

ALLOTMENT OF TIME FOR CONSIDERATION OF THE APPROPRIATION BILL, 1962 AND THE UNION DUTIES OF EXCISE (DISTRIBUTION) BILL, 1962

MR. CHAIRMAN: I have to inform Members that under rule 162(2) of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I have allotted for the completion of all stages involved in the consideration and return by the Rajya Sabha of—

- (1) The Appropriation Bill, 1962—30 minutes,
- (2) The Union Duties of Excise (Distribution) Bill, 1962—One hour and 30 minutes,

including the consideration and passing of amendments if any, to the Bills.

REFERENCE TO NOTICE OF MOTION FOR PAPERS RE EVICTION OF JHOMPRI AND JHUGGI DWELLERS IN DELHI

SHRI BHUPESH GUPTA (West Bengal): Sir, I gave notice of a Motion for Papers regarding the eviction of 'jhompri' and 'jhuggi' dwellers in Delhi and the demolition of their huts by the authorities. It is pending for some days and I think the Minister, Mr. Datar, can make the statement.

MR. CHAIRMAN: We have it.

SHRI BHUPESH GUPTA: I hope tomorrow it will be made.

THE BUDGET (RAILWAYS), 1962-63—continued

SHRI K. L. NARASIMHAM (Andhra Pradesh): Mr. Chairman, Sir, I was referring the other day to the economy measures adopted by the Railways in relation to their staff, and my examination of the figures supplied to us shows that there

are no adequate staff to cope up with the increased traffic. In some cases, even in running sheds, repair works are delayed because of inadequate staff in the running sheds. I particularly refer to the Vijayawada Division where the repairs of the engines are delayed because of inadequate fitting staff in the running sheds there.

Sir, the economy measures adopted in relation to the staff take the form of various methods. They are encouraging casual labour; they are encouraging substitutes; they are encouraging even the licensed porters at the stations to do railway work. Particularly one station came to my notice—Guntur—and the licensed porters of that station are utilised as luggage porters also where particular work has to be handled by railway labour. These are the methods known as the capitalist methods, labour intensive methods, and intensive exploitation of labour is no good in an undertaking of this nature.

Sir, coming to the next point, I have to stress that there is necessity for revising the dearness allowance given to the railwaymen. Now—as was earlier pointed out during the Question Hour—the cost of living index figure has gone up, and since the publication of the Report of the Central Pay Commission the prices of consumer goods have steadily been rising, and according to the statistics published in the Reserve Bank of India Bulletin in December, 1961, the average rise of the consumer price index is 10 points above 115 during the last 12 months ending October, 1961. So, there is necessity for an upward revision and there is a case for increasing the quantum of dearness allowance given to railwaymen.

Sir, now the question arises how to meet the additional cost to be incurred in the wage bill on account of giving an increase in the dearness allowance at this stage? Here I have to point out first of all that wasteful expenditure has to be avoided. The pub-

lic Accounts Committee and the Audit Report clearly mention that there is a lot of wasteful expenditure and that, sometimes, negligence on the part of the officers concerned was responsible for the loss of railway material. Especially the Audit Report points out that the steel that was accumulating at one end, without anybody paying attention to its disposal, had to be condemned, because of negligence on the part of some officers, and that way the Railways incurred a loss to the extent of Rs. 9 lakhs. The total mentioned in the Audit Report is Rs. 64 lakhs. And even the Public Accounts Committee points out to some of the imported sleepers on account of which we lost much money.

There are ways of economising on expenditure. I am not against economy; I am for economy but for economy at the proper level. You economise on wasteful expenditure; you have a check on the moneys spent on development activities. You use your rolling stock effectively. You save on the coal used on the railway; nearly 5 per cent. of the coal used there could be saved if proper measures are taken. Also you can dieselise your engines. The Railways, and the Government of India, that are mainly responsible for the delay in dieselisation, well, they could not locate the place. My information is that the technical experts recommended the location of that factory at Hyderabad, and it so happened that time was allowed to lapse, and in the end they decided on Varanasi, and we do not know whether they will at all go in for diesel locomotives to any appreciable extent. So that way, and also by improving the marshalling yards, by economising on fuel and by taking steps to avoid the compensation paid by Railways—which is increasing year after year—the index of the compensation paid was 116 in 1960-61 when it was only 100 in 1950-51—you can effect economies. So, there are ways to economise and they can be adopted, and that is the way to handle things properly, and not by squeezing the labour and not by not paying them their due, and that is not

the policy to be followed by a national undertaking like the railways.

Coming to another point, the Railways have no policy regarding recognition of unions. I know it for a fact in a particular Railway. The Dakshina Railway Employees Union has been negotiating for recognition for several months. Till recently they were waiting, and my information at the moment is that Shri S. Guruswami met the General Manager and that he agreed to abide by the model constitution. I do not know the reason why its recognition is still being delayed. Perhaps, political considerations are coming in the way of the Railway in according the recognition. After all, recognition means the right to negotiate, the right to discuss, the right to settle matters amicably at the table. Why people who advocate the theory of settlement of even international disputes by negotiation should, in practice, deny the right of recognition to a union which commands the confidence of railwaymen? The other day, Sir, Shri Arjun Arora, had been pointing out that there were cases of General Managers selecting union representatives and insisting that they only discuss with a particular agency. I do not know why these methods are followed.

Sir, coming to Railway earnings, well, I see that they are not bad, and if you examine the figures of net revenue receipts, in 1955-56 it was 50.34 and in 1961-62 it was 92.18, and also if you examine the percentage of net revenue receipts on the capital at charge, in 1955-56 it was 5.20 and in 1961-62 it was 6.40. This is the position that we arrive at after all the payments are made paying into the Railway Reserve Fund the Depreciation Fund and also making over the passenger tax fund to the General Revenues, after paying the increased dividend rate from 4 per cent. to 4.25 per cent., after paying the increased depreciation rate. After paying all these to the General Revenues, the Railways are still able to earn and

[Shri K. L. Narasimham.]

are showing a surplus. But the question posed is that they do not have enough money to meet the developmental activities. So, the proposition put before us is that to carry on the developmental activities there is necessity to tax further, to tax the common man, and the proposition is to increase the fares and rates. I would submit at this stage that it is wrong to think in terms of increasing the railway fares or freight charges. That means you want to tax the common man, and by taxing the common man get money and use it for developmental activities. Even the Railway Convention Committee which considered this proposition suggested that loan could be taken. You are raising loans for other purposes and you can likewise take loans and utilise them for your developmental activities instead of taxing the common man. If you raise freight rates or passenger fares, it will again affect the common man and it will increase inflationary trends, and in that way you will not also help the railways, which is mainly a public utility concern and at the same time a commercial organisation. My suggestion is this. You are paying enough to the General Revenues in the form of dividends. You are giving more in the name of Depreciation Fund. At the same time you are earning a reasonable profit, and there is no case now to increase it further by increasing the fare and freight rates.

Coming to the next point I have to say that the zonal system has not in any way improved efficiency, nor has it brought about economies. At present the zonal system has not resulted in improving efficiency in any way. So, there is a case for having even more Zones. I have been suggesting, and also other Members coming from Andhra Pradesh have been suggesting and the Assembly of Andhra Pradesh has also unanimously suggested that a Zone be formed with headquarters at Secunderabad, and I do not know why the Railway Ministry is saying "no" to that proposition. The workload on the

Southern Railway is more and the mileage is longer. So, you have a case to have another Zone with headquarters at Secunderabad. You give it any name in the manner you like, but then there should be this Zone. You connect Vizag port and Secunderabad and have a Zone comprising for Divisions, Waltair, Guntakal, Vijayawada and Secunderabad. If you want, you can add some more. I am not suggesting a Zone for only the Telugu-speaking area; that is not my suggestion. My suggestion is only this that there is a case for an additional Zone whereby the local traffic can be co-ordinated and efficiently managed. You are having all the advantages at Secunderabad; you have a workshop there, you have the Divisional Manager's office there. And so a new Zone with headquarters at Secunderabad is possible.

12 Noon

Sir, I will conclude by saying that at this stage the Railway Ministry and the Government should not think in terms of increasing fares and freights in the name of developmental activity. They must find other ways of economising, economising at different levels by avoiding wasteful expenditure and effectively using the rolling stock and engines at their disposal.

SHRI K. MADHAVA MENON (Kerala): Sir, it is gratifying indeed that the revenues of the Railways have increased but I do not think I can say that the amenities both for passenger as well as goods traffic have increased in proportion to the increase in the revenues of the Railways.

Sir, we have been repeatedly stating the woes or the proverbial difficulties of the third class passengers. They are still as bad as they were. Some more amenities for the third class passengers are absolutely necessary. You have provided sleeping accommodation for the first class passengers and you have provided sleeping accommodation for the third class passengers, but the poor middle class

man, the second class passenger. has no right for any reservation of sleeping accommodation; you have not provided any sleeping accommodation for him. I request the Railway Ministry to consider this aspect.

Sir, there is another small matter. You have now provided new first class corridor compartments. They have some good points there. But for heaven's sake, I request the Railway Ministry to stop making any more first class corridor compartments. You have tried to make them a little bit dust-proof. That is good. You are trying to make other first class compartments also as dust-proof as possible by providing paddings for windows and doors. Now, I wish some of the officers concerned had gone and seen these new first class compartments. It will be a task for us to take any luggage into our compartment. Some of us, who come from long distances here to stay one or two months, have to take with us some luggage. Now, it is impossible to take any luggage through these compartments and we do not know where to place them.

Apart from this inconvenience of taking luggage, the difficulties and discomfort of standing in a queue for the common bathroom and lavatory for these corridor compartments can only be realised by actual experience. There are only four lavatories or bathrooms for 26 passengers during night, and 52 passengers during day. What a discomfort it is in the morning to see the queues waiting there. Therefore, in spite of the little comfort that we have, it is the common opinion of those who have travelled in these compartments, for heaven's sake, do not have any more such compartments . . .

SHRI AKBAR ALI KHAN (Andhra Pradesh): Quite right.

SHRI K. MADHAVA MENON: . . . and try to make the other first class compartments as dust-proof as possible by providing paddings for the windows and the doors.

Sir, let me not be thought of talking in terms of the North versus the South. I belong to the extreme South, Kerala. The Southern Railway seems to be—I do not know what the reason is—the Cinderella of the Railway Board. We have not got sufficient carriages. Trains there are over-crowded and we have not got good engines there. W.P. engines are a scarcity on the Southern Railway, and engine failures are very, very common. What is the reason I do not know.

One of the Deputy Railway Ministers said that the Southern Railway was running at a loss. I do not know. You have got the manipulated figures—please excuse me for using the word “manipulated”. Trains are overcrowded. Goods traffic is very heavy. The Minister said that the South was not giving sufficient revenue. Sir, the South, particularly, Kerala, I think, gives the highest amount of foreign exchange for the whole of the country. Pepper, coffee, tea, coconut are our products which produce the highest amount of exchange, and if this money is not sufficient for you, I do not know what to say. I do not know why the Southern Railway or the South should be treated like this. You have to see for yourself to realise. Fans will not work, taps will not give water and lavatories are not clean. You have only to travel in the Southern Railway trains to see what they are. I am not exaggerating. It is a daily experience.

In spite of the fact that we earn so much of exchange, it is rather a sad thing for us to see that for the last four or five years there is absolutely no new railway line proposed for Kerala. The Mysore-Tellicherry line has been surveyed and found feasible, I am told, and nothing has been done about that.

Sir, another matter which I want to refer to is the question of coal supply. I cannot understand the rationale of the Railway Board in using diesel engines. I understand that you have got a good number of diesel engines. I read in the papers that you ordered

[Shri K. Madhava Menon.]

125 more diesel engines. I do not know whether it is correct or not. Whatever that may be, I do not understand the rationale of using diesel engines in coal areas of Bihar, Madhya Pradesh, U.P. and other places which are coal-producing areas. Except in Andhra, we in the South do not produce any coal at all. Why do you use these diesel engines in the coal areas and give us the coal engines? You can save on transportation of coal and avert dislocation of traffic for want of coal. There have been days when train services were curtailed and cancelled for want of coal in these areas. Why do you not use diesel engines in these areas and use coal engines in coal areas? Why do you unnecessarily carry coal from these areas? Your rolling stock is not sufficient. You can save the rolling stock. You can save the cost of transportation if you use diesel engines in areas where coal is not produced.

