

Desai with a number of business concerns, which was fixed up on the 31st August, on the 29th.

(No Hon. Member dissented.)

I. THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1968—*contd.*

II. THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 1968—*contd.*

SHRI T. V. ANANDAN (Madras) : Mr. Vice-Chairman, the opinion today in the country about the railway is that to travel in it has become unsafe. That should not be the feeling. It should be eliminated. It should be the duty of the Parliament to see ways and means of eliminating that feeling amongst the travelling public. The first suggestion that I may make to the Railway Ministry is, whether it be financial commitment on the part of the Centre or of the Railways or the States, the unmanned level-crossings must be manned—must be manned whatever be the financial commitment,—because a Government is instituted for the people of the country and for their safety and not to allow trains to run over them. Therefore, the Government should not say, “We have no finances. It is not possible to man all the gates.” There are, on the whole, about 19 to 20 thousand unmanned gates. I am of opinion that all the gates must be manned if you treat life as more precious than money. Government is for the people and it is the duty of the Government to save and safeguard the lives of the people.

My next suggestion is about doubling. As long as you do not have doubling in this country—double track—naturally in this kind of manipulation of points human failure will be there and accidents will also still be there. Therefore, all the main routes, without going into expansion and further expansion of the railways, and important branch routes must be doubled at once if you want to save the lives of the people and the prestige of the railway—that there is no accident on the railway system.

My next suggestion, Sir, is about the frustration amongst railwaymen. There are railwaymen who have put in about 20 years of service as class IV without

any promotion. Not one or two, 8 lakhs of railwaymen are there who do not receive more than Rs. 110/ at all, although you have reserved 25 per cent of vacancies for them. This was done in 1956. Today in the Postal Department for the same class IV people they have got a reservation of 50 per cent of class III posts. Here is the railway which is fetching one thousand crores of rupees for this country. You should at least make that much reservation which the Postal Department has done by increasing the reservation of class III posts from 25 to 50 per cent. What harm is there? I don't think the Parliamentarians will oppose it. And, therefore, you must see that from 25 per cent of reservation it is increased to 50 per cent for the class IV people who have put in more than 12 years of service. There was a recommendation also that a class IV employee should have his next promotion after the 12th year of his service. Today there are class IV people who have put in 20 years of service as class IV. Therefore, you must eliminate the frustration if you want the safe running and the concentration of railwaymen on their duty.

My next submission is about the stagnation. Last time also I made a reference to this matter—stagnation of people after reaching the maximum of their grade of Rs. 180/. I am not referring to other categories. I am only referring to the initial recruitment grade of Rs. 180. Many thousands of railwaymen have reached the maximum of Rs. 180/ and they are waiting for the next promotion for the last three or four years. Nobody cares for them. Some way should have been found for improvement of their scales. No action has been taken so far. Therefore, I suggest that immediate action at least now should be taken within one or two months to see that these people in stagnation are given one increment in the next higher grade. This question should also attract the attention of the Railway Ministry so as to see that the railwaymen apply their mind when they come to duty.

My next point is about confirmation. There were some rules that when a man puts in about six months of service, he should be automatically confirmed. But the rules are now nullified. Even people who have put in more than 3, 4, 5 or 10 or 12 years of service are not yet confirmed. How can an “A”

[Shri T. V. Anandan]

grade driver, who is officiating there manning fast express and mail trains, when he gets on to the engine handle the regulator, if his mind goes about thinking of his confirmation? He will be thinking, "I am here officiating for more than 5 years and I have not yet been confirmed." How can you expect him to concentrate his mind on observing signals and fast-running of the train? Therefore, you must eliminate this difficulty of non-confirmation of railwaymen who have put in at least 3 years of service in higher grade. Although the rules provide that a person gets confirmed after 18 months of service, that time-limit is not cared for by the Zonal Railways. I know many instances where people are officiating for more than 3, 4 or 5 years and not yet confirmed. I want the Railway Ministry to take note of this and issue instructions to the General Managers to see that those who have put in more than 3 years in higher grade, must automatically be confirmed. Only then the railwaymen can concentrate on railway duty.

I am now referring to another case—seniority. There was a time when seniority was considered for promotion. Twenty marks were given for seniority. This is removed today. A senior man is not considered at all. A man who is handling the regulator as the chief-man, thinks, "I am a senior man. I do not know whether I am going to be selected for a higher post. Will I be selected or not or a favourite of a railway officer or of a Member of Parliament will get it?"—I had also recommended sometimes. A senior man is not at all cared for. Therefore, seniority should be considered if you want perfect railway system to work in this country with minimum number of accidents. The Seniority should be given due credit. I do not want that the efficiency should also be eliminated. A reservation of 15 per cent for efficiency and others for seniority should be provided—or something like this. Some solution must be found to see that a senior man is satisfied in the railway service.

My next point is, class III people. For class III people the requisite qualification is matriculation. When a class III man enters the railway, some class III people are allowed to reach a grade

of Rs. 575. There are some class III people, who are recruited through the same Public Service Commission, are prevented at 280/. This point has been referred to not only by me, but by all the Members of Parliament. An "A" grade guard does not go beyond Rs. 280/ at all. He has to retire as an "A" grade guard at the maximum of Rs. 280/. Whereas another class III man in another Department reaches Rs. 575/. In every other Department he has got at least a channel of promotion up to Rs. 575/. But here is a man whose maximum is limited to Rs. 280/. There are also signallers in the stations. Their maximum is also restricted to—in 99 per cent of cases—Rs. 280/. Therefore, when you classify a railwayman as class III, he must be entitled for all the privileges that other class III people in other Departments are enjoying.

Sir, my next submission is about negotiation, faith in negotiation. You must make a law now. There is frustration and disappointment among the railwaymen. When the orders of the Railway Board are not implemented by the Zonal Railways, a rule must be made that an order from the Railway Ministry from New Delhi, when it passes on to the General Managers, within 90 days that order should be implemented. If it is not implemented, I think, the General Manager or the Chief Personnel Officer must be held responsible or an increment must be withheld for them. Unless some such drastic methods are adopted, I don't think there can be satisfaction amongst railwaymen. Therefore, I say the Railway Board's orders should be implemented within 90 days. I can quote an instance. An award of Mr. Justice Shankar Saran in 1961 is yet to be implemented in the Southern Railway in the electrical department for crane drivers. Twenty per cent of upgrading is yet to be implemented on the Southern Railway although the orders were issued in 1961. What efficiency is there, you can understand. As far as General Manager's orders are concerned, the Divisional Superintendents must see that the General Manager's orders are implemented within 30 days. If all these things are looked into, I don't think there will be so much of discontent among the railwaymen who have to concentrate for full 8 hours or 12 hours when they come on railway service, to cater to the public. Thank you very much.

श्री एन० पी० चौधरी : (मध्य प्रदेश) : माननीय, उपसभाध्यक्ष महोदय, यह जो रेलवे के दो अप्रोप्रिएशन बिल आए हुए हैं इन बिलों का विरोध करने के लिये मैं खड़ा हुआ हूँ ।

श्री रेवती कान्त सिंह (बिहार) : यह तो आलरेडी खर्च हो चुका है ।

श्री एन० पी० चौधरी : यह कितनी मजाक की चीज है कि आज से करीब ढाई तीन वर्ष पहले हमारे रेलवे प्रशासन ने 1,64,49,314 रुपये खर्च कर दिये और आज उसकी स्वीकृति लेने के लिये उसे अप्रोप्रिएट कराने के लिये, एक बिल यहां लाया गया है । सचमुच में यह एक बड़ी ही हास्यास्पद चीज है । खास कर ऐसी चीजें जब सदन में आती हैं तो लोगों को हंसी आना स्वाभाविक है ।

इसी प्रकार से दूसरा बिल नम्बर 3 आया है । अभी जुमा जुमा आठ दिन हुए हैं जब कि मार्च में हमने बजट पास किया है, इतने थोड़े समय में 2 लाख 70 हजार ६० के लिये अप्रोप्रिएशन कराने की आवश्यकता यहां आ गई । यह भी उचित नहीं लगता । इससे पता लगता है कि हमारे अधिकारी गण प्रशासन में कितने अक्षम हैं, यह उनके ऊपर एक रिफ्लेक्शन सा आता है यदि हमारे अधिकारी गण जनता की सुविधा के लिये, कर्मचारियों की सुविधा के लिये और रेलवे के प्रशासन और गाड़ियों के चलने में सुचारुता की और ध्यान देने और उसमें कुछ क्षमता और बढ़ाने और उस वक्त इतना अप्रोप्रिएशन तो क्या इससे अधिक रिअप्रोप्रिएशन की आवश्यकता होती तब भी हम लोग उसका समर्थन करते परन्तु दुख के साथ कहना है कि एक तरफ तो उसका शासन गिरता ही जा रहा है, अक्षम बढ़ती ही जा रही है और ऊपर से यह एक प्रकार से मजाक की चीज सदन में लाकर रखी गई है । मैं रेलवे मंत्री से इस बात का

