

[Mr. Deputy-Speaker]

those new services, that is services which were undertaken after the previous budget.

The third set comprises of individual grievances, that is a token of Rs. 100 or Rs. 50—that the demand may be cut by Rs. 100 or so for discussing a specific grievance arising out of that Supplementary Demand.

In view of these considerations, as I have already said, Nos. 1 and 6 are not admissible. No. 13 is also not admissible. Nos. 4, 5, 7, 8, 9, 10, 11, 12 are out of order as they relate to questions of policy in respect of subjects which are not covered by the Supplementary Demands.

Shri M. S. Gurupadaswamy (My-sore): May I point out, Sir, that No. 7 relates to a particular issue?

Mr. Deputy-Speaker: I have given the numbers. If any hon. Member has any difficulty, I will consider that matter again. Now, cut motion No. 7 in the hon. Member's name reads as follows:

Construction of Chamiarajanagar and Satyamangala Railway

"That the demand for a Supplementary grant of a sum not exceeding Rs. 25,00,000 in respect of 'Construction of New Lines' be reduced by Rs. 100"

It started only afterwards?

Shri M. S. Gurupadaswamy: I want it to be started. The survey has been made, and there was a promise that it would be started this year.

Mr. Deputy-Speaker: The point for consideration is this. Hon. Members may be in order or otherwise. The Supplementary Demand does not refer to any such line, is it not? Has any portion of this amount been spent on any of those works? Or does the hon. Member want to suggest that these are important and necessary and they ought to be taken into consideration and money ought to be spent for them? I am not able to follow.

Shri M. S. Gurupadaswamy: Construction has not yet started. The survey has been made. The promise given by the hon. the Railway Minister was that the whole line would be taken up immediately and the work would be finished by 1956.

Mr. Deputy-Speaker: The original grant was Rs. 48,97,000. The Supplementary Demand is Rs. 25,00,000.

The sub-heads are Southern Railway, Western Railway, etc. The explanatory note says: "This demand deals with Construction of New Lines chargeable to Capital. The revised estimate for the current year exceeds the grant voted by the Parliament by Rs. 25 lakhs. This excess is due to additional provision required for speeding up the progress of Sangner Town Deoli Extension on the Western Railway....." and so on. Therefore, this refers to excess amounts that are necessary for those Railways for which provision was made and which have been taken up during the course of the year. That another Railway ought to be started or continued is a matter of policy. This Supplementary Demand does not make any provision for that. Under these circumstances this cannot be allowed here. If the hon. Member wanted to raise this matter, he must have raised it in the general discussion of the Railway Budget or by a cut motion on the Railway Budget. This cut motion on Supplementary Demands cannot refer to it.

Shri Nambiar (Mayuram): Sir, my cut motion No. 10 is about refusal of restoring recognition of the Southern Railway Labour Union. This point of course you can say is a matter of policy. It is a specific one, that a particular Union is not recognized. This comes under "Ordinary Working Expenses—Administration". Therefore I think it can be discussed.

I would also submit that my cut motion No. 14 refers to the need of better facilities to Railwaymen in the matter of grant of pass, medical aid, etc. In Demand No. 9A it is stated that these credits have been exhibited against these recoveries. The balance is for medical facilities and for anti-malarial work in Pandu Region on the North Eastern Railway, and so on. So this matter can be discussed. My submission is that No. 14 is in order.

Mr. Deputy-Speaker: Let me dispose of the two, one after another. So far as cut motion No. 10 is concerned, I would urge upon the hon. Member to consider this matter. His cut motion says that "the demand for a supplementary grant of a sum not exceeding Rs. 53,00,000 in respect of 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." And the object is to discuss "refusal of restoring recognition of the Southern Railway Labour Union". Hon. Members will kindly consider that the scope of discussion on Supplementary Demands is limited. If

the Rs. 53 lakhs or any portion of it has been spent for any such purposes, grant to a particular Union etc., hon. Members can say it was given to that Union and it has not been given, or so much has not been given, to this Union. Further, if it has been spent for any particular purpose, they can point out that notwithstanding so much money that has been spent it is useless and it is not serving that purpose. Beyond that it is foreign to the scope of this particular Demand. Therefore I am sorry I will have to disallow it.

Regarding No. 14, it is to discuss the "need of better facilities to Railwaymen in the matter of grant of pass, medical aid, etc." Demand No. 9-A deals with expenditure on Medical facilities, Health and Welfare Services, Education, Canteens and other amenities provided for railway staff. As compared to the gross original allotment, there is an increase of Rs. 31.73 lakhs in the revised estimates. This is mainly due to the exclusion from the scope of the Demand recoveries to the extent of Rs. 21 lakhs which were initially included in the amount of Demand at the time of budget. These credits have now been exhibited against recoveries. The balance of the increase is on account of increased provision for medical facilities and for anti-malarial work in Pandu Region on the North Eastern Railway. What is it that the hon. Member wants?

Shri Nambiar: Whether the medical aid that they are giving now is enough or something more is required or whether the money is enough or something more should be granted. All these points come. These are to be discussed.

Mr. Deputy-Speaker: All that can be done is to see whether this amount has been spent properly or not. The hon. Members had opportunities to discuss these matters in the Railway Budget. This is limited in its scope. It appears to be a matter of policy. Any other point?

Shri Vittal Rao (Khammam): Cut motions Nos. 12 and 13.

Mr. Deputy-Speaker: Cut motion No. 12 wants to discuss "Inordinate delay in publishing the report of the Fuel Enquiry Committee appointed in November 1951." That is a matter of policy: whether any portion of this 64 lakhs was spent or withheld. The money was set apart for publishing a report and that money has not been spent. Many other grievances can be brought up so far as this matter is concerned.

Cut motion No. 13. "Short supply of wagons at Bhadrachellam Road, Central Railway, for transporting coal to South India". Demand No. 7 deals with expenditure on coal, including other fuel, freight and handling charges. It also includes the loss in the working of Railway Collieries. How does this arise?

Shri Vittal Rao: This refers to an excess on the Southern Railway.

Mr. Deputy-Speaker: This is due mainly to increased provision found necessary for transport of larger quantities of coal by sea-route and on account of increase in the cost of fuel oil from Rs. -/8/9 to Rs. -/12/- per gallon. The increase on the Eastern Railway is mainly necessitated to cover loss in respect of those Railway Collieries which are working at a loss. How does this arise? Non-supply of wagons.

Shri Vittal Rao: If more wagons had been supplied, more coal could have been transported.

Mr. Deputy-Speaker: That is a general problem.

Shri Vittal Rao: We have lost our money. The Fuel Enquiry Committee was appointed for this specific purpose of conserving coal and also to see that proper distribution of coal is made from the Godavary as well as the Wardha valleys.

Mr. Deputy-Speaker: I agree that this is a very important issue. This was debated during the Railway Budget. Even this morning some questions were put as to why coal has not been removed from collieries, there was a strike, so many people have been thrown out of employment in Mysore and so on but all that is a matter of policy.

Shri Vittal Rao: I would like to know whether the amount of Rs. 37 lakhs has been spent for transporting coal to South India with a view to subsidising the shipping industry at the cost of the railways?

Mr. Deputy-Speaker: The hon. Minister will answer.

Shri Nambiar: Cut motion 11 can be disposed of. It is about the question of reinstatement of discharged or suspended workers under the National Safeguarding of Security Rules, 1949. Recently the Ministry has taken a decision on that and we want to discuss that point.

Mr. Deputy-Speaker: I have been fortunately or unfortunately continuously in the Chair and I have seen

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these coming up like King Charles' head in some form or another. All these matters were debated and the hon. Minister said that he had looked into this personally and 20 could be reinstated and so on.

The Deputy Minister of Railways and Transport (Shri Alagesan): It is again coming in the shape of a Resolution.

Shri Nambiar: It is a private Member's Resolution for day after tomorrow. If you accept to reinstate all of them, I will withdraw the cut motion.

Mr. Deputy-Speaker: Let the hon. Member himself take charge of the portfolio. If nobody should be discharged and if everybody who is discharged goes on representing that he should be reinstated, then it is a different proposition. I am not concerned with all this. Let all of them be reinstated but unfortunately that matter cannot be raised in this cut motion.

Dr. Lanka Sundaram (Visakhapatnam): The only cut motions admitted are 2 and 3.

Shri Nambiar: 14 has been admitted.

Mr. Deputy-Speaker: The cut motions that are allowed are Nos. 1, 2, 3, 6, 14. That is all. Discussions may proceed on them. We are starting at 3-30. I will apply guillotine at 6 P.M.

The cut motions may now be formally moved.

Economy

Shri Sivamurthi Swami (Kushtagi): I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,62,000, in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

Necessity of limiting wastage in the Railway Centenary Exhibition

Shri N. Sreekantan Nair (Quilon cum Mavelikkara): I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,62,000, in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

Expenditure on Exhibition

Shri M. S. Gurupadaswamy: I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,62,000, in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

Economy

Shri Sivamurthi Swami: I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 25,00,000, in respect of 'Construction of New Lines' be reduced by Rs. 100."

Need of better facilities to Railwaymen regarding grant of pass etc.

Shri Nambiar: I beg to move:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 31,73,000, in respect of 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

Mr. Deputy-Speaker: Discussion may now proceed on the Supplementary Demands and the cut motions that have just been moved.

Shri M. S. Gurupadaswamy: I wish to speak on the Supplementary Demand No. 3 and on the cut motion that I have just moved: I would draw the attention of the House and the Minister concerned to an important aspect of the problem, i.e., the Government wants to open a Railway Exhibition at the time of centenary celebration and also wants to have a compilation of the centenary volume for which nearly Rs. 18,62,000 have to be spent. The whole amount may not be spent on this item alone. There are other items included under this Demand. But, according to the Explanatory note given below, the excess provision is required mainly to meet the expenditure of the Centenary Exhibition and the compilation of the centenary volume. This is the main purpose for which this Demand has been brought forward in the House.

The other day I was speaking about the Exhibition in London. Today, again, for the second time, I am speaking on the Railway Exhibition at Delhi. The other day I condemned the expenditure on the Exhibition to be held in London at the time of the Coronation. Today, I do not condemn it wholesale. But I only want to draw the attention of the Minister concerned to one or two aspects of this question as they are very important. The Government wants to

spend nearly Rs. 18,62,000 on this Exhibition. According to the statement of the hon. Minister the other day, I learnt that this amount will be realised in due course after the Exhibition is opened, by subscriptions and by other means. (An Hon. Member: Entrance fees.) Whatever may be the ways and means of realisation of this amount though they are of course important, I am only concerned here with the expenditure on the Exhibition. To spend such a huge amount, in lakhs, on exhibiting the history, the development and various things about Railways, seems to me to be ridiculous and meaningless. I do not in any way deprecate the idea of holding an Exhibition. But you must hold an Exhibition in an austere atmosphere, in an atmosphere which does not involve much spending. It should be an Exhibition of a purely educative type. I do not understand at all for what purposes such colossal amount will be spent. The Minister has not given any items of expenditure in the Explanatory Note. He has simply asked us to vote for this Demand. But I want to know from him what is the nature of the expenditure and for what purposes so much money is required. Unless we know the various categories of expenditure unless we scrutinise all these we cannot simply endorse this Demand and we cannot vote for it. I therefore ask the hon. Minister to come forward with more explanation. He must give us all the relevant information connected with this affair. Unless he does so, we cannot possibly understand or appreciate the utility of spending such a huge amount.