Sir, I have already mentioned about amenities to passengers. I admit that general courtesy on behalf of the railway staff has increased very much. The railway staff tries their level best to help the passengers but this general courtesy generally shown by them is confined to the upper class passengers and not to others. It is a very sad sight to see old women and people running about on the platform here and there for accommodation and the railway officers looking on without giving them any sort of help to get into some compartment. Therefore, I want that these mercies of the railway officers may be extended to the third class passengers as much as they do to the upper class passengers.

Then, Sir, there is general indifference on the part of railway employees in general, particularly employees of the middle class, regarding their work. No doubt there is some sort of alertness at the top. They want to run the trains in time. They want to give as much convenience and comfort as possible, but in the case of people who have actually to carry it out, there is

an apparent indifference noticeable everywhere. If a train is late in a station by about 20 minutes or 30 minutes, there is not the desire or attempt on the part of the Station Master to tell himself: "It is my duty to see that this starts 5 minutes earlier than otherwise". There is that alertness at the top but there is not that alertness in the working staff, I have to make that remark with considerable regret. What is the reason for it? It may be that the remuneration is not sufficient for their requirements and I have heard it said: "Oh! That will do for the pay that I am receiving." There is that attitude also but if there is anything wrong or if there is any want of remuneration, that must be looked into.

Sir, indifference goes to this extent—this is a small matter to be brought before the House—that I may say this. Comparatively I am an old man, I am slightly rheumatic and I have some complaint. I take full advantage of the privilege given to Members of Parliament to reserve a compartment one month in advance when they go for parliamentary work. I write in advance. I go with my wife invariably and I would like to have a coupe preferably not on wheels and because I cannot bend my knees properly I would like to have Western style of commode in the lavatory. Even if they are available and even if I apply a month before, they are given to people who do not require them and I do not get. Sometimes I get but invariably I do not get. These are small matters which could be looked into.

It is not good nor pleasant to go on complaining about these things but if a little care is taken, these small things can be remedied. The condition of Class III and Class IV employees of the Railways is still very very bad. They are overworked, they are not sufficiently paid. They require more consideration. Perhaps, as I said, this indifference is due partly to their bad remuneration and proper encouragement is not given to those who do

real, sincere work. That is one of the reasons why there is considerable indifference. I request that the condition of the Class III and Class IV employees may be looked into and improved as much as possible.

It has been a long-standing complaint for us who come from Kerala that there is want of facility for travel from Cochin to Bombay. There is one compartment attached to the Cochin Express which runs through to Bombay every day and to say that that compartment is packed like sardines is an insult to sardines. Such is the way in which that compartment is carried. You are providing a holiday special on certain occasions from Cochin to Bombay. At least a bi-weekly through train express service from Cochin to Bombay will be of considerable help to the people of the South and it is very necessary also. I request the Railway Ministry to consider this request also. Thank you.

SHRI HAKIM ALI (Jammu and Kashmir): Mr. Chairman, Sir, I come from a State that has no railways and yet I am very much interested in the Railways because of the service that it has rendered and will be rendering to the country as a whole and also to Kashmir indirectly and because of my having utilised services of railways here and abroad, both in the West and in the East and because of a ray of hope that one day the railway may be taken to our State and connect Srinagar with the rest of the country.

[THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA) in the Chair]

I am very thankful to hon. Mr. Jagjivan Ram for having set apart a sum in order to conduct a survey for the location of a rail-head across the Ravi river and also to conduct engineering and traffic survey in Kashmir and also for the promise that he has held out to extend the railways right up to Kathua by 1964.

We, in Kashmir, are doing our very best to improve the economy of the country. Kashmir is taking long

strides along with the other States of the country in order to improve the conditions in every respect. Under the dynamism, dash and fervour of the man of destiny of that State and the guidance and inspiration as well as the fostering care of the illustrious son of that proud soil, there is a wave of prosperity spreading to every nook and corner of the State including Leh and Kargil. We are doing our best to lay a network of roads for transport and we have built a very efficient transport organisation. We have built a tunnel, the famous Jawahar Tunnel and we are trying to build an aerial ropeway that would connect Chinani in Jammu with Verinagh in Kashmir which will reduce the road mileage of 105 miles to 40 only and carry a load of 140 tons of goods per hour both-ways. All these are attempts in order to improve transportation but the tempo of industrialisation and the momentum that the expansion of trade has gained is being very much affected by the difficulties of transport in Kashmir. This has created serious problems and is affecting the economy of the State.

Already the cost of living is high because of the climatic condition and because of the distances and difficulties and the hazardous nature of roads that connect it with the rest of the country and the staggering distance from the nearest railhead has increased further the cost of living in that State. I will give a few instances. The load-taking capacity of the roads has categorised roads into different types—the plains, sub-mountains and hilly roads. A truck from Delhi to Pathankot can take 200 maunds over a distance of 300 miles, from Pathankot to Jammu only 160 maunds, and from Jammu to Srinagar only 120 maunds. This means constant loading and unloading, storage of goods and losses in storage, loss of time and labour and all this increases the cost of transportation. Then the rate from Delhi to Pathankot is 50 nP. per maund, from Pathankot to Jammu, it is 87 nP. and from Jammu to Srinagar—a distance of 200 miles—300 nP. Actually

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when we take all these things into consideration—the jigsaw puzzle of the entire thing and the restriction on loads—the freight amounts to much more than Rs. 4 per maund from Pathankot to Srinagar. I do not know the exact figures but the coal delivered at Pathankot costs about Rs. 2.75 per maund and the same coal in Kashmir costs more than Rs. 8 per maund. Cement in Jammu is Rs. 9 per bag whereas the same in Srinagar costs Rs. 12 to Rs. 13. This is really very bad and it affects the economy of the country both-ways—on exports and imports.

Sir, in our history covering the past 500 years, we have had three very remarkable periods of national, economic and cultural development of the country. The first was during the time of Sultan Zain-ul-Abidin, fifty years, from 1420 to 1470. His glorious reign is remembered even now and though he was secular in outlook and secular in his approach, he is considered a saint by the people. The second period was the reign of Maharaja Pratap Singh, the saintly scion of the Dogra dynasty. We had a lot of developmental work during his time. He was fortunate in having very good advisers. Then comes the third, the present popular regime which has now come into power. I can say without fear of contradiction that the work done during the last few years, less than a decade, both in the direction of economic development and in industrial expansion and also in cultural activities, in fact in everything, far exceeds the work done in the previous two regimes put together, that is to say, during a period of about 75 years.

However, the main trouble and the main difficulty in the way of the development of the State which is a far-flung State, is the absence of rail transport, and the staggering distances and the tortuous, hazardous difficult roads from Srinagar to the nearest railhead. It is possible that we may get a railway connection up to Kathua by the year 1964, but that

by itself will not have much impact on the economic development of the country, though it will have tremendous emotional value.

I would request that the survey may cover the Kashmir valley also in order to ascertain whether it is possible to carry railway to Kashmir and, if so, what type of railway it should be, whether it should be of the Alpine type or some other type. This survey, of course, will take time and the rail connection to Kashmir cannot materialise in the very near future. Meantime, the State should not be allowed to suffer and so I would suggest that the Government may consider subsidising the transport from the nearest railhead to Srinagar so that the rates charged may correspond to the rates chargeable in other States where there is rail connection. I may say that the in-coming and out-going goods traffic there is about 90 lakh maunds, and this should not be considered as asking for too much, considering the needs and the peculiar situation of the State and the peculiar conditions prevailing in that part of the country.

We have gone through the report of the Third Finance Commission; but I am sorry to have to say that it has not made us happy. The Commission has realised the difficulty of that State and the Commission wanted us to break the isolation barriers and to create in the minds of the people a feeling of oneness and integration. It has stated, to quote the very words:

“Due to the financial stringency, the State Government had, we noticed, made inadequate provision for the proper maintenance of the existing roads and for new constructions.”

But forgetting that Kashmir has no railway and that the State would depend entirely and for many years to come, on roads, and how difficult it was to construct roads in that mountainous country and to maintain them in good repair, and how terrific was the strain that is there on the roads

because of the heavy traffic moving on them, the Commission has allotted only a sum of Rs. 50 lakhs for this laudable purpose of repairing old roads and building new ones and for other communications. The picture that emerges from the recommendations of the Commission is really disturbing. I would give a few figures just to show what I mean. Before I do that, however, I would like to say something about the necessity for more roads, and I will give some figures of road mileage in order to show how inadequate is the road transport in that area. Jammu and Kashmir has a road mileage per square mile of .04, and the road mileage per lakh of inhabitants is 65. The all-India figures are .25 mile per square mile and 82 miles per lakh inhabitants. The figures for Ceylon are, road mileage per square mile .38 and the road mileage per lakh inhabitants 115. This shows how very important it is to have more roads in that State and to have adequate funds for building new roads and for the maintenance of existing ones, not only for the economy of the country but also for various other purposes which are even more important than economic development, for instance, Defence.

I will give a few figures to show how the Commission has brought down the grants that we were getting. In 1961-62, under the Second Finance Commission, the contribution from income-tax fund was Rs. 128.91 lakhs. Now it is Rs. 63 lakhs. From basic excise the figure was Rs. 66.54 lakhs and now it is Rs. 147 lakhs. Additional excise was Rs. 49.34 lakhs, now it is Rs. 60 lakhs. Estate duty was Rs. 2.50 lakhs and now it is Rs. 3.00 lakhs. Grant-in-aid was Rs. 300 lakhs and now it is only Rs. 200 lakhs. The total contribution before was Rs. 547.29 lakhs and now it is only Rs. 475 lakhs, a decrease of as much as 13 per cent. in the total contribution.

I may here submit that Andhra Pradesh gets a grant-in-aid now of

Rs. 9 crores as against Rs. 4 crores they got previously. Assam was getting Rs. 4.5 crores and now it will get Rs. 5.25 crores. Jammu and Kashmir was getting Rs. 3 crores and now it will get only Rs. 2 crores. Orissa was getting Rs. 3.5 crores and now it will get Rs. 11.5 crores. So here also, we are sufferers.

Also, there is no allotment to Jammu and Kashmir out of the tax on railway fares, on the ground that we have no railways there. I think the tax on railway fares is an expenditure tax and there are thousands of the inhabitants of Jammu and Kashmir State who utilise the railways. Why Jammu and Kashmir should not be a beneficiary from this pool, I do not understand. This militates against our concept of a Welfare State and the equalisation of income and development.

I have a full appreciation of the importance of railways and the service that it has done, is doing and will have to do for the development of the economy of the country. I am also fully aware of the immensity of the task of the Railways and the heavy responsibility that devolves on its broad shoulders. In view of the progress in many directions and in view of the fairly fast-growing self-sufficiency in men, material and equipment and the vital role that the Railways have played and will play in the economic development of the country, they have a position all their own, and it is a very unique since from the point of view of the development of the country.

[THE VICE-CHAIRMAN (SHRI K. K. SHAH) in the Chair]

I have gone through the voluminous literature supplied by the Railway Ministry and I am very glad to find that there are certain statements in it which bring credit to the Railways for the good work they have done for the development of the service. The Railway Administration, of course, came in for very severe criticism for certain omissions and commissions,

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due to the non-supply of wagons for the transport of foodgrain, delay in the delivery of coal to certain consuming centres, and also due to the very sad accidents that took place last year almost with alarming frequency. That matter is now under the consideration of a committee appointed by Parliament and I hope we will get the report very soon. But in this connection I do not want to exonerate anybody of responsibility for anything anywhere but it would be well to remember that accidents are accidents and in spite of all the precautions that we may take, they will happen. These are not uncommon in other countries which have made tremendous progress and advanced technologically and otherwise; there also accidents do often occur. But I think that in spite of the criticism that has been levelled against the Railways the work done by the Railways is indeed commendable.

I would only point out that the statistical statements given by the Railway Department are a bit confusing. There is a profusion of technical terms which will not help a layman to understand the position very clearly. These should have been somewhat simpler. The statement on page 44 of "A Review of the Performance of the Indian Government Railways" shows the density of traffic, the wagon turn-round time and other related statistics. These are shown to compare favourably with some of the advanced countries in the world. These countries have some other facilities for transport also available to them. Whatever the position, the statement shows clearly that we have not been stationary in this matter. Another statement on page 37 of the document cited above gives indices of wagon utilisation. The percentage of loaded wagon kms. to total wagon kms. was 69.2 in 1950-51 and 73.1 in 1961-62. Page 39 of the Review presents yet another set of eloquent figures. The wagon kilometres per wagon day in 1958-59 was 73.4 in India, 71.5 in Canadian Pacific, 69.0

in Canadian National and 65.3 in the U.S.A. The use of wagons was in 1960-61, 76.9 in India, 70.3 in Canadian Pacific and 68.7 in Canadian National. Another statement pertains to operation-cum-efficiency index. The base year is 1938-39 for which the index is taken as 100. In 1950-51 it was 98.8. It rose in 1955-56 to 105.2 and in 1960-61 to 115. These figures are very significant in relation to engine and wagon utilisation and they show appreciable rise in the efficiency index.

