there were claims to the tune of four lakhs. As against that, it has now gone up to 314 lakhs. The hon. Minister has given, in his speech, a statement which shows that compensation paid during 1951-52 was 2,91,80,867; in 1950-51 it was 3,11,73,233. The number of claims settled, and arrears, were also given. New claims were also to the tune of lakhs. The reason given for the rise in claims was large-scale pilferage of essential commodities, thefts in running trains, etc. With due respect, I would submit that in all these thefts, we cannot always blame the professional thief alone. There are some others also who do this. Unless we make short work of them, and take strong action against them, these thefts would not cease. I would like to know if in any case people other than professional thieves were involved and whether any action was taken against them. If so, I would like the Ministry to prepare a statement six-monthly, showing the action taken against Railway officials in respect of these thefts and burglaries.

About the settlement of the claims also, the hon. Minister has given the time taken on an average. He said that in 1949-50 the average was 94 days, in 1950-51 it was 73 days and in 1951-52, 72 days. I have no material here to controvert these averages. But, as a lawyer, my experience has been that claims take

a very long time to be settled. Under section 77 of the Railways Act, a claim is ordinarily to be made within six months from the time when the goods were entrusted to the railways for carriage. Then, there is a further period of six months for the filing of a suit in court. In many cases it has been found that not even an answer is given by the railway administration to the claim preferred. Therefore, it cannot be said that claims are settled so soon.

In coming to a settlement also, the Railway Board have evolved a formula which they insist on, as the courts very often give a greater amount as damages. So, the parties are not inclined to agree to the very low amount at which the railways want to settle the claims. Even when decrees are passed—this is very important from the public point of view—and they have become final, payments are not made and when these decrees are taken out in execution, the execution costs have also to be borne by the railway administration. I can find no justification for not paying the decrees when they have become final, and compelling the decreeholders to go to court to get the decrees executed.

I would also like to say a word about ticketless travelling. In my constituency of which I just spoke, there are two branch lines one going to Shahjahanpur and the other to Tanakpur. It is notorious that on these lines, people do not purchase tickets. The Railway officials enter into a deal with the travelling public at less than the scheduled fares and therefore people there also have become accustomed not to purchase any ticket. I think even the last drive against ticketless travelling so far as these two branches are concerned has left the problem untouched. I would request the hon. Minister to give particular attention to ticketless travelling in these two branch lines.

3 P.M.

I would bring to the notice of the hon. Minister one or two more facts about the amenities provided by the Department. There is one station in my constituency. I went to it and found a notice board that the booking office was to be opened one hour before the arrival of the train. I waited for some time and asked the man to open the window. The train was to arrive ten minutes later. He resented very much that I should have asked him to open the window. He said: "These rules cannot be followed. If they are followed, we cannot work, and it is not the only thing to be

done. We have got to do so many things." So, I would submit that such things should be seriously taken notice of, and the persons who do not follow the rules which are provided by the administration for the convenience of the public should be taken to task.

There is one other point about my constituency that I would like to say. Between Bareilly and Lucknow, there is a station called Bhojeepera. And to the east of that station is Saithal station. This distance is eight miles, while the next station on the other side of Bhojeepera and Saithal is each three miles away. Now, the agricultural produce in between these two stations, Saithal and Bhojeepera, mostly sugarcane, is diverted and not taken to the factories because of the long distance to these stations. From the traffic point of view also, there is a clear necessity of a new station between Saithal and Bhojeepera. I had written to the hon. Minister about this, and the reply I received was that the matter was under consideration and that it would be looked into. A long time has elapsed since then, and I would request the hon. Minister that now this point may be gone into and a station may be opened between Saithal and Bhojeepera for the convenience of the public, as well as for the disposal of the agricultural produce, mostly sugarcane. It will give universal satisfaction to the residents there, and I think, augment the income of the railway also. As a financial proposition also, I think, the railway administration would not be a loser by opening this railway station.

डा० जाटव-बीर (भरतपुर-सवाई माधोपुर—रक्षित-अनुसूचित जातियाँ) : आज मेरे लिए यह बड़े सौभाग्य की बात है कि मैं इस सदन में अपने विचार प्रकट कर रहा हूँ। इस से पूर्व कि मैं अपने विचारों को इस सदन के सामने रखूँ मैं अपने रेलवे मंत्री श्री लाल-बहादुर शास्त्री जी को हृदय से बधाई देता हूँ उन्होंने रेलों की उन्नति करने के लिए जो योजनाएँ और धन इस सदन में स्वीकृत कराने के लिए रक्खा है, प्रशंसनीय है। उपाध्यक्ष महोदय, यह सब जानते हैं कि जब किसी मंत्री अथवा सदस्य को अपने विचार प्रकट करने होते हैं कोई बात चाहता है तो वह बजट के बाद में कटौती का

प्रस्ताव रख कर के अपने विचार प्रकट करता है। इसी बात को लेते हुए मैंने आपके समक्ष तीन कटौती के प्रस्ताव रखे हैं। तीन कटौती के प्रस्ताव जो कि मेरे नाम में हैं और यद्यपि मैं विरोधी पक्ष की ओर से बोल रहा हूँ तथापि मंत्री महोदय से मेरी प्रार्थना है कि उन पर बहू ध्यान दें सिर्फ इस कारण चूँकि वह विरोधी पक्ष की ओर से पेश किये गए हैं उनकी ओर कोई ध्यान न देना और परवाह न करना उचित न होगा। मेरी प्रार्थना है कि मंत्री महोदय, जो मैं तीन बातें उनके सामने रखने जा रहा हूँ उन पर ध्यान देने की कृपा करें।

सन् १९४७ में देश में स्वतंत्रता आई और परमात्मा करे वह दिन शीघ्र आये जब देश के अन्दर से यह, जिनको आप पिछड़ी हुई जाति वाले कहते हैं, दलित जाति या परिगणित जाति वाले कहते हैं यह नाम सदा के लिए मिट जाय और इंसान २ में कोई भेदभाव न रहकर पूर्ण समानता आ जाय। सन् ४७ में सरकार की ओर से यह घोषणा की गयी थी कि सरकारी नौकरियों में परिगणित जाति वालों को साढ़े बारह प्रतिशत के हिसाब से नौकरियाँ दी जायेंगीं लेकिन दुर्भाग्य से कहना पड़ता है कि यह चीज अभी तक नहीं हो पाई है। अभी कल ही विरोधी दल की ओर से एक सज्जन इस सदन के समक्ष अपनी भावना को प्रकट करने के लिए खड़े हुए तो दूसरी तरफ से उनके भाषण में रोड़े बरसाये गये और बाधाएँ डाली गयीं अच्छा तो यह होता कि आप लोग उनकी बातों का समर्थन करते लेकिन उल्टे उन्होंने जो बातें सदन में पेश कीं उन की खिलायी उड़ायी गयी मुझे यह सब देखकर बड़ा कष्ट और दुख हुआ मेरा दिल तो नहीं चाहता था कि मैं इस बात को यहाँ पर बतलाऊँ लेकिन चूँकि मैं अपने रेलवे मंत्री

[डा० जाटव-बीर]

से परिचित हूँ इसलिए मैं सब बतलाने के लिए उद्यत हो गया आखिर सत्य बात को कहने में कोई हिचक भी नहीं चाहिए, इसी लिए मैं इन कटमोशनस (cut-motions) के द्वारा आपका ध्यान इन बातों की ओर आकर्षित करने का प्रयत्न कर रहा हूँ और यह आशा रखता हूँ कि आप उनको पूरा करने की कोशिश करेंगे। भारत के संविधान में परिगणित जातियों के हितों के संरक्षण के लिए केवल दस वर्ष का ही समय है जिसमें से तीन वर्ष बीत भी चुके हैं, अब सात वर्ष बाकी हैं सर्विसेज के विषय में पांच वर्ष का जो रवैया है वह मैं आपको बताना चाहता हूँ। कल हमारे एक मित्र ने बताया था कि सन् ४९ में क्लास नम्बर १ और २ में कोई परसेन्टेज नहीं मिल रहा और आपके कथनानुसार क्लास तीन में भी बहुत कम अनुपात है। आप कहते हैं कि उनमें केवल मैट्रीकुलेशन की परीक्षा वाले भर्ती होते हैं उस क्लास तीन में सन् १९४९ में शेड्यूल्ड क्लास (scheduled class) वालों की २.७ संख्या थी। इसी प्रकार से सन् ५० में क्लास तीन में ३.७ संख्या थी और सब मिला करके कुल ३.९ संख्या रही और क्लास १ और २ में तो उनकी संख्या केवल ३ ही रही अब आप ही बतलाइये कि ऐसी दशा होते हुए क्या आशा हो सकती है कि यह कौम जिसको पिछड़ा हुआ वर्ग कहते हैं, अगले सात वर्ष के अन्दर जितना उसका परसेन्टेज और प्रतिशत सरकारी सर्विसेज में होना चाहिए, हो जायगा। सन् १९५० में जब उनको ३.९ के हिसाब से नौकरियां मिलती हैं तो सन् ५१ में यह आशा थी कि हमारी पापुलर सरकार इस संख्या को दुगुनी कर देगी और ६ परसेंट तो ले ही आयेगी। लेकिन मैं आपको बतलाना चाहता हूँ कि सन् ५१ में १९६६ लोग क्लास