You are aware, Sir, that our Railways though they have got a chequered history, have also some black patches here and there. I do not know why, so much money is needed to show the dirty linen of the past. Further, I want to know from the Minister what amount is needed for the compilation of the Centenary volume. I also want to know in what form it will be compiled and whether the compilation will be done in all languages, and whether it will be available at the time of the Exhibition or only after. Finally, I feel that so much money is not necessary for the Exhibition. There is scope for economy. If the Minister takes care and exercises proper supervision, scrutiny and Control over expenditure, it may be reduced to half. I request the hon. Minister to consider all these matters. And once again I request him to give us more information about the items of expenditure, and convince us

about the utility of the Exhibition. Also I want information about the Exhibition itself: how long it will be there, how much money they are going to realise, and what are the channels of earning. Before he gives all this information, we cannot endorse this Demand. With these words, I close.

Shri Nambiar: I have to submit a few facts with regard to this. My approach to the Exhibition is this. There is no objection in having such an Exhibition. But, the way in which the whole thing is organised looks strange. They are exhibiting the development of the Railways in the last 100 years. At the same time, they are not exhibiting one aspect, the aspect of the sufferings and miseries that the railwaymen underwent during these 100 years. The success of the Railways is not due to the success of the British regime or the success of the present regime. The present regime has nothing to claim for whatever success there is in the Railways. The British regime, I can say, earned a lot of money, minted money and exported the money to England, and still that money goes out of this country. Today, they exhibit all the other aspects; but they will never exhibit the living conditions and the service conditions of the railwaymen. The housing conditions of railwaymen, the medical facilities given to them, their difficulties and their sufferings: at least a chart can be placed there. You can say, out of ten lakhs of Railwaymen, 50,000 or 20,000 are suffering from tuberculosis and no treatment is meted out to them. No provision is made for them. With sorrow I have to say this. (Laughter).

Shri Alagesan: Laughter is the symbol of sorrow.

Shri Nambiar: I certainly laugh. This is a Government which has to be laughed at. Thousands of railwaymen are suffering from tuberculosis. You cannot point out a single instance of help given to them. I have got a case here. A booking clerk in Delhi who is drawing a salary of less than Rs. 120 including dearness and other allowances, is having his wife in a T.B. sanatorium where he is asked to pay Rs. 216 every month and he has been paying selling all the jewels and all the properties. Today he is not sure if his wife will recover. He applied to the General Manager several times to give some relief. He applied for a loan. I can give the name: I can give the details. He got nothing. Today, he is thinking of resigning or going out of the Railway. He is not able to manage. But, our Exhibition will not exhibit that aspect I do

[Shri Nambiar]

not want to exhibit this for the purpose of ridiculing the Railway administration, but I want only to show under what conditions railwaymen have worked during the 100 years, and the labour situation. It can show that so many workers died in accidents. You will say that the accidents were caused by the negligence of the railwaymen. But, there are accepted cases where the accident was not due to the negligence of the railwaymen. They must be considered as martyrs for the cause of the improvement of the Railways. Do you mention their names in the Exhibition? Nothing is there. I say this Exhibition must be an Exhibition of the growth, victories as well as failures of the 100 years and I submit that the Minister may try to do something towards that.

Another point I have to submit is this. For the purpose of this Exhibition, some hundreds of railwaymen have been brought from South India, from Madras and Trichinopoly. They were offered Rs. 3/8/- a day for the time they will be in Delhi, but now they are told that they will get Rs. 1/8/- only a day. They have represented the matter to the Trade Union, and they are holding a meeting, they may come to Parliament House also on a deputation, for getting Rs. 3/8/- as promised earlier. They were given money at the time they started, on the basis that they will reach here in three days' time, but they actually reached here in six days' time, and so the money granted was not enough. All these railwaymen came and represented that matter to their Trade Union, so that the needful may be done in the matter. I want to draw the attention of the hon. Minister to the fact that something must be done in this behalf.

Moreover, the workers who come from the south are put up in wagons and coaches. The area where the Exhibition is to be held is something like a forest area. Their living in these wagons is itself an exhibition, before other things could be exhibited. I want the hon. Minister to look into this matter.

Another point that I would submit is that certain things have been brought here for the exhibition from the Golden Rock Railway Workshop, which I visited only recently. A model of a hostel has been brought, but that hostel is not inhabited now. It is vacant, and I do not know for what purpose, that model has been brought here; formerly, that hostel

was used for housing the railway apprentices, but now they are not housed there, and the hostel is lying vacant, but still the model of the vacant hostel is being exhibited here.

A model school also is being brought here. The management of that school is in a very bad situation, but if along with that model, the history and management of that school is also exhibited, then it would have been a very good and honest exhibition. Otherwise, it does not look like an honest exhibition, because only a portion of its history is exhibited here. I would request the hon. Minister to consider this matter also.

As regards the compilation of a centenary volume, there is a big history behind it. A particular gentleman who was considered to be a sort of journalist, was given an offer of Rs. 10,000, and asked to go round India, with a first class pass, and visit the railway centres. The draft centenary volume was submitted, but this was thought useless, and now that Rs. 10,000 has gone waste, the first class pass was enjoyed, railway centres in various parts of the country were visited, etc. If the hon. Minister wants, I can give the name also. But I do not want to say the name now. The hon. Ministers may know it, but anyhow that is the position. I do not know how much more has been given to that gentleman, by way of travelling allowance etc., which only the Accounts Department will know. But this is a waste which should have been avoided. Let there not be this kind of waste, if we are going to have any exhibition. That is my humble submission.

Coming to the Quilon-Ernakulam project, I have to submit that when recently our great leader Pandit Jawaharlal Nehru, the Prime Minister visited that place, and started the construction of the link, with a silver shovel and other such paraphernalia—we came to know about it in the papers, and I have also put a question about it, which will come for answer in due course—I do not know how many thousands of rupees have been wasted for the ceremony on that particular day. As far as my information goes, for that wonderful ceremony, the amount spent was about Rs. 30,000. If I am wrong, let the hon. Minister correct me. And the money allotted for that particular thing was accounted in another construction, i.e. the Ernakulam platform, and the road approaching to the platform. They wanted to widen it, and a certain amount

was allotted for that purpose. An additional sanction was also given, and the whole area was levelled and tarred, but the whole thing was accounted for in a different way. The opening ceremony was conducted on the Ernakulam road approaching the platform, and I know the details about it. But the money spent on that particular day is about Rs. 30,000. I have tabled a question on that, which will come up in due course. But if I am wrong, let the hon. Minister clarify the position and say that there was no such wastage on that so-called opening ceremony, and I will be satisfied, and I hope the hon. Minister will reply to this point.

Another point that I would like to drive home is that the Quilon-Ernakulam link must be a broad gauge. Of course, I am indirectly referring to the point that was discussed yesterday.

Mr. Deputy-Speaker: I think it has been discussed already.

Shri Nambiar: That was discussed yesterday, but the reply given was not satisfactory. But my submission is this and I shall give it in a few minutes.

Mr. Deputy-Speaker: Is it not a matter of policy?

Shri Nambiar: It is a matter of construction. The policy has already been decided.

Mr. Deputy-Speaker: The policy whether it should be a metre gauge or a broad gauge has already been accepted, rightly or wrongly, and hon. Members have had an opportunity to say what they wanted to say. The construction is now proceeding. Now, in the matter of construction, if the hon. Member says that so much of money has been spent, that less money ought to be spent and so on and so forth, then that may be all right, I find from the Explanatory Note that part of this excess is due to the acquisition of land in connection with the Quilon-Ernakulam line on the Southern Railway (five lakhs) and expenditure (three lakhs) thrown forward from last year to current year in connection with acquisition of land for the construction of new lines. So it relates mainly to acquisition of land, in respect of this project. If money has been overspent, or according to the hon. Member, people are so charitable in Travancore-Cochin, as to offer land freely, and so this expenditure is unnecessary then discussion on such lines would be relevant, but there can be nothing more then.

Shri Nambiar: My request is let them re-consider the position.

Mr. Deputy-Speaker: All right, any other hon. Member desiring to speak. **Mr. Sivamurthi Swami.**

श्री शिवमूर्ति स्वामी : उपाध्यक्ष महोदय, हयें इस लिये आश्चर्य हो रहा है कि इसी साल में यह तीसरा सप्लीमेन्टरी बजट (Supplementary Budget) पेश हो रहा है। बजट बनते वक्त शायद आप की मिनिसट्री को गौर करना पड़ता होगा कि बिना गौर भामूली वजूहात की बिना पर कमी सप्लीमेन्टरी बजट पेश न किया जाय। यह जो रेलवे का सप्लीमेन्टरी बजट है उस की डिमान्ड नं० ३ के फूट नोट पर अगर हम देखें तो यह लिखा हुआ है :

"This Demand provides for expenditure on miscellaneous items, viz., cost of land supplied free by Government to Branch line Companies under terms of their non-tracts, Surveys, Pensionary Charges of Staff, Other Miscellaneous Establishments and charges incurred on investigation and solution of problems.

पेन्शन और स्टाफ़ के खर्च का जो अन्दाजा है वह तो जब पूरे साल का बजट पेश किया जाता है उसी वक्त किया जा सकता है। फिर इसे सप्लीमेन्टरी बजट में दोबारा शामिल करने की क्या बजह है। मैं मंत्री जी से यह जानना चाहूंगा कि यह डिमान्ड जो है वह साल के दौरान में जो नया स्टाफ़ रखा गया है उस के लिये है या पहले के स्टाफ़ को ही ज्यादा देना पड़ा इसलिये है।

दूसरी बात यह है कि एग्जिबिशन (Exhibition) के लिये भी इस में डिमान्ड पेश की गई है। मेरा कहना इस सम्बन्ध में यह है कि एग्जिबिशन की जरूरत हयें उसी वक्त होगी जब कि सेन्ट पर सेन्ट पार्लस हमारे हिन्दुस्तान में ही बनने लग। जब आप की बितरंजन कैबिनेटरी सारे पार्लस

[श्री शिवमूर्ति स्वामी]

बनाने लगे तब साल दो साल में आप रेलवे की एग्जिबिशन करें तो ठीक होगा। इस एग्जिबिशन पर जो पैसा खर्च हो रहा है वह गैर जरूरी मालूम पड़ता है।

तीसरी बात इस में नई लाइन्स पर खर्च करने की है। जैसा अभी हमारे डिप्टी स्पीकर साहब ने भी इशारा किया, आप को मुफ्त या बहुत कम पैसे दे कर जमीन मिल सकती है, इसलिये इस मद में भी ज्यादा पैसा रखने की कोई जरूरत नहीं है।