The statement on page 46 of the Review shows the increases we have made in passenger traffic. In the number of passengers between 1955-56 and 1960-61 we have registered an increase of 25.12 per cent., in passenger kilometres 24.66 per cent., in passenger carriages 26.44 per cent., and in the number of seats 23.4 per cent. The statement on pages 8 and 9 shows the percentage of coal, cement and other articles that have been lifted by the railways. Maximum quantities have been lifted by the railways and there are other facts also which show the progress made by the Railways in various directions.

But, Sir, more than all these achievements which are no doubt very commendable, I am very much impressed by the welfare measures adopted by the Railways for the welfare of their employees. I would invite your attention to the wage bill of the Railway employees given on page 79 of the Review. In 1950-51 the number of employees was 9,13,553.

THE VICE-CHAIRMAN (SHRI K. K. SHAH): You must now finish the speech.

SHRI HAKIM ALI: Sir, you will have to excuse me. I might be running late like the train. I would request you to kindly give me some more time.

THE VICE-CHAIRMAN (SHRI K. K. SHAH): I have given you five minutes more already.

SHRI AKBAR ALI KHAN: May I request you, Sir, that to those Members who are retiring we should give a little more accommodation?

SHRI HAKIM ALI: As I said the number of employees in 1950-51 was 9,13,553 and the cost incurred on them was Rs. 113.8 crores, the average cost per employee was Rs. 1,263. The amount spent on staff welfare came to Rs. 3.1 crores and the average per employee to Rs. 34.04. In 1960-61 the number of employees rose to 1,160,000 which represents an increase of 27.1 per cent. The total cost on this staff rose up to Rs. 204 crores, an increase of 80 per cent. and the average cost per employee came to Rs. 1,793, an increase of 42 per cent. And the total amount spent on labour welfare rose to Rs. 9.67 crores, an increase of 211 per cent. and the welfare expenditure per employee to Rs. 83.37, an increase of 144.9 per cent. These figures also show that *per capita* income of the railway employees was Rs. 1,793 which compares very favourably with the *per capita* income of Rs. 288 for the whole nation. Sir, I would also invite your attention to pages 103, 112 and 117 of "Demands for Grants" from which you will see that the labour welfare measures proposed for 1962-63 are equally commendable. Labour welfare is to cost Rs. 11,59,41,000 and labour welfare for openline works is expected to cost Rs. 1,48,71,000 and working expenses will amount to Rs. 55,000. The total works out to over Rs. 13 crores for 1,160,000 employees. Thus the total welfare expenditure per employee comes to about Rs. 112 for the year which is equal to about 50 per cent. of the *per capita* national income.

Now, let us have a look at the further measures for welfare outlined on page 30 of the White Paper. The total number of beds available in 1950-51 was 2,500 while it rose to 5,950 in 1960-61 which represents an increase of 238 per cent. It would mean that for every 200 employees of the Railways there is a bed as against 2,400 or so of the general population.

Similar is the story about the co-operative credit societies of which there is a larger number with a total paid-up capital of Rs. 4.63 crores. Then there are consumer societies with a turnover of Rs. 1.7 crores. There are other important and equally interesting data given by the Ministry of Railways showing the progress made in various directions though some of the data are not complete. They need supplementary data for substantiation and verification but whatever it is, the achievements are there and I would therefore offer my compliments to the hon. Minister for Railways and through him to all those employees whose contribution, whose labour and whose thought have been responsible for all these achievements. I admit that these achievements may not be in keeping with the expectations we had of this giant of a public undertaking. These may have fallen short of the targets we had fixed; may not be commensurate with the labour, time and money put in but all the same there can be no denying the fact that the achievements are there and that the industry is going ahead. But I would beg that in the interest of the industry itself the Ministry should look into it to find out why in spite of these achievements the impression of the industry on the public mind appears to be not satisfactory. It is not satisfying the people. Why is there so much of dissatisfaction among the people? Why, in spite of these achievements, people do not have the satisfaction? Why are there complaints from various quarters?

I know full well the difficulties of the administration and how difficult it sometimes becomes to cope up with one's responsibility, with ones work in the face of so many pulls and pushes, visible and invisible influences that come into play in our national and industrial activities. When we criticise a certain organisation or a certain person it behoves us to go into the working of that organisation to understand it properly and then alone can we offer criticism or sit in judgment on anybody. I consider that

[Shri Hakim Ali.]

employees of the Railways to be as good citizens as I am or as your good-self is, they have patriotism and they are alive to their needs and responsibilities and if we have to help them, we have to help them by constructive criticism and not create a sort of disaffection, sort of demoralisation so that these people will not be able to cope up with their very heavy responsibilities.

Thank you.

SHRI SANTOSH KUMAR BASU (West Bengal): Mr. Vice-Chairman, I had no desire to take part in this debate but certain observations made by my esteemed friend, Mr. Madhava Menon, have induced me to present what might be considered a somewhat opposite view of the case. Mr. Madhava Menon is perfectly entitled to and is justified in putting forward the question of reservation of accommodation for Members of Parliament and also for people who are of that particular age. So far as I am concerned, I am taking my stand to mention three instances where the Administration proved responsive to the suggestions made in the Informal Railway Consultative Committee of Members of Parliament. Claiming to be of the same age group, probably a little higher than Mr. Madhava Menon, I might say that I also find myself obliged to take recourse to air-conditioned coaches for some time now. I suggested in the Informal Consultative Committee that having regard to the large number of Indian passengers, almost all of them being Indian, travelling in the air-conditioned coaches absence of Indian style latrines was very keenly felt by many people. An assurance was given in the Committee that at least 25 per cent. of the number of latrines in a coach will be converted to Indian style as soon as an air-conditioned coach goes to the workshop for whatever purpose it might be, and that promise has been fulfilled.

The second point related to the bathrooms. These are far away from the

seat of the attendant and if the lock inside gets stuck up, there is no other means by which any communication can be sent to the attendant with the result that the passenger may find himself confined in that place for any length of time unless he actually pulls the chain which is rather to be avoided than encouraged. The hon. Minister jokingly reminded me that it would give some amount of thrill inside but I said that the thrill in those circumstances does not give us any excitement; if at all, it is the other way. Now, I was glad to find, during my last journey from Bombay to Delhi in the Frontier Mail, provision made for a bell inside the bathroom which could be utilised in case of emergency for communication with the attendant.

There is another matter which also applies to all Members of Parliament and to which also I drew the attention of the Informal Consultative Committee on Railways. This related to the supply of All-India Time-Tables to Members of Parliament. On one occasion in Howrah station, I tried my very best to procure a timetable from the book-stall but I failed to get it on the plea either of the supply having been exhausted or non-supply. I brought this matter to the attention of the Ministry in one of these Consultative Committee meetings and they at once agreed to supply and regular supply has been going on to Members of Parliament since then.

I thought that if something has got to be said in the matter of negligence on the part of the administration then these facts should also be brought to the notice of the House in connection therewith so that the other side of the picture may also be presented where the Administration proved themselves to be responsive to our suggestions.

श्री पा० ना० राजभोज (महाराष्ट्र) :
उपसभाध्यक्ष महोदय, बजट सादर करते

समय रेल मंत्री जी ने पिछले दस वर्ष का रेल के विकास का उद्बोधक अहवाल दिया है और विकासक्षम अर्थ-व्यवस्था में रेल का क्या स्थान है तथा देश के पुनर्गठन में रेलवे कौन सा हिस्सा उठाने वाला है, इसका विवेचन तथा चित्रीकरण किया है और इसलिये परिवहन के प्रश्न की व्याप्ति तथा महत्व की कल्पना आ सकती है। हमारे सामने रखा हुआ यह बजट हंगामी है, किन्तु माल परिवहन के रेट तथा यात्रियों के किराये बढ़ाने की आवश्यकता बताई गई है, इस श्वेत पत्रिका में। और यह एक अपरिहार्य है, क्योंकि जो १३ करोड़ रुपये की सेविंग बताई गई है, वह करंट साल में तीन करोड़ रुपये से कम है। इसके अलावा जो ६५.३४ करोड़ रुपये जनरल रेवेन्यू को अदा करने का अंदाजा था, वह अब ६३.२० करोड़ रुपये होगा। इसके अलावा फेअर्स पर जो टक्स था, वह भी अब टिकट में समाविष्ट किये जाने की वजह से तथा उसको राज्यों में बांट देने से भी उत्पन्न प्राप्तियां कम हुई हैं।

तो मैं यह कहना चाहता था कि यदि रेल के किराये में थोड़ी सी बढ़ती हो जाय तो क्षम्य है। किन्तु सवाल यह है कि क्या तत्परता के साथ रेल न प्रगति की है या नहीं? तो मेरा जवाब है कि रेल ने अपनी जिम्मेवारी अच्छी तरह से निपटाई है और सर्वांगीण प्रगति की है। १९५० से १९६१ तक, इन ग्यारह सालों के दरम्यान भारतीय रेल का सुसंगठन, इकत्रीकरण, विस्तार तथा विकास हुआ है। द्वितीय पंचवार्षिक आयोजना के काल में कोयला, फौलाद इत्यादि बड़े-बड़े उद्योग-धन्धों के विकास और विस्तार के साथ साथ रेलवे पर जो बहुत ज्यादा प्रेशर पड़ा, उसे उसने पूरी तरह से वहन किया। १९५०-५१ में २,६६७ करोड़ माइलेज था; वह १९६०-६१ में ५,४०० करोड़ हो गया है और पैसंजर ट्रैफिक भी १५

परसेंट बढ़ने का लक्ष्य था, वह २५ परसेंट बढ़ा है।

उपसभाध्यक्ष महोदय, कार्यक्षमता के साथ साथ नये रेल मार्ग, बड़े यार्डों, रेल विभागों का विद्युतीकरण, इन बातों का भी व्यापक कार्यक्रम पूरा किया गया है। इस मुद्दत में चित्तरंजन का रेल इंजन का कारखाना, मद्रास की कांच फैक्टरी, आसाम रेलवे लाइन, कांडला-दीसा-खंडवा-रिंगोली रेल मार्गों आदि की आयोजना पूरी की गई है और इसलिये रेल मंत्री श्री जगजीवन राम जी अभिनंदन के पात्र हैं।

दूसरी विशेष उल्लेखनीय प्रगति, जिसका मैं आपके सामने उल्लेख करना चाहता हूं, वह है संशोधन तथा तांत्रिक प्रक्रिया में रेलवे की प्रगति। इसके अलावा रेल गाड़ी में भीड़ कम करने के लिये कई प्रकार की योजना को काम में लाना, रेल स्टेशनों पर बिजली का इन्तजाम करना, दूर के प्रवासियों के लिये स्लीपिंग कोचेज की व्यवस्था करना—यह तरतूदियां करने से रेल की उपयोगिता बढ़ गई है और वह पापुलर हो गई। इन सब बातों के लिये भी मैं रेल मंत्री जी को धन्यवाद देना चाहता हूं।

एक महत्व की बात का श्वेत पत्रिका के पृष्ठ २७ में उल्लेख किया गया है जो इस प्रकार है :

“The discrimination between different classes of passengers in the matter of facilities—namely, in retiring rooms, dining rooms and Restaurant Cars, and in regard to having separate exit and entrance to platforms, etc., which existed in the past is being progressively eliminated.”

