

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

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

SHRI SHAH NAWAZ KHAN: Sir, I move:

"That the Bill be returned."

The question was proposed.

SHRI BHUPESH GUPTA: Sir, on a point of order. My point of order is this.

DR. H. N. KUNZRU: He cannot raise a point of order now.

SHRI BHUPESH GUPTA: I can raise a point of order . . .

DR. H. N. KUNZRU: When the Chair is speaking, how can there be a point of order? He cannot raise a point of order.

SHRI BHUPESH GUPTA: The Chair was not speaking. The Chair had finished speaking. My point of order is not with regard to the speech. I am surprised at Dr. Kunzru's remark as to how it could be raised. I hope, Sir, you fixed three hours.

MR. DEPUTY CHAIRMAN: Five hours.

SHRI BHUPESH GUPTA: Very well, Sir. Then you said that the discussion would continue today.

MR. DEPUTY CHAIRMAN: Five hours all told.

SHRI BHUPESH GUPTA: I am not raising a point of order for making a speech. Only I want to draw your attention to a particular point that you fixed five hours. Well, five hours have been fixed. Then you said that the Minister would speak today. As to that you did not fix any time-limit whatsoever. Now, Sir, normally the procedure is, when you extend it, six hours or some other time, a definite time-limit is put. Otherwise it looks as if the Minister can exceed it to any length, and as soon as he finishes, well, the time bar comes. That is all.

MR. DEPUTY CHAIRMAN: It is no point of order.

SHRI BHUPESH GUPTA: You consider it, Sir. It is a point of order. I do not want a ruling now.

MR. DEPUTY CHAIRMAN: I rule that it is no point of order.

DR. A. N. BOSE: Sir, I was seeking information because the Deputy Minister himself said that he was coming to that. My question was whether the doubling of the track between Dum Dum and Baraset was under consideration, and if so, I have to say that it has to be taken up along with the electrification of this line. Otherwise it will involve much more additional expenditure.

SHRI JAGJIVAN RAM: It is not at present under consideration, and it will be seen whether after electrification doubling is at all necessary.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2.30 P.M.

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

The House reassembled after lunch at half past two of the clock, THE VICE-CHAIRMAN (PANDIT S. S. N. TANKHA) in the Chair.

THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1960

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 1959-60 for the purposes of Railways, as

passed by the Lok Sabha, be taken into consideration."

The question was proposed.

SHRI SONUSING DHANSING PATIL (Bombay): Mr. Vice-Chairman, Sir, the scope of this Bill is limited to the various demands mentioned in the Schedule here. Under the Constitution the hands of Parliament are tied down—neither can we reduce them nor increase them. While discussing these demands, I have to make a few observations.

The first thing which strikes us most is the working of the railways. To say the least, I should like to mention that the railways are not working in a business-like manner. It may appear that this is a very bold statement but if we analyse the working of the railways and the returns they give to the General Revenues, it will show amply that the working of the railways is not business-like.

SHRI SHEEL BHADRA YAJEE (Bihar): Question.

SHRI SONUSING DHANSING PATIL: I will try to impress upon the mind of my friend who is overzealous about the interests of labour that no business man would like to get a return only of 4.37 per cent. And the return is decreasing. In 1956-57, it was 5.45 per cent. In 1957-58,...

SHRI LAVJI LAKHAMSHI (Bombay): Is there any public sector undertaking which gives a return of more than four per cent?

SHRI SONUSING DHANSING PATIL: Comparison with the public sector is rather odious when we are having a monopoly, and not for one year or two but more than a hundred years. It is but natural that we should expect very adequate returns from the railways.

SHRI SHEEL BHADRA YAJEE: What is the suggestion?

SHRI SONUSING DHANSING PATIL: I am giving the suggestion

that the money that is taken from the nation's coffers must be utilised in a business-like manner so as to give us an adequate return. There is no use banking upon the convention which says that for a particular number of years we should continue to give so much revenue and so on and so forth. But looking to the impact of the traffic and the needs of the public, we must now definitely adopt a principle that will give a definite and adequate return. The Resolution in Appendix A on page 131 of the Report of the Railway Board for 1958-59 says:—

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways . . ."

That is why the railways have got the privilege of having their own budget separately prepared. But it shows a regular decline in the returns, not a definite return, on the capital at charge.

