

my distorting anything; it is a monopoly given to him.

(Interruptions).

MR. CHAIRMAN: Railway Bill.

# THE APPROPRIATION (RAILWAYS) BILL, 1962

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1961-62 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Sir, in this connection I would like just to make a brief statement.

In moving the Supplementary Demands for Grants for 1961-62 for the consideration of the House, I may say, by way of introduction, that the Supplementary Demands as initially framed comprised of 9 demands, of which 6 were for information only as 'Charged' expenditure. Based on the latest information from Railways in regard to the progress of works and pace of expenditure, it has been decided to withdraw fully the 'Voted' portion of the Supplementary Demands under Demand No. 16—"Open Line Works—Additions" retaining the 'Charged' portion thereof.

The Supplementary Demand under Demand 16 was to cover likely additional expenditure, in an effort to acquire more materials and thus speed up the execution of plan works. On the basis of the latest information collected from the Railways, it transpires that the earlier expectations will not materialise due to the difficult supply position of important materials. This has resulted in the withdrawal of the Supplementary under the 'Voted' portion of this Demand.

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

20R:S.D.—7.

In the result, the increased provision asked for under the 'Voted' Demands, is for relatively small amounts under Demand No. 3—"Payments to Worked Lines" and under Demand No. 13—"Open Line Works Revenue—Labour Welfare." The balance of the Supplementary Demands relate only to 'Charged' expenditure, mainly due to the post-budgetary decision to treat payments resulting by awards by arbitrators in addition to those resulting from court decrees as items of 'Charged' expenditure. These have been included, merely for the information of the Parliament.

The question was proposed.

DR. R. B. GOUR (Andhra Pradesh): Mr. Vice-Chairman, Sir, on this particular motion of the hon. Deputy Minister, I have got to make every few observations. Sir, I would like to draw the attention of the hon. Minister to Demand No. 3. On page 2 of the explanatory note that has been supplied to us, it is mentioned that this particular Demand relates to the extra amount that we are called upon to pay to the private companies operating here. They say:

"The Revised Estimates of the overall Gross Receipts of the Indian Railways in the current year show some increase over the Budget Estimates. Correspondingly, there is an anticipation of more earnings on certain worked lines on the Central and Southern Railways, resulting in an increase of Rs. 3.01 lakhs under the net earnings payable to these worked lines.

In addition, there is an increase of Rs. 2.55 lakhs under 'Subsidy' and 'Rebate'. This is the net effect of the variations in the quantum of subsidy to be paid by the Eastern and South-Eastern Railways to the owners of subsidized Railway Companies (Ahmedpur—Katwa, Burdwan—Katwa, Futwa—Islampur and Bankura—Damodar River Railways) in accordance with the contracts with these companies, consequent mainly on the increase in the working Expenses resulting from post-

[Dr. R. B. Gour.]

budget increase in the price and excise duty of coal and from a revision of scales of pay of staff on these railways from 1st January, 1961, somewhat in line with the Authorised scales of pay recently adopted on the Indian Railways."

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Will you take more time?

DR. R. B. GOUR: Yes, Sir.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): You can continue at 2.30.

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 M. P. BHARGAVA) in the Chair.

DR. R. B. GOUR: Mr. Vice-Chairman, lunch intercepted when I was just beginning to make certain observations on the Supplementary Demands for Grants of the railways. I was speaking about Demand No. 3. I told you that this Demand arose out of what they themselves explain as certain additional funds that they have got to spend in order to give rebate and subsidy to the private companies operating certain branch lines. They say that these liabilities arose after the last Budget was passed by the two Houses. Now, I want to raise this whole question and I request the hon. Railway Minister to kindly give some thought to this question. Here are certain branch lines operated by private companies. Now, what is the liability that the Indian Railways, the Railway Board, have accepted on their behalf? The liability is that they have to guarantee them a certain margin of profit and they have