यह शिकायत भी बहुत सी आती है कि लाइन्स बनाने वाले इंजीनियर जब पैसाइश करने जाते हैं तो जब कभी उन को बाहर जाना होता है तो स्ट्रेट लाइन से न जा कर कहीं से कहीं जाया करते हैं और पैसाइश करते हैं। इस का भी बहुत ध्यान रखना चाहिये।

अध्मे ज्यादा बहुत कहना नहीं है। सिर्फ इतना कहना चाहता हूँ कि सप्लीमेंटरी बजट जो पेश हो रहा है उस में तीसरी डिमांड में, जब कि सारे बजट में ७१ लाख २९ हजार रक्खा गया था, अब १८ लाख की मांग की जा रही है। कुल डिमांड का तकरीबन चौथाई हिस्सा लिया जा रहा है। एक या दो महीने के लिये इतना ज्यादा पैसा ले कर खर्च करने से यह मालूम होता है कि बजट में कहीं खामी जरूर है।

4 P.M.

हमको रेलवे का जो फाइनेंसिंग सिस्टम (financing system) है उसको वादे तौर पर बता देना चाहिये कि हमारे हाउस की एकाउन्टस कमेटी (Accounts Committee) ने जो किताब शायी की है और उसमें नुबताचीनी की है और जो मुधार बताया है उन पर हमें कारबन्द होना है और उसके

सुझावों के मुताबिक फाइनेंसियल एडजस्टमेंट (financial adjustment) किये बगैर कोई सुधार नहीं हो सकेगा। लिहाजा पबलिक एकाउन्टस कमेटी द्वारा दी गई रोशनी को अपने सामने रखते हुए हमें हर साल ही नहीं बल्कि हर तीसरे चौथे महीने अपनी फाइनेंसियल पोजीशन को रेव्यू (review) करना पड़ेगा, क्योंकि अपनी आर्थिक हालत को ठीक किये बगैर हम खर्च में बचत नहीं कर सकते, बजट को देखने से वाज्जे होता है कि हमको साल में चौदह करोड़ पय का नुकसान हुआ और अगर हम अपनी आर्थिक हालत की तरफ पबलिक एकाउन्टस कमेटी के सुझावों की रोशनी में गौर नहीं करेंगे, तो हमारे यह रेलवे का विभाग जो आमदनी का बहुत बड़ा साधन है, उसमें हमें नुकसान का सामना करना पड़ेगा। आशादी हासिल हो जाने के बाद हम को अपने स्टाफ के खर्च वगैरह को जांचना और उस सब को रीआरगनाइज (reorganize) करना जरूरी था, जहां तक सरकारी कर्मियों के वेतन का सम्बन्ध है, में नहीं चाहता कि कोई भी इंडिया गवर्नमेंट का अफसर २५०० या २००० रुपये मासिक से ज्यादा तनखाह पाये, हां एक्सपर्ट्स (experts) को जरूर आवश्यकतानुसार (इससे ज्यादा दिया जा सकता है क्योंकि उनका कोई परमानेंट अरेजमेंट तो होता नहीं है। मंत्री महोदय को इस बात का ध्यान रखना चाहिये कि एक एक पैसा जो कंसालिडेटेड फंड (consolidated fund) में प्रोवाइड करते हैं वह सांग पैसा टैक्सपेयर की जेब में आता है, वह पैसा उसके खून और महनत से कमाया होता है इसलिये हम को उसको मंजर करने से पहले खूब अच्छी तरह से जांच लेना चाहिये कि कोई पैसा गैर जरूरी तौर पर तो नहीं खर्च में लाया जा रहा है।

सप्लीमेंटरी डिमांड नम्बर १५ पर मेरा जो अमेन्डमेंट (amendment) है, उसको मैं पेश करते हुए दो चार शब्द कहना चाहता हूँ कि आप के एस्टीमेट (estimate) में और एक्चुअल (actual) में बड़ा फर्क पड़ जाता है, इस साल करीब पच्चीस लाख का फर्क पड़ गया है, दो चार लाख का फर्क तो एस्टीमेट में पड़ सकता है, लेकिन इतना ज्यादा फर्क बाकई बहुत चिन्ता का विषय है। उस वक्त पार्लियामेंट ने ४८*९७ लाख रुपया मंजूर कर लिया था, लेकिन अब जो ७३.९७ दिखाया गया है, यह काफ़ी ज्यादा है और यह बात कुछ नामूनसिब और अनुचित समझी जायेगी, इस में यह कहा गया है कि :

Additional provision required for speeding up the progress of Sanganer Town Deoli Extension on the Western Railway—13 lakhs.

Resumption of the construction of the Ganga Bridge project—4 lakhs.

इस सम्बन्ध में मैं इतना ही कह सकता हूँ कि जब आप ऐसी स्कीमों (schemes) और कंस्ट्रक्शनस् (constructions) के लिये एस्टीमेट पेश करते हैं, तो उसको मंजूरी के लिये पेश करने से पहले एक्सपर्ट्स से उसकी अच्छी तरह से जांच करा लेनी चाहिये जिससे बाद में बहुत ज्यादा चेंजेज़ (changes) न करनी पड़ें और बहुत ज्यादा फर्क न पड़े। यह अक्सर देखने में आता है कि इंजीनियरस् एक प्लान तैयार करते हैं और फिर चार महीने के बाद और ज्यादा पैसा बढ़वाने की गरज़ से उस प्लान को चेंज कर देते हैं, तो मैं चाहता हूँ कि सरकार इस ओर विशेष ध्यान दे और यह देखे कि पहले जो एस्टीमेट मंजूर करवा जाय, वह काफ़ी जांच पड़ताल करके तैयार कराया जाय ताकि बाद में कोई बड़ा फर्क न निकले।

अन्त में मैं रेलवे में जो लेबर काम करती है उसके लिये जो इस में रकम मांगी गयी है, उस के लिये मैं माननीय मंत्री जी को हार्दिक बधाई देता हूँ और यह चीज़ स्वागत योग्य है, रेलवे वर्कर्स (Railway Workers) की हालत सुधारने के लिये आप जितनी भी रकम मांगें वह कम होगी क्योंकि आखिर इतने बड़े रेलवे विभाग को ये ही तो चलाने वाले हैं। अगर आप को रेलवे के कर्मचारियों की दशा सुधारने के लिये फंड उपलब्ध न हों, तो मैं तो यह सुझाव दूंगा कि आप की रेलवे टिकट पर एक आना लेबर वेलफ़ेयर फंड (Labour Welfare Fund) में लें और अपर क्लास टिकट पर दो आने लें।

मैं आखिर में यह जो सप्लीमेंटरी डिमांड्स हैं इन पर सिबाय लेबर वेलफ़ेयर फंड के सब के खिलाफ अपनी राय को ब्राहिर करते हुए मैं अपील करना चाहूंगा कि इस तरह के सप्लीमेंटरी डिमांड्स बार बार हाउस के सामने न आयें और इस मिलसिले में जों कुछ पैसा बच सकता हो उसको बचाने के लिये मिनिस्टर, रेलवे बोर्ड और उन का विभाग कुछ उठा न रखें, यही मेरी प्रार्थना है।

Shri Vittal Rao: Only three days ago our hon. Railway Minister had paid a tribute to the accurate budget estimates prepared by the Railway Board and said there was only a little difference between the revised budget estimate and the actuals. Now, we have a Supplementary Demand. This relates to expenditure in connection with an Exhibition. Last year in May, when the Railway Minister presenting his budget said we were going to have an Exhibition in connection with the Centenary Celebrations of the Railways, I cannot understand why he was not able to conceive of this amount then? Why should he not have made a provision for this amount in the budget itself? Now he comes and asks for 18 lakhs of rupees.

Shri Nambiar: He forgot!

Shri Vittal Rao: I do not know what things have cropped up in between.

[Shri Vittal Rao]

You could have easily made a provision last year and we could have known by this time how much money has been spent on various items.

It is a paradox, Sir. We have passed the budget for 1953-54. Now we are asked to pass a Supplementary Demand after that budget is passed.

Mr. Deputy-Speaker: This is for 1952-53.

Shri Vittal Rao: That is what I am saying, Sir. We have passed the budget for 1953-54 and now we are asked to pass Supplementary Demand for 1952-53. Is it not a paradox? Is this the way to do things? Now, the exhibition idea is very good.

Mr. Deputy-Speaker: Certainly 1954 is later than 1952.

Shri Vittal Rao: There are some items from the accounts of 1945-46 also.

We should see that this Exhibition gives a real picture of the development of our Railways in India. There are three things. The first is, workers' living conditions. What were the living conditions of labour at that time? Especially, I remember in the N.S. Railway there were wooden sleeper huts for workers. They also should be exhibited. Then, some hundred or seventy years ago some houses for workers were constructed in the Bhatinda Railway colony by the late Maharaja of Patiala. They also should be shown. The development of the housing accommodation should be exhibited. Also, how many houses have been provided for the railway workers, how many are yet to be provided, the percentage of all these things should be shown.

Secondly, the over crowding in the Railways should be shown there and also how the third class passengers have been paying through their nose for the Railway Budget. What is the extent of overcrowding and all those things.....

Shri Nambiar: How much they enjoy in travel.

Shri Vittal Rao: The most important thing is—how the railway finances have been able to help the growth of industrial undertakings sponsored by the Government. For example, our finances were utilised for so many things; that should also be shown. Various concessions are being given to the Government of India factories, e.g., for transporting raw material to Sindari factory, we give freight concession.

This must also be shown. We need not go back to 100 years, we may at least give some idea of the immediate past, say five or ten years.

Another thing is about Defence. This is very important, because we have been financing Defence Department; we have been giving concessions to the Defence Services both in railway fare as well as in freight for the conveyance of their materials. These figures must also be shown, to show how we are helping the Defence Services. On the other hand, when we have to lay a railway line we have to pay for the land. We have got the figures for all these. This should also be shown, say for the past ten or twenty years; how much money we have actually paid by way of concessions etc., and, how much we have lost on account of that.

There have been various Railway Unions that have been welcoming the idea of the celebration of the Centenary and so many resolutions must have been received by the hon. Minister. They have demanded a month's bonus, on the occasion of the celebration of the Centenary. One month's bonus is not going to be very much for the Government of India and it is usual to give bonus whenever an occasion like this comes, especially a Centenary. I appeal to the hon. Railway Minister to consider this and give one month's bonus. That will go a long way for bettering the relations between the workers and the railways.

Shri Nambiar: A very good suggestion.

Mr. Deputy-Speaker: Yes.

Shri Alagesan: I should like to be very brief in replying to the various points raised during the discussion. The Exhibition has figured very prominently in this discussion, but conflicting opinions were expressed. One hon. Member said that it should be austere and no expenditure should be incurred. And the last speaker said, Sir, converting the exhibition into a gay occasion, that a month's bonus should be given to the railwaymen. It cannot be both austere and gay together. That apart we are having this Exhibition in commemoration of the 100 years of this great national undertaking. Of course, it was not a national undertaking all through. But the primary object of this exhibition is to make the people feel that they own this great national undertaking, and make them know all about their railways. That is the primary object. And, if we have that in view, it should be understood that the amounts that we are spending on this

are not extravagant. As the Minister has already assured the House most of the expenditure, we will be able to recover and if any balance remains, it will be a very small sum and the House will have no cause to feel that a huge amount has been spent on the Exhibition.