निवेदन करूंगा कि जिस होमले के साथ, जिस तेज़ी से, वह अप्रोप्रिएशन बिल सदन में लाने हैं उसी प्रकार से यदि वह अपने मंत्रालय में कार्यक्षमता बढ़ाने में, पब्लिक की सुविधाएं बढ़ाने में, अपने कर्मचारियों को अधिक से अधिक सुविधाएं देने में अपना ध्यान देंगे तो हम लोग अपने को बहुत ही सौभाग्यशाली समझेंगे ।

इसी सिलसिले में मैं आपका ध्यान जो रेलवे में आज एक्सीडेंट हो रहे हैं उनकी तरफ दिलाना चाहूंगा । आपने इसके बारे में समाचारपत्रों में भी देखा होगा, और हमारे सदन में भी वह बहुत सी चीजें आईं, जिनसे हमें मालूम पड़ता है कि कितनी अक्षमता बढ़ती जा रही है । रेलवे प्रशासन में जगह जगह पर दुर्घटनाएं हो रही हैं, उनके ऊपर हम कोई रोक नहीं लगा पा रहे हैं । करीब तीन चार महीने पहले की बात है, हमें समाचार मिला था कि लेवल क्रॉसिंग न होने की वजह से कितनी भयंकर दुर्घटना हुई है । इसका उदाहरण भोपाल में इंदौर को जो रास्ता जाता है उस पर घड़ी घटना से मिल जाता है । लेवल क्रॉसिंग तो वहां है परन्तु कोई कर्मचारी न होने की वजह से भी, न व्यवस्था होने की वजह से भी, एक सवारी बस जो जा रही थी यात्रियों को लेकर, उसकी एक रेलगाड़ी से टक्कर हुई, परिणामतः मौके पर ही 33 आदमी मारे गए । अभी कुछ ही हफ्ते की बात है कि हमारे लोक-सेवक दल की नेता राजमाता मिथिया की कार रेलवे से टकराते टकराते बची है । मैंने कल रेडियो में सुना, कल ही दुर्घटना हुई, जिसमें एक यात्री मारा गया । तो ये तमाम चीजें हैं जिस पर हमारे रेल मंत्री महोदय को ध्यान देना चाहिये । जहां पर रेलवे क्रॉसिंग होनी चाहिये वहां पर उसकी व्यवस्था नहीं है और जहां हमें रेलवे क्रॉसिंग या रेलवे का पुल बनाने की आवश्यकता नहीं है वहां हम ध्यान दे रहे हैं । मैं जबलपुर का ही एक उदाहरण देना चाहता हूँ । जबलपुर शहर का क्षेत्र विकसित हो गया है । अभी हमारे शासनने

[श्री एन. पी. चौधरी]

कुछ माल पहले एक मेडिकल कालेज बनाया है जो शहर के किनारे है और बीच में रेलवे लाइन है। आप अंदाज कीजिए जहां छः लाख की पापुलेशन है वहां कितने लोग जाते होंगे मेडिकल कालेज में, परन्तु दुर्भाग्यवश जो रेलवे क्रासिंग है उसका फाटक बंद रहता है, उसका परिणाम यह होता है कि जब कोई रीयस मरीज को लेकर हम मेडिकल कालेज की तरफ जाते हैं तो फाटक बंद होने से अनेक तरह की दुर्घटनाएं हो जाती हैं, मरीज इस तोड़ देता है और उसको मेडिकल सहायता भी नहीं पहुंचा सकते। कम से कम ऐसे नाजुक या उपयोगी स्थानों पर तो ध्यान दिया जाय और धन देकर अविलम्ब वहां पर पुल बनाने की व्यवस्था करें, यह मेरा रेलवे मंत्री से निवेदन है।

(Time bell rings)

माननीय उपसभाध्यक्ष जी, इसी तरह से मैं रेलवे मंत्रालय के उस आदेश की तरफ रेल मंत्री का ध्यान दिलाना चाहूंगा जिसमें रेलवेज के किनारे जो जमीन थी उसे भूमिहीन या गरीब कर्मचारियों को देने की बात कही गई थी। रेलवे का एक सर्कुलर भी गया था परन्तु दुख के साथ यह कहना पड़ता है कि जितने बड़े कर्मचारी थे या अधिकारी थे, इंस्पेक्टर थे उनमें से अधिकतर जमीन उन्होंने आपस में बांट ली। उन छोटे छोटे कर्मचारियों को जिनके पास कोई माधन नहीं है, कोई भूमि नहीं है, वह भूमि नहीं मिल सकी। शासन की तरफ से एक आदेश दिया गया था कि उनको लगान नहीं देना चाहिये परन्तु दुख के साथ कहना पड़ता है कि 40 रु० एकड़ के हिसाब से उन में लगान लिया गया और इस तरह से उनको परेशान किया गया। मैं रेलवे मंत्री महोदय से, आपके माध्यम से, निवेदन करना चाहूंगा कि इस बात की वह जांच करें कि जो आदेश रेलवे मंत्रालय के द्वारा दिया गया उसकी इस तरह अवहेलना क्यों की गई।

उसके लिये जो भी अधिकारी जिम्मेदार है उसके विरुद्ध कार्यवाही करनी चाहिये।

मैं रेलवे मंत्री का ध्यान एक और बात की ओर दिलाऊंगा। हमारे रेलवे के जिन बड़े बड़े आफिसरों ने रेलवे की जमीन अपने नाम पर या संबंधियों के नाम पर अलाट कराली है उस पर काम कौन करता है? वह रेलवे के जो छोटे छोटे कर्मचारी हैं जिन्हें जमीन मिलने का हक था, उनसे ही जबर्दस्ती काम कराया जाता है, मजदूरी कराई जाती है, खर्चा हमारे गवर्नमेंट का होता है और लाभ हमारे अधिकारियों को मिलता है। तो इसके लिये मैं आपसे निवेदन करूंगा कि आप उसकी तरफ ध्यान दें।

(Time bell rings)

एक मिनट और चाहूंगा। आल इंडिया रेलवे मिनिस्टीरियल स्टाफ असोसियेशन टाइम क्लर्क्स का, आपके यहां बना हुआ है दुर्भाग्य इस बात का है कि टाइम क्लर्क जो थे वे कुछ ऐसे थे कि उनके कई अवार्ड वगैरह जिनने आज तक दिये हुए हैं उनके केसेज उसमें कवर नहीं हुए हैं। वे बेचारे लिखापट्टी करते रहे कि उनको कुछ मिलेगा लेकिन आज तक न उनके पे रूलस रिवाइज हुए न सर्विस कंडिशन रिवाइज हुई हैं, उन बेचारों को आज तक कोई फायदा नहीं मिल पाया। फिर उनको मजबूर होकर एक अपना असोसियेशन बनाना पड़ा। असोसियेशन के माध्यम से उन्होंने रेलवे मंत्री महोदय को अपना एक मेमोरेण्डम दिया है। मैं इस बात की मंत्री महोदय से अपेक्षा करता हूं कि यह छोटे छोटे कर्मचारी आज नहीं, वर्षों से, उपेक्षित रहे हैं उनकी ओर वह अवश्य ध्यान देंगे और इस तरह पितृव्रत व्यवहार उनके साथ करें कि उनका भला हो।

SHRI G. RAMACHANDRAN (Nominated) : Mr. Vice-Chairman, I notice that from the Chairman to the Deputy Chairman, and from the Deputy Chairman to the Vice-Chairman, the time given to Members progressively

decreases. And you specialise in the five minutes programme. Even to-day, when you began you said "Five to seven minutes" and I am going to conform to the minimum that you have mentioned and not to the maximum.

Last time when the Railway Budget came up for discussion, I made a few observations. I particularly emphasised that railway travel in this country if undertaken by a foreigner will bring us disgrace and shame; and I pointed out that even in First Class, there is hardly a compartment in any line on which you travel where everything is all right, and I listed a number of things. Some of them were received with amusement and some, with seriousness and concern by the House.

SHRI MULKA GOVINDA REDDY (Mysore): Some of our Ministers should travel in those compartments instead of travelling in the saloon.

SHRI G. RAMACHANDRAN: I said that last time, that it would be good for the Ministers to travel by train rather than by air. Then something might happen.

PANDIT S. S. N. TANKHA (Uttar Pradesh): And not in the air-conditioned class.