to subsidise the entire loss or whatever it is to fill the gap. Sir, the Ministers are not listening and if they do not listen to me, then what is it? Here they say that another liability has been created. The excise duty on coal has risen and, therefore, the operational expenditure of the branch lines has increased and, therefore, that also has to be subsidised by the railways. Then, they say that the branch lines operated by private companies have been persuaded to raise the emoluments of their employees somewhat in line with the authorised scales of pay recently adopted on the Indian Railways. It says, 'Somewhat in line with the Indian Railways' and the expenditure in this behalf has also got to be subsidised by the Indian Railways from the railways' earnings. Now, this is a very serious situation. We have guaranteed the private operators running any line a certain profit, and if there is any shortfall in that branch because of the rise in the cost of operation or because of a rise in their emoluments, we have to subsidise it. Well, if they were with us, we would only subsidise the loss. We will not be called upon to subsidise the profits. So, it is a double loss to us. It means that the railways from their earnings elsewhere are subsidising the profits of the branch line operators in the private sector. This is quite clear and no amount of democracy would justify this subsidy for the profit of private operators.

Here there is a very strong case—this is not the first time that it is pleaded either on the floor of this House or the other House—for taking over these branch lines. Let us once and for all pay them compensation, because after all this recurring problem will not be there. Then, we will maintain them even if they are running at a loss. We do not mind it because after all we will be subsidising only to the extent of the loss. We will not be subsidising their profits as well. Not only that. In regard to workers' wages, when the private sector employees are given a rise in their wages, the private employees are not being subsidised by the Gov-

ernment of India. There is bound to be a rise in the wages because the Pay Commission has suggested certain things. Now, are we to subsidise these railways in regard to the wages given by the private operators? If the branch line operators and companies are to be subsidised for the wage rise, then the other private employers will also demand a subsidy for the wage rise. Is that the way? Is that the meaning of the contract? If so, the contract has got to be revised. All the branch lines have got to be taken over by the railways. And what is it, they will not even pay to the railwaymen working on these branch lines the same emoluments and salaries that are being paid to the general railway workers. They only say that it would be somewhat in line. There again, it is not the same as is given to the other general railway workers. So, this particular demand would be, I would not say it is an unjust demand. I know that it arises out of certain commitments that the Government has made to these private operators, but this Demand raises a very serious question. These private operators continue to privately operate these branch lines and the railways continue to subsidise their losses, the rise in the emoluments of labour and also maintain their profits.

Then, this whole question of Supplementary Demands has been discussed by the Public Accounts Committee also and you know that some criticism has been made that there appears to be something in the nature of lack of planning, lack of proper estimates, so that again and again the Government has got to come to the House for Supplementary grants. Now, I am not indulging in abstract generalisations. I take you to page 8 of the Note that has been given to us. Now, this relates to Demand No. 13. Here this Demand arises from the fact that:—

"The increase in the revised estimate of expenditure over the Budget, necessitating the Supplementary Demand, is due mainly to

better progress on certain essential staff welfare works according to latest assessment than was foreseen when Budget was framed and, to some extent, due also to carry-forward . . ."

This is most important and I would like it to be underlined:—

" . . . due also to carry-forward into the current year of a few works which could not be completed in 1960-61 for various reasons and for which provision is now required."

Now, Sir, firstly you could not assess the progress properly and then you come and say that the progress has been more than what you assessed in the beginning and, therefore, necessity has arisen for a supplementary demand. That is one aspect. That itself shows how your estimates are. But what is more objectionable is this that there has been a carry-forward of certain uncompleted works of 1960-61. Now, this carry-forward could not be seen either when the 1961-62 Budget was placed before the House or as late as even September last year when supplementary grants were asked for. How is it that in the month of March, 1962 you say that there are certain unfinished works which have had to be carried forward from 1960-61? This is rather serious. This only reflects, to a certain extent, on the chaotic state of affairs prevailing in the railway estimates and assessments. This only means that your planning is not proper. This only means that your assessments are wrong. I think your information was also not complete. When you framed your Budget for 1961-62 you did not know what works were to be carried forward into 1961-62 as unfinished works of 1960-61 and even as late as September, 1961 you had not come forward with a Supplementary Demand saying that this item needed more money. And it is today that you are asking for this. I think this is a very serious affair. Therefore, as it is right that we must confine ourselves to the De

[Dr. R. B. Gour.]

mands, I am not saying anything more. I should not go elsewhere. Otherwise you will come on my head saying that I am irrelevant. Therefore, I do not want to go elsewhere. I want to confine myself to this and only to these two items. I insist in this particular debate firstly that these branch lines must be taken over. They are becoming a white elephant in this respect. Secondly, this question of how and what are the reasons, why the unfinished works of 1960-61 could not be seen when the Budget for 1961-62 was presented and even as late as September, 1961, and why the railways were forced to come now for a Supplementary Demand, should be gone into.