The other point that I want to make out is that the railways have been lavish about their administration and this can be seen in a number of illegal strikes that were carried on in 1958-59 and the number of man-days lost is 11,173. On the Southern Railway alone the number of man-days lost is 10,294. This shows that the administration is not working satisfactorily or that there are no efficient checks on the labour population. It may sound very well if we say that we must be very gracious to the employees. But it is also the duty of the employers to see that the nation's money is not wasted in such man-days lost, particularly in illegal strikes. In the other socialist countries strikes are made illegal, strikes are not allowed even, but here in this country, they

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are allowed to a certain extent, but certainly not illegal strikes. And when there are illegal strikes how are the man-days lost—in this case the number of man-days lost is 11,173—made good? The matter must be adequately explained.

The third point is that there is a regular decline in the earnings of passenger traffic. This also shows that the passenger traffic is not adequately checked. The administration losses very much on account of this. It is better that the railway administration tackles this problem and gets more money from passenger traffic. Not only that, the railways have got a monopoly in several respects. Even in spite of the greater handicap that is imposed on their counter-part just as bus or lorry traffic, in spite of the heavy excise duties and other things imposed on them, they are still carrying on, and are proving a veritable competitor to the railways. In spite of these handicaps on the bus or lorry traffic, the railways have not shown any proportionate increase in revenue. There is a slight increase in goods traffic. There are nearly three hundred odd officers in the Railway Board—a list of them has been given in Appendix B—and they must see to it that the railways do earn sufficiently and give an adequate return to the General Revenues. What is the total investment? It comes to a very big figure; it is as much as Rs. 1,600 crores. If the railways go on increasing the investment and do not give us an adequate return, I am afraid that Parliament will have to think twice before they can separate the Railway Revenues from the General Revenues because of the violent fluctuations and the continuous policy which the railways have to follow. At one time when there was foreign rule it was natural that railways and defence were to be kept under strict control for strategic reasons. But now when we have come into our own and we have got our own Government, it is better that we check the railway excesses and

prove that the railways are a fruitful source of national revenues and that they can give us an adequate return. Not only that. There are various items of demands on the administration—working expenses of the administration, repair and maintenance, operating staff, fuel, stores, etc. Even the cost of fuel is going up. There are certain reasons for the increase of the price of coal. But what about the returns? At various stations we see huge heaps of coal ash. It is sold at outside markets at Rs. 30 to Rs. 40 per hundred cubic foot. But the railways also utilise this for raising levels instead of using the earth or any other material available at a cheaper cost. They are using coal ash for this purpose, and they do not get a proper return from the sale of the used coal. If they sell it in open competition, they will realise much more revenue. You can see, Sir, a number of people near the station—working class people or even outsiders—picking up coal. This is being done quite in an illegal manner, though sometimes otherwise, and nobody checks it. So this is a sort of pilferage. Though it is small in the beginning, it assumes grave proportions when you take into consideration the fact that it is always going on at almost all the places. On account of this not fetching anything it is responsible to an extent for its greater cost, as far as fuel consumption goes. So this should be properly checked and railways must take care about this sort of pilferage, and also wastage. The Railway Protection Force should look into this matter so that the expenditure on fuel is decreased.

Then I should say that there are also too many facilities that are being extended to the railway workers. Of course, these are important but I am looking at them with concern more because the workers in the railways do not work hard. That is my submission. As such they create a sort of heartburning in the nearby population, in other classes of workers who are doing equally hard if not

harder work, and a cleavage is thus created, because the railways pay substantially to their workers while the others suffer who do not get such wages and facilities. Besides, they do not work so hard as they are expected to. While there is an increase in the staff, there is no corresponding return in the shape of work. This should also be checked, whether the day-to-day work assigned to the workers is really carried out or not.