SHRI G. RAMACHANDRAN: You may add that amendment when you come to it. Let me say now that the Cabinet Minister and the Minister of State for Railways are here, that since I made the earlier speech, I have undertaken five to six long train journeys in this country. Some magic has happened somewhere, and I do not know who is responsible for this magic. At almost every important junction an official steps in and asks the First Class passengers "Is there something we can do for you, Sir? Is something out of order?" So I wondered how this thing came about so quickly, as if by magic. I do not think Mr. Poonacha is responsible! I do not think Mr. Patimal Ghosh is responsible! But somebody is responsible and whoever is responsible is entitled to congratulation.

But today I want to take advantage of this discussion to pin-point two matters. Generally I would wish to pin-point something or the other and then leave it to those who are in charge of affairs to attend to them.

One of the greatest disgraces in the Indian Railways, and particularly at the railway stations, is the rampant beggary on the platform. I can understand that we are unable to take charge of the problem of beggary throughout the country. I can understand that whatever attempts we have made to control beggary have been defeated because of the numbers involved and the vast areas involved.

5 P.M.

But, Sir, the railway platform is completely under control; not one person can get into the platform who is not allowed to get into the platform and yet beggary and particularly tortured child beggary is rampant on the platform. I can give stories which will make the Minister for Railways sit up at the horror of this kind of thing on the railway platforms of India. You cannot eat anything in your compartment. The moment you open your lunch-box, there is a voice at the window. In Tamil they say "Ayya, Ayya." Look at the window and you find two beggars are standing there while you are going to eat something. At another railway station I took my food tray and immediately there was the Telugu equivalent of 'Ayya.' You cannot eat your food in a railway compartment because you are surrounded by beggars. Now let me tell you that I have the deepest sympathy for these poor beggars; there is no arrangement to absorb them in work-houses. So long as the Government is not taking charge of beggars in work-houses, the idea that you must not give anything to the poor is complete non-sense. Somebody has to give them something. What happens is that the passenger who wants to eat something parts with half of his food for the beggars, and this encourages them more and more and the problem gets accentuated. If this mighty Railway Ministry, which is the biggest kingdom in the Government of India, in resources, in money, in manpower and everything, cannot control this one small matter of not allowing beggars to wander about on the platforms creating nuisance for the passengers, then what and where is efficiency? Where else can we be efficient? Platforms are completely under our control. I, therefore, plead with the Minister, knowing that some magic may happen again like the magic in the matter of the first-class

[Shri G. Ramachandran]

compartments, that some word might go from station to station, from station master to station master, from line to line, that whatever may happen to beggars outside, let there be no beggar inside a platform. In the New Delhi railway station the same phenomenon is presenting itself. At the New Delhi railway station I saw a 7-year girl keeping in her hands a one-year child. That girl wants this child to screech and weep all the time to attract pity. Now which child can screech and weep all the time in order to attract sympathy? And from behind, I saw the girl is torturing this little child to make it screech. These things happen on most platforms. Travellers from Europe and America and Japan, all kinds of people from outside, see these things and every time they go back to their country, it is this horrible picture of beggary in India at every place that they mention. So I want my friend, Mr. Poonacha, a man of character and ability, to look into this shame and let us have no beggars at least on the railway platforms of India.

Then, I go to the second point and I will deal with it very quickly. Level-crossings are not only creating the danger of collision between a passing train and the other traffic crossing the rails; but much more than that in every big city of India without exception these level-crossings have become points of torture for the normal traffic of the city. A mile-long queue is waiting and the doors are closed too early and open too slowly. They do not open in time; they do not close in time; and all the normal traffic is held up. It is, I repeat, torture at every level-crossing for the local road traffic. What happens in Europe and other countries? I have travelled in Europe and other countries. Near and in the cities at least there is no such level-crossing holding up the traffic. Either the road is taken above or the road is taken underneath. We, therefore, must now have a regular scheme in this country that near crowded cities the railway line and the normal traffic do not clash with each other. If the railway line is running in the normal way, let the road go up or the road go down. This can be done and this has been done in every civilised country of the world. The enormous resources of our Railway Ministry need not be frightened by a problem like this.

Somebody mentioned there are 20 thousand and more level-crossing which are unmanned. An unmanned level-crossing is a crime in this country because our people are the least disciplined in these matters of traffic, crossings and timings. Let there be no hold-up of traffic near the cities for hours together. Let us see that somebody attends to this. So, Mr. Vice-Chairman, I have pinpointed two points. Let us abolish beggary at least from the railway platforms of India and let us take care of the level-crossings. If these two things are done, the whole picture might change like the magic in the first-class compartment about which I mentioned. Thank you.

SHRI G. R. PATIL (Maharashtra) : Mr. Vice-Chairman, Sir, I rise to support these Appropriation Bills pertaining to the Railways. At the outset I must congratulate the hon. Minister and express my deep sense of gratitude on behalf of the people of Kolhapur and Miraj for undertaking the conversion of the meter-gauge line from Miraj to Kolhapur into broad-gauge. In fact this demand which was made by the people and public institutions of both these places has been acceded to so early because of some efforts here in this House by some hon. Members like Mr. Dharia, Mr. Kulkarni and some others. The Demand No. 15 mentions a token grant of Rs. 1000 for the conversion of this 47-kilometre track, Miraj to Kolhapur, into broad-gauge. It is also gratifying to note that this particular section is to be converted immediately because this Poona-Miraj conversion work that is going on is expected to be completed in the month of October, 1969 and simultaneously this work is also to be completed. The result will be that the passengers, particularly from the Ratnagiri district, will be much more benefited during the monsoon period, because there will be no transshipment and they should not get down at Poona and change the train. Therefore, it is a boon to the passengers and public from the Ratnagiri district and also to the people of Kolhapur and it will also boost the industrial growth in those areas. While, therefore, congratulating the hon. Minister and the Government for this, I would also request him that in the formulation of the Fourth Five Year Plan this particular line from Miraj to Londha and to Goa should also be converted into broad-gauge. This is very, very essential because

once it is connected with Castlerock or Goa, I am quite confident that one day from Goa to Bombay there will be a broad-gauge line and there will be much more traffic, not only passenger traffic but also goods traffic.

SHRI MULKA GOVINDA REDDY : Why not up to Bangalore ?

SHRI G. R. PATIL : That is for you to say. I do not say that Bangalore should not be connected. I am also in favour of extending that line up to Bangalore. But in the formulation of the Fourth Plan this line from Miraj to Londha and to Goa—from Londha to Bangalore also—can be taken up for conversion. While formulating the Fourth Plan, I want to draw the attention of the Minister to one of the most glaring deficiencies of railway tracking as far as the most backward area of Maharashtra State is concerned and that is, Marathwada. A survey has already been undertaken regarding the Manmad to Nanded *via* Aurangabad line which is a M. G. line and it is to be converted into B.G. So many hon. Members have demanded that this particular section should also be converted to B. G. because Marathwada is the granary of Maharashtra and there are so many irrigation projects coming up. Because of the potential of Marathwada I am quite sure if this M.G. line is converted into B.G. it will give a great fillip to the area.

The Government has taken a decision to close down the M.G. lines. I once again mention that between Miraj and Kurduwadi, particularly at the time of the Pandharpur Fair, wagons are used for carrying passengers. Last time the Minister assured that he would look into this and see that at least wagons are not used. Till to-day the same thing is being done. Therefore, I urge that at least during the time of the Pandharpur Fair for this traffic, he should see that the wagons are not used for passengers. There was also a demand at the time of the late Shastriji that this track should be converted into B.G. It was also agreed to by him. If it cannot be converted into B.G. at least it should be converted into M.G. because it is one of the most important lines. Therefore, I humbly request the Minister to note this particular point.

Regarding the accidents, many Members have spoken both inside and outside the House and I do not know

whether the Minister is responsible for them. Whatever it may be, after the investigation into these accidents and their causes, it has come to the notice of the Government that most of these have taken place because of the growing indiscipline and negligence on the part of the employees. I urge on the Minister to take stern action against such negligence on the part of the employees; otherwise the confidence of the public will not be restored. It is high time that we avoid such accidents by taking such strict action.

Regarding the Manmad junction which is a big junction, I have to point out that there are no facilities there—no retiring rooms, sheds, etc.—and the people coming from Nagpur and Delhi and wanting to go to Marathwada and other places have to experience difficulty. I hope that some more facilities will be afforded at Manmad.

Regarding the catering arrangements I do not know what action has been taken on the recommendations made by the Committee appointed for the purpose. In stations like Miraj catering is not good and some steps should be taken to see that if the Government is not in a position to run its own catering in a better way, I have no objection even if it is handed over to private parties but it is high time that it should be improved.