Then it was said that we should portray the history of the railways accurately. Certainly it is not the object of the Exhibition to exaggerate what we have achieved. This Exhibition is being held to give a correct portrayal of what has been achieved. It is also proposed to run two exhibition trains which will go round the country so that people who are not able to come here and witness the exhibition may see for themselves—the people who are living in the villages and who really own the railways and whose servants the Minister and the ordinary railwaymen are—what has been achieved in this long period of 100 years.

Something has been said about the publication of a volume, the Centenary Volume and that the money spent on that volume is going to be wasted. I do not think there is any foundation for saying that the amount spent in the preparation of this volume is going to be wasted. After all we are having this celebration on an occasion when the railways have completed a 100 years. (*Interruption*).

Mr. Deputy-Speaker: I thought the hon. Member said that after spending so much the report has not been accepted or the volume is not going to be published.

Shri Alagesan: That is what I was saying, Sir. We are bringing out this publication which will trace the history of the railways from the beginning up to the present day. This being such a unique occasion we are not spending any large amount in bringing out that publication.

In our country we are accustomed to celebrate the birthday of our children even during the first year. And the railways are dear to the nation as the children are to each individual.

Shri Vittal Rao: We distribute sweets also.

Shri Alagesan: You ask me not to distribute sweets but bitter pills. That is what the hon. Member was saying. I know the hon. Member has children and he was suggesting almost that when we are celebrating the anniversary or the birthday of the children we must also remind them of the cas-

tor oil doses that the mother had given them. That was what he was suggesting. It was tantamount to that.

An Hon. Member: Probably he likes castor oil.

Shri Alagesan: Something was said about the Quilon-Ernakulam link and a small tarred road and all that. I and the hon. Minister were there. We did not see any tarred road. I do not know wherefrom the hon. Member got this information. It was a very simple ceremony. The shovel that was used by the Prime Minister was kept there as a memento so that people can see.

Shri Nambiar: Why was it a silver shovel?

Shri Alagesan: I am afraid the hon. Member is wrong. I do not think it is of silver. It dazzled like silver but it was not silver.

Shri Nambiar: It appeared like that in the Press.

Mr. Deputy-Speaker: All that glitters is not gold.

Shri Alagesan: I do not think I am called upon to say anything more on the points raised. I have done.

Shri Nambiar: On a point of clarification about the publication of the exhibition booklet. What I said was that there was a particular set of journalists who were approached and they were given Rs. 10,000 and given passes. They went round and their report was not accepted. The present thing is being done by another set. I want to know whether this Rs. 10,000 is a loss. He has not met that point.

Shri Alagesan: If the hon. Member is still not satisfied, I am prepared to give the figures. When we wanted to bring out this publication, the I and B Ministry was approached and the gentleman recommended by the I and B Ministry was entrusted with this task. He had to travel no doubt and the total expenditure came to about Rs. 1,300/- and nothing more. The travelling expenses were estimated at Rs. 1,260 only. That is all.

Shri Nambiar: May I know whether you have accepted this or another report.

Shri Alagesan: We are bringing out the volume.

Mr. Deputy-Speaker: It is not rejected.

Shri Vittal Rao: I would like to know how the railway finances were used for developing certain industries

[Shri Vittal Rao]

run by the Central Government, and what railway concessions have been given to the Defence Ministry. It is a fact that these Railways have been helping all the undertakings of the Government. I would like to have a graph.

Mr. Deputy-Speaker: It is for the Exhibition. I do not think that the hon. Member wants the graph immediately. All these matters in connection with the Exhibition will certainly be considered by the hon. Minister.

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

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,62,000, in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 18,62,000, in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

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The motion was negatived.

Mr. Deputy-Speaker: I will now put the other Demands to the vote of the House.

Shri Nambiar: I thought it only related to Demand No. 3.

An Hon. Member: We will have to talk over the others.

Mr. Deputy-Speaker: I thought that the hon. Members had nothing more to say.

Hon. Members: No, no.

Mr. Deputy-Speaker: I thought that hon. Members had covered all the points relating to the cut motions.

Shri Alagesan: If they want to cover the whole range, and wish to talk, I have no objection.

Shri Nambiar: I wish to talk on Demand No. 4

Mr. Deputy-Speaker: I will allow hon. Members to talk on all the Demands. I will give them time.

Shri Vittal Rao: I wish to talk on Demand No. 7.

Mr. Deputy-Speaker: I shall put Demand No. 3 to the vote now. With respect to all the other Demands, if any hon. Member wishes to speak on any of the Demands before the House, let him exhaust himself. I will sit as long as hon. Members want me.

Shri Alagesan: You have not allowed any cut motion under Demand No. 7.

Mr. Deputy-Speaker: They can speak or oppose the Demand. The question is:

"That a supplementary sum not exceeding Rs. 18,62,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

Mr. Deputy-Speaker: All the other Demands Nos. 4, 5, 7, 9-A, 15 and 20 are under consideration, along with the other cut motions.

Shri Nambiar: I shall deal first with Demand No. 4 and then I will come to the next.

Mr. Deputy-Speaker: Surely, I have no objection. They may refer to all the demands now under consideration. I will give more time.

Shri Nambiar: There is one difficulty. By the clarification you made this morning and by not admitting some of the cut motions, we have to reconsider the manner in which the matter has to be placed before the House as you are not allowing us to proceed in the manner in which we wanted. I shall take up Demand No. 4 first.

Mr. Deputy-Speaker: What are the items on which hon. Members want to speak? It might so happen that one hon. Member might go on speaking on one Demand, and there may be other hon. Members interested in some other Demand. Let me have an idea.

Shri Nambiar: I will speak on Demands Nos. 4 and 9-A.

Shri Vittal Rao: I will speak on Demands Nos. 7 and 20.

Only last year, during the Budget session Mr. Somani brought this matter of wagon shortage to the notice of the Railway Minister. He pointed out that they are not able to transport coal from the pit-heads to the mills with the result that Rs. five to six crores are being spent on fuel oil by purchasing it from outside India. This is affecting our own industry and the Southern Railway requires 16 lakh tons of coal per year. For all the zones 1,00,00,000 tons of coal are needed. I will take 1/6th of one crore i.e., 16 lakh tons of coal for the Southern Railway. The collieries which lie just above the Southern Railway can supply this amount of coal.

Due to this wagon shortage another thing is also taking place. The Singareni group of mines produce 13,75,000 tons of coal per year. Leaving aside this 16 lakh tons they have to supply to other industries also. At Yellandu they wanted to sink one more incline but they had to give it up because of wagon shortage. Recently, when I was there in the month of January, the Manager himself told me that he had put up a notice to the effect that they wanted to increase their coal production from 13,000 tons per month to 15,000 tons, and that the coal cutters and loaders are required. Due to this wagon shortage, their work is held up and they had to give up recruiting additional workers.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

I do not know what will be the position in the months of February and March. They will be touching coal in No. 5 incline and they will produce 1,500 to 2,000 tons of coal per day. I do not know how this coal is going to be transported. If there are wagons, it can easily be transported.

As regards this Fuel Inquiry Committee report, the earlier it is published, the better it is. It was appointed in November, 1951, an interim report was submitted in April, 1952 and again the next report was submitted in January, 1953. This Committee was appointed due to demands made in this very Parliament some time ago. It is better that this report is published early.

Coming to Demand No. 20, I would like to know how this extra sum of Rs. eleven lakhs and odd has been incurred. If I am mistaken, the hon. Minister may correct me, but I think it is on account of the four per cent. dividend to be paid to general revenues on account of capital works. Now, has any such capital undertaking been financed by the Government of India, for which this is the interest, and why

could not budget provision be made last year? This point has to be made clear. I know that to a certain extent the development funds can be utilised, but if such sums are drawn they are to be utilised only for a railway project, which is necessary, but unremunerative. In such cases, till the project becomes remunerative, no dividend should be paid to general revenues. This is a point on which I wish to be enlightened. With these words, I conclude.

Shri Nambiar: Under Demand No. 4, some additional amounts are asked for to meet the cost incurred by implementing the recommendations of the Joint Advisory Committee, Seniority Committee, etc. I wish to submit that this Joint Advisory Committee in many cases did not function properly and its recommendations are against the workers' interests. The question of upgrading has not been dealt with properly. Even in cases where the Committee gave certain advantageous recommendations, those were not fully implemented. To quote an instance, take station-masters. The Pay Commission recommended that for all grades other than the routine, at least 25 per cent. promotions should be made to the higher scale, but the Joint Advisory Committee recommended in the case of station masters only 12½ per cent. This means that 87½ per cent. of the station-masters will have to be on the lower scale, viz., Rs. 64-150. Whereas the Pay Commission recommended 25 per cent. why should the Joint Advisory Committee reduce it to 12½ per cent.? I touched this point during my speech on the Railway Budget but no answer came forth. I ask that the percentage should be increased. It should not be only 25 per cent., but 33 1/3 per cent. I am not objecting to the demand, but the way in which it is presented is not satisfactory.

Now, take the ministerial staff. In their case, I have heard from the Railway Board that the Joint Advisory Committee has only recommended 25 per cent. for the higher scale. The other 75 per cent. will have to be in the routine grade, viz. Rs. 55-130. Whether the men are Graduates or otherwise, they will have to retire on Rs. 130 after 21 years of service. So, I suggest that this percentage also should be altered.

Now, take the case of skilled men, i.e. artisans. Before the Joint Advisory Committee's recommendations, there were—to quote an instance—in the Golden Rock Workshops more men in the skilled grade. After the report, about 50 per cent. of the skilled men have been reduced to semi-skilled status. I can quote many more

[Shri Nambiar]

instances, but the simple point is that the recommendations of the Joint Advisory Committee have in many cases gone against the staff. They have not given even what the Pay Commission promised. I have been in constant touch with the Board. I have written several letters, and I am still prepared to take the matter up with them.

Shri Alagesan: I hope you have been getting replies.

Shri Nambiar: Oh, yes. After a month, I get an acknowledgment. I get a reply after six months. Since the hon. Minister has mentioned it, I may say that I have submitted some sixteen points which were seriously agitating railwaymen. I gave them to Shri Lal Bahadur Shastri in August. I have not got a reply till today. I do not accuse him. Due to heavy work in the office, he may not have had time. But this is what is happening. There is a lot of heart-burning with regard to upgrading and I do hope that the Ministry will follow it up and review each representation sympathetically. If they are satisfied that it is reasonable in a particular case, they must rush up and give the necessary benefit. That is my submission.