Thank you.

**SHRI DIBAKAR PATNAIK** (Orissa): Sir, concerning the Railway Budget and the Demand I have to state here that last year I also spoke about how they work in Orissa State proper. We have no railways at all in the interior to connect the interior parts of Orissa. The Orissa public and also the Government have recommended some important railway lines to be constructed. One of them is from Talchar coal-mines to the Rourkela steel factory. Their demand is there, but no steps have so far been taken by the Government or the Railway Ministry to construct that line. There was also the long-standing demand to have a railway line from Sukinda mine area to Paradip port, but no action has so far been taken by the Government to have a railway line there. It is a most important line by which we can earn foreign exchange by exporting our mineral resources from Sukinda to all parts of the world or the ores necessary for the industries of the foreign countries.

Then, we have also insistently demanded to have a railway line from Gopalpur seaport to Berhampore and then to Aska, Bhanjanagar, Ballipodor, Buguda, Nayagada, joining with

Khurdha Road Junction. That has not yet been examined so far.

Sir, I am glad that some railway lines are now going to be constructed to join the Dandakaranya area where evacuee colonies are now growing up. But there the railway line should join Jeypore, Malkangiri, Umrakot, Jagdalpur (Bastar) *via* Kotpad. That will give a great connection between Dandakaranya and the rest of our country, as it is now very difficult for any passenger to go into that area. Secondly, this Dandakaranya railway line which is now in progress is working very slowly, and its progress is not satisfactory.

The next thing is that the appointments in this Department are made at the whims of the officers there. There is no Service Commission, and there is no appointing authority. No advertisement is made. So, there is a great clamour there that the appointments in that Department or in that line should be taken up very soon by the Ministry to see that well qualified people are appointed to run the Department and the construction work properly. This has to be looked into.

Then, another railway line now in progress is from Titlagod to Sambalpur *via* Balangir. But that route has to go further to join Maramandali station on the main line. That will make a complete route.

The next thing I have to say is, Khurda Road is now the district headquarters. It is a growing railway station. It links the Talchar route and the Dandakaranya forest railway line. So, I propose that Khurda Road should be converted into a Divisional headquarters, which is also the demand of the Orissa public and also of the Government. I wish that the Ministry should give their mind to it.

Lastly, I want to say that the Chittaranjan Locomotive Works headquarters is in Bengal, it is well and good. Also the headquarters of the

South Eastern Railway and of the Eastern Railway is located in Calcutta. Besides that, all the carriages and bogies are also made in Calcutta itself. It is a congested city and all such industries are located there. So, I think that some bifurcation should be done and the construction work of passenger bogies should be divided between different centres, and one such centre should be established in Khurda Road.

Sir, in every Railway there is a Users' Consultative Committee. I happened to be a member in one such Committee for two years. The General Manager becomes the Chairman of the Committee. For two years I tried my best to do something for some improvement in the lines, but I am sorry to say that I have not been able to do anything. In the Consultative Committee meeting I only wanted two simple things: An under-bridge at Cuttack railway station and one also at Berhampore. I raised the issue often, but it never received attention. It is still pending. I could not even get the timing of the Howrah-Hyderabad Janata Express changed, though I struggled for it for two years. This is how things are going on there. The speed of the work is just like the slow pace of the tortoise.

Lastly, Sir, I would draw your attention to the fact that the catering in all the refreshment rooms has deteriorated to a very great extent. Now the private contractors are done away with. Government have taken over departmentally all the catering rooms and refreshment rooms in their own hands. All the people employed there are satisfied with their salary. They never bother about how to serve the passengers who are going there. So, some effective steps should be taken to see that all the refreshment rooms, all the caterers and managers, look to the comfort of the people and serve them better food.