१ और २ में भर्ती होकर उत्तीर्ण होकर आ जाते हैं जिनमें दलित जाति के केवल ३ ही लिये जाते हैं सन् ५० में ३ और सन ५१ में २ ही रह जाते हैं मैं आपका ध्यान इन फिगर्स की ओर दिलाना चाहता हूँ और चाहूंगा कि आप ऐसा कुछ प्रयत्न करें जिसमें यह कमी भविष्य में न हो और इनमें बढ़ती होती जाय। इसी प्रकार से जो आपकी थर्ड क्लास सर्विसेज है और जिनमें ३.९ प्रतिशत है उसके बारे में आशा यह की जाती थी कि वह बढ़ करके साढ़े सात या सात प्रतिशत अवश्य ही जायगा लेकिन मैं आपको बतलाऊँ कि वह ३.२ ही रह जाता है। न तो उनका रिक्रूटमेंट (recruitment) होता है और न उनको उत्तीर्ण करके लिया जाता है यह दशा हमारे भाइयों की आज सर्विसेज में हो रही है प्रति वर्ष सात हजार आदमी आपके मैट्रीकुलेट लिये जाते हैं, जिनमें आप केवल २, ४ या ६ दलित जाति के लेते हैं। आज के समय में यह बेइन्साफी है यह अन्याय है आप लोग इस को क्यों भूल जाते हैं? इसी लिये मैंने अपने कटमोशन के द्वारा आप से यह प्रार्थना की है कि आप रेलवे की नौकरियों के लिये जो बोर्ड या कमोशन (commission) नियुक्त करते हैं उस में इन के आदमियों में से कोई एक ले कर नियुक्त करें। इस सम्बन्ध में मेरा यह सजेशन (suggestion) है।

दूसरी बात मैं अपने कटमोशन को पेश कर के आप के सामने यह रखना चाहता हूँ जैसा कि हमारे श्री बलवन्त सिंह जी मेहता और श्री सोमानी जी ने आप के सामने राजस्थान की दुर्दशा रखी है। श्री बलवन्त सिंह जी ने आप को यह बतलाया है कि राजस्थान के भील लोगों की क्या दुर्दशा है। इस सम्बन्ध में मैं आप को यह बतलाना चाहता हूँ कि रेलवे में हजारों बीघा जमीन घिरी हुई

है जो किसी काम में नहीं आती है। यदि उस रेलवे की बची हुई जमीन को आप उन हरिजन निर्धनों को दें जिन के द्वारा आप की अन्न की समस्या हल हो सकती है तो बहुत अच्छा हो। मैं आप के पास से कुछ नहीं मांगता। केवल जो जमीन लापवाही के कारण बेकार पड़ी हुई है उस को अगर आप उन लोगों को और हरिजनों को दें तो एक तो आप की खाद्य समस्या जो आज देश के अन्दर है वह मिट सकती है दूसरे जो आप की बेकारी की समस्या है वह भी बहुत हद तक मिट सकती है।

इसी प्रकार से मैंने अपना तीसरा कटीती का प्रस्ताव घूसखोरी के सम्बन्ध में रक्खा है। हमारी बहन श्रीमती उमा नेहरू जी ने आप के सामने घूसखोरी का एक दृष्टान्त भी रक्खा लेकिन मैं आप को बतलाना चाहता हूँ कि रेलवे के अन्दर पैसा कटी की घूसखोरी नहीं है जो कुली स्टेशन पर हुआ करते हैं उन का ठेका राय बहादुर फलाने या राय बहादुर फलाने को दिया जाता है। ऐसे लोगों को ठेका देने के कारण उन बेचारे कुलियों से रिश्तत ली जाती है। आप तो हजारों रुपये उन ठेकेदारों को लोडिंग (loading) और अनलोडिंग (unloading) के देते हैं, लेकिन उन कुलियों से सारा काम बेगार में लिया जाता है जब कि हमारे विधान के अन्दर लिखा हुआ है कि किसी से बेगार नहीं ली जायगी। मैं तो यह कहना चाहता हूँ कि उन कुलियों का ठेका आप को आपरेटिव बेसिस (co-operative basis) पर दें जिस में जो पचास पचास कुलियों को लोडिंग और अनलोडिंग पर लगाया जाता है और उन को पैसा नहीं दिया जाता है वह बन्द हो जाय। वह स्टेशन पर एक आना बंडल की मजदूरी करने के लिये आता है लेकिन उस गरीब को बिना पैसे के उस ठेकेदार

की बेगार करनी पड़ती है। और उस रिश्तत में साम्रा किस का होता है? स्टेशन मास्टर और स्टेशन स्टाफ का और हमारे हरिजनों को ठेकेदारी का मौका दे में चाहता हूँ कि आप इस प्रकार की अनटचेबिलिटी (untouchability) को मिटाने की कोशिश करें। अपने भाषण में पूज्य राष्ट्रपति जी ने यह बात बतलाई कि देश के अन्दर छुआ छूत मिट गई नहीं, नहीं, यह बात उन को बतला दी गई है लेकिन उपाध्यक्ष महोदय में इस सदन में बड़े ही दुःख के साथ कहता हूँ कि अभी छुआ छूत मिटी नहीं है। बल्कि छुआ छूत तो बढ़ गई है पंजाब में स्वर्ण जाति के एक कुएं पर एक अछूत जाति का आदमी नहीं चढ़ सकता है। चाहे वह मर ही जाय। यही दशा राजस्थान की है। वहां पर हाल यह है कि जो सुविधाय हरिजनों को राजाओं के सामने थीं वह आज जनतंत्र राज्य हो जाने से नहीं हैं।

श्री रघुनाथ सिंह (जिला बनारस— मध्य): रेलों पर बोलिये।

डा० जाटव-बीर: मैं जानता हूँ कि मुझे क्या बोलना चाहिये। लेकिन मैं इस के सिलसिले में यह बात कहना चाहता हूँ कि जब भी मैं कोई बात बोल रहा होऊँ तो उपाध्यक्ष महोदय कृपा कर के कोई सदस्य इन्टरप्ट (interrupt) न करें। अपनी योग्यता का परिचय न दें।

मैं दो तीन मिनट में कुछ बातें और कहना चाहता हूँ। यह मेरे हृदय की भावना है और वह मैं मंत्री महोदय से इस सदन में ही नहीं बल्कि बाहर भी प्राइवेट तौर से कहूंगा कि यदि वह वास्तव में छुआ छूत की भावना मिटाना चाहते हैं यदि हरिजनों को परिगणित जातियों को औरों के बराबर लाना चाहते हैं तो वह यह ठेके उन लोगों को क्यों देते हैं जो आप के स्टेशन मास्टर्स

[डा० जाटवन्वीर]

और स्टाफ को करप्ट (corrupt) कर देते हैं? यह ठेके कोआपरेटिव बेसिस पर दलित जातियों के उन लोगों को ही दिये जायें जो यह काम करते हैं। इसी प्रकार से हरिजनों को टी स्टाल और खोमचे वालों को सर्व प्रकार के ठेके कोआपरेटिव बेसिस पर ठेका दें, यानी रिफ्रेशमेन्ट रूम (Refreshment Rooms) भोजनालयों के ठेके दें और फिर देखिये कि देश के अन्दर से कितनी जल्दी छुआ छूत मिट जाती है। सरकारी नौकरियों के लिये भी मैं सरकार से कहना चाहता हूँ कि दूसरे जाति के लोगों को हरिजनों के स्थान पर नहीं आना चाहिये। लेकिन यह तो आप के करने का चीज है। मैं ने राष्ट्रपति जी के भाषण में सुना है कि देश से छुआ छूत दूर हो गई है। यदि वह वास्तव में दूर हो गई है तो छोटी जातियों को कोआपरेटिव बेसिस पर ठेके दिये जायें।

चौथी बलास की नौकरियों के लिये आप जवाब दें कि हरिजन जाति का परसेन्टेज काफी है। श्रीमान जी, मेहतरों का परसेन्टेज कैसा? मेहतर के काम के लिये तो मेहतर ही चाहिये। गारा ढोने वाले काम के लिये गारा ढोने वाले चाहियें, इसी तरह से मिट्टी ढोने का काम है तो मिट्टी ढोने वाले चाहियें। इस परसेन्टेज को दूसरी सरबिस में लगाना सर्वथा अनुचित है।

मैं देखता हूँ कि एजुकेशन मंत्री और हमारे कांग्रेस गवर्नमेन्ट आज परिगणित जातियों को सब के बराबर लाने के लिये लाखों रुपया खर्च कर रही है तो कोई बजह नहीं है कि उन हरिजनों के योग्य बालकों को, उन के होनहार लड़कों को जो रिक्बतखोरी नहीं जानते आप ऊंची सर्विसेज में जगह न दें या उन को ठेके न दें। उन को बराबर

लाने के लिये आप को उन के उत्साह को बढ़ाना चाहिये।

मैं कहना चाहता हूँ कि मैं अपने कटमोशन इस लिय नहीं पेश कर रहा हूँ कि मैं आप का विरोध कर रहा हूँ, आप ने जो बजट यहां पेश किया है उस के लिये बजट की और आप की दोनों की सराहना करता हूँ, धन्यवाद देता हूँ। मैं अपने कटमोशन उपस्थित कर रहा हूँ, आप की मर्जी है आप माने या न मानें क्योंकि वह विरोधी बेंचेज (benches) की तरफ से आये हैं। लेकिन मुझे आशा है कि हमारे मंत्री महोदय सब बातों पर जरूर विचार करेंगे और मेरे कटमोशन को स्वीकार करेंगे।