With regard to the Seniority Committee, previously the position in the S. I. Railway was that there was a district system. It was not a civil district, but a railway district. You had a District Engineer, District Operating Superintendent, a District Mechanical Engineer and so on and within that district, there was one seniority list. There may be two head clerks working in two different loco sheds, but the senior one among them will be the senior in all the loco sheds and when a vacancy arises in a higher grade, he will be promoted. As far as other Railways were concerned, previously I think they had a divisional system and there was one list for a whole division. With this amalgamation, things are changed. Nobody knows where he stands. There is no divisional system; no district system; and no regional system. The whole thing is in a mess. A man working in a loco shed, say, at Tuticorin or Tinnevely, may have put in twenty-five years of service, and when promoted, he may be posted to Guntakal, because the whole of the metre gauge area becomes one region. He does not know when he will get promotion. He does not know where he will be posted. He does not know how much percentage of promotion there is and whether he will be promoted at all. Now, I want to know what this Seniority Committee

has done. Have they evolved any formula? If they have, I do not know what it is. Is it the district basis, or divisional basis, or regional basis? If you adopt a regional basis, there is a danger. The Tinnevely man may be transferred to Guntakal or a place in Mysore State. That means, he will have to go four hundred or five hundred miles away from the place where he has worked all his life. I do not know whether it is the idea of the Seniority Committee to transfer men from one corner to another. So also with regard to broad gauge. I can quote a number of instances. This Seniority Committee has failed to evolve a formula. If at all it has evolved any formula that formula is not in the interest of the staff as such. Therefore I request the hon. Minister to reconsider the whole question as to whether the work of the Seniority Committee has been of any use in practice or whether it will not lead to the creation of more anomalies and he will have to appoint another Anomalies Committee to rectify matters. I submit that this point warrants immediate attention. It is agitating the mind of every worker—I know that. There were cases of transfers, in the name of promotion. From Trichinopoly men are transferred to Madras; from Madras men are transferred to Mysore. I have come across several cases of pay clerks in the Tamil-speaking areas being transferred to Mysore where they get the same pay. They were told that this is in accordance with the seniority arrangement. Several of them appealed many times that they may be transferred back, but their applications were rejected. There are several such cases. I do not want to multiply cases here. I am prepared to bring them to the notice of the Railway Board and the Minister. In this matter the earnest attention of Government is called for and I hope that the hon. Minister will pay his careful attention to this matter.

I now come to Demand No. 9A. One of the items provided for under this head is medical facilities and anti-malarial work in Pandu Region. About this particular area of Pandu I do not know much. But I know of one thing that the Assam Railway is considered to be the worst railway—I cannot say in the whole world, because I have had no occasion to study the railway systems of the world—at least in India, and I am sure the hon. the Deputy Minister will agree with me. One of the hon. Members in this House pointed out that to reach a certain station in Pandu or Dibrugarh from Delhi it takes ten days. If that is the position

of the passengers, the position of the railwaymen in that area can as well be imagined. In places on the Nilgiris, traversed by the Southern Railways, where I know the situation is not so bad, I know what sort of facilities are given to the railwaymen. Nilgiris is a mountainous region. For a long time they have been clamouring for woollen clothing; but they have not been given. The Central Government as well as the State Governments provide woollen garments for the Police and similar staff. But the railwaymen were denied that amenity. Even gangmen who are supposed to work on the track in winter as well as rains were denied woollen clothing. They are denied even chappals. When even these elementary necessities are denied to the railway staff, it is no use talking of anti-malaria operations. At least I have no hope, so far as the South Indian Railway is concerned.

Railway staff posted at stations like Pandu must be given all facilities and transfers, if possible, periodically, on their request, not transfers at random, as they do on the Nilgiris Railway. Recently there were certain cases of transfers when the staff had to be given hill allowance. Reason: those who come in new need be given only less hill allowance. That is not the kind of transfer I want. Those railwaymen who want to go to the plains, because they think that they would be able to work better there, should be allowed to go down. Those who are posted to the hills should be given anti-malarial equipment like mosquito nets, etc. I would request the hon. Minister to give careful consideration to this suggestion.

I have to make a few observations in regard to Demand No. 5.

Mr. Chairman: That Demand is not under discussion.

Shri Namblar: I do not claim it as a matter of right, but if you will allow me I shall say a few words.

Demand No. 5 relates to 'Ordinary Working Expenses—Repairs and maintenance'. Here it is said that the balance of the increase of 15 lakhs is mainly under Dearness Allowance as more staff are expected to opt out for cash Dearness Allowance in the coming year. Here I wish to draw the attention of the hon. Minister why more staff are opting for cash Dearness Allowance. The grain shops on the railways have ceased to exist in many centres. Recently the Government of Madras reduced the rice ration from seven oz. to four oz. The railway grain shops

were the first to take advantage of it and reduced the rice content of the ration to four oz. Now there is no rationing system as such. The Railways can go into the open market and purchase any quantity of grain and supply them to their employees through their grain shops. But they are not prepared to do it, and that is the reason why railwaymen are opting for cash allowance. That is the miserable position in which they are placed. There is a lot of discontent among railwaymen in the South and I am sure the hon. Minister would have received letters, resolutions, telegrams and representations. The immediate requirement of the railwaymen is that they want the rice supply from grain shops to be increased to seven oz. from four oz. In fact the Railways can easily supply them even twelve oz. So it is much against their desire that they are opting for cash Dearness Allowance. This is forced upon them under the plea that Government has reduced the rice content of ration to four ounces. I would request the hon. Minister to consider this aspect of the matter and increase the rice content of ration to seven ounces.

श्री सूर्य प्रसाद (मुरैना—भिड—रक्षित अनुसूचित जातियां) : सभापति जी, मैं आप को इसलिये धन्यवाद देता हूँ कि आपने मुझे इस डिमांड पर बोलने का मौका दिया।

मैं मध्य भारत का रहने वाला हूँ। मध्य भारत में सेंट्रल रेलवे (Central Railway) कार्य करती है। उस के अन्दर भी जिस जगह मैं रहता हूँ वहाँ पहले सिधया स्टेट रेलवे की छोटी लाइन चलती थी। जब उस का एकीकरण हुआ तो उसको केन्द्र ने अपने हाथ में ले लिया और अब वह सी० आर० की तरफ से चल रही है। मुझे मालूम हुआ कि पहले यह रेलवे बड़ी अच्छी तरह चलती थी और उस में किसी प्रकार का घाटा नहीं था, लेकिन अब रेलवे साहित्य के देखने से मुझे पता लगा कि वह रेलवे काफी घाटे से चल रही है। इस का कारण मेरी समझ में नहीं आता। वहाँ पर ट्रैफिक (traffic) इतना ज्यादा है कि रियासत में राज्य की

[श्री सूर्य्य प्रसाद]

तरफ से बसें जारी की गई हैं, लेकिन फिर भी वह ट्रेफिक का जोर कम नहीं हो रहा है। इतना होने पर भी रेल क्यों घाटे से चल रही है यह मेरी समझ में नहीं आता। इसके लिये मैं कुछ सजेसनन्स (suggestions) माननीय मंत्री जी की सेवा में पेश करना चाहता हूँ और वह घाटे पर कुछ प्रकाश डालेंगे।

घाटे का एक कारण यह भी हो सकता है कि स्टाफ ठीक ढंग से काम नहीं कर रहा है। मुझे अभी अभी उस रेलवे से सफर करने का मौका मिला। मैंने वहाँ देखा कि वहाँ पर रेलवे के स्टाफ के लोग, टी० टी० आई० वगैरह लोगों से बिना चार्ज किये हुए उनका गुड्स (goods) जैसे सब्जी, फल इत्यादि, रेलवे से ले जाने की इजाजत देते हैं और उस पर रेलवे का चार्ज नहीं हो पाता। मैं इन इलाकों में घूमा और लोगों से पूछा तो उन्होंने बताया कि गार्ड और टी० टी० आई० को तीन चौथाई किराया दे दिया जाता है तो टिकट लेने की जरूरत नहीं पड़ती। तो यह हालत वहाँ के स्टाफ की है। अगर सैंकड़ों लोग इस तरह से सफर करेंगे और सामान वगैरह बुक किये हुए जायगा तो घाटा तो स्वाभाविक ही है। तो मेरा सुझाव है कि वहाँ के स्टाफ के काम को देखा जाय और वहाँ ठीक व्यवस्था की जाय।

वहाँ चार रेलवे लाइनें चलती हैं, ग्वालियर से शिवपुर कलां, ग्वालियर से भिंड, ग्वालियर से शिवपुरी और उज्जैन से आगरा। यह चारों लाइनें वहाँ पर काम करती हैं। रियासत का यह ख्याल था कि इन रेलवे लाइनों का समूह सारे राज्य में फैलाया जायगा और उन्हीं की आसानी से तमाम भीतरी लाइनें बनाई जायेंगी। लेकिन जब से इंटीग्रेशन (Integration)

किया गया है तब से यह काम रुक गया है और न कोई छोटी लाइन बड़ी लाइन बनायी गयी है और न कोई नयी छोटी लाइन ही डाली गयी है। तो मेरा माननीय मंत्री जी से यह सुझाव है कि उन को वहाँ कोई नयी लाइन डालनी चाहिये। वहाँ पर एक जगह बामौर है। वहाँ एक सीमेंट की फॅक्टरी है और वहाँ बहुत आना जाना रहता है। अगर बामौर को अंबा से जो कि एक तहसील का हेडक्वार्टर है मिला दिया जाय और फिर इस लाइन को भिंड को लाइन से मिला दिया जाय तो इससे इंटीरियर (interior) के इलाके की रेलवे लाइन हो जायेगी और वहाँ के लोगों को बहुत आराम मिल जायगा। उस तरफ रेलवे लाइन बढ़ाने का सुझाव देने में मेरी एक और अभिप्राय है। आपको मालूम होगा कि आतंककारी लोग वहाँ छिपे रहते हैं और वहाँ से निकल कर लोगों को आतंकित करते हैं। अभी अभी सूचना मिली है कि पुलिस और डाकुओं से मूठभेड हुई लेकिन डाकुओं को पुलिस नहीं पकड़ पायी। इस का कारण यही है कि वे लोग इंटीरियर में हैं जहाँ आमदोरफत का कोई साधन नहीं है। इसीलिये डाकू लोग वहाँ छिपते हैं। अगर आप यह नयी रेलवे लाइन डाल देंगे तो जनता को इस प्रकार और राहत मिलेगी कि डाकू लोग वहाँ नहीं छिप सकेंगे।

इसके अतिरिक्त मुझे यह कहना है कि सारे हिन्दुस्तान में २९ ट्रेनिंग स्कूल (training school) हैं। ग्वालियर रेलवे के कार्य में पिछड़ गया है। तो इस तरह का एक और स्कूल निर्माण कर उस ट्रेनिंग स्कूल को ग्वालियर में कायम कर दिया जाय तो बहुत अच्छा हो। इससे लोगों की बेकारी भी दूर हो सकती है और लोगों को रेलवे के सम्बन्ध में जानकारी भी हो सकती

हैं। दूसरे जो कारीगर स्कूल में काम सीखें उनको वहाँ ट्रेनिंग दे कर लगा लिया जाय तो इससे लोगों को बहुत राहत मिलेगी। ग्वालियर से पहले फ्रॉज में भरती होती थी। किन्तु अब फ्रॉज न रहने के कारण तमाम लोग बेकार हो गये हैं। अगर इस तरह का स्कूल खोल दिया जाय तो कुछ लोगों की बेकारी दूर हो सकती है।