**SRI BHUPESH GUPTA** (West Bengal): Sir, I want to say a word

with regard to Demand No. 13 which deals with labour welfare items. Various items are there. I would like to draw the attention of the House and of the hon. Minister in particular to the state of affairs in the Kharagpur Railway Colony. Only two days ago I received a letter from the local labour leader who is a member of our party that water scarcity has become very very acute there. I had been to Kharagpur at the time of the elections and had occasion to see some of the colonies and I found that the people there were in an extremely appalling condition as far as water supply was concerned for which the Government, the Railway administration partly, are responsible. Things are not good there. For example, in a particular bungalow, you have got 42 water taps, whereas for about 1,600 tenements, you have got only one tap and I think these tenements are in the so-called Railway Settlement Colony. As a result, the railway employees, especially the workers, have to put up with great difficulty even in the matter of supply of drinking water. Personally I saw in that area very big queues and I was told that it was impossible for the people to get water from the tap unless they were in a position to wait for hours on end. Even so, many would not be getting water and at the same time, in contrast, some of the big bungalows and so on have got arrangements which lead to wastage of water which they do not require. I think the hon. Minister can have these things examined and see how things could be improved.

The railway authorities made certain allocations of funds and I think they are responsible for the execution of certain projects in regard to water supply in the Kharagpur railway colonies. These funds, to my knowledge, have not been spent duly and promptly. Secondly, whatever projects they had, they have not fully executed them. I do not say that nothing has been done. What I say is, whereas these projects should

[Shri Bhupesh Gupta.]

have been expeditiously implemented in that region, in that area or in those colonies in view of the extreme scarcity of water there, steps are not being taken to have them carried out promptly. This matter needs to be attended to. It should not be that the railway colonies should go without water because these people, as you know, are hard-working people and most of the time they have to spend in their work, and there is growing work for some time. I do not see the reason why it should not be possible for the railway authorities at least to overcome the difficulties there and make drinking water available to them. Should it become necessary for the Central authorities or the railway administration to spend a little more money, it will have been well spent in such a case because these cases are very deserving ones. Therefore, I think that that matter has to be gone into. I suggest, let the Railway Minister look into this matter personally. If he wants, I can pass on all the papers to him but it would be better perhaps if he would look into the matter and instruct the officials there to deal with this question as something like an emergency. It will not be tackled if you proceed in this matter in a routine way. This is my fear. There is no dearth of good intentions on the part of our Railway Minister. But in the execution points things are not done and there is always a lack. This lack, as far as water supply is concerned, you will agree, has to be overcome at all costs.

Then, Sir, I was rather distressed to hear that the Telugu school there for the children of the railway employees has been closed. As you know, a huge section of the railway population there is Telugu-speaking, and they had a school. I am told that it has been closed and there is no adequate arrangement for the education of the children of the Telugu-speaking railway workers and employees. This matter should

also be looked into as part and parcel of the general scheme of welfare for the railway employees in that area.

Sir, as far as housing is concerned, again, it is an appalling condition that one comes across there. Kharagpur is a very important railway centre in the country. As you know, there is a workshop there and in very many ways it has a special status in the railway set-up of the land. I do not see why a better scheme should not be adopted for relieving the present housing difficulties and for making better housing arrangements for the railway employees and workers. When I say 'railway employees' I have in mind the lower grade officers also. Even they are not in a good condition. I received very many complaints from all quarters when I went there. Naturally, it is not for me to recite them here. I am sure the Railway authorities are well aware of these things because these have been sent to them. I asked all of them to contact, write or get things across to the hon. Minister because I have felt that in such a matter he would pay adequate attention and set things right. These are two important aspects of the situation as prevails in Kharagpur today.