स्वामी रामानन्ध शास्त्री (जिला उन्नाव व जिला रायबरेली—पश्चिम व जिला हरदोई—दक्षिणपूर्व—रक्षित अनुसूचित जातियां) : माननीय उपाध्यक्ष महोदय, आज आप ने मुझे रेलवे बजट के स्वागत के लिये जो अवसर दिया है उस के लिये मैं आप का हृदय से धन्यवाद करता हूँ। यद्यपि मुझे कुछ बोलना नहीं था लेकिन रेलवे के सम्बन्ध में मुझे दो चार बातें याद आ गई और वही मैं इस के सम्बन्ध में कहूंगा। मुझे आशा है कि मंत्री महोदय उन को ध्यान से सुनेंगे और उन पर अमल करेंगे। करीब करीब सभी विषयों में बहुत से महानुभाव बोल चुके हैं, इसलिये मैं उस का रिपिटिशन (repetition) नहीं करूंगा।

मुझे यह कहना है कि जो कुछ रेलवे के सम्बन्ध में हो रहा है या होना चाहिये वह सरकार की शक्ति से ज्यादा हो रहा है, लेकिन फिर भी मानव समाज में हमेशा कुछ न कुछ आवश्यकता बनी रहती है और उस को देखते हुए मैं कुछ बातें आप के सामने रखूंगा।

रेलवे में कुलियों की दशा इतनी खराब है कि वह एक ठेकेदार के अधीन रहते हैं और ठेकेदारों के साथ और भी अधिकारियों का सम्बन्ध रहता है। कुलियों से दूसरे आदमियों का भी काम बेगार में लिया जाता है।

कुलियों के रहने के लिये कोई व्यवस्था नहीं है। दूसरी बात यह है कि रेलवे का जो छोटे तबके का-स्टाफ है जैसे गंगमैन (gangmen) है और इसी प्रकार के दूसरे लोग हैं, उन को तरक्की देनी चाहिए। रेलवे में बहुत से ऐसे महकमे खोले गये हैं जो आवश्यकता से अधिक हैं और उन की वजह से बहुत गड़बड़ी होती है। एक मेडीकल ऐड (medical aid) का महकमा है उम में दवाएं बहुत कम बंटती हैं और काफी रुपया बचा रहता है। बहुत ऊंचे ऊंचे डाक्टर हैं लेकिन छोटे तबके के कमचारियों को दवाएं बहुत कम मिलती हैं और वह बेचारे बाहर से दवा कराते हैं। मेरे कहने का यह मतलब नहीं है कि यह महकमा न खोला जाय। यह बहुत अच्छा है लेकिन इस में सुधार किया जाय और दवाईयों अधिक खरिदवायी जायें और छोटे तबके के कमचारियों को दवाईयों की विशेष सुविधा दी जाय।

इस सम्बन्ध में मुझे कुछ और भी कहना है। कुछ ऐसे महकमे खुले हुए हैं जिन के पास कोई प्रोग्राम नहीं है जैसे कि वैलफेयर का महकमा एक प्रकार से धर्मादा खाता खुला हुआ है और सरकार रुपया बांट रही है। यदि उन के पास कोई खास प्रोग्राम है तो उस को चलायें लेकिन कभी कभी खोल कूद के सिवा उन के पास कोई और प्रोग्राम नहीं है। इसलिये इस की जांच की जाय और यदि इस महकमे के पास कोई प्रोग्राम नहीं है तो उस को बन्द कर दिया जाय।

दूसरी बात में यह कहना चाहता हूं कि बहुत सी यूनियन्स (Unions) चल रही हैं। किन्तु ऐसी रेलवे यूनियन को तरक्की देनी चाहिये जो कि आपसी समझौते के ढंग से काम चलाती हो। इस से भी रेलवे का सुधार हो सकता है।

रेलवे विभाग के बहुत से अफसरान ऐसे हैं, मैं यह नहीं कहता कि सब ही ऐसे हैं जो काफी गड़बड़ी करते हैं। एंटीकॉर्रप्शन (anti-corruption) के अफसर जो नियुक्त हैं उन से वह लोग मिल जाते हैं और जो रिश्वतें चलती हैं तो उन में सब का बटवारा होता है। सब के हिस्सों की बांट हुआ करती है। मैं आप को इसका प्रमाण दे सकता हूं! मैं ने देख भाल की तो मालूम हुआ कि यह महकमा इसलिए बना था कि इस महकमे के द्वारा रिश्वत कम होगी लेकिन जब रक्षक ही भ्रष्ट हो जाये तो दुनिया में कौन बचाने वाला है। जब वह महकमे वाले उन से रिश्वत में हिस्सा लेते हैं तो वह भी उन पर छापा नहीं मारते हैं और रिश्वतें और बढ़ जाती हैं। इसलिये उस की कोई विशेष व्यवस्था होनी चाहिए।

रेलवे का जो कमीशन बना है उस के सम्बन्ध में मैं यह कहना चाहता हूं कि उस में उन लोगों को भी लेना चाहिए जो कि निम्न श्रेणी के काम करने वाले हैं, इस प्रकार से सहयोग से काम होना चाहिए।

में समझता हूं कि अगर गवर्नमेंट को खर्च में कमी करनी है तो वह कुछ कामों को ऐसे अफसरान को दे जिन के पास काम कम है और जिन को और काम दिया जा सकता है। इस तरह भी बहुत बचत हो सकती है। बहुत सा ऐसा स्टाफ है जिस के पास काम कम होता है और समय उन के पास बहुत ज्यादा

[स्वामी रामानन्द शास्त्री]

होता है। तो उस समय में वह कोई न कोई और स्कीम बनाते हैं। जो छोटे वर्ग के लोग हैं उन के पास ज्यादा काम होता है और उन को फुरसत नहीं होती। इन चीजों की ठीक ठीक जांच होनी चाहिए।

यूनियनों के बारे में मैं ने कहा था। जो रेलवे यूनियन है उस ने भी काफी काम किया है। उस के २४ हजार मेम्बर हैं और उन्होंने पंजाब अकाल, मद्रास अकाल और आसाम अकाल में जितनी उन की शक्ति थी सहायता भी की है। वह इस तरह अपना कार्य कर रहे हैं। मैं इस बात को अनुभव कर रहा हूँ कि यदि ऐसी यूनियनों को तरक्की दी जाय तो आपस में समझौते के ढंग से काम हो सकता है। उन के पास करीब पांच या छः सौ झगड़े आये जिन को उन्होंने निबटाया। इस प्रकार उन को यदि तरक्की दी जाय तो झगड़े न हो कर आप का काम हो सकता है।

इस के अतिरिक्त मुझे माननीय मंत्री जी से दो चार बातें पुलों के सम्बन्ध में भी कहनी हैं। हिन्दुस्तान में बहुत जगह जनता के यातायात के लिये पुलों की आवश्यकता है, जैसे बालावाली का रेल का पुल है, कालपी का पुल है और भी गंगा पर और दूसरे रेल के पुल हैं, उन पर जनता का यातायात न होने से जनता को बहुत दिक्कत होती है। अगर सरकार के पास इन पुलों को बनाने के लिए इस समय रुपया नहीं है तो वह आने वाले बजट में इन के लिये रुपया रखें, और प्रान्तीय सरकारों को आदेश दें कि वह उन को अपने खर्च से बनावें और केन्द्रीय सरकार भी उन को मदद करे। तो इस से यह होगा कि जो एक जिले से दूसरे जिले में आने जाने की दिक्कत है वह दूर हो जायगी। इस सम्बन्ध में भी मैं आप का ध्यान आकृषित करना चाहता हूँ। उन्नाव में एक पुल की बहुत

आवश्यकता है। वह मेरा निर्वाचन क्षेत्र है इसलिए मुझे उस का अनुभव है। उन्नाव शहर में रेल को पार करने का कोई भी पुल नहीं है। वह उस मेन लाइन पर है जो दिल्ली से कानपुर, लखनऊ होती हुई कलकत्ता जाती है। वहां पर मालगाड़ियां और दूसरी गाड़ियां बहुत आती रहती हैं। मैं समझता हूँ कि इस बजह से २४ घण्टे में कम से कम आठ घण्टे तक सड़क का फाटक बन्द रहता है और चलने वाली जनता की बहुत भीड़ हो जाती है। वह छोटा सा शहर है और इस से वहां बहुत दिक्कत होती है। मैं माननीय मंत्री महोदय से प्रार्थना करूंगा कि वह वहां भी जनता की यातायात के लिये एक पुल बनाने की योजना रखे।

एक बात मुझे और कहनी है। वह यह कि रेलवे की बहुत सी फालतू जमीन है। कुछ रेलवे के अरुसर उस जमीन को जुतवाते हैं दूसरी लोगों से और उस का अनाज उन के यहां आता है। मैं उन के नाम भी जानता हूँ। कुछ लोग तो जोतने वालों से पैसा भी लेते हैं। इस जमीन से रेलवे को कोई इनकम नहीं होती। मैं सरकार से प्रार्थना करूंगा कि उस जमीन को सरकार भूमिहीन मजदूरों को दे। इस से उन के कुटुम्ब की भी गुजर हो सकती है और सरकार को भी उस का लगान मिल सकता है और आमदनी हो सकती है। इस से काफी फायदा हो सकता है। यदि रेलवे को उस जमीन की आवश्यकता हो तो वह उन से लिखा सकती है कि जरूरत पड़ेगी तो हम यह जमीनें वापस ल लेंगे। यह जमीनें उन को अस्थायी तौर पर दे दी जायें ताकि वह उसकी जोतें। हिन्दुस्तान में रेलवे की लाखों बीघा भूमि फालतू पड़ी हुई है। अगर यह जमीन उन लोगों को दे दी जाय तो इस से सरकार को भी फायदा