Thirdly the various construction works that are carried out in the railways through contracts show that the railways is veritable paradise for the contractors. Why can't the railways adopt a sort of system, the one which has been adopted by the Bombay Government, of course allotting the works of a small size to different like agencies? I mean, as far as the contracts in the construction department are concerned, there, preference is given to the co-operative bodies where the contract is, say, for works of a value of Rs. 25,000 or Rs. 1,00,000 or so. The railways do not follow, as far as my information goes, either that pattern or the other pattern in Kerala where the tappers' co-operative societies were given a sort of preferential treatment as far as contracts were concerned. Now, if the railways adopt this method, then, I think, the expenses that are now incurred on construction work will decrease to an appreciable extent since on account of giving contracts much benefit goes to the contractors. The benefit is out of all proportion to the benefit that should reasonably accrue to them because they feel that there is not sufficient checking in the railways of the works executed by them and that they can dupe them. So if the works are sorted out into small units and divided among the agencies I have referred to, then the works executed will cost less. Of course, I cannot make bold to say that every sort of work, whatever the value, in the railways should be given to them, but I can say this that the works should be suitably divided, made into compartments of Rs. 25,000, Rs. 50,000, Rs.

1,00,000 and so on and given to the labour cooperative societies, and I think Government will be much benefited thereby and consequently the cost on the operational side will decrease. Expenditure on railway staff and on repairs, maintenance, etc., is mounting up year after year, and one does not know when it will be reduced. Reasons may be assigned that because of increased work increased staff is essential. But I doubt whether we are getting the increased return of work in proportion to the increased staff and if this is carefully looked into. I think the picture given or even the explanation given makes us feel that the railways are not making a serious attempt to increase their revenues or their income corresponding to the increase in expenditure. That is very essential. I feel that it is now too late in the day to say anything since a number of hon. Members have already made the suggestion and the usual reply is given that we are tightening our belts and we are making this effort and that effort. Whether this effort and that effort result in economic working is a matter to be seen, and if this is not so, then it is no use sticking to the Convention of 1954 and saying that a particular concession is given to the railways for giving a return in the shape of revenue.

Then I come to the other thing also. The position, as far as the various funds of the railways are concerned, does not show that we should go on meeting their increased demands whatever they ask. The position of the Depreciation Fund, the position of the Development Fund, the position of the Railway Revenue Reserve Fund, all this goes to show that they are not building up sound funds, and whatever funds they are building up, they are again withdrawing from those funds. This shows that this is a sort of working which is opposed to business principles. Businessmen will build up huge-reserves and will try to rehabilitate the whole industry and the railways are hardly following that pattern of business principles.

[Shri Sonusing Dhansing Patil.]

and it is better that a change is effected in the management or the administration of railways; it should not be left in the hands of the same old body which may have acquired a sort of sanctity in the course of time, and it is now essential that with the Railway Board non-official members should necessarily be associated; it is no use leaving the whole administration in the hands of purely official members, the three hundred odd. You associate non-official elements only in the case of users' committees or some sort of advisory bodies, which have nothing to do with the finances of the railways. It is a serious matter for consideration. Why can't we associate non-official elements with the Railway Board? As far as I can find, this Railway Board has no legal sanctity or legal basis either as far as the Railway Act is concerned or as far as the regulations are concerned. The Railway Board was created on the authority of no resolution whatsoever, as far as I can make out, and if this is purely an official body, why should it be called a Board? 'Board' means a body formed on the strength of a statute or by virtue of a resolution. And what is the resolution which sanctifies the existence of the Railway Board? And why should the Railway Board take upon itself the sole responsibility? Argument may be advanced that the Railway Ministry is there. After all what is the Railway Ministry? The Railway Minister alone cannot tackle the huge finances and the multifarious activities of the railways; it is not possible in the nature of things, and it is humanly impossible for one man or even for two or three men of that Ministry under him to devote their whole-hearted attention and to see that the working of the railways is conducted—I again repeat—on the pattern of a business concern. When we are now expanding the public sector, if this is the experience of an undertaking a hundred years old, even after nationalisation, then naturally it will lead to discouraging the setting up of other undertakings in the public

sector, and had it been left in the hands of private companies and if we had insisted on a 8 per cent. or 3 per cent. interest on the outlay, I think the private companies would have gladly agreed to give at least that much return by taking a loan from us.

THE VICE-CHAIRMAN (PANDIT S. S. N. TANKHA): Mr. Patil, we have got one hour only. Therefore, speakers will pay regard to this time factor.

SHRI SONUSING DHANSING PATIL: Yes, Sir, I am closing. My suggestion is that there should be overall economy in administration, in the expenditure on maintenance and operating staff and in the working expenses of all sorts. Last but not least is the question of co-ordination, and a sort of association of non-official elements with the Railway Board is very essential.