तो रेलवे ने यह एक प्रगति का बहुत अच्छा काम किया है और इसका सिर्फ यात्रियों के लिये ही नहीं, किन्तु देश के लिये बहुत महत्व है। वाटर व्वायज वगैरह नियुक्त करके

[श्री पा० ना० राजभोज]

रेलवे ने अस्पृश्यता निवारण के काम में अपना हिस्सा उठाया है, क्योंकि पहले जो पानी पिलाने वाले लड़के थे, वे दूसरी जाति के थे, लेकिन अब सब जातियों के लड़के रखे गये हैं। इससे जाति पात खत्म हो रही है। रेलवे ने शैड्यूल्ड कास्ट्स को कोटा दिया है, जिसका सुप्रीम कोर्ट के जजमेंट में भी समर्थन किया गया है। मैं चाहता हूँ कि रिजर्वेशन वगैरह के मामले में रेलवे एक आदर्श का निर्माण कर रही है, जिसका अनुकरण अन्य मंत्रालय कर सकते हैं। रेलवे में शैड्यूल्ड कास्ट्स को जो प्रमोशन में रिजर्वेशन मिला है, उसके बारे में हिन्दुस्तान में बहुत बड़ा आन्दोलन हुआ। हरिजन और आदिवासी जो लोग हैं, उनके रिजर्वेशन का कोटा दूसरे मंत्रालयों में वही पुराना है, किन्तु इस सम्बन्ध में रेलवे मंत्रालय ने एक ऐतिहासिक काम किया है। हम नहीं चाहते हैं कि हर वक्त रिजर्वेशन होना चाहिये, लेकिन रेलवे ने जो एक तरीका निकाला, उससे हरिजन और आदिवासी लोगों की बहुत प्रगति हुई है। इसलिए मैं रेलवे मंत्रालय को बहुत धन्यवाद देना चाहता हूँ। इसके साथ साथ वह जो रेलवे सर्विस कमीशन बना है, उसमें भी शैड्यूल्ड कास्ट्स के लोग शामिल हो चुके हैं। मैं चाहता हूँ कि दूसरे मंत्रालयों में और स्टेट्स में जो कमीशन बनें, उनमें भी उनको पूरा कोटा मिले।

अन्त में मैं इस बात का स्वागत करता हूँ कि महत्व के रेल मार्गों का विकास करने का रेलवे का जो प्रयत्न हो रहा है, उसमें नेगलेक्टेड भागों का समावेश किया जा रहा है। दो तीन महत्व के मार्गों का उल्लेख किया गया है। इगतपुरी से भुसावल मार्ग का विद्युत् चालित मार्ग में रूपांतर किया जायेगा और इस साल में इस पर ५० लाख रुपये खर्च होंगे। उम्मीद है कि १९६६-

६७ तक यह काम पूरा होगा और ट्रैफिक के लिये इससे सुविधा होगी। दूसरा मार्ग है दिवा पनवेल उडन, जिसकी मांग इस प्रदेश के लोगों की ओर से तथा महाराष्ट्र सरकार की ओर से कई सालों से है। इस पर अब तक ५० लाख ४१ हजार रुपये खर्च हो गये हैं। यह समाधान की बात है कि यह मार्ग १९६३-६४ में पूर्ण होगा। वैसे ही पनवेल आप्ला मार्ग है। लेकिन एक दो और मार्गों की मांग है जो पूरी होनी चाहिये या उनका सर्वे होना चाहिये। एक तो तुलजापुर तक की रेलवे लाइन की मांग है और दूसरी मराठवाड़ा में उद्योग धंधा सुलभ करने के लिए औरंगाबाद तक एक लाइन की आवश्यकता है।

इसके साथ साथ मैं दूसरी प्रार्थना यह करना चाहता हूँ कि अभी तक जो राज्य तथा उनकी राजधानी रेलवे से सम्बन्धित नहीं हैं, उन्हें जल्दी से जल्दी रेलवे से कनेक्ट किया जाय। इसलिए मनीपुर में सिल्वर से इम्फाल तक, त्रिपुरा राज्य में अगरतला तक तथा जम्मू काश्मीर में श्रीनगर तक रेलवे लाइन अति शीघ्र बनाई जाय।

दूसरी बात यह है कि अभी तक फोर्थ श्रेणी के रेलवे कर्मचारियों पर पाखाना टैक्स नहीं लगता था, परन्तु अब पाखाना टैक्स उनसे लेना शुरू कर दिया गया है। मेरी प्रार्थना है कि उनसे पाखाना टैक्स न लिया जाय।

मेरी एक प्रार्थना यह है कि वैतुल और मुलताई से मेरे पास कई शिकायतें आई हैं कि मद्रास-दिल्ली जनता गाड़ी का समय बदल जाने से उनको बहुत कठिनाई होती है। इसलिये जो पहले जनता गाड़ी का साढ़े छः बजे का टाइम था, वही पुराना टाइम अब भी रहना चाहिये।

बम्बई और दूसरे बड़े बड़े शहरों में जो रेलवे में भीड़ होती है, उसे भी कम करने की आवश्यकता है। बम्बई में जो गाड़ियां चलती हैं, उनमें भीड़ के कारण कई प्रकार के ऐक्सीडेंट हो जाते हैं। श्रीमान जी, आप बम्बई के हैं, इसलिए आप जानते हैं कि बम्बई में प्रगति तो हो रही है, लेकिन मेरा एक सजेशन यह है कि बम्बई में भीड़ कम करने की आवश्यकता है।

इतना कह कर मैं रेलवे मंत्री जी को फिर धन्यवाद देता हूँ।

श्री शीलभद्र याजी (बिहार) : माननीय वाइस चेयरमैन महोदय, अभी जो रेलवे बजट पर बहस हो रही है, उस पर बोलते हुये काश्मीर के एक प्रतिनिधि और हमारे हाउस के एकमात्र हरिजन नेता पी० एन० राजभोज जी ने यह मांग की कि जिन राज्यों में अभी तक रेलवे लाइन नहीं गई है, वहां जल्दी से जल्दी रेलवे लाइन का निर्माण किया जाय। सब से पहले उन्होंने त्रिपुरा राज्य के सम्बन्ध में मांग की। यह बड़ी खुशी की बात है कि धर्मनगर तक रेलवे लाइन जा रही है। अगरतल्ला उसकी राजधानी है। बिफोर पार्टिशन वहां तक रेलवे लाइन जाती थी और उससे बहुत काम होता था। इसलिये जब तक अगरतल्ला तक रेलवे लाइन नहीं जाती है, तब तक त्रिपुरा राज्य का विकास नहीं हो सकता। तो मेरा निवेदन यह है कि जब धर्मनगर तक ५४ मील रेलवे लाइन जा रही है तो उसको बढ़ा कर अगरतल्ला तक ले जाया जाय।

दूसरी सबसे विकट समस्या मनीपुर राज्य की है। मनीपुर राज्य में अंग्रेजों के वक्त एक सर्वे हुआ था और उसमें ५० करोड़ रुपये खर्च करके सिलचर से इम्फाल तक एक रेलवे लाइन बनाने की योजना बनी थी, लेकिन वह योजना खटाई में पड़

गई। हर साल जो मनीपुर राज्य के एम० पी० हैं, वे और हम लोग यह मांग सरकार के सामने रखते आ रहे हैं कि मनीपुर एक सरहद्दी प्रांत है और बर्मा और चीन से बहुत नजदीक है, इसलिये जब तक सिलचर से इम्फाल तक रेलवे लाइन नहीं जाती है, तब तक वहां न कोई विकास कार्य ठीक तरह से हो सकता है और न सुरक्षा का कोई ठीक प्रबन्ध हो सकता है। मुझे पता नहीं है कि रेलवे बोर्ड को इस सम्बन्ध में क्या कठिनाई है हमारे माननीय डिप्टी मिनिस्टर जनरल शाहनवाज खां खुद वहां गये थे और उन्होंने एक तरह का आश्वासन दिया था, लेकिन अभी तक वहां कोई सर्वे वगैरह का काम नहीं हो रहा है।

इसी तरह से जम्मू और काश्मीर में अभी तक कोई रेलवे लाइन नहीं गई है। जब ऊंचे पहाड़ों पर शिमला और दार्जिलिंग तक रेलवे लाइन जा सकती है, तो श्रीनगर तथा इम्फाल तक रेलवे लाइन जाने में कौन सी कठिनाई है। इसलिये कम से कम ऐसी जगहों तक रेलवे लाइन ले जाने की बहुत आवश्यकता है, जो राज्यों की राजधानियां हैं और अभी तक रेल मार्ग से सम्बन्धित नहीं हैं। जिन राज्यों में पहले से रेलवे लाइनें हैं, उनमें अगर हम रेलवे लाइनें और बढ़ाते हैं तो यह जरूरी हो जाता है कि हम उन राज्यों की राजधानियों को जल्दी से जल्दी रेलवे लाइन से सम्बन्धित करें, जहां अभी तक रेलवे लाइन नहीं है।

इसके साथ साथ अभी पी० एन० राजभोज जी ने एक प्रश्न यह उठाया कि फोर्थ क्लास कर्मचारियों को, खासकर एन० एफ० रेलवे में, पहले पाखाना टैक्स नहीं देना पड़ता था, लेकिन अब उनको पाखाना टैक्स देना पड़ता है। इसके अतिरिक्त उनका मकान का किराया बढ़ा दिया गया है। बंगलौर में हमारे रेलवे मंत्री जी ने कहा था

[श्री शीलभद्र याजी]

कि रेलवे एम्प्लाइज को जो सुविधायें मिल रही हैं, उनमें कोई करटेलमेंट नहीं होगा, लेकिन अब वह हो रहा है; क्योंकि उनके मकान का किराया बढ़ रहा है और उनको पाखाना टैक्स देना पड़ रहा है। इसलिये जल्दी से जल्दी यह व्यवस्था होनी चाहिये कि ये जो चतुर्थ श्रेणी के रेलवे मुलाजिम हैं, उनके ऊपर पाखाना टैक्स न लगाया जाय और जो उनका मकान का किराया बढ़ाया गया है, वह कम कर दिया जाय।

अब मैं रेलवे मंत्रालय को धन्यवाद देना चाहता हूं कि उसने बस्तिनगरपुर से राजगिरी तक ब्राड गेज रेलवे लाइन बनाई। संसार भर से और खासकर चीन और जापान से जो बुद्धिस्ट वहां आते थे, उनको बड़ी तकलीफ होती थी। अब उनकी वह तकलीफ दूर कर दी गई है।

मेरा एक निवेदन यह है कि इस रेलवे के जिन ३३४ मुलाजिमों का इंटरव्यू हो रहा है, उसके सम्बन्ध में कोशिश यह होनी चाहिये कि वे सब के सब रेलवे डिपार्टमेंट में ले लिये जायें।

उपसभाध्यक्ष : (श्री के० के० शाह) : आपको ज्यादा टाइम लगेगा ?

श्री शीलभद्र याजी : जी हां।

उपसभाध्यक्ष (श्री के० के० शाह) : तो टाई बजे जारी रखिये।

The House stands adjourned till 2-30 P.M.

The House then adjourned for lunch at one of the clock.

The House reassembled after lunch at half past two of the clock, the VICE-CHAIRMAN (SHRI K. K. SHAH) in the Chair.

श्री शीलभद्र याजी : माननीय बाइस-चेयरमैन महोदय, मैं यह कह रहा था कि हमारे माननीय रेलवे मंत्री ने जो बंगलोर में नेशनल फेडरेशन आफ इंडियन रेलवेज की कांफ्रेंस हुई थी, उसमें ऐलान किया था कि पे-कमीशन की वजह से रेलवे कर्मचारियों की सहूलियतों में जो कटौती हुई है, वह होने नहीं पायेगी; लेकिन अभी तक जहां तहां कटौती हो रही है। यह सब को विदित है कि हमारे रेलवे कर्मचारियों की तादाद १२ लाख है और हमारी प्लानिंग की, योजना की, काम-याबी का सारा दारोमदार उन पर निर्भर करता है, इसलिये रेलवे इम्प्लाइज की सहूलियतों में जो कुछ कमी हुई है उसको पूरा करने की रेलवे मंत्रालय चेष्टा करे। रेलवे में चतुर्थ श्रेणी के जो कर्मचारी हैं, उनसे पहले हाउस रेंट नहीं लिया जाता था, लेकिन पे कमीशन की रिपोर्ट के बाद—ज्यादा से ज्यादा जो चतुर्थ श्रेणी के कर्मचारी हैं—उनको हाउस-रेंट देना पड़ता है। इस तरह यदि हम ५ रुपये उनको देते हैं, तो दूसरे हाथ से ५ रुपये हम ले लेते हैं। तो पे कमीशन की जो सिफारिश हुई, वह उनके लिये कुछ फायदा नहीं कर रही है। इसलिये कम से कम जो चतुर्थ श्रेणी के कर्मचारी हैं—जिनकी तादाद रेलवे में ज्यादा है—उनको फिर से वह सहूलियत दी जाय और उनसे हाउस रेंट नहीं लिया जाय।

रेलवे में जो मकान की समस्या है, जो हाउसिंग प्रब्लम है, वह बहुत विकट है। एन० एफ० रेलवे में हम जो रुपया इसके लिये देते हैं, उसमें से जो पुराने कच्चे मकान हैं या सेमी-पक्का बिल्डिंग्स या रेलवे प्राटेक्शन फोर्स के लिये ज मकान हैं, उन पर ८० फी सेंकड़