Now, I would like to know about the various other things. Welfare has been mentioned here. What has happened to that Commission that is supposed to enquire into the causes of accidents. I understand that an announcement was made in the papers when we were all busy including the hon. Minister in elections, and we are glad that he is here now and he has not been one of the casualties. What has happened to that Commission? When is it going to start its work? This we would like to know from the hon. Minister himself because when an announcement was made that a Commission of this sort was coming into the picture, it aroused some little hope in the railway employees

and among the public. After all, now things will be looked into although we are not satisfied as far as the terms of reference are concerned. I would like to know, therefore, a little more about this particular Commission the appointment of which was announced. Sir, I suggested in the course of my speech here that the terms of reference should be wide and should be prepared, if possible, in consultation with us—'us' means Members of the Opposition and Members on this side of the House. But it seems that that has not been done. Anyhow, we would like to have a copy of the terms of reference and we may make some suggestions as to what should be included in the terms of reference.

Then, Sir, my final word is about labour relations here. We are always told that Shri Jagjivan Ram, the hon. Railway Minister, looks into every case of victimisation, charge-sheets and so on. If it is true, not nominally but substantially, then I am very happy because this is what it should be but I am afraid it may be a nominal episode in the administration. For example, he may look into the papers handed to him by the very authorities who indulge in persecution and victimisation. I would not ask him to go merely by what they say and write, I would request him in such a situation to ask others, people who are aggrieved, what they have to say. Maybe he gets memoranda and applications but it may well be necessary for him

3 P.M. sometimes to personally meet some of them or their representatives, talk to them and find out what are the grounds on which they have lodged their complaints or what are the grounds on which they are seeking redress from the hon. Minister. That would bring in, in the first place, a closer touch with the Government employees—railway employees in this particular case—and would perhaps afford him a better opportunity to understand a case in all its aspects

rather than leaving it to be prepared, arranged and briefed by certain officials. I do not say the officials are always wrong. But I should hesitate to deal with a case unilaterally in this manner, when especially the material is coming from the administrative officers who are responsible for using 149 or other measures in order to penalise the railway employees. Sir, we raised a number of issues here and I also mentioned a number of cases here, but I regret that they do not seem to have been gone into. Perhaps at that time the hon. Minister was busy with the problem of the election not only for his own sake but also for the sake of his party. Sir, I would now ask him to do something about it and reconsider these cases, and seek sometimes our opinions also. Well, it is for him to take the final decision in the matter, but he should certainly ask for what others have to say. Sir, I must finally add here that this is a very serious matter and the Railway Minister, being a man who is elected by the people and responsible to the people, should take special interest in dealing with all such cases. They spoil the relations if they are unjust, bad and oppressive, and if he brings his wisdom and sympathy to bear upon matters like this, it certainly improves the relations between the administration on the one hand and the employees on the other. I think, Sir, the Railway Minister should be an institution, who could be looked up to for sympathy and redress and for a better consideration in such matters. I did not like, Sir, the manner in which the railway authorities issued a circular at the time of the elections to their employees. All I can say is, they were in fact attempting to intimidate the employees from exercising their fundamental rights, inasmuch as they were entitled to take interest in matters connected with the elections. When we were travelling in the south, suddenly I came across a Telugu circular issued by the railway authorities. I had it translated in the train itself and I found that it was not very right to have issued a circular of that kind,

[Shri Bhupesh Gupta.]

because it might well be interpreted as if the railway authorities did not like the railway employees to discharge their constitutional obligations in a particular way. Well, I do not say they asked them not to do certain things in a very crude manner but the circular was worded in such a manner that it might easily be understood as something which was not in consonance with the Constitution and which might also intimidate the employees.

One point and I finish, and that is about our friend. Yes, that is about him. You should be a little interested when I say that in the South I suddenly saw in the 'Hindu' a photograph of a new railway line being opened, and in it I also saw Mr. T. T. Krishnamachari, our friend who is sitting here—Mr. Ramaswamy—and Mr. Kamaraj Nadar. It was on the eve of the elections that a railway line or something was opened. I do not know whether the trains are running there as yet. Well, they went there and all three got photographed, just to tell The people in that locality that all three should be voted. You can get votes without that also, I know.

SHRI AKBAR ALI KHAN (Andhra Pradesh): No connection between these two things.

SHRI BHUPESH GUPTA: Well, you can ask them. We saw them. The people were pressing for it all the time and nothing was done, but just on the eve of the elections railway lines were opened. It is good they were opened. We do not quarrel with that—better late than never; we have no quarrel but then well—three great ones, I mean three great ones in their own way appeared in a big photograph.