With these remarks, Sir, I close my speech.

DR. SHRIMATI SEETA FARMANAND (Madhya Pradesh): Mr. Vice-Chairman, Sir, I am aware that we have very little time at our disposal, and I shall confine myself to a few observations only. I would like to point out to the Railway Minister that in a backward State like Madhya Pradesh, in areas like Ambikapur and Bastar, which have no roads also, priority has to be given immediately, by making even some special concessions to provide railway in those areas. That is an area that is going to be fast opened out and developed and as such, even if there is a road, it would not be enough to take all the traffic in the commercial products that will be coming from out of that area. Much has been said about railroad competition, and some people have said that the word 'competition' is not appropriate. There is no doubt that due to various reasons the railways have not been able to cope with the demand put by the public for speedier handling of the traffic offered by it. As such road transport is thriving, and buses and trucks are thriving. Whether they are run by

the railways or run by the States or run by private contractors, the ultimate burden falls on the taxpayer, the impost levied on the import of spare parts, machinery, petroleum, etc. As such it should be the duty of the railways for any future expansion of new road transport to take this up in consultation with the State Ministries. I know the State Ministries are very touchy on this point because it involves a certain amount of pinch on their exchequer if the railways do not allow them to open out parallel roads. But I do feel that it is necessary in order that our railways should have enough traffic, particularly passenger traffic, that they should insist that road transport, wherever it is necessary and whenever the railways are not able to cope with the public demand, should confine itself to transporting more of goods through trucks and not so much passengers through buses where railway lines are already there

At the same time it is necessary for railways to run their lines to suit public convenience as far as timings are concerned. I can quote several instances—but I have not enough time—to show that railways are very reluctant to change times even when small concessions by way of running a service during weekends, particularly in market areas, are demanded. It takes sometimes two years to get a reply, though the reply given is invariably in the negative.

I would like to refer a little to the question of ticketless travel. Though the railways have been trying to check this by the appointment of extra personnel for checking, much remains to be done. It may be due now to the railway staff being somewhat afraid of being manhandled as some instances have come to light to that effect. But, while travelling up and down several times, I find that there is hardly any ticket checking in many places. I can give to the Minister examples of absence of checking but time here does not permit me.

Then, I would like to refer to one important aspect, and that is of using the local agencies of women's organisations for improving the administration from the point of view of public amenities. I am not suggesting that with regard to railway finances and funds, but with regard to catering or arrangements in waiting rooms and complaints with regard to congestion on platforms. Women can do these things much better than most men.

Again, Sir, though the railway administration have been trying this experiment in five or six places, they have been doing it without any imagination, I am sorry to point out. Nothing is paid by way of D.A. or T.A. to these ladies who go and do this voluntary work. They do not demand that, but at least where towns are situated very far away from stations, something should be paid for their actual expenditure by way of tonga charges or mileage. But even there some small strange ideas of economy come. Where that also is not possible, I feel that they should be given some annual passes when so many sets of passes are being given even to retired personnel of railways to go about in their zones over some places of pilgrimage.

I feel, Sir, that women, though competent, get a very little chance of utilising their spare time for public service. In this direction railways can set an example by making use of competent women's services when there are such women galore. In big places and even in small towns you will find quite a handful of women graduates or under-graduates. Who can be entrusted with this work in a planned manner.

Lastly, a word about catering. The Railway Ministry has adopted a policy of entrusting catering to the public sector. It would be interesting to find out what tremendous losses they have incurred therein when formerly there were large sums which the railways got from catering. It is a progressive loss of lakhs of rupees.

[Dr. Shrimati Seeta Parmanand.]

I would bring to the notice of the hon. Minister here some shortcomings of this public sector venture. Unfortunately, the people employed by them at the managerial level, or the bearers and others do not look to the convenience of the public in the least. In their zeal to get more orders from clients, they do not care that the quality of food should be better, but they are most unconcerned to attend to public conveniences. If the object of departmental catering was to render better service, I am afraid, from this point of view that object is defeated.

There are other things, such as the present type of standard of cleanliness, etc. because in many places they have recruited people without any catering experience. I understand that railways are doing something in that direction. I hear now and then of some schemes to send their bearers and people to some catering schools for a course of two months or so. I do not know what has happened to that scheme. But I do feel that the railways must make an effort to maintain a better standard in this direction.