There was a circular issued by the Railways that those ticket checkers who are honest and who get more revenue to the Railways should be given some extra increments. In spite of this circular, in spite of the fact that those who are entitled to such increments and have asked for those increments, they have not been granted. Some such cases have come to my notice, for example, there is one at the Kalka station. I request the Minister to see that something is done about it, otherwise, the corruption that is prevalent everywhere cannot be eradicated from the Railways.

I once again request that he may kindly look into the case of the ticket checker at Kalka and remove the injustice.

SHRI K. CHANDRASEKHARAN (Kerala) : One of the reasons for negligence, irresponsibility and probably accidents in the Railways in this country

[Shri K. Chandrasekharan.]

is on account of the fact that the service conditions in our Railways are continuing to be very out-moded. I am particularly referring to the fact that the pay system and the pay structure in the Railways are all based on certain conventions and practices which were in vogue during the British Raj and in spite of the fact that for 20 years the Government of this country have run the Railways, this pay system and pay structure are not in tune with the ones available for the other services in the Government and in the public sector. A most irrational and unscientific approach to the pay scheme, to the method of payment, to the rates of payment to the various grades of officers continues to exist in the Railways in this country and, therefore, a demand has come from the All-India Railwaymen's Federation and various other organisations representing the Railways that as immediately as possible, a Pay Commission should be appointed for the railwaymen. I have no doubt to suggest to the Minister that a Pay Commission is absolutely necessary. It is a just and reasonable demand and the Pay Commission, which must be all-comprehensive in so far as the terms of reference are concerned, must be able to look at the facts and all aspects of the service conditions including the pay scales of the various grades of the Railway employees and the sooner a Pay Commission is appointed for this purpose, the better it would be for the efficient working of the Railway Administration.

One other thing I would point out during the very brief spell of time that is available, is the running of certain necessary through express trains. The demand for a daily express train between Bombay and Cochin would be undoubtedly treated by the Railway Board and the Ministry and the General Managers of the Railways concerned as a very necessary claim particularly from the standpoint of traffic but in spite of the fact that this demand has been pressed before the Railway Minister and the officers concerned for a length of time now, the Minister and the Railway Board have not found their way to implement this.

It would appear, Sir, that recently even a conference of railway officers and non-officials was held at Bombay for this purpose. And a decision of a

tentative nature appeared to have been taken to run at least one train per week—which itself is absolutely inadequate. But what has happened subsequently is that nothing was done to implement even this limited decision. I am not imputing discrimination. It is not my purpose. I am not suggesting, Sir, that there are no priorities in this regard. I am aware of the fact that strings of priorities have got to be maintained in a nation so vast as this country. But I have got to tell the hon. Minister that very recently new Express trains have been started between Bombay and New Delhi. A decision has been taken, I understand, by the Southern Railway to start a new Express train between Madras and Coimbatore. But the Railways concerned have not been able to implement this demand for a daily Bombay—Cochin Express train to and fro, which I would press as a very just claim so far as thousands and thousands of people who want to travel daily from Bombay to Cochin and Cochin to Bombay are concerned.

Another matter, Sir, that I would like to bring to the notice of the hon. Minister is the very serious objection that has already been raised by the hon. Mr. Bhandari and some other hon. Members also with regard to this Appropriation (Railways) No. 4 Bill. This Bill No. 4 claims appropriation for the financial year 1965-66. Now the accounts of the financial year 1965-66 are closed and then the Budget is prepared for the financial year 1966-67. From the point of view of accounting it is not possible to understand as to how the Ministry could make demands for the financial year 1965-66 when we have already closed the accounts for 1966-67 and we are in the Budget year of 1968-69. Apart from that, Sir, I should submit that this method of appropriation now claimed by this Bill for the period 1965-66, which is two years before from now, is against the scheme and the spirit of the provisions contained in article 115 of the Constitution. Article 115 no doubt gives the power not only to claim appropriation in furtherance of the appropriation already made for a particular Budget year, but also for a previous year. Although the provisions of the Constitution do not limit this claim to a previous year, reading through the provisions I do not think, Sir, that this method of appropriation is suggested by the words of

the Constitution and in any case by the spirit of article 115 of the Constitution.

One more thing, Sir, and I have done, and that is a matter which, according to me, is a monumental disgrace to the Railways in this country. It is this that no train runs on time; no train attempts to run on time. I was recently, Sir, at a railway station from where the train was to commence its journey, and I was, for the time being, talking with certain railway officers. And there was also an Assistant Traffic Superintendent among them. I asked, "How many minutes or how many hours is the train starting late?" Immediately, the particular officer telephoned the particular fueling section and all the concerned sections to find out as to when exactly the train would start. And the callous reply came that the train—it was an Express train—would be starting 30 to 45 minutes late.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Was it at the starting station ?

SHRI K. CHANDRASEKHARAN : It was starting from that particular station and then that particular officer was asking in my presence as to "Why you are giving this sort of reply and why you are doing this every day." And then he said an attempt must be made to start the train on time. We have got, Sir, one Express train going from Delhi to Calcutta, and Calcutta to Delhi, called the Upper India Express. It is rather dangerous to travel in the Upper India Express. The Upper India Express, ever since it was started, has never run on time, has never reached Calcutta except two hours late, has never reached New Delhi except two hours late. Why is it, Sir, that not even an attempt is being made to run on schedule? I cannot understand why this convention and practice of one time-table for the public and another time-table for the railway staff internally should be maintained. But that is not the difficulty. The difficulty is something else. There is nobody who is responsible for many things. This is lack of responsibility, this is slackness, this is negligence, I presume and I would humbly submit, Sir, this is on account of the fact that the service conditions in our Railways have got to be improved and the employees must feel that they are part of a very

big public sector undertaking, that they are being looked after, that they are being cared for, and in this view also it is essential that there should be a pay commission.

Thank you.

SHRI CHITTA BASU (West Bengal) : Mr. Vice-Chairman, Sir, I take the opportunity of this discussion in the House to bring to the notice of the hon. Railway Minister certain important points, but in brief; I do not want to inflict a speech.

Sir, you might have seen in the papers that the firemen working in the Sealdah Division of the Eastern Railway ceased work with effect from the 22nd of July, as a result of which about forty or fifty trains were suspended. People had to undergo suffering and there was disturbance in the life of the people of Calcutta and of that area because they could not avail of the facility to travel by rail. Mr. Vice-Chairman, Sir, you may immediately put me the question, "Is it not irresponsibility of the firemen who stopped work without proper notice, thereby causing inconvenience to the travelling public?" You may raise that question. But I raise the question, "Is it not a fact that the firemen who have been agitating for the redress of their grievances for the last three or four or five years?" The grievances are, as I have been reported, that there is no regular system of promotion. As a result of that there is no regular promotion. Promotions are being withheld. As a result increments are being withheld, and the junior staff are being forced to perform those duties assigned for the superior staff. As a matter of fact, it is quite unjust that you do not consider promoting somebody because of his merit to undertake a certain superior type of work, but at the same time you force them to undertake that work without promoting them. Therefore, there lies the fundamental question as to the attitude of the Railway administration towards their employees themselves, and it is this negligent attitude, this indifferent attitude, which is one of the major and principal results for the railway employees not to become sufficiently responsible to their duties. Therefore, Mr. Vice-Chairman, I want to know from the hon. Minister why there was cessation of work in the Sealdah Division of the Eastern Railway by the firemen, and what steps

[Shri Chitta Basu.]

have so far been taken by the Railway Ministry to remove the grievances of those running staff.

When I say this, I do not mean only a particular section of workers. The same indifference and negligent attitude has been shown to other categories of workers also. You will recall that on the last occasion, when we were discussing the Railway Budget, I referred to certain grievances of the commercial clerks. As a matter of fact, a large number of Members of Parliament met the hon. Minister on his invitation to place the case of the commercial clerks. Their number is very big and they are very vitally connected with the Railway Administration, particularly in the matter of earning revenue for the Railways. Even today no action has been taken by the Ministry and no steps have been taken to meet the just and reasonable demands of the commercial clerks.

Again, I referred to the arbitrary retrenchment and discharge of thousands of casual workers in the Railways. I do not want to multiply instances. By these three or four examples I want to show to this august House that the attitude of the Railway Ministry and the Board is anti-labour, anti-employee and they are not properly cared for. Therefore, the Railway employees, along with the Central Government employees of the country, are going to strike on the 19th September.

I also want to know what steps the Government propose to take, particularly when the Railway Ministry have come to this House for a larger amount of money to be spent supposedly for the welfare of the travelling passengers and also of the railway staff. What steps do they propose to take with regard to their very reasonable demand for a need-based wage and full neutralisation of dearness, etc.? That I want to know from the hon. Minister. In this connection, I simply want to ask two questions. I do not want to inflict a speech. What progress has been made as regards the circular railway and...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : That is one question. What is the other question?