खर्च कर देते हैं। अब २० फी सेंकडा बचता है और इसलिये नये रेलवे क्वार्टर नहीं बनते हैं। एन० एफ० रेलवे में यदि हम कम से कम २ करोड़ रुपया हर वर्ष दें, तो उनकी जो मकान की समस्या है, वह बहुत कुछ हल कर सकते हैं।

हजारों की तादाद में रेलवे में कैजुअल लेबर है और कई वर्षों से वे काम कर रहे हैं, लेकिन उनको टेम्पोरेरी सर्विस में नहीं लिया जाता है। इसकी वजह से उनको छुट्टी की और रेलवे पास वगैरह की सहाय्यता नहीं मिलती है। इसलिये मेरा कहना है, कि जो दो वर्ष से ज्यादा काम कर चुके हैं, उनको टेम्पोरेरी सर्विस में लिया जाय और जिनकी ६ महीने की सर्विस हो गई है, उनको कैजुअल लेबर कर के रखा जाय। इस तरह से यह जो एक खास मांग सारे रेलवेज में है, उसको भी पूरी करने की व्यवस्था की जाय।

अभी हमारे रेलवे कर्मचारियों को गजेटेड हालीडेज की सुविधा मिलती है, लेकिन जो सबऑर्डिनेट आफिसेज में क्लर्क हैं, उनको यह सुविधा नहीं मिलती है, इसलिये यह सुविधा उन्हें भी देने की अवश्य कोशिश की जाय। वह रेलवे कर्मचारी, जो कि सबऑर्डिनेट आफिसेज में क्लर्क हैं, उनको छुट्टियां वगैरह नहीं मिलती हैं।

तो मैं ज्यादा न कह कर इतना कहूंगा कि रेलवे मंत्री ने जो घोषणा की थी, उनकी सहाय्यता में कटौती नहीं होगी। उसके अनुसार कोई कटौती नहीं की जाय, क्योंकि, जैसा कि मैंने शुरू में कहा, हमारे रेलवे कर्मचारी बहुत तकलीफ उठा कर और सारी चीजों को दिन-रात देख कर काम करते हैं, इसलिये पहले भी उनको केन्द्रीय कर्मचारियों से ज्यादा सहाय्यता मिलती थी और वह सहाय्यता

उनको फिर मिलनी चाहिये। उन्हीं पर हमारी प्लानिंग की, योजना की, काम-याबी निर्भर करती है।

रेलवे मंत्रालय के और कामों के लिये मैं उन्हें धन्यवाद देता हूं, क्योंकि रेलवे मंत्रालय मस्तैदी के साथ जो काम कर रहा है, उससे हिन्दुस्तान में तरक्की हो रही है, हमारी प्लानिंग की भी कामयाबी हो रही है, लेकिन इसके साथ ही साथ हमारी रेलवे मंत्रालय से एक शिकायत है और वह यह है कि रेलवे मंत्रालय कभी यह नहीं चाहती है कि रेलवे कर्मचारियों में यूनिटी हो और इसीलिये जो स्ट्राइक करने वाली यूनियन्स थी, जिनका रिकगनिसन विदवा हो गया था, उनको फिर रिकगनिसन दे दिया है। डिवाइड एंड रूल की जो इनकी पालिसी है उसकी वजह से जो स्ट्राइक करने वाली यूनियन्स थीं, जिन्होंने गद्दारी का काम किया था, उनको फिर से सब जगह रिकगनिसन दे कर वे इन लोगों ने यह तय कर दिया है कि रेलवे वे वर्किंग क्लास में यूनिटी कदापि नहीं होनी चाहिये। रेलवे वे जो कर्मचारी थे, उन्होंने आपस में एकता की थी, लेकिन फिर भी ऐसी यूनियन्स को रिकगनिसन दे करके कौन-सी देशभक्ति का परिचय हमारे रेलवे मंत्रालय ने दिया है, यह मैं पूछना चाहता हूं। इसलिये मेरा कहना है कि जो स्ट्राइक करने वाली यूनियन्स हैं और जिनका रिकगनिसन विदवा हो गया था, उसको फिर से विदवा करना चाहिये, नहीं तो उनको इनकरेजमेंट होगा। वे जो बात की बात में हड़ताल कराने की कोशिश करते हैं और हड़ताल करा के प्लानिंग की कामयाबी को रोकने की चेष्टा करते हैं, उसमें इस तरह से उनका मन बड़ेगा और उनका इनकरेजमेंट होगा। इसलिये फिर से हम रेलवे मंत्रालय से यह अपील करेंगे कि जिन जिन यूनियन्स

[श्री शीलभद्र याजी]

ने स्ट्राइक में भाग लिया था—जिनका कि रिकगनिशन छीन लिया गया था और जिसकी वजह से रेलवे के कर्मचारियों की एक यूनियन हो गई थी और वे एक यूनियन में ही रहना चाहते थे—उनको फिर से रिकगनिशन दे कर के: “तीन कनौजिया तेरह चूल्हा” वाली बात कर रहे हैं और उनकी यूनिटी को खत्म कर रहे हैं। तो उन में यूनिटी लाने के लिये और उन यूनियन्स को सबक देने के लिये मेरी रेलवे मंत्रालय से यह गुजारिश है, अपील है, कि जो स्ट्राइक करने वाली यूनियन्स हैं, उनका रिकगनिशन फिर से जल्दी से जल्दी विदड़ा किया जाय और तभी रेलवे के वर्किंग क्लास में—जिनकी तादाद १२ लाख की है—एकता हो सकती है। इन शब्दों के साथ, इतना कहकर कि जो रेलवे के कर्मचारी हैं—खास करके जो चतुर्थ श्रेणी के कर्मचारी हैं—जिनकी जो मूहलियतें छीन ली गई हैं, जैसे कि पाखाने के टैक्स के रूप में या हाउस रेंट के रूप में या छुट्टी वगैरह के प्रिविलेज के रूप में, उनको देने की व्यवस्था करें और मकान वगैरह बनाने की जो समस्या है, उसको हल करें, मैं अपनी बात खत्म करता हूं।

श्री देवकीनन्दन नारायण (महाराष्ट्र) :
श्रीमान उपसभाध्यक्ष जी, यह तो सब जानते हैं कि हमारी रेलवे काफी तरक्की कर रही है, लेकिन जिस परिमाण में तरक्की कर रही है, उसी परिमाण में उस से अपेक्षा भी बढ़ रही है। स्वाभाविक है, क्योंकि रेल का सम्बन्ध नगर-वासियों के जीवन से रात-दिन का लगा हुआ है, चाहे आप पैसेंजर ट्रैफिक को ले लीजिये या गुड्स ट्रैफिक को। तो स्वाभाविक है कि यह अपेक्षा की जाए कि अधिकाधिक तरक्की हो, अधिकाधिक सुविधायें बढ़ें और लोगों को काफी फायदा पहुंचे। परन्तु, हवा में आजकल मैं

सुन रहा हूं कि इस तरक्की के साथ साथ रेलवे कुछ पैसेंजर फेयर्स बढ़ाने की सोच रही है। मैं नहीं जानता कि यह कहां तक सच है, परन्तु अखबारों से पता चलता है कि यह बात आने को है। यदि सच है, तो मैं प्रार्थना करूंगा कि यह करना ठीक नहीं होगा, क्योंकि थर्ड क्लास के फेयर्स के बढ़ने से गरीबों को तकलीफ होगी। आम जनता ही थर्ड क्लास में चलती है और अधिकाधिक चलती है और आप चाहते हैं कि मुसाफिरी बढ़े, तो इस तरह से यदि थर्ड क्लास के फेयर्स को रेलवे बढ़ायेगी, तो उस से आपको कोई खास फायदा होगा ऐसा मैं नहीं मानता। उसके साथ साथ आप कुछ न कुछ प्रवासियों की संख्या भी कम करेंगे।

कहा जाता है कि पैसेंजर ट्रैफिक से आपको मुनाफा कम होता है, इतना ही नहीं, आपने यह भी कहा है कि पैसेंजर ट्रैफिक से आपको नुकसान होता है। हो सकता है, जैसे कि आपने अंक दिये हैं। आपने कहा है कि १९६०-६१ में पैसेंजर ट्रैफिक से १३१ करोड़ ३६ लाख रुपये इंकम हुई और पैसेंजर ट्रैफिक पर आपका १४० करोड़ ४६ लाख रुपया खर्च हुआ, यानी आप बतलाते हैं कि ६ करोड़ रुपया आपको नुकसान पहुंचा। परन्तु, यह नुकसान कैसे पहुंचा, यह भी देखना चाहिये। ब्राड-गेज जो है, उसमें आपको मुनाफा है, काफी आमदनी है। पैसेंजर ट्रैफिक पर ब्राड-गेज में आमदनी का ६६.१ परसेंट खर्च होता है और मीटर गेज पर आमदनी का १३०.६ परसेंट खर्च है और नैरो गेज पर आमदनी का १७१.८ परसेंट खर्च है। यानी पैसेंजर ट्रैफिक पर आपको जो नुकसान पहुंच रहा है—आमदनी से ज्यादा जो खर्च हो रहा है—वह नैरो-गेज और मीटर गेज की वजह से हो रहा है। तो मैं आपसे

यह प्रार्थना करूंगा कि यह नैरो-गेज बिना मुनाफे की जो चीज है, उसको बन्द क्यों नहीं करते ? आप क्यों इन छोटी गाड़ियों को चला रहे हैं ? छोटी लाइन की जगह आप ब्राड-गेज क्यों नहीं कायम करते हैं, ताकि आपका नुकसान भी न हो और सब तरह से प्रवासियों को भी सुविधा हो। आपने एक अजगह यह कहा है और आप इस बात को मानते हैं कि :
The working of metre and narrow gauge lines is inherently less economic than of broad gauge lines. आप इस बात को मानते हैं कि यह मीटर गेज और नैरो गेज 'इन्हेरेन्टली लैस इकॉनामिक' है और फिर भी आप इस नैरो गेज और मीटर गेज को बदलते नहीं हैं।

SHRI AKBAR ALI KHAN: It is unavoidable for the hill trains.

श्री देवकीनन्दन नारायण : हिल ट्रेन्स ही नैरो गेज नहीं है। मेरे यहां भी नैरोगेज हैं, जहां हिल स्टेशन नहीं है। पंढारपुर में कोई हिल स्टेशन नहीं है। तो ऐसी बहुत सी लाइन्स हैं, जिनसे आपको आमदनी कम है, मुनाफा कम है और खर्चा बहुत ज्यादा है और फिर आप कहते भी हैं "इन्हेरेन्टली लैस इकॉनामिक" हैं। आप कहते हैं कि पैसेन्जर ट्रैफिक मुनाफे में नहीं चल रहा है और चूंकि पैसेन्जर ट्रैफिक मुनाफे में नहीं चल रहा है, इसलिये कुछ न कुछ किराया बढ़ाना चाहिये, यह आपके लिये बहुत बड़ा कारण हो जाता है, फेअर बढ़ाने के लिये। इसलिये मैं रेलवे मिनिस्टर साहब से चाहूंगा और कहूंगा कि आप नैरोगेज को कम कीजिए, बिल्कुल मिटा दीजिए, और आपका पैसेन्जर ट्रैफिक आज जिस तरह नुकसान में जा रहा है, वह नहीं जायेगा और किराया बढ़ाने की न सोची जायेगी।

गत दस वर्षों से मैं बार बार कहता आया हूं, रेलवे बुकस्टाल्स के बारे में। आपको पता होगा कि करीब ६०० बुकस्टाल्स हिन्दुस्तान में स्टेशनों पर चलते हैं और ६०० में ४०० के करीब एक ही कम्पनी के पास हैं, एच० ए० व्हीलर एन्ड कम्पनी। और भी एक कम्पनी है, जिस के पास सौ डेढ़ सौ हैं। दो या तीन कम्पनीज और हैं। चालीस-पचास वर्ष से इतने बुकस्टाल्स इस व्हीलर कंपनी के चल रहे हैं। आप जानते हैं पहले रेलवे बड़े बड़े कान्ट्रेक्टर्स को कंटेरिंग का ठेका दिया करती थी और वे भी दस-दस, बीस-बीस वर्ष रहते थे। अब आपने उसको मिटा दिया और डिपार्टमेंटल कंटेरिंग शुरू कर दी है। मैं आपसे प्रार्थना करूंगा कि सोशलिस्ट पैटर्न की बात करने वाली सरकार ने इस तरह एक ही कंपनी को ४०० बुकस्टाल्स क्यों दे रखे हैं, क्यों लाखों की कमाई दी जा रही है, यह मेरी समझ में नहीं आता। फिर इस कंपनी के मालिक तो रहते हैं इलाहाबाद में और उन्होंने कमीशन बेसिस पर, बारह परसेन्ट, बीस परसेन्ट, पच्चीस परसेन्ट पर ये स्टाल्स दे रखे हैं। और उनमें जो लोग काम करते हैं, न उनकी कोई कैंपिटल है और न कोई मेहनताना है। कमीशन बेसिस पर चलने के कारण, जो कमीशन पर काम करते हैं, वे यही कोशिश करते हैं कि जो किताबें ज्यादा बिकती हैं और जिनसे मुनाफा अधिक मिलता है, वही बेची जायें, अक्सर वहां पर जामूसी किताबें आपको मिलेंगी या फेमिली प्लानिंग या सेक्स विषयक किताबें मिलेंगी। आपको किसी बुकस्टाल में प्लानिंग पर किताबें नहीं मिलेंगी, आपको नेशनल लीडर्स की किताबें नहीं मिलेंगी, गान्धी जी और जवाहरलाल जी की स्पीचेज आपको बहुत कम दिखायी देंगी, इसका कारण साफ है कि लोग कमीशन बेसिस पर काम करते हैं, इसलिए