SHRI BHUPESH GUPTA (West Bengal): Mr. Vice-Chairman, Sir, I should like to make only a few points in this debate. At the very outset, I must express my regret at the manner in which the Ministers sometimes reply to the points that we make here. It was most unfortunate when the Deputy Minister of Railways said that I was trying to politically exploit the tragic incident that took place in that hospital in Calcutta, where a railway employee succumbed to his injuries. I do not think, Sir, the Ministers should make such unworthy remarks. I was not accusing him personally. After all, I made it very clear that personally he should not be held responsible for a thing of that kind. What I expected of him was that he should go into this matter, find out things and give a satisfactory reply. It is not for him to tell me who is the best physician or

surgeon in Calcutta. He should exercise some amount of intelligence and knowledge, especially when replying to Members who come from Calcutta and who know very well who the best surgeons, are. Therefore, this kind of thing should not have been said.

Secondly, Sir, he was threatening that the railway officers should be punished because secrets had come out. Punish them by all means if you can. That you always do. But the papers reached me only when nothing had been done by you and naturally they would come. You demoralise the administration by your attitude and behaviour. And when such things happen, you come out with threats for punishing your employees because, in your opinion, they have subverted the loyalty of the administration. That again is wrong.

Sir, I will leave that point only by making a suggestion. I made the statement here with regard to the tragedy of Ashim Shome with all sense of responsibility, based on materials that passed between the departments of the railway administration itself. I should challenge the Minister to appoint a committee of medical men of Calcutta and find out from them what they say. I will be for it with all the supporters of the Congress provided they are eminent medical men constituted into a committee to enquire into this matter. Have their findings and I would be satisfied. Will you accept this challenge? If you do not accept this challenge, it does not lie in the mouth of the Minister to accuse the Opposition parties of making political use of a tragedy of that kind.

Now, Sir, have you seen their fantastic arguments that Ashim Shome was kept in a general ward because the nurses were near, as if the officers, ward was a hundred miles away? That was in the same premises, a few yards away. It would have made no material difference to them. What kind of argument is given by them? I am sorry for Mr. Shah Nawaz Khan

because he is a brave man, a sportsman, a fighter but he is accusing people. Though he is prefabricating, he is accusing others in this manner. Well, it may qualify him very much in the eyes of the bosses in the railways or in the eyes of the Government, but it would bring down his stature in the eyes of the people and the employees who will feel his remarks of this kind. Therefore let us not treat such subjects in this manner. Naturally, since we are in the opposition, we shall say some things which may not be exactly in your language. You should judge things properly.

3 P.M.

With regard to railway administration generally, first of all it is a very vital sector. We all wish it very well and who has not acknowledge the improvements that have taken place? Have we not acknowledged it through public statements on the floor of Parliament and otherwise and have we not given credit to those who have brought about these improvements? We are not negative in these matters that when a thing goes on improving, we do not acknowledge but our function is not to pass on bouquets all the time. Our function is, here on these Opposition Benches, to bring to the notice of the Government the flaws or shortcomings, the weaknesses, the irregularities or lapses so that they are removed. That function perhaps more than others, we have to fulfil because of the obvious situation.

In this connection, the railway administration talks of economy. Yes, economy has to be practised but then at the top, there is no economy still. I say this because we get to know things from various sources, from the railwaymen themselves and also through our personal experience, that monies are wasted at the top, let alone the high salaries that are paid to the members of the Railway Board. I do not know, when Mr. Jagjivan Ram is contented with a salary of Rs. 2,250 plus various other things, not very

much costing that way, why still we should reconcile ourselves to the position that the members of the Railway Board must get Rs. 4,000 or Rs. 3,500? They had earned such sums all along their careers and when they are placed in that position, why should it be so? I do not like it I should ask the Government, when we are short of funds, when we are taxing the poor, whether they consider this matter. The members of the Railway Board, who teach morals to the railway employees day in and day out, would be doing well if they came out with a voluntary offer of surrender of part of their salaries to the national exchequer. That kind of gesture we would like to see coming from that quarter where there is always such a feeling that it is the pulpit of administration and the Railway Board is some sort of Vatican to which the employees must always look forward. There is nothing of the kind. The hon. Minister should consider this matter in all seriousness. I do not bring in any ideological issue at all. This is a thing which some people in the Congress Party suggested but somehow or other what we advise in this matter, whether from this side or the other side, falls on a stony wall. This is our regret.