SHRI CHITTA BASU : One is with regard to the circular railway

in Calcutta. Another point I want to know is what progress has been made on the so-called Capital Express which will run between Calcutta and Delhi within the minimum period of time. I want to know what progress has been made particularly in regard to these two matters. I also request the hon. Railway Minister that he should refrain from taking any measure of reprisal and victimisation of firemen who ceased work with effect from 22nd July, on the basis of their very just and reasonable demand for promotion and increment.

SHRI LOKANATH MISRA (Orissa) : Mr. Vice-Chairman, while getting up to speak, I am conscious of the fact that I must limit my remarks to five or seven minutes. The point I want to emphasise is that the newspaper strike has come as a boon to the Railway Ministry. There are two national newspapers, if I can call them national at all. One is anti-national definitely, the Pravda of India. The other has its own matters of interest. Therefore, news items relating to accidents do not appear these days.

SHRI C. M. POONACHA : No accidents take place.

SHRI LOKANATH MISRA : It is a matter of great convenience to the hon. Railway Minister. If I may inform him—he should be more informed than I am—I am told there was an accident yesterday between Kanpur and Jhansi where 16 persons are reported to have died.

SHRI C. M. POONACHA : No, no.

SHRI LOKANATH MISRA : That is what my colleague here says.

SHRI C. M. POONACHA : So, you are taking information from him and not from the papers.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I think the Railway Minister should have come forward with a statement.

SHRI C. M. POONACHA : It is a wrong report. One person has died. A bus ran across a running train against caution. What could I do? Should I report everything?

SHRI LOKANATH MISRA : My time is running out. The point is that the Railway Minister feels that he is absolved of the responsibility when he is not pestered by Members because we are not having the information from different newspapers. He feels that it is convenient for him to go scot-free, without making a statement. The convention in this House has been that if there is any accident, whether it involves death or not, the Minister has to come forward with a statement, if Parliament is in Session. The accident occurred yesterday. I am surprised to find the efficiency with which the Railway Ministry is functioning, because the Railway Minister himself does not come forward and say what the real situation is. Therefore, I think that you should give a direction to the Railway Ministry, as you gave a direction the other day to the Home Ministry, that as soon as any accident occurred anywhere in the country, he must come forward with a statement if Parliament is in Session. It is a matter of great disrespect to Parliament. Because our source is not there, he is taking undue advantage of it.

PANDIT S. S. N. TANKHA : The All India Radio has given the news.

SHRI LOKANATH MISRA : Everybody does not have a radio. Every Member of Parliament has not got a Radio functioning. Mr. Tankha may have one and I may have one.

PANDIT S. S. N. TANKHA : Ministers must have got it.

SHRI DAHYABHAI V. PATEL (Gujarat) : Perquisites at our expense.

SHRI LOKANATH MISRA : Let me finish within the time stipulated by you. The other point that I wanted to make is about reappropriation. Many hon. Members in this House have expressed their strong feelings against such practice. The only thing I would add is this. Under normal conditions if the money belonged to a private person, then he would have been debarred because of the law of limitation. If it is more than three years, then he is barred from taking action. But in the case of the Railway Ministry we are constrained to pass it because he has a majority in the House. Without that it would have been very difficult for him to carry through this Bill,

because it is a very unreasonable practice that he is adopting.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Which practice ?

SHRI LOKANATH MISRA : The practice of getting sums of money passed after three years. From 1965 August to 1968 August it is full three years and any money spent before August 1965 should not be brought forward in this House because it is barred by the normal law of limitation. In this case you can take advantage of your majority.

About maintenance Mr. Ramachandran gave a very good certificate to the Railway Minister. I do not know if he is here only to give certificates. I do not know if special arrangements have been made for Mr. Ramachandran. I do not know whether he is a doctor or not.

SHRI SUNDAR SINGH BHANDARI : But he has given credit for this.

SHRI LOKANATH MISRA : I would like to differ with him. The same sort of facilities are not afforded to all the first class passengers, not even to Members of Parliament. It may be different in his case, but I have never been given that particular facility at stations, as he has said. I have had to search for railway officers if there is any complaint. There was no bedlight in my compartment.

SHRI CHITTA BASU : No light at all.

(Interruptions.)

SHRI LOKANATH MISRA : Bed lights were not there and it was difficult to read with the ceiling light because the coupling was loose. I had to search for a man because I knew the coupling was loose. The electrician did not know why the light was so dim. I had to tell him that the coupling was loose. I said, "The defect lies in the coupling. I know where the difficulty lies". Thereafter he said, "Yes, yes, yes. I have been advised by the Gaurd that the coupling may be loose". That is how the maintenance is done. If Mr. Ramachandran gives the Railway Minister a certificate, then I am undone. He is a senior Member

[Shri Lokanath Misra.]

in the House. He should not talk so irresponsibly even though perhaps individually he has been attended to properly.

The other point that I wanted to make is that there has been a suggestion already that the Railway Minister should normally travel by train. I would strongly recommend that to the Railway Minister if he wants to eradicate the evils in the Railways. But he should not give his programme in advance, his Secretary going in advance, the advance party waiting for him on the platform. If that is so, then the Third Class would be converted into a higher class. I recommend him to get into a normal First Class or Second or Third Class compartment, because he must feel for himself how his passengers are carried. If he gives notice, then everything would be made ready for him. Even the Third Class would be changed into an Air-conditioned Class because there is no dearth of Air-condition plants in the Railways. Sir, what I wish to say is that they must at least once or twice a month travel in *cognito* without their names being announced to the Railways beforehand that either Mr. Parimal Ghosh or the Minister or the Deputy Minister is travelling by such and such train. If that is done, then it will become a farce. Other people will not be attended to. It will be only the Ministers who will be attended to.

About my own State I have two more points to say. One is, I have to reiterate the demand made by all Members of Parliament from Orissa irrespective of parties that Bimalagarh and Talcher should be connected. The Minister has not given yet a categorical assurance, as in the case of the Circular Railway in Calcutta, that it will be taken up in the Fourth Plan. There appears to be some conspiracy because in case Bimlagarh and Talcher are connected, then Haldia port would be very much affected. There is somebody in the Railway Ministry or may be in the Finance Ministry who is turning down the proposal because Haldia would be very much adversely affected. What will they do after that? All the ores from the western districts of Orissa would be carried direct to Paradeep port. That affects Haldia.

Haldia reaps the benefit of non-connection between the western districts of Orissa and the Paradeep port.

The last point is that Oriyas in the State of Orissa, so far as the Railway is concerned, are not properly represented even in Grade IV. If you take the list of pointsmen and jamadars—those are the lowest rung of the permanent railwaymen—you will find that about 80 per cent of them are non-Oriyas. Even for an appointment like jamadar, am I to understand from the Railway Minister that Oriyas are not found capable of even getting these appointments? Wherever I go in the railway stations, I find that there are non-Oriyas even in Grade IV. What is this due to? Would the hon. Minister make an enquiry about this? This is a very justified demand on behalf of Orissa.

SHRI SHEEL BHADRA YAJEE (Bihar): Railway is not Oriya Railway.

SHRI LOKANATH MISRA: He is a nuisance in the House.

SHRI SHEEL BHADRA YAJEE: You know nothing about what I was speaking.

SHRI LOKANATH MISRA: He does not understand the proceedings of the House. The point I want to emphasize is that for these Grade IV railway employees at least the Railway Minister would kindly enquire from the areas that are in the State of Orissa, and that would probably eliminate a lot of dissatisfaction among the railway employees of Orissa, if he would take necessary action to put things right.

Thank you.