[श्री देवकीनन्दन नारायण]

जिसमें वे अपना मुनाफा अधिक देखते हैं वही किताबें बेचते हैं, जिनमें कमीशन अधिक मिलता है, वही बेचने की कोशिश करते हैं। अच्छी मासिक पत्रिकाएं भी वहां कम रखी जाती हैं। इसलिये मैं आप से कहूंगा कि या तो आप इसको डिपार्टमेंटल कर दीजिए और अगर डिपार्टमेंटल नहीं करना चाहते हैं, तो लोकल या डिस्ट्रिक्ट-वाइज लोगों को दीजिए, कोआपरेटिव्ह सोसाइटीज को दे दीजिए, भारत सेवक समाज जैसे सोशल आर्गनाइजेशन को दे दीजिए। भारत सेवक समाज इस काम को करने के लिये तैयार है। मेरी समझ में नहीं आता कि दस वर्ष से मैं इस बात को आपके सामने कहता आया हूं, फिर भी कोई तब्दीली नहीं हो रही है। कहा जाता है कि कोई लीगल डिफिकल्टीज हैं। ऐसी कौन सी वह लीगल डिफिकल्टी हो सकती है कि जिसको आप दूर न कर सकें, हटा न सकें? इसलिये आप इस बात को जरूर सोचें . . .

प्रो० सत्याचरण (उत्तर प्रदेश) : माननीय सदस्य से मैं विनयपूर्वक जानना चाहूंगा कि आपने जो सुझाव दिया है, भारत सेवक समाज के संबंध में, क्या भारत सेवक समाज के माध्यम से इस कार्य की पूर्ति हो सकती है ?

श्री देवकीनन्दन नारायण : मैं आपसे कहना चाहता हूं कि शायद आपको पता नहीं होगा, कि भारत सेवक समाज कान्ट्रेक्ट्स भी लिया करता है और भारत सेवक समाज के जो अध्यक्ष हैं, हमारे वंश प्रधानमंत्री जवाहरलाल जी, वे भी चाहते हैं कि भारत सेवक समाज अधिकाधिक कान्ट्रेक्ट्स ले और ईमानदारी से कामकरे।

SHRI AKBAR ALI KHAN: For no profit.

श्री देवकीनन्दन नारायण Yes, for no profit. मैं भी भारत सेवक समाज का एक कार्यकर्ता हूं और एक प्रान्त की जिम्मेदारी मेरे ऊपर है। यहां मेरा मतलब सिर्फ भारत सेवक समाज से ही नहीं है, एक बात मैंने कह दी कि भारत सेवक समाज को भी कहीं कहीं ऐसा काम दिया जा सकता है। उसको करने के लिये वह तैयार हो जायेगा। मेरे कहने का मतलब यह है कि पहले किसी एक कंपनी की मानापाली टूटनी चाहिये और जो भी प्राफिट कमाने वाले . . .

श्री शीलभद्र याजी : राष्ट्रीयकरण कहिये।

श्री देवकीनन्दन नारायण : भारत सेवक समाज भी राष्ट्रीय है।

श्री शीलभद्र याजी : यह रद्दी बात है।

श्री देवकीनन्दन नारायण : Don't disturb me, please. मैं यह कह रहा था कि करीब ४०० बुकस्टाल्स एक ही कंपनी के हाथ में हैं, दूसरी एक कंपनी के पास सौ डेढ़ सौ हैं, और बाकी कुछ दो या तीन कंपनियों के पास हैं। तो आप इस काम को लोकली बांट दीजिये या कोआपरेटिव्ह सोसाइटीज को, क्योंकि लोकल आदमी इस काम को जितना अच्छा कर सकते हैं उतना बाहर वाले नहीं कर सकते। दिल्ली के स्टाल्स के लिये दिल्ली शहर में बहुत से आदमी आपको मिल सकते हैं। झांसी में, भुसावल में, बम्बई में, पूना में, शोलापुर में, सभी जगह लोकल आदमियों को आप दीजिएगा। यह न होना चाहिये कि किसी एक कंपनी को मानापाली दे दी जाय और उसको अधिकाधिक बढ़ने के लिये आप मदद पहुंचायें।

एक दो छोटी-छोटी बातें मुझे और कहनी हैं। आपने देखा होगा कि उत्तर की पैसेन्जर गाड़ियों में अक्सर चलती रेलों में ये जो

छोटी-बड़ी चीजें देचने वाले हाकर्स होते हैं उनका सामना करना पड़ता है। ये रेल में चलते चलते सिर्फ हाकिम ही नहीं करते, वहां नीलाम करते हैं। ताला, कैची, चाकू, बर्तन, जूते आदि नीलाम करते हैं और गरीबों को ठगते हैं। मैं पूछना चाहूंगा कि क्या ये लाइसेन्स फी देते हैं? मेरे खयाल में उनकी कोई फ्रीस नहीं है, लाइसेन्स नहीं है और टिकट भी ये खरीदते हैं या नहीं, इसमें भी शक है। तो रेलों में इस तरह से चीजों का जो नीलाम होता है, उसमें गरीब लूटे जाते हैं, ठगे जाते हैं और इसको फौरन बंद किया जाना चाहिये।

इसके साथ साथ भिखारियों की तादाद भी प्लेटफार्मों पर बढ़ती जा रही है। बूट पालिश करने वाले लड़के हर एक स्टेशन पर बहुत ज्यादा घूमते दिखाई देते हैं। उनकी तादाद आप निश्चित कीजिए और उनके लिये कोई फ्रीस रखियेगा, इनकी वजह से वहां चोरियां होती हैं। ये लोग जो इस तरह से रेलों में और प्लेटफार्मों पर घूमते-फिरते हैं, इनसे लाभ क्या होता है, मैं नहीं जानता परन्तु नुकसान काफी होता है और ये लड़के बहुत सी छोटी मोटी चीजें चोरी करके ले जाते हैं।

बहुत अच्छी बात है कि आपने डिपार्टमेंटल केटरिंग सब जगह शुरू कर दी है और आपकी यह पालिसी है कि सभी जगह जहां ऐसा नहीं हुआ है, वहां भी यह डिपार्टमेंटल केटरिंग पहुंचाया जाय। परन्तु डिपार्टमेंटल केटरिंग के बारे में मुझे यह कहना है कि आपने जहां ये चीजें लिखी हुई हैं कि चपाती, चावल या दाल इतना दिया जायेगा, तो इनका जो वजन लिखा है क्या वह पके हुये का लिखा है या कच्चे का लिखा है? जैसे आप चपाती लिखते हैं फोर आउन्सेज़— What do you mean thereby? चार आउन्स आटा या चपाती? क्योंकि चार आउन्स आटे की चपाती हो जाती

है आठ-नौ तोला और अगर आप चावल का हिसाब लगाते हैं तो पांच तोला चावल पक कर दस तोला हो जाता है और उसका आप चार्ज करते हैं चौदह आने। यह तो मेरे खयाल से बहुत अधिक मुनाफा लेना है।

श्री शीलभद्र याजी : किताब में भी लेगे।

श्री देवकीनन्दन नारायण : इसलिये या तो आप उसके परिमाण को बढ़ा दें या कच्चे अनाज का वजन रखें, पक्के का न रखें, तब तो ठीक हो सकता है, नहीं तो मेरे खयाल से आपके जो रेट्स हैं वे बहुत ज्यादा हैं। और फिर इतने में किसी हिन्दुस्तानी का पेट भरेगा या उसका ब्रेकफास्ट भी हो सकेगा इसमें मुझे शक है। रेल की आठ चपाती में किसी का पेट क्या भरेगा?

श्री शीलभद्र याजी : अभी तक तो भर जाता है।

श्री देवकीनन्दन नारायण : मैं अभी दो चार दिन हुए मद्रास जनता एक्सप्रेस से जा रहा था। जनता एक्सप्रेस में केवल थर्ड क्लास होता है। इस गाड़ी के दो तीन डिब्बों में मैं घूमा। मैंने एक भी डिब्बा ऐसा नहीं देखा जिसकी खिड़कियों के कांच लगे हुए हों। जो खिड़की नीचे थी वह ऊपर नहीं हो सकती थी और जो ऊपर थी, वह नीचे नहीं हो सकती थी। उन डिब्बों की जो खिड़कियां थीं वे अच्छी हालत में नहीं थीं और न उनकी कोई देखभाल की गई थी। डिब्बों के अन्दर जो फिटिंग्स थीं, वे गायब थीं। बल्ब, इलेक्ट्रिक फिटिंग वगैरा और दूसरी चीजें जो डिब्बे में फिट की गई होती हैं, वे गायब थीं। इन सब बातों के लिये कौन जिम्मेवार है। क्या आपके आफिसर जिम्मेवार हैं या कोई दूसरा आदमी जिम्मेवार है? इस बात पर आपको सोचना होगा, क्योंकि अगर यह आदत

[श्री देवकीनन्दन नारायण]

चोरी की हीं रोक़ी गई, तो स्टेशन और प्लेटफार्म पर जो फिटिंग्स हैं, वे सब चोरी में जायेंगी ।

मैं परसों अछनेरा स्टेशन पर था तो वहां स्टेशन पर नल में टैप नहीं था । मैंने स्टेशन मास्टर से जब यह पूछा कि इस नल का काँक कहां चला गया है, तो उन्होंने कहा कि रात को कोई निकाल ले गया । जब वहां पर रेल के कर्मचारी रात दिन रहते हैं और पहरे का इंतजाम है तो इस तरह से स्टेशनों से फिटिंग्स का चोरी चला जाना रेल व्यवस्था को शोभा नहीं देता है ।

(Time bell rings.)

अब मुझे आखरी बात अपने जिले के सम्बन्ध में कहनी है । मेरे जिले में एक ३६ मील नैरो गेज लाइन है, जो पाचोरा से जामनेर तक जाती है । मैं जब से इस सदन में आया हूं, तब से माननीय रेलवे मंत्री जी से प्रार्थना करता आ रहा हूं कि इस लाइन को नैरो गेज से ब्राड गेज में बदल दीजिये । हमारे पिछले रेलवे मंत्री जी ने अपने एक भाषण में यह वायदा भी किया था कि वे जल्दी से इस नैरो गेज लाइन को ब्राड गेज लाइन में बदल देंगे । उस समय से अब तक कोई दस वर्ष का अर्सा हो चुका है लेकिन यह लाइन ब्राड गेज में नहीं बदली गई है । जिस तहसील से या परगने में से यह लाइन जाती है, वहां से पांच मन वजन की कपास की पक्की गांठें करीब ३० हजार बाहर भेजी जाती हैं ।

श्री शीलभद्र याजी : उस लाइन का नाम तो बताइये ?

श्री देवकीनन्दन नारायण : इस लाइन का नाम पाचोरा-जामनेर लाइन है । यहां से ६००-७०० बैगन केले फसल पर बाहर जाते हैं और करीब हजार बैगन अनाज यहां से

बाहर को जाता है । अगर यह सब रेल से भेजा जाता है तो माल का पाचोरा में ट्रान्शिपमेंट करना पड़ता है, जिसको वहां के व्यापारी पसन्द नहीं करते, क्योंकि ट्रान्शिपमेंट में बहुत नुकसान होता है । इस कारण अनाजवाले, कपासवाले और केलेवाले मोटर से ही अपना बहुतसा माल बाहर को भेजते हैं । अगर कोई रेल से भेजता है, तो उसे नुकसान का डर बना रहता है । केले के ट्रान्शिपमेंट में अगर एक दिन की भी देरी हो जाय, तो सब केले खराब होने का डर रहता है । इसी वजह से वहां के लोग मोटर से अपना सामान भेजना ज्यादा पसन्द करते हैं । इसलिये मैं माननीय मंत्री जी से फिर प्रार्थना करूंगा कि वे कृपा करके इस बात की ओर ध्यान दें और जल्द से जल्द इस ३६ मील नैरो गेज लाइन को ब्राड गेज लाइन में बदलने का प्रबन्ध करें ।

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): Sir, at the very outset I should like to express my deep sense of gratitude to all the hon. Members who have spoken appreciatively of the efforts that are being made by the Railways to cope with the traffic requirements of the country. By their appreciative remarks they have given great encouragement to all the railwaymen, and I am sure all of them will deeply appreciate these kind words.