Then the manner in which the administration functions is very important from the point of view of the moral of the railways. I brought certain matters to the notice of the hon. Railway Minister and I must say that some of the things he looked into. I admire such steps when he takes such interest in these matters and deals with them but why must I always go to the Railway Minister? Is it not open to the employees to receive some sympathetic consideration over matters affecting them from the General Manager or other officers immediately above them? Why should not that be done? The procedure is very circuitous, harassing and sometimes humiliating and insulting to the employees. Therefore that has to be taken into account.

[Shri Bhupesh Gupta.]

We talk about decentralisation. Is it meant only for the Ooty seminar or has it to be practised also by introducing certain norms and standards of behaviour? If that is so, why do they not introduce this in the Railways, that the employees can directly approach the highest official in their regions and get things remedied and why should the Railway officials, who are in a position to deal with such subjects, not show a more human, sympathetic, democratic and understanding attitude?

I am very glad to hear from Mr. Shah Nawaz Khan that he is withdrawing some of the air-conditioned first class coaches. Really it is a 'running' insult to the nation when we see first class air-conditioned coaches going empty side by side with crowded third class coaches in which the people are packed like sardines. We would not like to see such things. That space and material and the resources should entirely be placed at the disposal of the third class passengers. Today the important thing is to increase the amenities and conditions of the third class passengers. They are numerous, they are the back bone of the nation. It is they who will make or mar the nation and our people are carrying the burden and they deserve a fair deal. Therefore I say this. I was travelling once—I do not give my personal experience in such matters. They are minor matters especially when a person like me speaks, it is insignificant in the context of bigger things. I found the Additional Solicitor-General to the Government of India, my colleague at the Calcutta Bar, whom we defeated in the last general elections, by the way, in a Calcutta constituency, Mr. H. Sanyal, who is a nice friend of mine, travelling with me and he took me to his compartment. He is a fine gentleman but I would not like to give him the facility even though he is a friend. He took me to his four-berth compartment, air-conditioned first class, and I saw that two berths

were vacant and there were no other passengers. He said that he had booked all the seats. Naturally he is in such a position that when two were only travelling, he could book the entire compartment and travel. Of course, you got money but the space was wasted from the human point of view. A rich man could easily go and take the entire four-berth carriage to himself and travel and you know our millionaires, not the Solicitor General, like to travel in seclusion. They do not like to travel with others because so many shady things are happening there, apart from other things there is that prohibition and non-prohibition. These are subject matters into which I need not go but there are various other things also that they do. Are we to place the nation's materials at their disposal to be wasted? Therefore, this should be taken off the line. Let the gentlemen of the millionaire class travel first class, if they would not come down to the second and so on. We would like to have a look at them—though they travel with us, Members of Parliament, now—how they behave in such company and so on. Why are the air-conditioned first class carriages going vacant and the third class carriages running short at stations? Therefore Mr. Jagjivan Ram should be particularly impressed upon by all of us that in the interests of the third class passengers and public morality, the first class air-conditioned coaches should go off the line. When we would be in a position to improve the condition of the third class passengers some day, we might think of introducing better amenities for the upper classes but now let us, to some extent, do it.

To some extent the Railway Minister is minded that way but somehow or other, surrounded by syophants, flatterers and so on, he does not seem to proceed with this matter because the upper class administration has got an upper class bias. If today in the Railway Board there were representatives of the workers,

of the poor men, who do not have enough money, who had not known how to live in an air-conditioned house or travelled in an air-conditioned train, who had shared the sorrows and miseries of the poor people, if such poor men were in those high administrative positions, probably the bias would have been in favour of the poor and the down trodden. That is not so today.

SHRI P. N. RAJABHOJ (Bombay): Why are you travelling in first class now?

SHRI BHUPESH GUPTA: I do not know which class you are travelling.

SHRI P. N. RAJABHOJ: You must always travel third class.

SHRI BHUPESH GUPTA: You travel third class. It is very good. I am prepared. You take away the first class pass. We, Communists, generally travel by third class. If you say that you are prepared to abolish the first class, I will travel by third. You have given first class pass and so . . .