श्रीमती पुष्पाबेन जनार्दनराय मेहता (गुजरात):
माननीय उपसभाध्यक्ष जी, आज मैं एक बात को कहने खड़ी हुई हूँ कि हमारे यहाँ गुजरात में सिकस्य अगस्त का दिन एक बहुत दुःखद दिन है। सूरत में बड़ी बाढ़ आई और सारा सूरत और बलसार डिस्ट्रिक्ट आधे से ज्यादा पानी में डूब गया, हमारी बड़ी मुश्किल हुई और बहुत लोग दुखी हैं, लेकिन मैं आज यह कहने को खड़ी हुई कि रेलवे मिनिस्ट्री ने, रेलवे बोर्ड ने और सब से ज्यादा

रेलवे के कर्मचारियों ने जो ज़हमत उठाई और जो दिल से हमारा काम किया और लोगों को सहारा दिया उसके लिये मैं धन्यवाद देती हूँ। उसके लिये मैं धन्यवाद देने को खड़ी हुई हूँ। मैं जानती हूँ कि कितनी बड़ी बाढ़ थी, कितना पानी था और यह भी हम जानते हैं कि अभी 15 रोज तक कोई रेलवे व्यवहार शुरू नहीं होगा। बड़ी दिक्कत में भी रेलवे ने जो हमको सहयोग दिया है उसके लिये मैं यहां से अपनी ओर से और गुजरात की ओर से और जो अफेक्टेड एरिया है उनकी ओर से रेलवे को धन्यवाद देती हूँ और 1 जन भाइयों ने, जिन कर्मचारियों ने इतना काम किया उसके लिये मैं यहां अहसान मानती हूँ।

हम जानते हैं कि रेलवे के बारे में बहुत बहुत काम कहने को है, यह इतना लोक-सम्पर्क में आने वाला डिपार्टमेंट है कि अगर कोई 24 घंटे मुसाफिरी करता है तो 10-15 दिक्कतें बता सकता है, मगर वह दिक्कत ज्यादा सोचते हैं और मैं घंटे डेढ़ घंटे से सुनती हूँ कि यह नहीं है वह नहीं है, लोगों का दिल और दिमाग दोनों इसमें परेशान हैं लेकिन कभी कभी ऐसा भी होता है कि जो अच्छी बात है, जो अच्छा बाजू है, जो गुड साइड है वह भी हम नहीं देखते हैं, तो आज मैं यह बताना चाहती हूँ कि जो अच्छी बाजू है, गुड साइड है, वह भी हमने इस समय देखा जब कि रेलवे मिनिस्ट्री ने बहुत बहुत सहारा दिया और फूड पार्सल वर्ग रह पट्टाचाने में बहुत तकलीफ उठाई और आज भी तकलीफ उठा रहे हैं।

अब इसके साथ ही मैं वह भी कहना चाहती हूँ जो कि रेलवे क्रासिंग के बारे में बात है। मेरा तो यहां तीन सेशन से यह कहना है कि जो बेरावल का ओपेन लेवल क्रासिंग है उसका अभी तक भी कोई सर्वे नहीं हुआ है और उसकी कोई बात नहीं हुई है। चार क्रासिंग हैं और इनसे सारे दिन का व्यवहार चलता और मैं कहना चाहती हूँ कि एक क्रासिंग है जिसका दरवाजा है लेकिन यह फोर्टीटू

टाइम्स ट्वेंटीफोर आवर्स में बन्द होता है और खुलता है और दूसरे तीन तो खुले हुये ही हैं। तो मैं यहां रेलवे मिनिस्ट्री से एक प्रार्थना करना चाहती हूँ कि जो दीव से जूनागढ़ का ट्रैफिक चलता है वह सारे दिन का ट्रैफिक है, तो यह बड़ा गम्भीर प्रश्न है और इसको देख कर के वह हमको कुछ सुविधा दे।

दूसरी बात यह है कि सूरत डिस्ट्रिक्ट में अम्बिका का पुल है वस बहुत पुराना पुल है और कब वह शुरू में बना यह मालूम नहीं है सौ साल से ज्यादा पुराना है और वह कब गिर जायगा यह मालूम नहीं है। मैं बार बार इसको कहती रही हूँ कि हमारा भार का पुल है वह भी इतना ही पुराना है और इतना ही भयजनक है, कब क्या होगा यह मालूम नहीं। इसलिये मैं प्रार्थना करूंगी कि इसकी तरफ भी ख्याल करें।

तीसरी बात जो है वह सुविधा के बारे में है। बड़ौदा का स्टेशन है, वह 24 घंटे तक चलता रहता है, एक ट्रेन आती है तो दूसरी जाती है, उत्तर भारत का व्यवहार है, उत्तर गुजरात का व्यवहार है और दक्षिण का व्यवहार है, हर आधे घंटे में एक ट्रेन आती है। वहां प्लेटफार्म पर एक लेडीज़ वेटिंग रूम है और एक जेंटिलमैन के लिये वेटिंग रूम है। वह इतना डर्टी है कि उसमें आधा घंटा बठने में भी दिल को शम लगती है। हमारी रेलवे मिनिस्ट्री में क्या कभी कोई सोचता है कि वेटिंग रूम को साफ करना चाहिये, उनका फर्नीचर अच्छा होना चाहिये या उनकी लेवेटरी भी साफ करनी चाहिये, वह कभी किमी के दिल में नहीं आया है। अगस्त 5 तारीख को जब सूरत में बाढ़ आई थी तब उस के अगले दिन में बड़ौदा स्टेशन में आठ घंटे बैठी थी। कहाँ ठहरती, ठहरने का कोई इंतजाम नहीं था। एक तरफ बाढ़ आ रही थी और एक तरफ वारिश हो रही थी। मगर जिस तरह मेने चार घंटे अंदर बैठकर निकाले वह मैं जानती हूँ। एक

[श्रीमती पुष्पाबेन जनार्दनराय मेहता]

तरफ खटमल आते हैं दूसरी तरफ जीवजंतु आते हैं और टेबिल और चेअर में इतनी चीकड़ होती थी कि हाथ लगाते ही हाथ पकड़ लेता था। तो टहरने के कई डर्टी वेटिंग रूम्स जगह जगह पर हैं जहां सफाई नहीं होती। अभी हमारे एक भाई ने कहा, एक आनरेबल मेम्बर ने कहा, कि रेलवे कर्मचारियों की बहुत सी शिकायतें हैं जिसमें उनमें डिसकन्टेन्ट होता है। हम जब कभी सफर करते हैं और वह जान लेते हैं कि हम पार्लियामेंट के मेबर हैं तो बेचारे हमारे पास आते हैं और बोलते हैं कि हमारा पे फिक्शेशन नहीं हुआ, हमारी मीनियारिटी हमें नहीं मिली है, बहुत सी बातें कहते हैं। मेरे पास बीस पच्चीस ऐसे कागज हैं जो इस मेशन में पड़े हुए हैं—यह हुआ, यह नहीं हुआ। जो हायर अफिशल्स हैं उनकी तरफ से निचले आफिसर्स के साथ बहुत अन्याय हो रहा है और मैंने अभी सुना कि यह मांग है कि फोर्थ क्लास सर्वेन्ट तो लोकल आदमी होना चाहिये। ठीक है, वह भारत के हैं, सब भारत के हैं, मगर जब लोकल आदमियों को काम नहीं मिलता है तो असंतोष होता है, इसी से डिमकन्टेन्ट होता है। जो सुपरिन्टेन्डेन्ट्स का काम होता है वह बड़ा है परन्तु जो दर्वाजा बंद करना है, खोलना है, तो वह काम करने वाला सबसे बड़ा महत्व रखता है। मुझे एक समय एक भाई ने बताया कि मैं झंडी वाला हूँ। उसने कहा मेरे हाथ में बड़ी सत्ता है, मैं लाल झंडी बता दू तो इधर ट्रेन नहीं आ सकती है। बात सच है। हमारा जीवन लाल झंडी वाले के हाथ में है, हमारा जीवन मिनिस्टर साहब के हाथ में नहीं है। जो काम उनसे होता है वह बड़े आफिसर्स में नहीं होता है। (Time bell rings) दूसरी बात यह है कि जो रेलवे में बड़े बड़े काम होते हैं, उनमें छोटे छोटे गैप्स हैं, पंद्रह बीस मील का जो गैप है उसमें रेलवे नहीं है। उसको पूरा करना चाहिये। तीसरी बात जो गुजरात स्टेट का बार्डर एरिया है वहां की जो ब्राड

गज रेलवे है, उसका काम जल्दी से जल्दी शुरू करना चाहिए। इससे ज्यादा मैं इन थोड़े से मिनिटों में नहीं कह सकती हूँ। यह सब कहने के बाद एक बात कहने में मुझे खुशी होती है कि जब आपत्ति आती है तब रेलवे मिनिस्ट्री सबके साथ रहती है।