Sir, my hon. friends, Shri Arjun Arora and Shri Narasimham, spoke regarding the ability of the Railways, or, rather, the inability of the Railways to cope with the traffic requirements of the country. Sir, very broadly I would like to deal with this question under two main headings, firstly, the traffic of coal and, secondly, the carriage of general goods in the country. Sir, we are aware that there has been some difficulty experienced by the various sectors and also by the railways themselves in relation to transport of coal and therefore, Sir, I would like to dwell on this point in some detail. The transport of coal, I would like to divide into two parts.

Firstly, Sir, there is the transport of coal from the outlying fields. There are a number of coalfields spread over in different parts of the country. The biggest coalfield is the Bengal-Bihar coalfield. The others are in the outlying areas—Talcher, Singareni and the Central India coalfields. I take up the question of carriage of coal from the outlying coalfields.

Sir, the Planning Commission has fixed a target of 31 million tons of coal for the Third Plan from the outlying coalfields. As far as outlying coalfields are concerned, we are meeting their full requirements, and I would like to tell my hon. friends, who felt apprehensive about the transport of coal, that the pit-head stocks of coal are on the decrease; they are decreasing, and we are meeting the full requirements of these outlying coalfields. In fact we are in the happy position today, Sir, to ask them to produce more coal, and we are prepared to carry even more coal from there.

SHRI SATYACHARAN: But is it not a fact then—and it was brought to our notice through so many newspapers—that there is not shortage of coal but it is the difficulty of its movement because of the shortage of wagons?

SHRI SHAH NAWAZ KHAN: Yes, I understand it. That is what I was proceeding to explain.

As far as the position of supply of wagons to outlying coalfields is concerned, we are supplying their full requirements, and we are in a position to supply even more if they require it.

The pit-head stocks in January 1961, were 58,000 metric tons in the Singareni coalfields; in December 1961, the pit-head stocks had decreased to 27,000 metric tons; there is a very appreciable decrease in the pit-head stocks. And similar is the position in other outlying coalfields.

Now, Sir, coming to the Bihar-Bengal coalfields where the main difficulty of wagon supply for the carriage of coal has been experienced, we have

three main commitments; firstly, supply of coal to the steel plants—we have met this commitment in full. Secondly, Sir, is the supply of coal to washeries. We have met their requirements in full. The third is 3 P.M. the supply of coal to other consumers. Sir, I know that there have been certain difficulties. In 1960-61 the daily average loading for this category was 3,398 wagons. In 1961-62 it is 3,594. That is, on an average, we are loading 196 wagons more. Sir, we can only function within the targets that are laid down for us and within the allocations that are made to us. And, in order to be able to carry large quantities of any material, especially when the lines are already working to a saturation point, we have to have timely notice.

DIWAN CHAMAN LALL (Punjab): I do not want to interrupt my hon. friend. What is the total number of wagons needed by the country.

SHRI SHAH NAWAZ KHAN: Sir, our total requirements of additional wagons for transport of coal by the end of the Third Plan period will be 1,211 wagons over what it is at present, and that roughly works out to 240 wagons as daily average loading progressively each year.

Sir, in the first year of the Third Plan we have attained an increased loading of 196 wagons per day. This is a fairly satisfactory figure especially when we are going to increase the tempo. But our efforts are at present somewhat restricted because we are electrifying this very heavily worked line between Moghalsarai and Kanpur in the direction of Calcutta. There at present certain works are going on which actually hampers the transportation system. Sometimes we have to remove the existing system of signalling. That has to be changed to a quicker system of signalling, and during the period of change-over the operation becomes much slower because we have to take extra precautions.

SHRI AKBAR ALI KHAN: How long will this continue?

SHRI SHAH NAWAZ KHAN: Not very long. We are trying to electrify the lines up to Moghalsarai and as soon as that is done, I hope a number of our difficulties would come to an end. That is the position regarding coal.

Regarding the transport of general freight traffic, the House would be glad to know that the number of outstanding registrations is much less this year than what it was in the preceding year. At the end of February 1962, registrations on broad gauge were 1,13,958 as against 1,39,636 at the end of February 1961, that is, there is a drop of 25,678. So much for the ability of the Railways to cope with the traffic.

Sir, a number of my hon. friends have spoken regarding the necessity of observing the utmost economy in the expenditure on works, staff and other services performed by the Railways. I can assure my hon. friends, Shri Arora and Shri Narasimham, who spoke on this subject, that every possible effort is being made by the Railways to observe the utmost economy in all directions. I know that there has been a certain increase on account of fuel. We have issued instructions to all our staff to economise as much as they can in the use of fuel. But mainly due to the poor quality of coal that is being supplied to us, our bill on that account has risen and, I am afraid, we are not in a position to effect any further economy. In fact, the House is probably aware that on several occasions we have had our railway engines failing because of poor quality of coal. Washeries are being put up and I hope that will, to some extent, improve the situation.

SHRI K. L. NARASIMHAM: What is the difficulty in getting better quality of coal?

SHRI SHAH NAWAZ KHAN: Previously the best type of coal used to come to the Railways. Now the highest quality of coal goes to the steel

plants and we come lower down in the priority. That is the difficulty.

SHRI AKBAR ALI KHAN: And not sufficient quantity.

SHRI SHAH NAWAZ KHAN: We have very limited quantity of metallurgical coal which we have to use very sparingly.

Sir, my friends, Shri Arora, Shri Narasimham and a number of other hon. Members expressed the apprehension that railway fares might be increased. Also Shri Arora wanted to know why we were asking for loans from the General Revenues. Sir, I presume that Shri Arora was referring to the loan from the General Revenues to the Development Fund which on present reckoning would be necessary in 1962-63 and not to railway expenditure chargeable to capital head which, of course, is on a different footing, and in any case is always to be obtained from the General Revenues. In this connection I need only refer to paragraph 5 of the hon. Minister's Budget Speech in which he had indicated that unless Railway resources were augmented, temporary loan from the General Revenues of such a magnitude as might be able to finance the fund, that is, the Development Fund, would be unavoidable. This obviously means that there will be no double burden as Shri Arora fears. And, Sir, such temporary loans from the General Revenues to the Development Fund whenever considered necessary are not unusual.

Shri Arora and a number of other friends also referred to heavy overcrowding in our trains, and he regretted that not enough had been done. The honourable House is aware that during the Second Plan period we had planned for an additional passenger traffic of 15 per cent. In actual fact, the traffic that we carried was 25 per cent. additional traffic. That is 10 per cent. over and above what we had planned for. Even during the Third Plan we have planned for an additional traffic of 15 per cent. and the House would be glad to know that during the first year, there has been

an increase of 9 per cent. already. At this rate the increase in passenger traffic may be very much more than what we have planned for.

SHRI N. M. ANWAR (Madras): Why is the air-conditioned third class chair car bound for Madras often going empty? I have never seen it going full.

SHRI SHAH NAWAZ KHAN: My information is that these air-conditioned chair cars are very popular and they generally go very full. In fact, there is generally a waiting list.

DIWAN CHAMAN LALL: What is going wrong with the planning?

SHRI ARJUN ARORA (Uttar Pradesh): If there is not much demand on the Delhi-Madras route, they may be diverted to the Delhi-Howrah route where there may be more demand.

SHRI SHAH NAWAZ KHAN: Shri Arora and others talked about the unpunctuality of our trains. All I can say is that in spite of the very heavy density of traffic, the punctuality of our trains is improving. For instance, in regard to all trains including electric multiple units on B.G., in 1959-60 the punctuality performance was 84.7 per cent, whereas in 1960-61, it was 85.75 per cent. Similarly in regard to mail and important trains, there is an improvement. In regard to all other passenger service, in 1959-60 it was 78.32 per cent. and in 1960-61 it was 79.63 per cent. There is a steady improvement in the punctuality performance of our trains.

SHRI ARJUN ARORA: It seems to be a slow rate of improvement.

SHRI SHAH NAWAZ KHAN: Not too slow keeping in view the tasks that are being entrusted to the railways. I would mention that very often we have our locomotive failings. Dakhina Railway Employees' Union? can assure the House is that we keep a very special watch on the punctual running of our trains, and we are doing everything possible to further improve the punctuality.

Shri Arora and Shri Narasimham as well as others tried to make out as if

the Railways were an interested party in the recognition of unions and we sort of manipulate as to who should be given recognition and who is to come to discuss matters with us. That is far from the real position. The Ministry keeps itself absolutely—not only the Ministry but the whole of the Railway Administration—away from all party politics and union activities. We give recognition to all those who deserve and who represent labour.

SHRI BHUPESH GUPTA (West Bengal): How do you find it out?

SHRI SHAH NAWAZ KHAN: We have ways of finding it out.

SHRI BHUPESH GUPTA: Tell us. There must be some earthly way of finding it out.

SHRI SHAH NAWAZ KHAN: There is the Registrar of Trade Unions and we know which union has got more membership. Shri Arora talked about the recognition of the Purva Uttar Railway Karmachari Sangh. The difficulty arose like this. We sent some letter to the General Secretary. The General Secretary apparently did not receive it, it was received by the Vice-President, and he said that the General Secretary had resigned and his resignation had been accepted. Then we asked for names of the office bearers from the Registrar of Trade Unions. His list did not tally with the union list. It was on account of this that there was some difficulty, but I can assure the House that we are absolutely uninterested as to whom the labour chooses to represent them and we will deal with anybody who represents the labour.

SHRI K. L. NARASIMHAM: What is the difficulty about recognising the Dakhina Railway Employees' Union?

SHRI SHAH NAWAZ KHAN: The difficulty sometimes is the past history of various people, what they have been doing in the past, their activities, etc. Sometimes recognitions may have been withdrawn on account of certain unsocial acts, acts of sabotage, assault on supervisory staff, etc. but we in the

[Shri Shah Nawaz Khan.]

Railway Ministry believe in forgiving and forgetting things and giving people another chance. The whole matter is under consideration now.

Shri Arora spoke very eloquently about the indiscriminate way in which extensions are being given in the Railway Ministry, and how old and tired people are retained in the Ministry. I think he is fully aware of the Government's policy in this matter which is that extensions or re-employments are to be given freely to scientific and technical personnel up to the age of 58. This is a policy which has been decided upon by the Government of India, because in this country there is a great shortage of experienced personnel in scientific and technical lines; and whatever is being done in the Railway Ministry is being done in the best interests of the country. I think my hon. friend is also aware of the fact that certain railway officers, after superannuating from the railways' have been found suitable and fit to take up very responsible jobs in other public sector concerns; there too I am sure my friend will agree, the superannuated officers in the new assignments are still not tired. They are doing their work very satisfactorily. I am sure he will agree with me.

श्री शीलभद्र याजी : साठा तो पाठा ।

SHRI LOKANATH MISRA (Orissa): Does he mean transfer from one Ministry to another Ministry?

SHRI BHUPESH GUPTA: We are not surprised, because we are living in a superannuated regime. So that is all right.

SHRI SHAH NAWAZ KHAN: Sir, a number of hon. Members, Shri Arora, Shri Narasimham, and others also, spoke about what they termed the indiscriminate use or the heartless way in which the General Managers in the Railways were using their powers under section 149A, how they were heartlessly throwing away railway employees without any rhyme or reason. I can again assure my hon. friends that

nothing can be farther from truth than these statements. We are taking every care in this matter and in fact, every case in which this power is used is brought to the personal notice of the hon. Railway Minister and he personally satisfies himself that there has been no misuse of this power.

SHRI BHUPESH GUPTA: Does he get the representations at the same time, from those who suffer from the misuse of such powers, or does he rely mainly on the reports given to him by the same authorities who abuse that power?

SHRI SHAH NAWAZ KHAN: I can tell my hon. friend all about it. Sir, whenever there are any serious accidents, there is a hue and cry all over the country that the Railway Ministry is not taking strong enough action against the railway employees who are concerned with those trains. We have heard various hon. Members—quite rightly too—speaking very vehemently that there is corruption, that there is harassment of passengers by the railway employees. We have heard that there have been cases of assault of supervisory staff.