दूसरी बात में जी० आई० पी० रेलवे के बारे में कहना चाहता हूँ। दिल्ली से एक पैसिंजर गाड़ी बम्बई तक चलती है। यह गाड़ी ग्वालियर के पास के छोटे छोटे स्टेशनों पर रुकती है और इस में बैठने वाले अधिकतर थर्ड क्लास के पैसिंजर होते हैं। अगर यह पैसिंजर गाड़ी निकल जाती है और उनको नहीं मिल पाती तो उन को दूसरी गाड़ी के लिये १४, १५ घंटे रुका रहना पड़ता है। बीच में कोई ऐसी गाड़ी नहीं है जिससे कि वह सफर कर सकें। इसलिये मेरा सुझाव है कि जो फास्ट ट्रेन दिल्ली से आगरे तक जाती है वह अगर दिल्ली से झांसी तक कर दी जाय तो लोगों को बहुत राहत मिल सकती है क्योंकि उनको दूसरी गाड़ी मिल जायगी। मैं ने जो कुछ सुझाव माननीय मंत्री जी के समक्ष रखे हैं आशा है कि वह उनको कार्यान्वित करने की कृपा करेंगे।

श्री पी० एल० बाबुपाल (गंगानगर-झुंझनू—रिक्षित—अनुसूचित जातियाँ) : सभापति महोदय, मैं आप का ध्यान राजस्थान की ओर आकर्षित करना चाहता हूँ। राजस्थान एक ऐसा इलाका है जो कि हिन्दुस्तान में सब से पिछड़ा हुआ है। जब हम हिन्दुस्तान की तरक्की करना चाहते हैं और देश को आगे बढ़ाना चाहते हैं तो हमारा यह फर्ज हो जाता है का जो देश का एक सब से पिछड़ा हुआ हिस्सा है उस को भी साथ ले कर लें। राजस्थान का इलाका ऐसा है जो कि

पाकिस्तान के बोर्डर पर है। अगर मैं गलती नहीं करता हूँ तो वहाँ पर कोई तीन सौ मील का ऐसा एरिया है जहाँ पर कोई रेलवे नहीं है। हमारे भूतपूर्व महाराज श्री गंगा सिंह जी की यह योजना थी कि बीकानेर से श्री कोलायत होते हुए फलौदी, और फलौदी से पोकरन होते हुए जैसलमेर को और जैसलमेर से होते हुए कराची को एक लाइन डाली जाय। लेकिन उन की यह तमन्ना पूरी नहीं हो सकी। बाद में देश का बटवारा हो गया। तो मैं यह जरूरी समझता हूँ कि यह जो जैसलमेर का इलाका है इसमें रेल डालना बहुत जरूरी है। मैं सदन से यह दरखास्त करता हूँ कि हिन्दुस्तान के और हिस्सों की रकम को निकाल कर राजस्थान में लगाना चाहिये। मैं आने अनुभव से कहता हूँ कि वहाँ एक ऐसा इलाका है जहाँ आनाज नहीं पहुँचता, चारा नहीं पहुँचता। तीसरी साल वहाँ अकाल पड़ जाता है और वहाँ लोग भूखे मरते हैं। यह सब बात है और मुझे कहते हुए रोना आता है कि वहाँ तीन तीन दिन तक लोगों को खाना नहीं मिलता। मैं बहुत पढ़ा लिखा नहीं हूँ कि सारी बातें आप के सामने रख सकूँ लेकिन मेरा विचार हुआ कि जो कुछ भी मैं टूटेफूटे शब्दों में कह सकता हूँ वह सभापति जी के द्वारा सदन के सामने रखूँ। तो मैं यह अर्ज करना चाहता हूँ कि अनाज बीकानेर और जोधपुर में ढाई सेर का मिलता है वह गांवों में जा कर डेढ सेर और सवा सेर रह जाता है। इस का कारण यह है कि उस पर ले जाने का बहुत चार्ज लगता है और कुछ लोक ब्लैक भी करने लगते हैं। तो जो रेलवे बोर्ड के मेम्बर हैं उनको मालूम है कि कहां कहां रेलवे है और कहां कहां नहीं है साथ ही यह पाकिस्तान का बोर्डर है इसलिये

[श्री पी० एल० बारूपाल]

आप स्वयं ही समझ सकते हैं कि यहाँ रेलवे लाइन का होना अंतर्राष्ट्रीय दृष्टि से भी कितना जरूरी है।

दूसरे हिन्दूमलकोट पाकिस्तान के पास है। वह गंगानगर से १९ मील के फासले पर है। अगर यह १९ मील का टुकड़ा बना दिया जाता है तो गंगानगर से वह मिल जायगा जो कि एक बहुत बड़ी अनाज की मंडी है और इससे लोगों व सरकार को बहुत फायदा हो सकता है। अभी हिन्दूमलकोट से अगर कोई मुसाफिर आना चाहे तो उस को पहले भटिंडा जाना पड़ता है और वहां से हनुमान गढ़ होते हुए गंगानगर आना पड़ता है।

यह १९ मील का टुकड़ा मिला दिया जाय तो बहुत बड़ी सुविधा हो सकती है। इस के साथ ही एक टुकड़ा और है, चूरू और फतेहपुर के बारे में। जो हम बीकानेर से जयपुर जाते हैं तो बीकानेर से मेड़ता रोड और मेड़ता रोड से फ्रुलरा होते हुए जयपुर पहुंचते हैं। अगर चूरू से ले कर फतेहपुर तक जो १५ मील का टुकड़ा है यह भी रेलवे का मिला दिया जाय तो बीकानेर से चूरू जाने वालों के लिये एक अच्छा रास्ता हो सकता है।

रेलवे के विषय में नयी रेलवे लाइनें डालने के सम्बन्ध में तो मेरे यही विचार हैं। अब साथ ही रेलवे से जो आमदनी नहीं हो रही है उस के सम्बन्ध में मैं कहूंगा कि जितना भ्रष्टाचार रेलवे और रीहैबिलिटेशन (Rehabilitation) में है उतना कहीं नहीं होगा। मैं आप को बताऊं कि मैं पिछली तीन तारीख को गंगानगर जा रहा था तो वहां पर ऐसी हालत है कि जो रेलवे के पुलिसमैन हैं और जो इस के

टी० टी० लोग होते हैं वे मुसाफिरों के साथ पहले से ही मुसाफिरखाने में जा कर बाहर ही सांठ गांठ कर लेते हैं और जैसे किराया छः रुपया होता है तो उन से तीन रुपये ले कर उन को बिठा देते हैं और इस तरह से रेलवे के किराये का नुकसान होता है। इसी तरीके से जो महसूल वगैरह होता है वह भी बीच में ही ले लेते हैं और गवर्नमेंट को आमदनी नहीं होती। इसी तरह हर बिल्टी छापने के लिये व्योपारी से एक रुपया लेते हैं और किसी भी दूसरे की बिल्टी छापने के लिये दो आने तीन आने ले कर जनता को तंग करते हैं। तो इस में सुधार होना चाहिये।

मैंने रेलवे स्टेशनों की राजस्थान में स्थिति देखी है। वहां पर कोई खास सुविधा नहीं है। वहां पर जो कर्मचारी हैं वह ठीक समय पर नहीं मिलते। हां पानी की तो अत्यन्त कमी है हीं, फिर भी कोई ठंडा पानी पीने को नहीं मिलता है। जो प्याऊ है उस में ताला लगा होता है। स्टेशन पर न कोई बैठने की जगह है; धूप में खड़ा होना पड़ता है। मेरे कहने का मतलब है कि जो मुसाफिरखाने हैं उन का सुधार होना चाहिये। मैं यह कह सकता हूं कि जैसा दूसरे स्टेशनों में सुधार हुआ है वहां राजस्थान की तरफ कोई ध्यान नहीं दिया गया है। राजस्थान में बीकानेर एक सब से बड़ा स्टेशन है, तो बीकानेरआदि के इतने बड़े स्टेशन होते हुए भी वहां पर कोई छाया नहीं है। जो मुसाफिर होते हैं वह धूप में रहते हैं। न ही वहां प्लेटफार्म का कोई प्रबन्ध है। इस वजह से ऐसी दुर्घटनाये होती हैं कि कोई बूढ़ा या कमजोर आदमी होता है जो आसानी से नहीं चढ़ सकता है तो कई बार वह गिर जाते हैं और उनके हाथ पैर टांग वगैरह टूट जाते हैं। इस के साथ ही मेले लगते

हैं तो मेलों में लोग ऊपर से नीचे तक चढ़ जाते हैं। आर्डर तो आप का लिखा होता है कि इस में १६ या २० सीट हैं, लेकिन १६ क्या १६ के १६ गुना ऊपर से नीचे तक भरे रहते हैं। तो गाड़ियों की ठीक व्यवस्था नहीं है।

थर्ड क्लास के जो कम्पार्टमेंट (compartments) हैं उन के विषय में गवर्नमेंट ने यह घोषणा की है कि हम जल्दी ही इन का सुधार करेंगे, लेकिन न तो उन में पानी मिलता है, न डिब्बों में पंखे हैं और टाटियों में पानी तक भी नहीं मिलता और न साफ रहती हैं। न सीट का ही ठीक ढंग से प्रबंध है। तो सरकार को इस तरफ ध्यान देना चाहिये। जो उत्तरी रेलवे का छोटी लाइन है उन में सुधार होना चाहिये।

साथ ही साथ में जो बीकानेर रेलवे वर्कशॉप हैं उसका एक उदाहरण दे कर कहना चाहता हूँ कि रेलवे वर्कशॉप में करीबन १००० कर्मचारी हैं जिन में केवल ४५ ही हरिजन हैं। हमारी सरकार ने कागजों में तो रख दिया है कि हरिजनों को साढ़े बारह परसेंट नौकरी दी जायें, लेकिन वह सिर्फ कागजों में ही है। हरिजनों के लिये वहाँ कोई स्थान नहीं है। अभी अभी बीकानेर में एक भरती खुली है। मैं वहाँ के लोगों से मिला। यह तो मैं कह सकता हूँ कि हमारे देश में बेकारी बहुत है। २३० आदमियों की जगह के लिये साढ़े चार हजार आदमियों की दरखास्तें आईं। यह देख कर मुझे अफसोस हुआ कि इतनी बेकारी और भुक्तमरी हमारे देश में है। मैं ने बहुत से लोगों से वहाँ पूछा तो उन्होंने कहा कि हम तो टट्टी का काम करने के लिये भी तैयार हैं, लेकिन हमें नौकरी चाहिये। तो इस तरफ तो मैं श्यादा नहीं बोल सकता, क्योंकि आप यह सब समझते