SHRI AKBAR ALI KHAN: You could have joined them; they would have welcomed you.

DR. R. B. GOUR: Then the photograph would not have been published.

SHRI BHUPESH GUPTA: They are not in films, they are not film stars that every day their photographs have to be published. After all they are Railway Ministers and when they open the thing at some critical time, it leads the public to suspect their action at a particular time. I say this thing because here it was mentioned by you also and by us that at the time of the elections nothing should be done which is liable to be understood as if things are being done in order to influence voters. Now, even if the hon. Minister did not have such an intention, his action in this matter is certainly liable to be understood by many people who are a bit sceptical about the way we do things here and the Government handles things, that it was meant as election propaganda. I did not see any such photograph of our Railway Minister. Good. I did not see any. Good.

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM): You might have seen one when I went to inaugurate Barasat-Hasnabad railway line, where Shrimati Renu Chakravartty had been along with me, and you may find a photograph of mine along with hers.

AN HON. MEMBER: He has not heard that.

THE DEPUTY MINISTER OF LABOUR (SHRI ABID ALI): Have you seen that photograph?

SHRI BHUPESH GUPTA: Oh, I have not seen it. I was not seeking election, to begin with; I am a Member here.

SHRI ABID ALI: What about Shrimati Renu Chakravartty and Minister photographed together.

SHRI S. V. RAMASWAMY: What about the photo in which the Minister and Shrimati Renu Chakravartty were together at the time of the elections?

SHRI BHUPESH GUPTA: I must say that the Minister was in very



excellent company; I must say that. That photograph should be published.

THE DEPUTY MINISTER OF FINANCE (SHRIMATI TARKESHWARI SINHA): She did not deserve your company.

SHRI BHUPESH GUPTA: You have also seen that photograph. Well, that should be hung on every wall. That should . . .

SHRIMATI TARKESHWARI SINHA: She does not deserve your company.

SHRI BHUPESH GUPTA: Certainly not because the Railway Minister is there. Therefore, it is all right. At least we do not want to be photographed. But the trouble with you, Madam, is that you appear so many times with the Finance Minister in photographs. That is good because we are glad that a young star is being trained in the glory or in the shadow of the Finance Minister. It is good. But I am asking about the other thing. These three gentlemen appeared in a photograph in a matter connected with the Railway Ministry. How suddenly Mr. Kamaraj Nadar came in, I do not know.

SHRI S. V. RAMASWAMY: He is the Chief Minister.

SHRI BHUPESH GUPTA: One was you and another was a State Minister. But Mr. T. T. Krishnamachari was also there. I am only saying this thing because people belonging to your party even thought that it was a bit of electioneering.

SHRI ABID ALI: None of our party will say such a thing.

SHRI S. V. RAMASWAMY: It is only in your mind.

SHRI BHUPESH GUPTA: From my mind I say! Then, of course, I cannot help it. None of your party will say. Then why did you do so? You could have avoided that situation. You did it so that supporters of the Congress would feel enthused and they could propagate this thing, "Look here. The

Ministers came and opened the railway line. That is how we help the people." That is what it was meant for. Anyway such things should not be done. Now that the elections are over I remind him, because after five years it may not be necessary for him to have another pose for a photograph of this kind.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): I wish Mr. Bhupesh Gupta had confined himself to the provisions of the Bill. By no stretch of imagination could General Elections form part of Supplementary Demands

SHRI BHUPESH GUPTA: It is the Railway Minister. The opening of a railway line concerns the Railway Ministry.

SHRI S. V. RAMASWAMY: Sir, I am thankful to the hon. Members who participated in this debate.