SHRI BHUPESH GUPTA: What about patronage?

SHRI SHAH NAWAZ KHAN: It is only in such cases where the safety of the train is involved, where its operation is concerned, where we find that certain railway employees have been grossly negligent in the performance of duties in the operational side, that we take such strong steps. When we find that there have been cases of corruption which are difficult to be proved in a court of law—and we are determined to wipe out corruption from our Railways—this power is used.

SHRI AKBAR ALI KHAN: I think the whole House is with you in this policy.

SHRI SHAH NAWAZ KHAN: I am thankful and I deeply appreciate that remark. Sir, that is the extent of this

so-called indiscriminate use of the power given under section 149A. That is all that we have done.

SHRI BHUPESH GUPTA: How many cases of corruption have you dealt with under this section?

SHRI SHAH NAWAZ KHAN: Oh, quite a large number.

SHRI BHUPESH GUPTA: And how many for neglect of duty?

SHRI SHAH NAWAZ KHAN: If the hon. Member would like to know the number of cases of corruption, I could tell him separately, later on . . .

SHRI BHUPESH GUPTA: I mean under that special section.

SHRI SHAH NAWAZ KHAN: I can do so later, because I do not have the figures with me just now. But I can make this categorical statement on the floor of the House that no railway employee has been victimised, that this power has not been used against any railway employee for legitimate trade union activities. This is a frank statement I make on the floor of this House.

SHRI AKBAR ALI KHAN: That is right.

SHRI BHUPESH GUPTA: My hon. friend need not ditto everything that the hon. Deputy Minister says.

SHRI SHAH NAWAZ KHAN: Sir, my hon. friend, Shri Madhava Menon, said that he appreciated the amenities provided for the third class passengers and also what was being done for the first class passengers. But he expressed regret that nothing had been done for the second class passengers. Sir, the hon. House is aware that we on the Railways are working for a socialist pattern of society and we are trying to reduce the classes . . .

SHRI BHUPESH GUPTA: By providing saloon to the Dalai Lama?

SHRI SHAH NAWAZ KHAN: We are trying to reduce the number of classes and the idea is that gradually the existing second class would go out of service and we hope that the amenities that we provide in the third class compartments would come, more or less, to the standard of those in the second class compartments.

SHRI BHUPESH GUPTA: And so that is what you mean by class-less society.

SHRI SHAH NAWAZ KHAN: I think there was some confusion in the mind of Shri Madhava Menon as to the reason for switching on to diesel engines. We are switching on to dieselisation or we start using diesel locomotives as a prelude to electrification of that section or line. We switch over from steam traction to diesel traction when the saturation point has been reached on that particular line when the steam locomotives are no longer able to cope with the traffic on that particular section. We then say that the saturation point has been reached for the steam locomotives, and then we switch on to diesel locomotives. With the mere use of diesel locomotives, we can deal with the additional traffic.

SHRI J. S. BISHT (Uttar Pradesh): The hon. Member's point was different. The haulage of coal would be saved by putting diesel in those regions and having coal engines here.

SHRI SHAH NAWAZ KHAN: I am coming to that. The problem is this. On these very heavily worked lines or sections where steam traction is no longer able to cope with the increased traffic, we have to switch on to electric traction, and as a prelude to this electrification we use these diesel locomotives. That is the criterion for the use of diesel locomotives. We use diesel locomotives on those lines and as soon as we are able to electrify those lines, these diesel locomotives will be put on other very heavily worked lines. Even if we did provide diesel locomotives in the South, we would still have to provide diesel locomotives on

[Shri Shah Nawaz Khan.]

these lines in the North also, because the saturation point for steam traction has been reached. That is the reason.

My hon. friend, Shri Sheel Bhadra Yajee wanted a railway line from Kalkalighat to Dharmanagar and suggested the line being further extended to Agartalla. I may say that the first section, i.e. from Kalkalighat to Dharmanagar is under construction and we will see how we progress. As he is aware, we have ordered further survey of another section towards Agartalla. We will see the result of that survey and see what can be done. He also spoke of the need for a railwayline from Imphal to Silchar. My hon. friend was with me when we visited Imphal and he saw for himself how difficult that terrain was. The construction of a railway line to Imphal would be a very very expensive affair and my hon. friend knows what difficulties there would be when the railway line passes through a very thick jungle and through mountainous terrains with hostiles sitting up on the hill-tops and firing at the trains. I therefore think that the needs of that area could be much better served by a network of roads and I am sure that particular aspect is being developed. My hon. friend, Shri Deokinandan Narayanji wanted to know why the narrow gauge lines are not being converted into meter or broad gauge if they were proving remunerative. We would very much like to have one gauge all over India. That would be all to the good, but our difficulty is that of shortage of funds and shortage of materials.

SHRI DEOKINANDAN NARAYAN: Why not think at least of the narrow gauge lines?

SHRI SHAH NAWAZ KHAN: On more than one occasion, the hon. Minister for Railways has explained the policy of the Railway Ministry regarding narrow gauge lines. Very broadly, the policy is that in areas served by narrow gauge lines if the

road transport system is well developed, then we would like the road transport system to take over the work of the narrow gauge lines and we wish that the narrow gauge lines should die a natural death in that area. Where we find that the narrow gauge lines can be profitably converted into broad gauge or meter gauge, whatever be the adjoining gauge, then we will do that but generally we do not wish to take over narrow gauge lines and spend a lot of money on them when the same money could be better utilised in other parts.

I know that my hon. friend, Shri Deokinandan Narayanji, has spoken on a number of occasions regarding the monopoly of certain firms in respect of bookstalls. We have at a number of stations given the contract to others also and to co-operative societies whenever they come forward. The fact is that Wheelers, the firm he mentioned, have been rendering good service and have been maintaining a fairly high standard; and unless and until we can make equally good arrangements or we are satisfied that the alternative will be better and not worse, we would not like to act in a hasty way.

SHRI DEOKINANDAN NARAYAN: If anybody comes forward, if any co-operative society comes forward locally, will any consideration be shown?

SHRI SHAH NAWAZ KHAN: We will certainly consider it.

He wanted to know whether the quantity taken into consideration for purposes of supply related to cooked or uncooked food. It will take a powerful man to consume 16 oz. of uncooked rice; very few will be able to consume that much.

DIWAN CHAMAN LALL: Not even you?

SHRI SHAH NAWAZ KHAN: No, Sir, not even me. The quantity mentioned is cooked quantity.

SHRI DEOKINANDAN NARAYAN: What about the 8 oz. of wheat

SHRI SHAH NAWAZ KHAN: I have myself sat in the refreshment rooms and dining cars. Diwansaheb thinks that I eat a lot of rice but I do not. I have taken the full quantity of 16 oz. of cooked rice, and I must say that was more than sufficient for me. I asked a number of other people and they also said that it was sufficient, but if anybody wants some additional quantity of rice . . .

SHRI BHUPESH GUPTA: But when did the hon. Minister ask the question? At the time he was eating?

SHRI DEOKINANDAN NARAYAN: I want to know about 8 oz. of wheat.

SHRI SHAH NAWAZ KHAN: Eight oz. of *chapati* is considered to be enough and more is always available, if anybody wants more, but on some additional payment.

SHRI BHUPESH GUPTA: By additional payment we can always get everything. That we know.

SHRI SHAH NAWAZ KHAN: My hon. friend, Shri Deokinandan Narayan, drew my attention to the poor maintenance of Janata Express trains. I am grateful to him for drawing my attention to this and I will certainly look into this matter. We have issued instructions to all the Railways that responsible railway officers should go and personally supervise various rakes and trains, carry out personal inspection and find out if anything is missing. Those missing things are to be replaced. From what he has said, it looks as if the inspection is not effective. I shall certainly pay particular attention to that. I am grateful to him for drawing attention to this, Sir.

The loss of fittings in railway compartments is a thing which is really proving a headache for the Railway Administration; and I do not think any other aspect of maintenance of coaches has received so much attention as this question of fittings in railway com-

partments. We are aware of it, Sir, and the amount of loss in money value is also considerable. We are paying special attention to this.

SHRI FARIDUL HAQ ANSARI (Uttar Pradesh): May I know whether this thing happens only in Northern India or is prevalent in South India also.

SHRI SHAH NAWAZ KHAN: It happens almost all over the country, but most of it is in South and South Eastern India. We are, however, paying very particular attention to this problem.

In the end, I would once again like to thank my friends, Shri Santosh Kumar Basu, Shri Rajabhoj, Shri Hakim Ali and others who have spoken so appreciatively of the Railways.

SHRI AKBAR ALI KHAN: The question was raised by Mr. Narasimham about the establishment of an independent zone with headquarters at Secunderabad. Mr. Narasimham referred to that point in particular and this has been a persistent demand of the State of Andhra Pradesh.

SHRI K. L. NARASIMHAM: We are unanimous on that point, Sir.

SHRI SHAH NAWAZ KHAN: This question was raised on a number of occasions in the past and I thought I had nothing further to add to the reply given on the previous occasions . . .

SHRI AKBAR ALI KHAN: It was not satisfactory . . .

SHRI SHAH NAWAZ KHAN: . . . by my senior colleague, the hon. Minister of Railways. Railway zones are carved not on any zonal, sectional or provincial basis, but from the point of view of the operational efficiency of railways, and whenever we find that train operation would be more efficient, we have not hesitated from creating more zones, especially when the workload demanded. So, Sir, efficiency of train operation would be the only criterion.

श्री पां० ना० राजभोज : चतुर्थ श्रेणी के लोगों के ऊपर जो हाउस टैक्स और पाखाना टैक्स लगाया गया है उस के बारे में आपने कुछ नहीं कहा।

श्री शाहनवाज खां : मेरे आदरणीय दोस्त श्री शीलभद्र याजी ने पाखाना टैक्स के बारे में कहा था।

श्री पां० ना० राजभोज : पहले मैंने इसका जिक्र किया था।

श्री शाहनवाज खां : पहले आप ने इसका जिक्र किया और बाद में श्री शीलभद्र याजी ने किया और मैं आपको यह खुशखबरी सुनाता हूँ कि अब यह टैक्स नहीं लिया जाता है।

SHRI FARIDUL HAQ ANSARI: May THE DEPUTY MINISTER OF FINANCE (SHRIMATI TARKESHWARI SINHA): Mr. Vice-Chairman, I beg to the Railways?

SHRI SHAH NAWAZ KHAN: Sir, that is up to the hon. Member to say, not for me to say. Generally, I have understood from hon. Members that the present departmental catering is a distinct improvement on the catering that was being done by the contractors. I am aware that there is plenty of room for improvement, and I can assure him that there is no complacency on that ground.

THE APPROPRIATION BILL, 1962.

THE DEPUTY MINISTER OF FINANCE (SHRIMATI TARKESHWARI SINHA): Mr. Vice-Chairman, 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 services, of the financial year 1961-62, as passed by the Lok Sabha, be taken into consideration."

[THE VICE-CHAIRMAN (SHRI NAFISUL HASAN) in the Chair.]

Sir, this Bill arises out of the Supplementary Demands of Rs. 51.71 crores voted by the Lok Sabha on the 19th March, 1962, and the expenditure of Rs. 64.19 crores charged on the Consolidated Fund of India. This is the third and the last batch of Supplementary Demands presented during this year. The total additional requirements amount to Rs. 45.88 crores on the revenue account, Rs. 10.51 crores for capital expenditure and the balance of Rs. 59.50 crores for disbursement of loans and advances to the States. The Supplementary Demands statement presented to the House on the 13th March, 1962, gives full explanations in support of these proposals. I would, therefore, content myself with referring to some of the more important items included in these Demands.

First I would speak about the Defence Services account as it requires an additional expenditure of Rs. 21.89 crores to meet their various commitments. This is mostly due to the increase in the strength of the army resulting from the expansion measures sanctioned during the year as well as of the strength of civilians employed with or for the army and expansion of the activities of the ordnance factories to cope with their manufacturing programme.

Of the other items of revenue expenditure, mention may be made of the payment of Rs. 4.6 crores to the States as their share of Union Excise Duties, and Rs. 4.13 crores for additional requirements of the Central Public Works Department. The increase in the share of Union Excise Duties follows the latest estimates of collections of these Duties during the current year and also takes into account a sum of Rs. 2.8 crores as arrear payments for previous years. The additional requirements of the Central Public Works Department are mainly for the maintenance of adequate stocks of building materials required for their construction programme and also for payment of arrears of house