SHRI DAHYABHAI V. PATEL (Bombay): He is only giving you free advice, to travel by third class. He is not prepared to do so.

SHRI BHUPESH GUPTA: He may be travelling in the 'goods' class, I do not know. That is the position. Therefore, it is important and I do not like the criticism against the Railway Minister being made. We are not always negative. Whenever Mr. Jagjivan Ram does a thing for the Scheduled Castes or the so-called Scheduled Castes, or the people who have been led down in the society, there always comes the criticism on the plea of caste. I should give him every support. Yes, the poor Scheduled Caste people, who have been let down by us in this society, kept down at lower levels, need to be uplifted, if necessary, by special care and the Constitution provides for it. Why should there be any fighting shy about it when gross injustice was done to them? I cannot understand it. Now,

this strict adherence to this kind of rules and other things in order to somehow maintain the vested interest as far as this matter is concerned, should be given no quarter. After all so many millions of our people have lived in social and economic neglect. Today an extra dose of assistance is needed for them and an extra mile we have to walk to give that and bring them to the front place along with others and give them the same status. Therefore, I would advise Mr. Jagjivan Ram not to be worried by this kind of casteist barrage that is created from time to time just because he happens to be belonging to that community. I am with him in this matter. He can go forward and he will be supported and I believe all right-thinking people on the opposite side also will support him. The undertone I do not like in the speeches of some hon. Members. I do not see anything wrong in that, in our helping those who have been neglected so long. Why then did we provide for such things in the Constitution? Why have special arrangements in the elections and so on? That is because we have to help these people by extraordinary measures. That is why they had provided for such things. If these cases do not deserve such help, I do not know which cases deserve.

Now, I come to the subject of catering. I say it is a good thing that you have put catering in the public sector. I would rather have a little underdone mutton than overdone mutton from my friends of the capitalist class. I know they are making profits and there are all kinds of maltreatment meted out. I want the hon. Minister to take steps to improve the catering. That is a matter of public relations. The kind of food that you serve the passengers is a sort of example of the concern for them of the railway administration. Therefore, the food should be improved. The quality of the food should improve. The treatment should be good and courteous behaviour should be there and if necessary you may go a little

[Shri Bhupesh Gupta.]
further in order to create goodwill
and in order to raise your stature.

As far as private caterers are concerned, some people welcome free enterprise. You see, it is not as if free enterprise lives in the Finance Ministry only. It lives in the Railway Ministry also. Therefore, you find some people who are there and who still praise it and say: How fine it was when private caterers were there. Well, I do not remember, for in those days I did not travel first class and so I do not know who those people were. But some private caterers there were, it seems, who used to give some good food. Well, if you are very fond of good food, you can go to any good hotel in Delhi or Calcutta, don't trouble the railways, and have your food there. Therefore, I say these private caterers should be eliminated properly. But security of service should be given to their employees. Those employees should be absorbed in the same work or somewhere else. They should not suffer.

Next, I have a few words about Bengal. I do not speak on provincial matters in this manner.

AN HON. MEMBER: Since when?

SHRI BHUPESH GUPTA: I never do it, because I represent the Communist party and when I seapk . . .

SHRI AKBAR ALI KHAN (Andhra Pradesh): We are very glad to have this assurance.

SHRI BHUPESH GUPTA: I think my hon. friend has seen me here for the last eight years or so and he knows that in spite of all the irritation, I am not provincial at least.

SHRIMATI YASHODA REDDY (Andhra Pradesh): Beyond understanding.

DR. SHRIMATI SEETA PARMANAND: What about the Chief Minister of West Bengal whom you never forget?

SHRI BHUPESH GUPTA: I could not follow what Shrimati Yashoda Reddy said.

SHRIMATI YASHODA REDDY: I said that you are beyond understanding, sometimes.

SHRI BHUPESH GUPTA: It is very difficult to understand a species of that kind. I do not like to understand Mrs. Yashoda Reddy very much. It is not good. But let her make herself intelligible in such matters, at least when she makes interruptions.