हैं। लेकिन जहाँ हरिजनों का सवाल है वहाँ टालमटोल की जाती है और उन से पूछा जाता है कि तुम पढ़े लिखे कितने हो, कितनी लियाकत है। मैं कहता हूँ कि हमारा पढ़ा लिखा न होना यह हमारा दोष नहीं है, समाज का दोष है। समाज ने हमें ठुकराया, बढ़ाया लिखाया नहीं। यह सारी बातें समाज के दोष के कारण हैं। समाज का पाप है, वह तो उस को भोगना ही पड़ेगा। इसलिये मैं कहता हूँ कि अगर दूसरे के लिये बी० ए० या मैट्रिकुलेट की जरूरत हो तो हरिजनों के लिये प्राइमरी स्टैंडर्ड, चौथी या पांचवीं क्लास की योग्यता होनी चाहिये और वह होने पर उन को जगह दे दी जाय। यह जो हरिजनों के लिये जगह रखने की बात है तो मैं ने कहा कि २३० आदमियों में कितने हरिजनों को रखा जायगा तो कहा गया कि ३० भंगियों की जगहें थीं, वहाँ ३० भंगी भरती कर लिये जायेंगे, इस तरह हरिजनों का कोटा पूरा हो जायेगा। लेकिन मैं कहना चाहता हूँ कि भंगी तो लाजमी आप की लेने ही पड़ते हैं, क्योंकि वहाँ पर ६० रुपये छोड़ कर अगर एक हजार रुपये तनखाह भी देनी हो तो भी दूसरे आदमी वह काम करने के लिये तैयार नहीं हैं। तो भंगियों की जगह दे कर आप कोई अहसान नहीं कर रहे हैं, क्योंकि भंगियों का काम तो भंगी ही करेंगे। तो दूसरी जगहें हरिजनों को देनी चाहियें।

साथ ही साथ मैं ने यह देखा, और मैं इस को जिम्मेवारी के साथ कहता हूँ और अगर आप मेरे साथ चलें तो मैं हिम्मत रखता हूँ, मेरे साथ आप अपनी सी० आई० डी० भेजिये, मैं आप को बतलाऊँ कि वहाँ सी सी रुपये के नोट कर्मचारियों को दिये जाते हैं। वे पहले से ही इन नोटों को ले कर तय कर लेते हैं कि किस आदमी को लेना है। और यह रिश्त ले कर वह उन्ही आदमियों को

[श्री पी० ऐल० बारूपाल]

नौकरियां देते हैं। इस तरह सौ सौ रुपया ले कर वह उन आदमियों को नौकरियां देते हैं। यह बड़ी लज्जा की बात है। आप कहते हैं कि यह नहीं होना चाहिये वह नहीं होना चाहिये, लेकिन मैं अपनी सरकार से पूछना चाहता हूँ कि कितनों के ऊपर आप ने एक्शन लिया, कितने आदमी आपने पकड़े हैं जिन को सजायें दी हैं, कितनों पर मुकद्दमे चलाये हैं और कितनों को बरखास्त किया है? अगर आप ने एक्शन नहीं लिया तो इस में जरूर कुछ रहस्य है। और मुझे सन्देह है कि इस में बड़े से बड़ा कर्मचारी बेईमान हो सकता है अन्त में मैं अर्ज करना चाहता हूँ कि आप इन सब बातों पर ध्यान दें। हमें दुःख है कि राजस्थान के आदमी भूखे मरते हैं, और ऐसी स्थिति से दुखी होने के कारण ही मैं ने आप से प्रार्थना की है। आशा है आप उपरोक्त बातों पर पूरा ध्यान देंगे।

डा० सत्यबाबी (करनाल—रक्षित-अनुसूचित जातियों) : सभापति महोदय बजट की बहस की गंगा इस दफा बड़ी लम्बी चौड़ी चल रही है, यहाँतक कि वे लोग जो पिछले साल से दूर किनारे पर बैठे देख रहे थे, उन को भी इस बार हाथ धोने का मौका मिल गया है। रेलवे बजट की नारीफ न करना, यह अपने फर्ज से कोताही होगी। लेकिन इसी के साथ, जैसा कि आज हर इलाके से आए हुए हमारे नुमायन्दे अपने हालात रख रहे हैं, एक दो बातों में भी अर्ज कर देना चाहता हूँ। हरिजनों की बात में पहले कह दूँ, क्योंकि मैं उन्हीं के क्षेत्र से आया हूँ। अभी भाई बारूपालजी आपके सामने कर रहे थे। कल श्री प्रभाकर जी ने उस रिपोर्ट का तजकिरा किया था जिस में रेलवे ऐडमिनिस्ट्रेशन (Railway Administration) ने सन् १९४९, १९५०, १९५१ के एदाबो

शुमार दे कर बताया था कि हमारे यहाँ मुस्तफिक दरजों में कितने हरिजन हैं और कितने दूसरे लोग हैं। कल वह यह बात बता चुके हैं कि पहले, दूसरे और तीसरे दरजों में हरिजनों की नुमायन्दगी न होने के बराबर है। इस में एक बात और है जिस को दूसरे शब्दों में अभी बारूपालजी ने कहा है। चौथी श्रेणी के मुलाजिमों को इस ढंग से दिखाया गया है कि मालूम होता है कि उन तीन श्रेणियों की कमी यहाँ पूरी कर दी गयी है, कहीं २१ फ्री सदी, कहीं २२ फ्री सदी। लेकिन उस के पीछे जो बात है वह यह है कि उस में ज्यादा तादाद सफाई का काम करने वालों की है। उन लोगों को हरिजनों में गिन कर उनके फ्री सदी हिस्से को ऊंचा करके या ज्यादा दिखा कर वास्तव में धोका ही देना है। मैं तो यह तजवीज करूँगा कि अगर सफाई का काम करने वालों की तादाद शामिल कर के हरिजनों के कोटे को ऊंचा दिखाने वाली बात है, तो मैं पंजाब स्वीपर्स फेडरेशन (Punjab Sweepers Federation) के सेक्रेटरी की हैसियत से यह आकर कहता हूँ कि हम वह तमाम की तमाम जगहें, जो सफाई पेशा मजदूरों के लिये दी हुई हैं छोड़ने के लिये तैयार हैं। भले ही वह सब की सब ब्राह्मणों को, क्षत्रियों को बंध्यों को और दूसरे लोगों को दे दी जायें और उस में हम अपना परसेंटेज मांगने के लिये तैयार नहीं हैं। उसके बजाये जो दूसरे दरजे हैं, वहाँ भी मैं यह नहीं कहता कि आप उस में हमारे कोटा से अधिक दें, जो हक आप ने उन का रखा है आप सिर्फ वही पूरा कर दीजिये। यह हरिजनों की नौकरी की बात है।

नयी लाइन बनाने की बात के बारे में सब ने अपने इलाके की बात कही है। मैं भी अपने क्षेत्र की बात कह दूँ।

देहली से करनाल होते हुए जो लाइन अम्बाला जाती है, उस पर पटियाला जाने वालों को राजपुरा होकर जाना पड़ता है, इसी तरह से सहारनपुर के रास्ते से जब जाना हो तो अम्बाला, राजपुरा हो कर पटियाला की तरफ जाना पड़ता है, हांलांकि अगर जगाधरी के स्टेशन से कुरुक्षेत्र के रास्ते पटियाला तक एक छोटी सी लाइन निकाल दी जाय जिसकी लम्बाई पचास मील के लगभग होगी, तो इससे मुसाफिरों को बड़ी सहूलियत होगी, खर्चा बचेगा और वक्त भी बचेगा। इसके इलावा वह इलाका जो करनाल के जिले में कुरुक्षेत्र से ऊपर पटियाला के साथ लगता है, पिछड़ा हुआ है उसको इस लाइन के बन जाने से तरक्की करने में मदद मिलेगी। इसमें जहां रेलवे को फायदा है वहां दूसरी चीज यह है कि वह इलाका अमनोआमान के लिहाज से भी काफ़ी पिछड़ा हुआ है। उस इलाके के बार्डर (Border) पर जंगल लगता है जहां आये दिन डकैतियां होती रहती हैं, रेल के इस तरफ़ निकल जाने से यह इलाका आबाद होगा और उससे उस इलाके को तरक्की करने में मदद मिलेगी। जहां तक जगाधरी से कुरुक्षेत्र तक लाइन डालने की बात है मुझे याद है कि जिस वक्त इस मुहकमे का इन्तज़ाम श्री के० सन्थानम् जी के सुपुर्द था, सन् ३४ में इस तरफ़ सर्वे (Survey) भी किया गया था, लेकिन न जाने क्यों इस चीज को उस दफ़्त नज़रअंदाज़ कर दिया गया, इसलिये मैं इस तरफ़ फिर एक बार आपकी तवज्जह दिलाना चाहता हूं। अम्बाला डिस्ट्रिक्ट में जगाधरी से एक छोटा सा टुकड़ा तीन, चार मील का अबदुल्लापुर से जगाधरी तक चलता है और वह टुकड़ा किसी लालाजी के पास ठेके में है, उस में आप सफ़र कीजिये तो आपको इतना मनोरंजन मिलेगा और आप को इतनी तफ़रीह मिलेगी कि क्या कहना। वहां न कोई

टाईमटेबुल है और न ही कोई स्टाफ़व गैरह है। लालाजी स्वयं एक अपनी फ़टी हुई झंडी लिये फिरते हैं और अपनी इच्छानुसार जब चाहते हैं गाड़ी को चला देते हैं और जब चाहते हैं उस को रोक लेते हैं, उस चार मील के टुकड़े में आप को ऐसी चीजें देखने को मिलेगी जिससे आप की तबियत की तमाम कोफ़्त दूर हो जाये। आज जब इतनी बड़ी बड़ी रेलों को अपने इन्तज़ाम में लाये हैं और बड़ी बड़ी रेलवेज को प्राइवेट कम्पनीज के इन्तज़ाम से ले कर सरकार खुद चला रही है, और उनको नेशनलाइज (Nationalize) करती है, तो क्या मैं आशा करूं कि उन लालाजी के ऊपर भी रेलवे विभाग दया करेगा और मैं समझता हूं कि वह लालाजी आज इस अवस्था को पहुंच चुके हैं कि खुद उनको आराम मिलने की बहुत आवश्यकता है। इसके अलावा उस रेलवे लाइन को अगर आप उस इलाके में और ज़रा गहराई तक पहुंचा दें तो ज़िला अम्बाला को वह बहुत सा हिस्सा जो रेलवे से आज तक महकूम रक्खा गया है और जहां आज भी बहुत से लोग ऐसे आपको मिल जायेंगे जिन्होंने अपनी जिन्दगी में कभी रेल की शकल भी नहीं देखी, वह लोग भी शास्त्री जी को दुआ देंगे कि कम से कम उन क अहद में उन्होंने रेलवे के दर्शन तो कर लिये।

जहां तक करप्शन (corruption) का ताल्लुक है, उसके बारे में हमारे सभी लोग कह चुके हैं और करप्शन की शिकायतों पर हमारे अधिकारी वर्ग ने तकलीफ़ भी जाहिर की है, और अगर सिरुई इसी कारण कोई रिज़ाइन करने वाली बात हो, तो मैं कहूंगा कि इस तरह की उनकी धमकी से डरने की क्या बात है।

Shri Alagesan: I am afraid, Sir, the hon. Member is converting this into a general discussion.

Some Hon. Members: No; new lines.

Mr. Chairman: Order, order.

The Minister of Railways and Transport (Shri L. B. Shastri): It seems you may apply the guillotine earlier.