SHRI BALACHANDRA MENON (Kerala) : The Indian Railway workers, along with the other Central Government employees, have decided to accept your challenge and see whether you are going to accept the need-based minimum wage. In a free country like ours which has decided to go into the socialist path as you say, if the worker cannot be assured of a need-based minimum wage, you can be sure that there is going to be a good deal of struggle and that struggle will spread all over the country. As an old trade unionist, I do feel that it is time for us to wake up and see why our workers who are decidedly as good as any of the workers in other parts of the world should become so discontented. Is it because of their irresponsibility that all these strikes take place? No, Sir. They take place because you have refused the minimum conditions of work and pay to our workers. That is the position. When the prices go up so high, when you are not able to control the prices, when a family is not able to get even a minimum wage, the need-based wage for the bread-winner, which will allow people to continue as decent citizens of our country, should not the worker, as a patriot and a worker, accept the challenge that you have thrown before him? Yes, he accepts it and the fight will be there. Therefore, I am requesting the Railway Minister to impress on the Central Government to understand the implications of this so that they do not bring about a strike and create confusion here. It may result in a complete turn-over and my friends in the Swatantra Party will have their way. Should that be allowed? Or should you not stand by the worker and see that better conditions of work and pay are allowed to him, that you reorder your planning from down below, so that the man who works gets at least a decent wage? Everything should start from there. Are you prepared to do that? That is the question, and that is what the worker has asked. There is nothing wrong there. That is the most patriotic thing that

he has to do. He is not going to allow the monopolists or the Government to have their way. Let his pay be decided, that pay shall be the minimum, that should be necessary for a family. The need-based wage is the question. If this is accepted, I am sure in India you will have a very peaceful industrial relation. If this is not accepted, the period start from this railwaymen's strike where you will get a long period of unrest. You must understand its seriousness. I am afraid the Government is at fault. They have agreed to need-based wage at the 15th Indian Labour Conference. And when it comes to implementing, the Government says, no, this cannot be done. Why not refer that issue to arbitration. You have accepted that principle when it is the question of private employees but why not for the Government. Is it to be onesided? It should be for everybody. I would rather have it that it should start from the Government employee and the railway worker.

Another question is that you have been saying that you accept the workers' demands and all that. But you have never accepted it. Now, you do not allow them to be participants in your industry. You have in the Railways the Stores Purchase Committees. Take the worker. Elect him and let him also be there. Let him see how your Railways work. Why are you afraid of your worker? I want to know. The time has come when it is no more for those high-placed officials whom we have inherited from the British days to decide the fate of our workers and our country. The time has come when you must see that the elected representatives of the workers are on all the administrative committees, on the Railway Board itself in the Stores Purchase Committees, in every committee whichever you have.

You are having double standards. When it is the question of a high-placed railway official, you are not able to take action against him for his negligence. You talk of the rules. And when it is the question of an ordinary worker, you immediately suspend him. When there is some misconduct, the official should be suspended and enquiry started. If the rules stand in your way, I would request you to change the rules. If you want Parliament to help you, we are prepared to help you to bring forward an Act to the effect that any person who

is found guilty will immediately be replaced and suspended and an enquiry conducted. Suspension should be there pending the enquiry. That should be there even for the officials and rules should not stand in the way.

I shall not now go into the question of the Pay Commission. I shall not speak of other demands.

May I say that in the case of Trivandrum, the headquarters of our State, we do not have the broad gauge. Have it from Ernakulam to Trivandrum. That is necessary because Trivandrum is the headquarters of our State. Secondly it is necessary because it will be very important when the Cochin Ship building yard becomes a reality and the importance of Cochin becomes still greater.

SHRI C. M. POONACHA : Mr. Vice-Chairman, Sir, I do not think I have enough time to cover all the points that were raised during the debate on the two Appropriation Bills that I have moved. I would briefly refer to some of the important points.

Reference was made as to why we are coming before Parliament for necessary sanction for regularising excess expenditures relating to the year 1965-66. Hon. Members may be knowing that in an operation like that of the Railway, we have a variety of accounts adjustments—Government, inter-Government account adjustments, inter-Railway account adjustments and a variety of accounts which would have been incurred by the lower formations about which precise information would not be available readily, well in time and the official year would have passed out.

SHRI SUNDAR SINGH BHANDARI : It means a regular feature.

SHRI C. M. POONACHA : Yes, Bhandariji. It is a regular feature.

SHRI SUNDAR SINGH BHANDARI : Three years' time !

SHRI C. M. POONACHA : I am coming to that. This could not be anticipated at the time when we come for supplementary grants. When the official year is out we receive further details of adjustments. Now, for instance, C.B.I. raised a demand for Rs. 46 lakhs and the A.G. would be

[Shri C. M. Poonacha.]

adjusting the accounts. That takes place after the year is over. There are a number of such inter-department adjustments with the A.G., and that comes after the financial year is out.

SHRI SUNDAR SINGH BHANDARI: Next year?

SHRI C. M. POONACHA: Next year. When the stage for placing a demand for supplementary grants is over, then these adjustments take place, and in relation to these things the matter will have to go before the Auditor-General. He will have to audit and then call upon the Ministry to explain the reasons for excess expenditure incurred which was not anticipated at the time of framing that Budget nor at the time of the supplementary demand. That stage takes a certain time. All the details are called for and then the matter is thoroughly looked into and examined and the Auditor-General of India gives his report. When that report is received, under Rule 308, sub-clause (iv) of the Rules of Procedure and Conduct of Business in the Lok Sabha the matter is put up before the P.A.C.

The Public Accounts Committee would have another look at it because the P.A.C. is the duly constituted Committee, may I say, an expert committee of Parliament. It goes through these excess expenditures in the light of Auditor General's report.

SHRI SUNDAR SINGH BHANDARI: Should it be a regular process or just a second stage for verification?

SHRI C. M. POONACHA: It is a second stage, after the Auditor-General's report is received. So under this sub-rule it comes before the Public Accounts Committee and the P.A.C. would go into the matters again and then they recommend with their observations for regularisation under article 115.

My hon'ble friend rightly referred to that article. Under that article this has to come before Parliament for regularisation. There are certain procedures. I admit that it is time-consuming. It is long time after Parliament is asked to regularise the expenditure. But before that the exact reasons for having incurred this excess expenditure have

got to be examined by the authorities concerned, they will have to be convinced about that, otherwise they are not going to accept. So these procedures have to be gone through. As such more time is taken. Sir, this very fact was mentioned in the Lok Sabha and a certain ruling by the Speaker, late Mr. Mavalankar, was quoted. We will look into it whether we could reduce this period and come before Parliament well in time for necessary regularisation. But it should be normally expected that such regularisation of excess expenditure which was not anticipated at the time of framing the Budget is normal. For the work of a Government, particularly a government which is the federal finance type, this is normal. Whether three years' time should be required is a point which has to be reviewed.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I think the objection is regarding the period.

SHRI C. M. POONACHA: That, I think, should be reduced and we will try our best to see that we do not take that long. We got the P.A.C. report in the month of April and, after that, we have taken the earliest opportunity to come before Parliament for necessary excess demands grant.

Similarly, so far as the supplementary demands are concerned, they are charged items for which my hon. friend made a reference.

Sir, within the financial year there are certain items which may not be precisely assessable at the time of framing the Budget as regards the number of court cases and the decisions thereon. In respect of these court decisions certain payments will have to be made. Any reasonable anticipations would not be sufficient to meet such extra demands. They are charged items.

Then we have new surveys for certain sections where we want to convert the metre gauge into broad gauge. So certain extra expenditure is also necessary. For that reason we have come before Parliament for a supplementary demand. This is something like Rs. 27.5 lakhs, a small sum. For that we have come before Parliament for its permission, to include that expenditure.

SHRI SUNDAR SINGH BHAN-DARI : Do you place court fees and survey charges on the same level? Court fees can be understood. But what about survey charges? Could you not anticipate them?

SHRI C. M. POONACHA : I might take a little time. So far as the operation of the Indian Railways is concerned, the greatest handicap is the bottleneck at transshipment points where we have got to tranship goods from broad gauge to metre gauge and *vice versa*. It is here that goods get damaged and pilfered. Shortages occur. For some time the Railway Board has been examining as to how best we could reduce the number of transshipment points and make it possible to transport goods from North to South and from East to West, from a major port to a major port, from industrial centres to industrial centres without any break in gauge. This is what we have been examining. And now we have drawn up a programme to convert about 3,000 to 3,400 kilometre length of metre gauge section into broad gauge so that there would be free flow of traffic on the main trunk lines. This is going to cost about Rs. 175 crores. We have a planned phased programme. For this year we have taken up certain sections. We have got to do an engineering survey, a traffic survey and the rest of the thing. For that we want a minimum additional expenditure on staff etc. This was under consideration but we had not come to a decision. We have had discussions with the Planning Commission and we have now a broad clearance. Therefore, we have now come before Parliament for these new survey charges which we want to get approved and if approved, take up some works in the current year's works programmes. For that purpose we have come before Parliament.

Having explained this point, the other matters that were raised here related to extra amenities, labour service conditions and labour relationship, safety of railway operation and one or two other incidental matters relating to certain specific matters.