हो सकता है और गरीब जनता का भी भला हो सकता है। मैं माननीय मंत्री महोदय का ध्यान इस तरफ आकर्षित करूंगा कि जल्दी से जल्दी वह इस काम को देखें।

जिला सहारनपुर में मैंने विशेष रूप से जांच की है। वहां सीलोनी नदी के आस पास बहुत सी जमीन है। रेलवे के अफसर वहां से उन लोगों से जो इस को जोतते हैं रपया ले आते हैं और वह जमीन छोटे लोगों को नहीं मिलती। तो मैं उन का ध्यान इस तरफ भी आकर्षित करूंगा।

मुझे और कुछ विशेष नहीं कहना है। यही दो चार बातें मुझे कहनी थीं। उन की ओर मैंने मंत्री महोदय का ध्यान आकर्षित कर दिया। आप ने जो मुझे बोलने का अवसर दिया इसके लिए मैं आप को हृदय से धन्यवाद देता हूँ और अपना स्थान लेता हूँ।

Shri Vallatharas (Pudukkottai): The two great dragons to which the Indian people are yoked are, one the Central Budget and the other the Railway Budget. By a chain of taxation running over a century, which is aggravated in the present years, the morale of the entire nation has been broken. The common man has been steeped in poverty, hunger and continuous starvation. The Union Budget has admitted that in the form of direct taxation the highest pitch has been reached. In the sphere of the Railway Budget, now, there is absolutely a standstill, unless we pretend ourselves to be so strong and resourceful for future work. It is a fact that since 1949 when the new settlement in respect of the present railway system was implemented, the rate of fares has been doubled. Having heard the criticisms of hon. Members in this House during the last Budget session and in this session, it is quite clear that the question regarding the Railway Department is not one of survival. I say that it is not a question of survival, because, it is imperatively necessary for Defence purposes and for the common convenience of the people. Either it is a dilapidated one or a successful one: but in either case it must

497 PSD.

continue. But the real question that is facing us is this—whether it is the present Ministry or the past Ministry that is responsible—or the department and the officers who handle things, or all stand condemned in the eye of the public. There is no use of saying that people are pushed out of the third class and that there is no amenity and no convenience in the train. All these things have been repeatedly told, and the thick-skinned administration have received them calmly and even with smiling faces at times. It is a deplorable story that in spite of having great scope for future improvement, the corruption of the official stock has led this country to the present state of ruin and suffering. If they are not going to redeem themselves, certainly there must be some way out of this. Despite the fact that the Congress Party is the ruling party and is in a majority, I say the Ministry must resign at least as a token. I am not offering my remarks in any vindictive spirit—against any party or any individual; but see the affairs, place your finger on your conscience and see what things are. (Interruption) I will tell you the parable of the friendship between the rat and the frog. The frog is a docile being confined to the water. It is like the Railway Department within its own forum.

Mr. Deputy-Speaker: I am giving only ten minutes to every hon. Member. The frog may take away some of his time.

Shri Vallatharas: I am sorry the Chair has been forced to make these observations. Of course, even if you speak, Sir, you tell stories in a pleasant manner. I too can say harsh things in civilised language.

Mr. Deputy-Speaker: You may go on, but I am afraid it will take away some of your time.

Shri Vallatharas: Whatever I do, whether it is a good performance or whether it is a bad performance, whether I am an infiction or not, I must do it for my existence; or else our existence will not be justified.

The rat in the parable is the Central Budget and the frog is the Railway Department. A friendship was sought to be established between the two. A rope was tied between the two. When the criticism comes from the public, both of them are either lifted to the skies or both of them fall to the ground. That is how this Union Budget has spoiled the

[Shri Vallatharas]

Railway Budget and the Railway Budget has spoiled the **Union Budget**. In that way things have happened. As a part of the major policy, I am submitting this. Why should you take four per cent. of the so-called capital employed? After all it is our own institution, it is our own property, the property of the nation. The word 'employed' is important. Have you assessed the capital at any time just to make this calculation of four per cent.? Have you at all analysed what this capital is; have you evaluated the capital? Yet, you want this four per cent. This four per cent. is paid by the passenger.

Then there is the other item, the **Reserve Fund** for which 15 crores of rupees has to be paid every year. All these funds go together amounting to about Rs. 40 crores. The passenger is made to pay. There is no use pleading that the railways cannot exist without the passenger. The passenger is made to pay and the money is reserved for railway funds, which funds are largely utilised for balancing the **General Budget**. This is not my opinion only; it is the considered opinion of the **United Nations**, and, if anybody of you have not read it, I will give the book. The responsible officers and Ministers can go through that and see. You praise to the skies that you have got the **Assam link**. You say 34 million dollars have been granted by the **World Bank for Development and Reconstruction**. The fares and freights have been doubled and yet you say these are low as compared with other countries. After the war, the swing which made the whole world prices fall, has also visited this country. Nowhere in this world is there a railway institution which makes out so much annual surplus as the **Indian railways**, and the whole amount goes into the hands of the **Finance Minister** for his balancing the **Central Budget**.

Dr. N. B. Khare (Gwalior): They are Siamese twins.

Shri Vallatharas: I will finish within fifteen minutes.

Mr. Deputy-Speaker: Ten minutes.

Shri Vallatharas: Anything which the Chair is pleased to give. I am not here to protest but I would say it will be injustice. The quantum must not depend upon the personalities that are speaking. There must be the utmost possible liberty for a person to express what he feels.

I submit without any protest to the Chair.

Now, the **Railway Budget** just like the **Union Budget** is possessed by three grips. Either you must suffocate and die or you must find out the means to breathe freedom. One is that after independence there has been a natural desire for expansion. The **Central Budget** and the **Railway Budget** planned very busily big schemes and plans with very great capital investments. Then they find themselves in the delicate position that costs are going high and they cannot keep on. The third is the stage of withdrawing or cutting grants and advances.

Yesterday the hon. Minister of Railways said that there have been complaints that the South has been neglected. Have you not neglected the South? No doubt, you have neglected the South, you have neglected the South to your own destruction. I want to place the emphasis on that. If you do not rectify things at least hereafter, suddenly you will see things which I do not want to tell you now. There is no time for me to repeat all these things now. Madras is now a red rag for all of you. The little hold that the Congress has on the people, you must preserve or else you die a natural and legal death, in this country, as a constitutional force. I will be very sorry if the Congress allows it. But one cannot help that. When a person is going to die persistently and emphatically, you cannot prevent him. My hon. friend, the Minister pleaded that he had no money.

Mr. Deputy-Speaker: Please address the Chair.

Shri Vallatharas: I will give the statistics in course of time. All you have collected from the South you have simply wasted and squandered all round the North. Some things may be useful. I do not grudge them. But, on the other hand, a proportionate amount should be spent on the South. That is one thing which I want to press in this **Railway Budget**.

Now, you have no money. The fares have gone very high. You compare it with other countries where the national income, and the *per capita* income are more and they pay more fares. Here the *per capita* income has come to the zero level or even minus level. So it is not correct to compare with the other countries.

We have no money to spare. The Railway Minister and the Railway officials have not at all looked into the facts. Why has there been a recession in the income or the earnings this year or the years previously? Ever since 1950-51 there has been a decline in the passenger traffic. The increase in fares has brought about the present despondency. The hon. Minister says that agriculture and good harvest will bring in more. Never in your life can you see prosperous agriculture of the previous decade. Things are so bad. Nature itself is against all of you. As a matter of fact, so long as the present rule continues, you will have scarcity and scarcity only. You will have to depend upon good days coming, but good days will not come all at once. Fifteen years of drought and hunger will not end in an hour. Even if there is no cyclone like the one that raged in the South some time ago, and there is freedom from drought and famine, the ills of the past cannot be remedied in a day. They will continue for another decade. So, do not depend upon agriculture, or the Japanese method of rice cultivation. There is so much noise made about this Japanese method, but the hollowness of it all is abominable and obnoxious.

Dr. Lanka Sundaram: What about synthetic rice?

Shri Vallatharas: Men also can be made synthetic and production also can be made synthetic.

Now, as a matter of fact this recession in income has been due to the fact that the rich and the propitious people are outside the scope of the direct heavy taxation by way of increased fares, and so long as the rich and the propitious are outside the scope and grip of the increased railway fares and freights, and the people with diamond rings, golden chains, golden bangles, and silken saris etc. travel in the third class, standing even on the footboards for want of accommodation, how can you get income? These opulent people have descended to the level of travelling in the lower class, whereas the poor man has no other choice except to travel in the third class. If there is a fourth class or a fifth class, or if walking by the railway line is allowed, he will resort to it. But the general tendency throughout the country is—and let me submit for the sake of your intelligence and information this important fact—that everyone wants to cut short his travelling expenses. I am expected to pay Rs.

50 from Pudukkottai to Delhi by the third class. I am a Member of this House, and yet I cannot afford to travel in the inter class. See my position. One should be ashamed to say it. One should be ashamed to acquiesce in the statement that a Member of Parliament is not able to travel in a class higher than the third class.

श्री दण्डन (जिला इलाहाबाद—
पश्चिम): क्यों ?