Dr. Raj Bahadur Gour mentioned about the subsidy to the private companies. Sir, I would request him to look at the matter from the point of view of the historical background and our contractual obligations. It is a hang-over of the past, no doubt, and we are bound by certain contracts. After all the subsidy is paid only to the four companies mentioned in the Supplementary Demands; the sum involved is not very much. But then Dr. Raj Bahadur Gour suggested that we might take them over paying compensation. All these matters will be duly considered at the time the option for the purchase of the lines under the contracts is due to be exercised. The dates are not near just now. The dates of exercise of option for the purchase of the line under the contracts subsisting with the four lines are: Ahmedpur-Katwa railway line—31st March, 1968; Burdwan-Katwa railway line—31st March, 1966; Bankura-Damodar River railway line—31st March, 1967, and Futwa-Islampur Light Railway—31st March 1968. Well, there is time enough to consider these matters. There is time

[Shri S. V. Ramaswamy].  
 enough to consider these matters, and when the question of option for purchase comes we shall consider all the points of view that Dr. Gour has urged.

Another point with regard to Demand No. 13, "Open Line Works" budgeting. Sir, budgeting in these matters is really a sort of tight rope dancing. The Public Accounts Committee has on the one hand remarked that there should be no over-budgeting and on the other hand we should not come up for supplementary demands. In between we have got to balance things in such a way that the demand that we ask for by way of supplementary grants is kept within reasonable bounds, and I think, judged by that standard, the amount that we have asked for is not very considerable. Also, these are matters which we could not possibly anticipate as Dr. Gour has been saying with regard to Demand No. 13. The additional funds now required reflect mainly the better progress of certain essential works which could not be foreseen when the budget was being framed. Better work depends upon the availability of material. It may be rain, it may be flood, all these things will impede the progress. And suddenly there may be a spurt in the activities which we cannot fully anticipate. These are things which do not enter the calculations when the Budgets are framed.

The increase is also due to the fact that the number of works which were expected to be completed in 1960-61 could not be completed in that year, and accordingly, funds have to be provided for them during the current year. The demand is an aggregate of the value of smaller works of labour welfare consisting of not more than Rs. 25,000 each. Therefore, these are not very major items.

DR. R. B. GOUR: How could you not see that these were works which were not completed in 1960-61 and had

to be completed in 1961-62? When you came for supplementary demands for grants, could you not see it then?

SHRI S. V. RAMASWAMY: We did not review it purposely. We had to see the progress of the work and then come forward. Those are the two points that Dr. Gour raised.

Then, Sir, Mr. Patnaik was always speaking of new lines. I do not think this was quite relevant here. But I might submit that the hon. House is well aware of the provision contained in the Third Five Year Plan Report. Moneys have been allotted after a good deal of discussion. Some of the new lines have been approved and many of them have been rejected, and it has been laid down there that if more funds are available, we shall certainly review the position and consider the new lines wherever they are necessary on merits such as Talchar, Tiplagarh, etc.

My friend suggested realignment. This question has been gone into in great detail. Preliminary survey, final location, representations from State Governments, consulting them, all these things have taken place. After the works have started it would not be possible to change them. I beg to submit that that stage is over.

My friend, Mr. Patnaik, was saying that even though he was a member of the Z.R.U.C.C. he could not have an under-bridge during the two years that he was a member of it. Well, the hon. Member should have known what the provisions are with regard to the construction of over-bridges. It has been stated time and again on the floor of the House and also due publicity has been given in the papers that in the question of over-bridges and under-bridges the Ministry of Transport, after consulting the Planning Commission, have issued a directive only two years ago to this effect that where a railway line crosses a national highway, it is the duty of the Ministry of Transport to construct approaches

for that over-bridge. The linking of the approaches only over the railway property is the concern of the railways. If it crosses a State highway, then the provision has got to be made by the State Government if it is through a corporation or a municipal area, the corporation or the municipality concerned will have to provide the fund. Now, if the funds are not available, the Planning Commission has stated that they are willing to advance moneys also to the State Governments specifically for the purpose of financing these over and under-bridges. If the hon. Member had known these provisions, he would have approached not the G.M. but the State Government to set apart the necessary funds so that these could be put through. That would be, I submit, the proper way to have things done.

DR. R. B. GOUR: But if the municipal committee has no funds?