Mr. Chairman: The speech of the hon. Member and that of his predecessor were and are beside the point. But, as that speech related to the grievances of Harijans, etc., it was tolerated by the House. The hon. Member, I am afraid, is taking much more time than he should have taken. He is repeating all those things which were said during the general discussion. There are cut motions and the hon. Member may restrict himself to matters relevant to them. I would request the hon. Member to finish his speech.

Shri K. K. Basu (Diamond Harbour): Sometimes trains go off the rails.

डा० सत्यवादी : अगर इजाजत दी जाय, तो मैं केवल एक बात और कह कर समाप्त कर दूँ ।

सभापति महोदय : देखिये, मैंने यह अर्ज किया है कि अभी आपने जो कुछ स्पीच में फरमाया है वह किसी कटमोशन के मुताल्लिक नहीं है, बल्कि जनरल डिस्कशन (General Discussion) में जो बहस हो चुकी है, उन सारी चीजों को फिर दुहराया जा रहा है, इस मौके पर उन चीजों को दुहराने की इजाजत नहीं दी जा सकती, लेकिन चूँकि आनरेबुल मेम्बर एक ऐसे विषय के सम्बन्ध में कह रहे थे जिस पर आमतौर पर लोगों की हमदर्दी है, इस वास्ते अब तक उनको बोलने की इजाजत दी गई । अब मेहरबानी करके या तो वे जो कटमोशन हाउस के सामने पेश हैं उन पर या जो हाउस के सामने डिमांड्स हैं उन पर बोलें, इसकी उन्हें इजाजत है, लेकिन अब दोबारा जनरल डिस्कशन में होने वाली बहस को दुहराने की इजाजत नहीं दी जा सकती ।

डा० सत्यवादी : बहुत मुनासिब समाप्त करता हूँ ।

Dr. Rama Rao (Kakinada): I want to speak on Demand No. 9A—Medical facilities or lack of medical facilities. I will restrict myself to one very serious problem, tuberculosis. Even according to the Adviser in Tuberculosis to the Government of India, the Railways ought to have their own sanatoria, and thereby do minimum justice to the Railway workers. His estimate was a very modest and conservative estimate that the Railways required about 2,000 beds in sanatoria. Last year, the Railway Minister was good enough to promise 200 beds and I hope this promise still stands.

Shri L. B. Shastri: Certainly.

Dr. Rama Rao: In the air. It has not yet been realised. I thought that if we get 200 beds in one year, in five or ten years, 2,000 beds will become available. Even this number 2,000 is an under estimate. I request the Railway Minister and the Railway Board to take serious notice of this matter and do something about it.

There are two aspects which I want to warn the hon. Minister about. The Railway Minister should not consider this as a matter of charity. In my part of the country, all public hospitals are *Dharma aspathiri* that is, charity hospitals. I said that the Railway Minister should not treat this as charity. He is doing the minimum that could be done. As long as the workers are healthy and energetic, you take their energy, which I may factually say, is their blood and when they are suffering from tuberculosis, you just throw them into the dust-bin and your records show that they are treated as out-patients, which is as good as no treatment at all. What they require is rest and good treatment and your out-patient coloured mixtures will not do anything for them. I hope the Railway Minister will take active steps to implement this.

Secondly, last year, the hon. Health Minister in one speech outside the House said that the Railway Ministry is likely to arrange 250 beds in the existing sanatoria. I do not know how far the Railway Minister has done that. Even this I object to: not for providing 250 beds for the Railway workers, but for depriving the public of these 250 beds, which I hope they have not yet done. The Railway Minister must remember this, when

he reserves ten beds in the existing sanatoria, which are hopelessly inadequate. The Health Minister has said so many times that there are 15,000 beds for a minimum necessity of 500,000 beds in India. If the solvent Railway Board snatches away a few beds from the already inadequate beds in the existing sanatoria, the general public will be very much inconvenienced. I think this does not require very much of argument. I am sure the Railway Ministry will take active steps to build sanatoria of their own.

There are a few points. There is an X-Ray plant sanctioned to Bezwada hospital, a plant without a roof. It was sanctioned about two years ago.—I hope I am correct—and yet there is no roof for that X-Ray plant. I hope the Railway Ministry will look into the matter.

Secondly, the salaries of the new recruits who are Medical Graduates, are in the region of Rs. 100 and Rs. 25. and it is certainly scandalous.

Shri Nambiar: No good Graduates come to the Railways.

Dr. Rama Rao: You know how difficult it is to get admission to the medical colleges, and how still more difficult it is to get out of the college with a degree, but still they are offered only about Rs. 100 to Rs. 125, which is certainly scandalous. There is one more point in this connection. In some places lady doctors are paid out of the actual fund for the railway staff, but out of some benefit and depriving them of certain benefits which are available to the other railway staff; I hope the hon. Minister will be kinder to these poor lady doctors.

Shri Nambiar: Yes, certainly.

Shri Alagesan: Shri Vittal Rao first raised the question of the publication of the report of the Fuel Inquiry Committee. It is true that an interim report by this Committee was submitted in March, 1952, but after the submission of the interim report, the scope of the inquiry was very much widened, and the Committee was asked to go into various other things. They examined in detail the different factors connected with production, preparation, supply, transport, consumption and handling of coal, keeping in view the needs of the industries and the improvement of their coal supplies. The final report has been submitted only yesterday, and it will be examined by experts. And we are thinking of having the report published and circulated to various public centres in the country so as to get

their reactions. Since the final report was received only yesterday, I do not think there is any point in asking for its publication, as if the publication has been delayed over a long time.

The same hon. Member raised the question of wagon shortage, and said that wagon shortage affected the production of coal in the Singareni Colliery Fields. The actual position, however, is different. There is no question of wagon shortage affecting the production there at all. In fact wagon loadings have been increasing month by month, and whatever is left there at the pithead is not much of useful coal, but only a certain low grade coal called 'Shale'. Even for that some use has been found, and so that also will be moved from there. It has been suggested that because we are unable to move the coal, the production there is affected. It is not so. It is only the low grade coal that has been lying there, and arrangements are being made to move stocks of such coal also.

Then, the hon. Member wanted to know why we are paying Rs. eleven lakhs more as dividend to my hon. friend the Finance Minister. When the dividend was estimated at the time of the preparation of the budget, the capital at charge was taken at Rs. 850 crores, but now it stands at Rs. 852.8 crores, and the dividend for this extra capital at charge comes to Rs. eleven lakhs, and so there is no question of paying interest over amounts spent from the Development Fund.

My hon. friend Shri Nambiar traversed more or less the same ground, and has practically exhausted all the points, and has no fresh points to bring up. Most of them have been answered already. He tried to raise the question of the Joint Advisory Committee and ridicule it.

Shri Nambiar: That was not replied to at all.

Shri Alagesan: As I have told the House already, as a result of the recommendations of the Joint Advisory Committee, Rs. two crores more per annum are being distributed to railwaymen.

He also raised the question of the Seniority Committee. As far as the Southern Railway, in which he is interested, is concerned, the Seniority Committee for that Railway has finished its labours, and their report is under examination now.

Then, he wanted us to think about the employees opting out for the cash Dearness Allowance. I think it is a

[Shri Alagesan]

good indication of the market conditions that prevail there. Articles of food of better quality and lesser price are available in the open market, and that is the reason, I believe, why they are opting out.

Shri Nambiar: Give them twelve ounces, they will continue.

Shri Alagesan: They are able to get any amount in the open market. I know many people are sorry because these restrictions having been relaxed, they could not carry on their agitation about bad quality etc., but that cannot be helped. People are getting better quality of foodstuffs, and in some places, even at lesser prices.

Shri Nambiar: Very wrong information.

Shri Alagesan: That is the reason why, I believe, they have opted out for cash Dearness Allowance.

Some hon. Members talked about new lines, and that point has already been covered, and there is nothing fresh to add.

The last speaker referred to the arrangements that have been made for the tuberculosis patients among the railwaymen. It is under examination and we want to establish tuberculosis sanatoria for the benefit of railwaymen. I hope we shall be able to do something in that direction before long.

I have nothing more to add.

Mr. Chairman: The question is:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 31,73,000, in respect of 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the demand for a Supplementary grant of a sum not exceeding Rs. 25,00,000, in respect of 'Construction of New Lines' be reduced by Rs. 100."

The motion was negatived.

Mr. Chairman: The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President to defray the charges which will come in course of payment during the

year ending the 31st day of March, 1953, in respect of the corresponding heads of demands entered in the second column thereof, against Demands Nos. 4, 5, 7, 9-A, 15 and 20."

The motion was adopted.

[The motions for Demands for Supplementary Grants which were adopted by the House are reproduced below.—Ed. of P. P.]

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

"That a supplementary sum not exceeding Rs. 53,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Administration'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a supplementary sum not exceeding Rs. 1,62,20,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

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

"That a supplementary sum not exceeding Rs. 64,09,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND No. 9-A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

"That a supplementary sum not exceeding Rs. 31,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 15—CONSTRUCTION OF NEW LINES

"That a supplementary sum not exceeding Rs. 25,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Construction of New Lines'."

DEMAND No. 20—DIVIDEND PAYABLE
TO GENERAL REVENUES

"That a supplementary sum not exceeding Rs. 11,22,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1953, in respect of 'Dividend Payable to General Revenues'."

APPROPRIATION (RAILWAYS)
No. 2 BILL

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways.

Mr. Chairman: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways."

The motion was adopted.

Shri L. B. Shastri: I *introduce the Bill.

APPROPRIATION (RAILWAYS)
2 BILL

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to **move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways, be taken into consideration."

Mr. Chairman: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways, be taken into consideration."

Shri Vittal Rao (Khammam): Let there be no Supplementary Demands hereafter, Sir.

*Introduced with the previous sanction of the President.

**Moved with the previous sanction of the President.

Mr. Chairman: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1952-53 for the purposes of Railways, be taken into consideration."

The motion was adopted.

Clauses 1, 2, 3 and the Schedule, the Title and the Enacting Formula were added to the Bill.

Shri L. B. Shastri: I beg to move:

"That the Bill be passed."

Mr. Chairman: The question is:

"That the Bill be passed."

The motion was adopted.

UNION DUTIES OF EXCISE (DIS-
TRIBUTION) BILL

The Minister of Finance (Shri C. D. Deshmukh): I beg to move:

"That the Bill to provide for the distribution of a part of the net proceeds of certain Union duties of excise among the States, be taken into consideration."

The Bill is a simple, straightforward measure to implement one of the recommendations of the Finance Commission, indeed the most important of those recommendations, viz., that 40 per cent. of the net proceeds of the excise duties on tobacco, matches and vegetable products be assigned to the States and distributed among them on the basis of the population. As the House is aware this recommendation has been accepted by Government. The reasons for the Commission recommending the assignment of a part of these three excise duties, instead of all the excises, have been set out at length in the Commission's Report (Chapter V) which has been circulated to Members of both the Houses, and therefore, I do not propose to go over this ground again at this stage. In a matter like this, it will be realised that there are always bound to be differences of opinion as to the particular excise to be selected or the portion of the duty to be assigned to the States. So far as the Government of India are concerned, they have accepted the recommendations of the Commission in the spirit that it is an impartial body outside both the Central and State Govern-

†Moved with the previous recommendation of the President.