Shri Vallatharas: Because we have to bring our children and family: Rs. 50 per head means for a husband and wife and one child a total sum of Rs. 150. If any of us can afford to travel in the first class or the second class, it is a different thing, but I cannot afford it. Originally, the fare was only Rs. 17 or 18, but now it is Rs. 50. When I, a Member of Parliament, find it difficult, is there any ordinary common man in this country who has got his income secured to an extent that he can make this luxury journey from Madras to Delhi by paying Rs. 50? So, he minimises the trips. Even his holy visit to Kashi—I am speaking of the people from the South—has become a rarity. The Northern man's exodus to Rameshwaram for a holy dip has also equally become scarce. So, if you believe that there is any stimulus for people to travel by the railway, then that belief borders upon cowardice or ignorance. There must be stimulus for people to travel more. The Railway Department should work at a reduced cost, at an efficient level, and on an honest basis. If these three things are not satisfied, it is impossible to get any improvement.

Lastly, I want to draw attention to corruption. Of course, the anti-corruption machinery is there. Well and good. But corruption is a fine, nice and scientifically woven fabric in this country. If at all this country has achieved anything in unification and in consonance, including in its scope all sections of the officialdom and the people, it is only corruption. If at all any legacy is to be left by the party at present in power, it is a strong embodiment of corruption and nothing else. ***

What is the genuine effort you have made during the last nine months to end this corruption?

Babu Ramnarayan Singh (Hazari-bagh Vest): Nothing.

*Expunged as ordered by the Chair.

Shri Vallatharas: The Public Accounts Committee, the Estimates Committee and the Auditor-General's reports are three things that speak of irregularities. In addition, our open discussion in Parliament has brought forth the same point. ***

Only two sentences more, and I will finish.

Mr. Deputy-Speaker: I have given him seventeen minutes, not fifteen.

Shri Vallatharas: I will finish in two sentences.

Mr. Deputy-Speaker: No.

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Mr. Deputy-Speaker: I will now allow only one Member more to speak, because he has not spoken till now.

श्री मंगलसि राम (जिला जौनपुर—पूर्व-रक्षित-अनुसूचित जातियाँ) : इस सदन में माननीय सदस्यों को कई वार अपनी तरफ से मंत्री महोदय और रेलवे विभाग को धन्यवाद देने का मौका मिल सकता है, लेकिन जिन सदस्यों को इस सेशन (session) में और इस से पहले के सेशन में भी बोलने का मौका नहीं मिला वया उन को अधिकार नहीं है कि वह अपनी कांस्टीट्यूएन्सी (constituency) की दिक्कतें मंत्री जी के सामने रखें ?

Mr. Deputy-Speaker: So far as the hon. Member is concerned, he wanted me to include his name in the list of speakers. The practice we have been following so long is that each party is entitled to choose its own spokesmen. If the party is not willing to set up a particular Member for the purpose of keeping up the level of the debate, I cannot take the responsibility of calling upon him to speak. I leave it to the party to do so. I may tell him that he must go to the whip of his party and get his name included. He is not able to convince the whip and he is quarrelling with me.

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श्री आर० एस० सिन्हा (उत्तरपुर-दतिया-टीकमगढ़) : उपाध्यक्ष महोदय, मैं सर्वप्रथम आप को धन्यवाद देता हूँ क्योंकि पिछले साल के बजट के अवसर पर भी मुझे बोलने का मौका नहीं मिला था, अब आप ने एक छोटा सा मौका दिया है।

मैं माननीय मंत्री महोदय को भी धन्यवाद देता हूँ जिन्होंने अपने बजट को संतुलित ही नहीं किया बल्कि ९ करोड़ से ऊपर की बचत भी दिखाई। परन्तु मैं एक ऐसे प्रदेश से आया हूँ जिस का नाम बिन्ध्य प्रदेश है। बिन्ध्य प्रदेश एक ऐसा प्रदेश है कि जहाँ न रेलें हैं न सड़कें हैं और न यातायात का और ही कोई साधन है। इस सदन में बोलने वाले बहुत से सज्जनों ने बहुत सी बातें कही हैं, रेल के डब्बे अच्छे नहीं हैं, किसी ने कहा है कि रेल की गदियाँ अच्छी नहीं हैं, किसी ने कहा कि रेल के दरवाजे अच्छे नहीं हैं, लेकिन मैं आप से इस की प्रार्थना नहीं करना चाहता, मैं तो केवल यह चाहता हूँ कि जहाँ भी जो चीजें अच्छी न हो वह बिन्ध्य प्रदेश को दे दी जायें क्योंकि बिन्ध्य प्रदेश में अच्छी या बुरी किसी भी प्रकार की रेलें नहीं हैं।

[PANDIT THAKUR DAS BHARGAVA in the Chair]

बिन्ध्य प्रदेश में तो आँखों के तले हो अन्धेरा है। यह प्रदेश भारतवर्ष के बीच में होते हुए भी ऐसा है कि हर बीज में पीछे पड़ा हुआ है। इस में न कोई यातायात के साधन हैं, न रेलें हैं और न कोई बस सर्विस ही १००, १०० ८०, ८० मील के अन्दर में है। इसलिये पहिले तो माननीय मंत्री जी से मेरी यह शिकायत है कि जब पिछले साल समयाभाव के कारण समय न मिल सका तो मैंने बिन्ध्य प्रदेश के सम्बन्ध में एक लिखित योजना उन को दी थी। उस योजना के लिये उन्होंने

*Expunged as ordered by the Chair.

मुझ से यह कहा था कि वह उस पर अगले बजट पर विचार करेंगे। आप ने बहुत सी नई रेलों का निर्माण किया है और बहुत सी विचाराधीन भी हैं। आप ने अपने भाषण में दिवा दासगांव लाइन, पश्चिमी बंगाल में बिजली से चलने वाली लाइन, मद्रास और उत्तर प्रदेश, पंजाब और पश्चिमी बंगाल लाइनों को जब जिक्र किया, लेकिन आप ने विंध्य प्रदेश का नाम भी नहीं लिया। मैं ने जो लिखित योजना विंध्य प्रदेश के बारे में दी थी शायद उसे माननीय मंत्री जी भूल गये हैं, मैं तो नहीं भूला हूँ लेकिन मैं सोच रहा था कि शायद विंध्य प्रदेश की लाइनों पर वे भविष्य में विचार करेंगे। लेकिन उस योजना को उस बजट में स्थान भी नहीं प्राप्त हुआ इसलिये मैं अपने विचार प्रकट करना उचित समझता हूँ।

शायद आप विंध्य प्रदेश को पर्वतशील औरत की तरह समझते हैं। जिस प्रकार पर्वतशील औरत के स्वभाव, उस के गुण और उस के अंग नहीं दिखाई देते उसी प्रकार विंध्य प्रदेश के गुण और अंग आप को दिखाई नहीं देते। भूतत्व परीक्षण मंडली की रिपोर्ट के अनुसार यह प्रदेश सभी प्रकार के खनिज पदार्थों से भरा पूरा है। यहां अग्नि प्रतिरोधक मिट्टी, फोस्फोर, स्फटिक, चुम्बकीय, लोहा, अलमूनियम धातु, हरसोठ, तांबा, चूने का पत्थर, रामरज, गेरू, छुई, अभ्रक, हीरा, लोहे की धातु, सफेदा धातु, तूफा, बलुआ पत्थर, शीशा बनाने की बालू, बर्तन बनाने वाली मिट्टी अथवा चीनी मिट्टी पाई जाती है। यह तो, श्रीमान जी, विंध्य प्रदेश की रिपोर्ट है, एक सब से बड़ी बात वहां पर कोयले की है। आज हिन्दुस्तान में दूसरे दर्जे का कोयला सिवा विंध्य प्रदेश के और कहीं नहीं पाया जाता। वहां पर जो

सिंगरीली तहसील सीधी जिले में है उस में १०० बर्ग मील एरिया में कोयला है लेकिन वहां रेल न होने के कारण, यास्तायात न होने के कारण, १००, १०० २००, २०० मील के ईईगिर्द कोई रेल न होने के कारण, यह कोयला बेकार पड़ा है। अगर आप वहां रेलें ले जायें तो आप को, कोयला भी मिले जायगा और वहां के गरीब लोगों का काम भी भविष्य में चल जायेगा। मैं ने आप को यह आंकड़े विंध्य प्रदेश की गवर्नमेन्ट की रिपोर्ट से दिये हैं।

4 P.M.

और सोहागपुर में बारह सौ बर्गमील और जोहिला में १५ बर्गमील में कोयला है। उमरिया और जोहिला में तो रेल पहुंच गयी है लेकिन सिंगरीली में जहां १०० बर्गमील कोयला है रेल के न होने के कारण बहुत परेशानी है। वहां पर चूने का इतना बड़ा एरिया (area) है जो कि ४५०० बर्गमील में है। इतना बड़ा एरिया होते हुए भी वहां रेल नहीं है। इससे पिपरा में ८७९५ एकड़ भूमि में कुरुन्द पाया जाता है, भांडेर में चूने का पत्थर पाया जाता है। लेकिन वहां रेल न होने के कारण वह मिट्टी की तरह पड़ा हुआ है। इसलिये, श्रीमान जी, मेरी यह प्रार्थना है कि इस तरफ के लिए रेल बनाने के सम्बन्ध में अवश्य ध्यान दिया जाय।

इस के अतिरिक्त विंध्य प्रदेश के छतरपुर, टीकमगढ़ और पन्ना जिलों में जहां हीरा निकलता है वहां इन जिलों में भी रेल नहीं है। उन से सौ सौ मील की दूरी पर से रेल निकलती है। यहां काई रेल नहीं है। इधर भी आप अवश्य ध्यान दें। अनेक सज्जनों ने मांग की कि गाड़ियां बढ़ायी जायें और कुछ ने मांग की कि उन का मिलने का समय ठीक किया जाय। लेकिन यहां के लिए तो मैं यही मांग करता हूँ कि यहां रेल की पटरा ढाली जाय। पन्ना में हीरा की खान हाते