SHRI S. V. RAMASWAMY: It is for them to apply to the State Government and the latter will provide funds. They will advance loans. If they do not have money, they could apply to the Planning Commission to give them money. That is the way. These things have been laid down. That is the way in which over-bridges in other States have been constructed. I know in Kerala there are two over-bridges to be constructed at Ernakulam. Moneys have been set apart accordingly. Construction is going on at Ernakulam, at Shoranur, at Calicut. It is going on in Mysore where three over-bridges have been constructed according to this plan. The Madras Government has also set apart moneys according to this directive and scheme. So, it is for the State Government to follow the scheme and set apart necessary funds for the construction of over or under-bridges.

SHRI LOKANATH MISRA (Orissa): On a point of information. Which of the two, an under-bridge or an over-bridge, is more economical so that we can approach our State Government?

SHRI S. V. RAMASWAMY: It all depends upon the terrain, upon the situation. It is a matter for the engineers, not for us. They will have to decide where to locate it.

Mr. Bhupesh Gupta raised a number of points about the Kharagpur colony scheme. We do not have a scheme, for water supply and I am glad to tell the hon. House that that will be ready within a few months.

About Telegu school we have no information that it has been closed. It is a very big building. I have seen it myself and I cannot see how such a school could be closed. There are about 25 or 30 teachers.

SHRI K. L. NARASIMHAM (Andhra Pradesh): That is a private school.

SHRI S. V. RAMASWAMY: I believe the hon. Member is referring to the Telugu school.

SHRI K. L. NARASIMHAM: The big building you saw is a private school.

SHRI JAGJIVAN RAM: Yes, with our help.

SHRI S. V. RAMASWAMY: With regard to housing for officers, we are thinking of building up a dormitory type of rest house for the officers in Kharagpur.

Now, Sir, my friend wanted to know the terms of reference of the Commission. It has already come in the speech of the hon. Minister. The terms of reference are, (i) to consider the question of accidents on the Indian Railways, (ii) to suggest such measures by which accidents may be further minimised. Now, it cannot be understood how the terms of reference could be broader than this. I think item (ii), "suggest measures by which they can be further minimised" is the widest possible term of reference that one can possibly think of.

SHRI BHUPESH GUPTA: May I know, Sir, if under this term a particular accident like the one that occurred at Ghatsila or similar other accidents could be gone into, and whether people involved could be examined and so on?

SHRI S. V. RAMASWAMY: A veteran parliamentarian, a senior Member of this House and a respectable leader, Pandit Hirday Nath Kunzru, has been appointed chairman of this Committee, and it is for him to decide according to the terms of reference what to do. A questionnaire perhaps will be issued and there is time enough for my hon. friend to suggest measures.

SHRI BHUPESH GUPTA: Has it started working?

SHRI AKBAR ALI KHAN: We are sorry to miss Dr. Kunzru. He always contributes very important criticism, especially to the Railway Budget debate.

SHRI S. V. RAMASWAMY: Sir, since you have been pleased to say that elections have no place in this debate, I am not referring to what my friend said.

SHRI BHUPESH GUPTA: Photograph?

SHRI LOKANATH MISRA: What about divisionalisation?

SHRI S. V. RAMASWAMY: Mr. Patnaik made a reference to divisionalisation. Sir, we are thinking of divisionalisation on the South-Eastern Railway. We have not come to any conclusion yet.

With regard to the Khurda Road scheme, every scheme will have due consideration.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The question is:

"That the Bill to authorise payment and appropriation of

certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1961-62 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): We shall now take up the clause by clause consideration of the Bill.

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

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

SHRI S. V. RAMASWAMY: Sir I move:

"That the Bill be returned."

*The question was put and the motion was adopted.*

# THE DOCK WORKERS (REGULATION OF EMPLOYMENT) AMENDMENT BILL, 1962.

THE DEPUTY MINISTER OF LABOUR (SHRI ABID ALI): Sir, I move:

"That the Bill further to amend the Dock Workers (Regulation of Employment) Act, 1948, as passed by the Lok Sabha, be taken into consideration."

Sir, as hon. Members are aware, the parent legislation was enacted in 1948 for reducing the hardship suffered by dock workers from uncertain and irregular employment. The Act empowers Government to frame schemes for the registration of dock workers in order to ensure regular employment. Such schemes are already in operation in the ports of Bombay, Calcutta, Madras, Cochin and Vizagapatnam. The purpose of