Coming to the point of labour relationship and the argument raised by my hon'ble friend that there are so many accidents happening on

the Indian Railways because of dissatisfaction that is prevailing among the railwaymen in general. I would not accept that argument, as it stands. I should perhaps take some time to explain to my hon'ble friend that the railwaymen in India are Central Government employees. They are not workmen in the strict sense of the term, as it happens to be in other countries. Here they have a time scale. I do realise that the scale in certain cases may not be sufficient, that there should be a revision in the scale. I am coming to the basic point—that they have a time scale. Their service is pensionable. It has all the facilities and advantages of a permanent service of the Central Government. Therefore, it is part of the Central Government Service and a railway workman is a Central Government servant, not a wage earner in the sense as some understand it to be. Therefore, the revision of the pay scales and other things can only be along with the broad question of the service conditions, revision, etc. that may take place so far as the Central Government's employees are concerned. My point is that this cannot be taken up in isolation. This is a broad canvas as relating to the entire Central Government's servants' sector. So from that point of view we will be examining this question. It would not be possible for me to give an indication as to what exactly in the Ministry of Railways we would be able to do in this regard. This is a matter which relates to the entire Central Government staff. Whatever the final decision, we will adopt appropriate procedure as decided for the Central Government staff in general. This could not be taken up in isolation. That is all what I would like to say. But as regards service conditions and other things, I must say, the conditions have improved a lot. The allowances, the running allowances and other things are better than what is available in a corresponding sector to labour working under similar conditions—the conditions my honourable friends, I am sure, do know. Take, for example, Mr. Chitta Basu's reference to Sealdah Division and other things. He also knows what is the condition in some of the small, narrow gauge branch line sectors operated by the private companies. There has always been a pressure that these company railways should be taken over by the Government, then only service conditions of their labour will

[Shri C. M. Poonacha.]

improve. That is how we could help the people working there. They say, it is much better here. It is not so there. So, they say, please take these lines over to the Government. I fully appreciate and I am in sympathy with that point.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Still we have narrow gauge lines . . .

SHRI C. M. POONACHA: Yes, Sir. We have about 11 narrow gauge and other branch lines which are privately managed. That apart, I must say, so far as their allowances, their running allowances and other things are concerned, we are making our best effort to improve them. Very recently we had a small committee of officers who went into the question of the payment of running allowances to running staff, etc. and according to that report which has come just now, we may consider certain further improvements in the matter of payment of running allowances and other things. I must say, the pay packet of most of our running staff particularly, is not that low, as my honourable friend wants to put it. They earn, most of them earn, a little more than their basic pay in so far as the allowances and other things are concerned.

SHRI CHITTA BASU: They work overtime.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): No interruptions, please.

SHRI C. M. POONACHA: No, no, not overtime. You are mistaken. The running allowances are on the basis of the distance that is covered, on the mileage basis. They earn a substantial amount of allowances for the duties they do while they are working on running trains. This apart, this matter needs further examination. There is no doubt about it. As to how and when, we will consider it along with the other Central Government staff, it is a larger question which will be decided later.

As regards certain facilities that are available, I must say, we have been making every effort to improve the passenger amenities at all places. But there are other difficulties. My honourable friend, Mr. Ramachandran, was

referring to the conditions in the trains. It is true, they are not ideal. So far as the cleanliness and other matters are concerned in running trains; I admit the railways have the larger responsibility. But the railway user also has an equal responsibility so far as these things are concerned. And here we experience very many difficulties—the cleanliness of the compartment, the using of certain facilities on the railwaylines, etc. The fittings that are fitted on the railways are tampered with. They are interfered with. They are not properly used and that way it calls for a very heavy responsibility . . .

SHRI ARJUN ARORA: But they are not there for the passengers to use. They are not tampered with. They are pilfered. You are not able to protect them. They are not available to the passenger when he goes there.

SHRI C. M. POONACHA: That is precisely my difficulty. That is to say . . .

SHRI ARJUN ARORA: But you have a Protection Force. Why does it not protect the property?

SHRI C. M. POONACHA: Yes, we have the Protection Force. We are trying to do whatever is possible. But the rate at which these pilferings and thefts are taking place in running trains is on a large scale.

SHRI SUNDAR SINGH BHANDARI: What about the thefts in the railway yard?

SHRI C. M. POONACHA: Yes, I agree. It happens in the railway yard. It happens in the running trains. Some of our railwaymen are also involved in these thefts. I am not hiding the facts. Whenever action is taken against the defaulting railwaymen, I find one or the other union coming in and protesting. I find even Members of Parliament wanting to intervene. The authorities concerned are not allowed to enforce discipline and take due action against these defaulting railwaymen. This is my difficulty and unless that is ensured . . .

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): There you must be firm in these matters.

SHRI C. M. POONACHA: Yes, Sir, absolutely. I must say, I would very much like to be very firm in this

matter. But it is at times very embarrassing for me when these are taken at a higher level and when the defaulting railwaymen are given encouragement by the union authorities. This is my experience. I hope that things will improve and we will be able to deal with the situation in the manner it deserves.

I would come to the question of level-crossing. An honourable friend has suggested that every level-crossing should be manned. What does it mean? We have about 37 thousand level-crossings. Out of that about eleven thousand are perhaps manned. The rest are not—subject to correction. I am just giving the figures off-hand. Now to man a level-crossing we need three persons because each one has to work 8 hours. It is not one single man's work. We have got to have three people. Now if we work out the expenditure, it is certainly going to be a prohibitive one. It is true, that we have got to provide these facilities, over-bridges and under-bridges in developed areas. But so far as over-bridges and under-bridges are concerned, when we take up a new line, and if that new line cuts across any existing road, in a township where it crosses a road, we provide the over-bridge at our cost and ten years after—up to ten years—any road going across, we put up at the level-crossing an over-bridge at our cost, at the railway's cost. But what happens is after 50 years or 60 years a number of roads have come in between. And at every road-crossing-point to have an over-bridge is a very expensive affair. Therefore, in such cases where after ten years there has been further development in the area and new roads and crossings have come up, the arrangement is, so far as the railway track is concerned, we bear the expenditure. So far as the approach-roads are concerned, the authorities concerned should bear the costs because they are constructing new roads after the railway line has been created there, after the railway line has been formed there. So this is the arrangement. So wherever the State Governments could come forward to meet the expenditure in relation to the approach-roads we always agree to provide for the over-bridges. This is the procedure that is now prevailing and we are now requesting the State Governments to indicate the places where they will bear their portion of the expenditure, and

then we bear the main track portion construction work expenditure. Therefore, according to this, we are now progressing, though the rate of construction of over-bridges and under-bridges, I must say, is not as we would wish it to be due mainly to the difficulties in regard to acquisition proceedings. Some of these areas are developed areas, town areas, urban areas. And the acquisition proceedings take a very long time. They are now developed. Houses have come up on the other side or valuable properties exist there. And the State Governments find it very difficult even to acquire that land to put up the approach roads. If it is insisted that we should do all to acquire the land and put up the approach roads—it would be a very hard and heavy strain on the railway finances, and it is also not practicable. Unless the State Governments come to our assistance—I am not making any complaint against them—and help us in this regard, these over-bridges cannot be constructed expeditiously as is suggested here in this House.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You can accelerate the programme by having a meeting in each State with the Chief Minister and disposing of the matter, because this manning of the railway-crossings has been pressed in the House for so many years.

SHRI C. M. POONACHA: Sir, we have initiated a procedure similar to your suggestion. We are having regular discussions. Our Railway Civil Engineer is having discussions with the Chief Engineer, Roads of each State. Then they draw up a programme. And according to that programme, we execute the work. There are instances where the railway portion of the bridge has been done but the approach roads have not come up yet. Not that the State Governments have not done their duty or carried out their responsibility, but there are other difficulties. They are stuck by court cases with respect to acquisition proceedings. All these difficulties are there.

In short, Sir, I want to conclude by saying that we shall certainly examine carefully each one of the suggestions that hon. Members have made in respect of certain specific sectors, such as conversion of certain metre-gauge lines into broad-gauge and providing some facilities in some particular areas.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Especially the running in time.

SHRI C. M. POONACHA: Trains running in time also will be carefully examined. We will try to do our best. We have other difficulties also in keeping the running of trains to the schedule.

With these words, I conclude.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN):

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 1968-69 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): We shall now take up clause by clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. M. POONACHA: Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day

of March, 1966 in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Now we shall take up clause by clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. M. POONACHA: Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

MESSAGE FROM THE LOK SABHA

THE BIHAR APPROPRIATION BILL, 1968

SECRETARY: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary of the Lok Sabha :

"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith the Bihar Appropriation Bill, 1968, as passed by Lok Sabha, at its sitting held on the 26th August, 1968.

2. The Speaker has certified that this Bill is a Money Bill."

Sir, I lay the Bill on the Table.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty-seven minutes past six of the clock till eleven of the clock on Tuesday, the 27th August, 1968.