[श्री आर० एस० तिवारी]

हुए भी वहा रेल नहीं है। वहां पुराने ढंग से हीरा निकाला जाता है। वहां हीरा का एरिया ४० वर्गमील है। वहां से रेल ४५ मील की दूरी पर है। इसलिए वहां हीरा निकालने के कोई नये औजार, हथियार काम में नहीं लाये जाते। इसी प्रकार से वहां बिजावर का इलाका है जो छत्तरपुर जिले में है जहां २२ मील लम्बा पहाड़ है जहां लोहा बनाने का पत्थर मिलता है। वहां पुराने ढंग से कुछ लोहा बनता भी है। अगर सरकार वहां नये ढंग से फैक्टरी द्वारा लोहा बनाना स्वीकार कर ले तो मैं समझता हूँ कि सारे भारतवर्ष की रेलों के लिए वहां से लोहा मिल सकता है और आप का और गरीब लोगों का काम चल सकता है। विंध्य प्रदेश ३५ छोटी बड़ी रियासतों को मिल कर बनाया गया है जिस में से ३४ रियासतें बुन्देलखंड की हैं और एक रीवा बघेलखंड की है। पहले यह प्रदेश इन छोटी छोटी रियासतों में बटा हुआ था। इस का पता नहीं था कि वहां कितनी आमदनी हो सकती थी। राजा लोगों ने इस प्रदेश की कोई उन्नति नहीं की, वह अपने भोगविलास में लगे रहते थे। इसलिए, उपाध्यक्ष महोदय, मैं चाहता हूँ कि माननीय मंत्री महोदय इस ओर अवश्य ध्यान दें। अगर आप इस ओर ध्यान देंगे तो आप को जितना खनिज पदार्थों का उत्पादन चाहिए उतना मिल सकता है और यह प्रदेश समृद्धिशाली हो सकता है और यदि आप ने ध्यान नहीं दिया तो यह बैसा ही पिछड़ा हुआ रहेगा जैसा कि राजाओं के जमाने में था। मैंने आप को यहां के लिए रेलवे की योजना तो पार साल दी थी, शायद वह आप के दफ्तर में पड़ी होगी। मैं चाहता हूँ कि ललितपुर से या झांसी या हरपालपुर से नौगाव, छत्तरपुर होती हुई पन्ना सतना को मिलायें और वहां से राज धानी रीवा होती हुई सिंगरौली को मिल

दे ताकि उस खदान के पास तक रेल पहुंच जाय। यहाँ ९०० वर्गमील की कोयले की खदान है। इस को अभी तक छुआ ही नहीं जाता।

इस के अतिरिक्त मैं आप से अर्ज करूंगा कि हम अपने यहां पत्थर की वस्तुएँ और चिकियाँ बना कर सतना के स्टेशन से बिकने के लिए भेजते हैं। पन्ना में उसी तरह का पत्थर होता है जैसा कि राजस्थान में। वहां यातायात न होने के कारण हम वहां के पत्थर की चिकियाँ तथा अन्य वस्तुएँ बाहर नहीं भेज सकते। इसलिए मैं आप से यह प्रार्थना करूंगा कि आप इस तरफ ध्यान दें। रेलवे की योजना तो मैंने आप को पूरी दे ही दी है।

दूसरी बात मुझे यह कहनी है कि मंत्री जी ने कल अपने वक्तव्य में बतलाया था कि झण्टाचार को दूर करना कठिन सा है। मैं भी मानता हूँ कि झण्टाचार को दूर करना कठिन है, नहीं तो आज से बहुत पहले इस को दूर कर दिया गया होता। लेकिन फिर भी मैं आप से सहमत नूँ ही हूँ कि कोशिश करने पर वह दूर नहीं हो सकता है। आप ने जो उच्च वर्ग के कर्मचारियों के सम्बन्ध में कहा कि वे लोग कहते हैं कि सब पर अविश्वास किया जाता है, ऐसी दशा में नौकरी असम्भव है, तो उस सम्बन्ध में मुझे यही प्रार्थना करनी है कि वही ऊँचे अफसर इस काम को सुधारें और वह भी अपने को स्वतंत्र भारत का अंग समझें। वह स्वतंत्र भारत से अलग नहीं हैं। जो लोग पार्लियामेंट में चुन कर आये हैं उन में और उन अफसरों में कोई भेद नहीं है, वह भी उन्हीं के बराबर हैं। अगर वह तनखाह पाते हैं तो इसलिए कि वह २४ घंटे काम करते हैं और जो काम करता है वह भोजन को किसी न

किसी रूप में लेता ही है। इस से कोई किसी में फर्क नहीं पड़ता। इसलिए मेरी उन से चेतना के साथ प्रार्थना है कि इस काम में भरसक कोशिश करें। वह भी जब रिटायर होंगे तो उन को पार्लियामेंट में मेम्बर हो कर आने का अधिकार है और योग्यतानुसार वह मंत्री भी हो सकते हैं। गुलाम देश के नीकर नहीं हैं, वह स्वतंत्र देश के मुलाजिम हैं, वह गुलाम नहीं हैं। उन को अपनी यह धारणा बनानी चाहिए और इसी धारणा से देश का उद्धार हो सकता है। दूसरी चीज उन को यह भी समझना चाहिए कि अगर वह इस भ्रष्टाचार को कायम रखेंगे तो जो उन की सन्तान होगी वह भी इस को अपनाती चली जायगी और इस तरह भारत का उत्थान असम्भव है। इसलिए मैं प्रार्थना करूंगा मुलाजिमों से और बड़े बड़े अफसरों से कि वह इस ओर ध्यान दें और अपने कर्तव्य को पूरा करें और क्रिटिसिज्म (criticism) का बुरा न मानें। उन को केवल आगाह किया जाता है ताकि वह उन्नति की ओर आगे बढ़ें। अस्तु मेरी आप के जरिये रेलवे मंत्री जी से यह करबद्ध प्रार्थना है कि बिन्ध्य प्रदेश की बाबत ध्यान दें और वहां रेलवे बनाने का जल्दी से जल्दी प्रयत्न करें।

Shri L. B. Shastri: There is not much time at my disposal. Hence I would select only a few points on which I would like to place my views.

Mr. Vittal Rao has raised the question of the non-implementation of the Adjudicator's award on the N. S. Railway. The position has been examined and it is found that, barring a very few number of men, all the additional staff required for the full implementation of the Adjudicator's award are already in position, and the award will be fully implemented by 31st of March, 1953.

I would like to say the same thing about leave reserve, except that in the case of the station masters there will be some difficulty until the men

who have been recruited have been trained.

He also said something about the Convention resolution. In that connection he said that the payment which was to be made for the Barsi Light Railway should not have been charged to the Development Fund. Well, it has been decided that if the return on the purchase price shows that it is unremunerative, that is if the return on the investment is less than 4.25 per cent., the charge should be to the Development Fund. The Barsi Light Railway is anticipated to be unremunerative, and on account of that reason, the purchase price has been charged to the Development Fund.

Mr. Anthony has raised several points. I cannot deal with all the points raised by him here and now. But I am told that he has already written to the Railway Board about many of them. I think he has raised some new points here. I will certainly get them examined further and will inform him about them. But about two or three matters which he raised and which I consider important, I shall say a few words. He has referred to the Selection Boards and made various suggestions for their improvement, like publishing the results within a week, moderating examinations, etc. Well, I welcome the suggestions made by him and as I have said in my speech, the question of improving the procedure of Selection Boards is already under consideration and the suggestion made by the hon. Member will certainly be given due consideration.

Then he said that the work of the Seniority Committee should be expedited. Well, I entirely agree with him and this matter is engaging our attention and everything possible is being done to expedite the work. I cannot give him the exact time of how long it will take but we will try to finish the work within six to eight months.

Mr. Anthony also referred to the hardship caused to the staff by being kept for long periods under suspension. Well, I am myself conscious of the need for relieving their distress on this account but the difficulty arises when a case is sent to court. As soon as a case is sent to a court, the staff concerned is immediately suspended and till the court has disposed of the case, the person concerned has to remain under suspension.

Mr. Anthony also referred to the disparity as between divisions on

[Shri L. B. Shastri]

railways in the grant of officiating allowance. The disparity in the rules as between railways has already come to our notice and action has already been taken to make the procedure uniform.

Shri Gowda from Mysore has raised the question of ex-State employees of Mysore. I may inform him that the question of the staff of some of the ex-State Railways is under my consideration and Mysore is one of them. I can only assure the Member that this matter would receive my earnest attention.

Shri Ram Nagina Singh said something about his Chit Baragaon station. What I am concerned here with is the categorical statement that he made that at this particular station, the staff take large sums of money for supplying wagons. I would like to tell him that we shall ask for a special enquiry and I hope the hon. Member will also give his help and co-operation in the matter.

Several suggestions have been made regarding improvement on different stations and the provision of amenities and certain suggestions have been made in regard to the construction of new lines. It is not possible to deal with them here but I shall look into them and certainly, in regard to the matter of amenities and improvements, etc., try to do what I can.

I may say a few words about the B.B. Railway of Bihar. Well, that matter has been brought to our notice by the Bihar Government. We do not propose to take it over but I have asked the Chairman, Railway Board, who will shortly be visiting Bihar, to discuss this matter with the Bihar Government.

Two or three Members from the Scheduled Castes spoke about their position on railways. Government is fully conscious of their position in Government services and they are taking such steps as are practicable to increase their representation in the services. I know the special difficulties of the Scheduled Castes' brethren and I want to do as much as I can. I am already seeing what I can do for them, especially in regard to the railway administration.

One suggestion was made that a person belonging to the Scheduled Castes should be appointed to the Railway Commission. I am prepared

to examine the feasibility of this suggestion.

Much has been said about the difficulties the workers have to face in regard to medical facilities and housing, etc. I know we have to do much for the workers but if the House will permit me, I may say in brief what we are doing at present. We are spending about Rs. 3·8 crores per annum for building new quarters and improving the old ones. We are spending another Rs. three crores per annum on health and medical services. We are spending about Rs. 60 lakhs a year on educational facilities. We are also spending about Rs. ten lakhs a year for the Staff Benefit Fund for sports, etc., and there are about 500 institutes and clubs for which buildings and initial equipment are found by the railways. We will continue to do still more within, of course, the funds at our disposal.

Dr. Lanka Sundaram raised the question of recognition of the All-India Railway Ministerial Staff Association. He stated that our policy was inconsistent in this matter and perhaps cited the recognition of Class II Officers' Association as an example. The recognition of Associations of gazetted officers and Unions of non-gazetted staff is on an entirely different footing and is regulated by a different set of rules. Gazetted officers are not entitled to form Unions and the recognition of their Association does not entitle them to any privileges beyond making representations.

Mr. Nambiar has again repeated the charge of embezzlement in regard to the Schlieren Agreement. If you will pardon me, I may say that Mr. Nambiar takes special pains to misstate facts. Well, if he will permit me, I shall quote a news which has appeared in his Tamil paper. The hon. Member had put certain questions in regard to the recognition of the Southern Railway Union. The answer was given by the Deputy Minister. The answer has been quoted in that Tamil paper *Thozhilarasu*.

Shri Chattopadhyaya: I could not catch it.

Shri L. B. Shastri: You have followed it. It is *Thozhilarasu*. If the House may like I shall try to read it in Tamil. He has quoted the answer. Then below that:

Labour union angeekara vizhayathai thaniyaka pariseelikkapaduvathakavum merchonna arasanga kolgai

labour union vizhayuthil kurukke nirkuthu enrum thozhar Nambiaridathil railway manthiri vakkuruthialithhullar.

Translated into English it says that the Railway Minister has given an assurance to comrade Nambiar that the question of recognition of the Labour Union is being examined separately and that the Government's decision stated above will not stand in the way of the Labour Union. I do not want to contradict it in his face just here. I can only tell him that it is not correct and there have been absolutely no talks on these lines, between him and me.

Shri Nambiar: The proceedings of that day can be seen.

Shri L. B. Shastri: I have never denied that the agreement had its defects. I have never said that. If he will only go through the report of the Public Accounts Committee, I am quite sure that what I said will be found to be absolutely correct. What the Public Accounts Committee has said is about the terms of the agreement which was entered into, and the defects of the agreement. They could have used the word 'embezzlement'. That word was not taboo to the Public Accounts Committee. But, they have never said that. Of course, I know that they are satisfied on that point.

I do not remember the name, but Mr. Nambiar referred to a particular case of men being told off for two days in order to retain them as casual labour. I can only tell him that this is against the specific instructions on the subject. We will investigate the case which he has referred to. He also mentioned about the *ad hoc* tribunal. The tribunal has not yet been formed and the actual composition of the tribunal is under discussion, as also the subjects which have to be referred to the tribunal. So far as I can see, it will not be possible to include in the tribunal the unions which are not affiliated to the two Federations.

The main point which he referred to was about the recognition of unions, especially the recognition of the Southern Railway Union. Recognition of unions is based on certain principles. No doubt, the railway and the workers have arrived at some satisfactory working arrangement after a great deal of discussion and deliberation. So far as I can see, the arrangement is both in the interests of the workers as well as the railways. The basic fact is that the Railway

Board will only deal with All India bodies and the unions which are affiliated to either of them. There are certain exceptions in a few cases because recognition was given a long time ago. Dr. Lanka Sundaram referred to a few unions which have got recognition. I may tell him that in one case, it is perhaps 25 or 30 years ago that that recognition was given. It is difficult for me to withdraw recognition from them unless every aspect of the matter has been examined and gone into fully. However, it would be our effort to bring about as far as possible uniformity in this matter. Shri Venkataraman has rightly pointed out that sectional unions should not be encouraged. I entirely agree with him. I would like Dr. Lanka Sundaram to accept the sound principle and ask the ministerial staff to make common cause with others. The grievance of Mr. Nambiar in regard to the question of recognition of his union should be, in fact, more against his fellow workers in the labour field and not against us.

Shri Nambiar: We want your recognition, not their recognition.

Shri L. B. Shastri: The hon. Member accused me of having political motives. I am sorry I have to bring the same charge against him. I would like the House to look at his speeches and writings and those of his colleagues. They are full of politics, as if he is forming a plank not to fight for the labour cause, but to fight against the existing Government on all fronts.

Shri Raghavaiah (Ongole): May I submit that the hon. Minister is committing the fallacy of.....(Interruption).

Shri L. B. Shastri: I must say that that is hardly fair. In fact, I am sometimes amazed to see some of the speeches made by the railway employees in this union. I will not quote them here. That will take much of the time of the House. But, I wonder if these employees would ever be able to perform their duty satisfactorily. I think that Mr. Nambiar and his friends have to work with a different outlook altogether. He will excuse me if I say that he and his colleagues have failed to make a correct appraisal of the real situation in the country and therefore they have frequently faltered and failed. I would beg of him to understand the existing position of the country and see where the railway worker stands in that picture. Then alone would he be able to assess the correct position and formulate a proper labour policy.

Shri Nambiar: What is that?

[MR. DEPUTY-SPEAKER in the Chair]

Mr. Deputy-Speaker: I will treat all the cut motions that have been tabled as having been moved, in addition to those that have been specifically moved on Demands Nos. 1, 4 and 6.

I have been advised that there is agreement that cut motion No. 250 may be put to the House and the House divide. Now, there is some difficulty regarding cut motion No. 250. Hon. Members are aware that a cut motion, where it is a token cut, for example, that the Demand under the head 'Railway Board' be reduced by Rs. 100/-, must restrict itself to one grievance.

There are three kinds of cut motions, as hon. Members are aware. One is refusal of supplies, where the entire amount is reduced to rupee one. That means individual grievances ought not to be discussed. Policy and administrative matters relating to that particular Demand are to be discussed. With respect to economy cuts, the exact amount, say Rs. 50,000 or Rs. 1,00,000 and so on, is specified. The third one, involving a token cut, is for the purpose of drawing the attention of the Government to individual grievances. Not more than one grievance can form the subject matter of such a cut motion because

there is no limit to the number of cut motions that can be tabled by an hon. Member. He has only to split them. I would request the hon. Member in whose name this cut motion stands, Mr. Damodara Menon, to restrict this motion to any one of those items.

Shri Nambiar: I have one submission to make. Here, this relates to the Railway Board. It is the failure of the Railway Board we are discussing, and why can we not discuss all the items under it?

Mr. Deputy-Speaker: I have no objection if the suggestion of the hon. Member is that we should change the Rules hereafter, but under the Rules as they exist—the hon. Member will kindly hear what I say—all that is technically necessary is to have it split over various cut motions. That might have been done. Even now, I am not avoiding it altogether. All that I say is that this may be restricted to one item.

I will now put the cut motion to the vote of the House. The question is:

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

The House divided: Ayes, 74; Noes, 255.

Division No. 2]

Ajit Singh, Shri
Anjad Ali, Shri
Bahadur Singh, Shri
Banerjee, Shri
Basu, Shri K. K.
Biren Dutt, Shri
Boovaraghasamy, Shri
Buchhikotalah, Shri
Chakravartty, Shrimati Renu
Chatterjee, Shri N. C.
Chatterjee, Shri Tusha
Chattopadhyaya, Shri
Chaudhuri, Shri T. K.
Chowdary, Shri C. R.
Chowdhury, Shri N. B.
Damodaran, Shri N. P.
Das, Shri B. C.
Das, Shri Sarangudhar
Deogam, Shri
Doraawamy, Shri
Gam Malludora, Shri
Gidwanji, Shri
Gopadaswamy, Shri
Jyaraman, Shri
Kandasamy Shri

AYES

Koleppan, Shri
Khatdekar, Shri
Khare, Dr. N. B.
Kripalani, Shrimati Sucheta
Krishna, Shri M. R.
Krishnaswami, Dr.
Mahata, Shri B.
Majhi, Shri Chaitan
Mascarene, Kumari Annie
Menon, Shri Damodara
Mishra, Pandit S. C.
Mishra, Shri V.
Mukerjee, Shri H. N.
Murthy, Shri B. S.
Mushar, Shri
Nair, Shri N. Sreekantan
Nambiar, Shri
Nanadas, Shri
Nathani, Shri H. R.
Nair, Shri V. P.
Pandey, Dr. Natabar
Punnoose, Shri
Raghavachari, Shri
Raghavalah, Shri
Ramasaami, Shri, M D.

[4-32 P.M.]

Ramaseshaiyah, Shri
Ramanarayan Singh, Baba
Rameshan Singh, Shri
Rao, Dr. Rama
Rao, Shri Gopala
Rao, Shri K. S.
Rao, Shri P. Subba
Rao, Shri Mohara
Rao, Shri Vittal
Rasmi, Shri S. K.
Reddi, Shri Madhao
Reddy, Shri Bewara
Rishang Kelshing, Shri
Shakuntala, Shrimati
Shastri, Shri B. D.
Singh, Shri B. N.
Subrahmanyan, Shri K.
Sudaram, Dr. Lanka
Swami, Shri Shivamurthi
Swamy, Shri N. R. M.
Trivedi, Shri U. M.
Vallatharas, Shri
Veeraswami, Shri
Verma, Shri Basanti

NOES

bdullahai, Mulla	Dube, Shri U. S.	Madiah Gowda, Shri
Abdus Sattar, Shri	Dubey, Shri E. G.	Mahodaya, Shri
Achint Ram, Lala	Dwivedi, Shri D. P.	Mahtab, Shri
Achuthan, Shri	Dwivedi, Shri M. L.	Maitra, Pandit L. K.
Agarwal, Prof.	Ebeneser, Dr.	Majhi, Shri R. C.
Agarwal, Shri H. L.	Fotedar, Pandit	Mallah, Shri U. S.
Agrawal, Shri M. L.	Gadgil, Shri	Malviya, Pandit C. N.
Alagecan, Shri	Gandhi, Shri Feroze	Malviya, Shri Motilal
Altekar, Shri	Gandhi, Shri M. M.	MasuoDi, Maulana
Alva, Shri Joachim	Gandhi, Shri V. B.	Masuriya Din, Shri
Asthana, Shri	Ganga Devi, Shrimati	Mattien, Shri
Badan Singh, Ch.	Ganpati Ram, Shri	Maydeo, Shrimati
Balasubramaniam, Shri	Ghose, Shri S. M.	Mehta, Shri A.
Bansal, Shri	Gulam Qader, Shri	Mehta, Shri B. G.
Barman, Shri	Gopi Ram, Shri	Minimata, Shrimati
Barupal, Shri	Gourter, Shri K. P.	Mishra, Shri Bibhuti
Basappa, Shri	Gounder, Shri K. S.	Mishra, Shri L. N.
Bhagat, Shri B. R.	Guba, Shri A. C.	Mishra, Shri Lokenath
Bhakte Darshan, Shri	Gupta, Shri Badabab	Mishra, Shri M. P.
Bhandari, Shri	Hari Mohan, Dr.	Mishra, Shri S. N.
Bharati, Shri G. S.	Hasarika, Shri J. N.	Misra, Pandit LingaraJ
Bhartiya, Shri S. R.	Heda, Shri	Misra, Shri R. D.
Bhargava, Pandit Thakur Das	Mem Raj, Shri	Misra, Shri S. P.
Bhatt, Shri C. S.	Ibrahim, Shri	Mohd Akabar., Sofi
Bhawanji, Shri	Islamuddin, Shri M.	Mohiuddin, Shri
Bhonale, Major-General	Iyyani, Shri E.	Morarka, Shri
Bidari, Shri	Iyyanni, Shri C. E.	More, Shri K. L.
Birbal Singh, Shri	Jain, Shri A. P.	Mudaliar, Shri C. S.
Bogawat, Shri	Jain, Shri N. S.	Mukne, Shri
Borooan, Shri	Jangde, Shri	Nair, Shri C. K.
Boce, Shri P. C.	Jena, Shri Niranjan	Narasimhan, Shri C. J.
Buragohain, Shri	Jha, Shri Bhagwat	Naskar, Shri P. S.
Chacko, Shri P. T.	Jhunjhunwala, Shri	Natawadkar, Shri
Chanda, Shri Anil K.	Joasi, Shri Jetbalal	Natesan, Shri
Chandak, Shri	Joasi, Shri Lildhar	Nathwani, Shri N. P.
Chandrasekhar, Shrimati	Joasi, Shri M. D.	Nehru, Shri Jawaharlal
Charak, Shri	Josh, Shrimati Subhadra	Nehru, Shrimati Uma
Chatterjee, Dr. Sullirandan	Jwala Prasad, Shri	Nijalingappa, Shri
Chaturvedi, Shri	Kajrolkar, Shri	Pannalal, Shri
Chavda, Shri	Kakkan, Shri	Pant, Shri D. D.
Chettiar, Shri T. S. A.	Karmarkar, Shri	Paragi Lal, Ch.
Chinnaria, Shri	Kasliwal, Shri	Parakh, Dr. J. N.
Chaudhri, Shri M. Shafiq	Katju, Dr.	Parmar, Shri R. B.
abhi, Shri	Kazmik, Shri	Patel, Shri Rajeshwar
Damar, Shri	Keshavalengar, Shri	Patel, Shri Shankergaoda
Das, Dr. M. M.	Keskar, Dr.	Pawar, Shri V. P.
Das, Shri B.	Khan, Shri Sadath Ali	Prabhakar, Shri N.
Das, Shri B. K.	Khedkar, Shri G. B.	Prasad, Shri H. S.
Das, Shri Beli Ram	Khongmen, Shrimati	Rachlah, Shri N.
Das, Shri K. K.	Khuda Baksh, Shri M.	Radha Raman, Shri
Das, Shri Ram Dhanl	Kirolikar, Shri	Raghubir Sahai, Shri
Das, Shri S. N.	Kolay, Shri	Raghubir Singh, Ch.
Das, Shri N. T.	Krishna Chandra, Shri	Raghunath, Shri
Datar, Shri	Krishnamachari, Shri T. T.	Raj Bahadur, Shri
Deb, Shri S. C.	Krishnappa, Shri M. V.	Ram Das, Shri
Desai, Shri K. K.	Kurveel, Shri B. N.	Ram Subhag Singh, Dr.
Deshmukh, Shri C. D.	Kureel, Shri P. L.	Ramanand Shastri, Swami
Deshmukh, Shri K. G.	Lalaram, Shri	Ramaswamy, Shri S. V.
Dehpande, Shri G. J.	Lalnanji, Shri	Rasbir Singh, Ch.
Dholakia, Shri	Lakshinayya, Shri	Rane, Shri
Dhulekar, Shri	Laskar, Prof.	Rao, Diwan Raghavendra
Dube, Shri Mulchand	Lingan, Shri N. M.	Rao, Shri B. Shiva

Beddy, Shri Janardhan	Siddananajappa, Shri	Tekchand, Shri
Beddy, Shri Vswanatha	Slagh, Shri D. N.	Telkhar, Shri
Roy, Shri B. N.	Singh, Shri Babunath	Tewari, Sardar R. B. S.
Roy, Shri Patiram	Singh, Shri G. S.	Thimmalah, Shri
Rup Narain, Shri	Singh, Shri H. P.	Thomas, Shri A. M.
Sahu, Shri Bhagabat	Singh, Shri M. N.	Thomas, Shri A. V.
Sahu, Shri Bameshwar	Singh, Shri T. N.	Tivari, Shri V. N.
Saigal, Sardar A. S.	Sinha, Dr. S.	Tiwari, Shri R. S.
Saksena, Shri Mohanlal	Sinha, Shri A. P.	Tiwary, Pandit D. N.
Samanta, Shri S. C.	Sinha, Shri Anrudha	Tripathi, Shri H. V.
Sangauna, Shri	Sinha, Shri Jhulan	Tripathi, Shri V. D.
Satmah, Shri	Sinha, Shri N. P.	Tudu, Shri B. L.
Satish Chandra, Shri	Sinha, Shri Satya Narayan	Tyagi, Shri
Satyawadi, Dr.	Sinha, Shri Satyendra Narayan	Upadhyay, Pandit Munishwar Datt
Sen, Shri P. G.	Sinhasan Singh, Shri	Upadhyaya, Shri S. D.
Sen, Shrimati Sushama	Sinatak, Shri	Vasahnav, Shri H. G.
Sewal, Shri A. R.	Somana, Shri N.	Vashya, Shri M. B.
Shah, Shri C. C.	Subrahmanyam, Shri T.	Varma, Shri B. B.
Sharma, Pandit K. C.	Suresh Chandra, Dr.	Venkataraman, Shri
Sharma, Prof. D. C.	Surya Prashed, Shri	Vidyalankar, Shri
Sharma, Shri K. B.	Swaminadhan, Shrimati Amma	Vishwanath Prasad, Shri
Sharma, Shri E. C.	Syed Mahmud, Dr.	Vyas, Shri Radhokal
Shukla, Pandit B.	Tandon, Shri	Wilson, Shri J. N.

The motion was negatived

Mr. Deputy-Speaker: Regarding the other cut motions, under Demands Nos. 1, 4 and 6, I shall put all of them together, to the vote of the House. These cut motions include those which were formally moved yesterday, together with such other cut motions under these Demands, standing in the names of hon. Members in whose names those cut motions which have been formally moved stand.

The cut motions were negatived.

Mr. Deputy-Speaker: I shall now put the Demands Nos. 1, 4, and 6, separately to the vote of the House.

The question is:

"That a sum not exceeding Rs. 34,61,000 be granted to the President, out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Railway Board'."

The motion was adopted.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 26,73,31,000 be granted to the President, out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Administration'."

The motion was adopted.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 42,33,81,000 be granted to the President, out of the Consolidated Fund of India, to defray the charges which will come in course of payment during the year ending the 31st day of March, 1954, in respect of 'Ordinary Working Expenses—Operating Staff'."

The motion was adopted.

The House then adjourned till Five of the Clock.