Now, what I was about to say is that today with all these developments in Calcutta, Bombay and Madras, and also if you like, Bezwada and Hyderabad, naturally the office employees and other employees have to live far outside. They cannot get accommodation or housing facilities. So you must bring them to their offices and places of work. Therefore, extra treatment is needed. Extra attention should be given in running these economic affairs of the country. It is done in other countries. I have been to many capitals in the world and everywhere, in Paris, Rome, Moscow, Zurich, wherever you go you find special attention given to the carrying of passengers, the daily passengers to these industrial centres. So, that attention should be given. Here again, caution is needed. Nobody would say, plunge into this regardless of resources. But attention should be given to this matter.

As far as North Bengal is concerned, it is neglected, I mean the northern part of Bengal, which is covered by the Northeastern Railway, I think. I travel there also sometimes and despite my first class pass, I travel third sometimes. Especially when I travel with my comrades, I travel third. I make it a point to travel third. I find that many things are missing. The electricity is there, but the bulb is missing. If the bulb is there, the switch is defective. If the switch is there, it does not move. If the lavatory is there, something is

missing inside and so on. These are minor matters, but they cause constant irritation. Therefore, you have to pay attention to them so that entering a compartment one does not get at once irritated and frustrated on all sides. I think these ought to be looked into.

Then about discipline and other things. The railwaymen have displayed magnificent discipline, despite all-round denials, pinpricks and sometimes very great harassment. We owe them gratitude and tribute and I do not think anybody will grudge them that tribute. But the service and conduct rules are still not good. The code of conduct is not observed. Here I may give an example. I may say that I never speak, as hon. Members know, without papers from the Government. This Government is accessible to me in certain respects, wherever you function. Here I got this from Kharagpur, some papers. What has happened here? Certain teachers were not in the selection grade. The assistant teachers in the higher secondary schools in Kharagpur were not in the selection grade. But suddenly that post is made a selection grade one and some people were promoted skipping seniority rules and so on. They were ignored. So many things happen. Irregularities take place. And so there was discontent and that matter was brought to the notice of the hon. Minister by the Southeastern Railway Union. I think this matter should be looked into by the hon. Minister. These documents and papers I have got from the Ministry and they should be looked into

Then only one final word and that is about the Howrah ticket collectors, the five ladies and the complaint against the Station Master in-charge of the Commercial Department, for indecent behaviour. To the question put the answer was that some disciplinary action was taken and therefore they got irritated. Now, I think

Mrs. Yashoda Reddy will agree with me when I say, that ladies do not get so easily irritated. Now, they have been complaining and they have demanded that an enquiry should be made—a personal examination. Mr. Shah Nawaz himself should go and talk to them and find out the matter and settle it there.

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): An enquiry was made.

SHRI BHUPESH GUPTA: But you ask the same people to make the enquiry. That is the trouble with you. You ask the same people against whom there is a complaint to make the enquiry. And they send you a wrong report and you take the wrong decision and so on. You make wrong interruptions and the wrong type of speeches. I sympathise with you. But I place this entirely in your hands. Go to Howrah and meet them. See for yourself and then if you come here and say: I, Shah Nawaz Khan, I am satisfied, about the enquiry and the result, then I will also be satisfied. Therefore, you should see things in this manner and not try to look at it like this and argue like a Muktiar or lawyer. You are not a lawyer. I am a lawyer and I can argue like that. But you are a general and you should not argue like a lawyer. You should take the bull by the horns and face the situation and have it settled.

SHRIMATI YASHODA REDDI: Mr. Vice-Chairman, I thank you for having given me this chance to speak and I would like to take this opportunity to draw the attention of the Railway Minister to some of the things which have appeared in the local papers today. It is about the cancellation of the train from Puri to Hyderabad. The hon. Minister in his reply was pleased to say that as far as overcrowding was concerned, he would try to reduce it and he would put in more third class coaches and remove first class compartments. Here is a railway line from Vizag to Hydera-

[Shrimati Yashoda Reddy.]

bad which is very highly crowded. That track is most highly crowded and as far as figures go, you will find that this is the most crowded track as compared to any track anywhere in India. I was told, and it was confirmed by some of the officials of the Railway Board, that from the 1st April, this train was going to be withdrawn. This Puri-Hyderabad Express connects most of the important districts of Andhra Pradesh, Vizag, Chicacole, West Godavari, East Godavari and Kurnool. Instead of this train, I was told that the railways were going to provide an express train from Madras to Hyderabad. I thank you very much for it and I welcome it but I do not see why you should cancel this one train which connects so many of our important districts with our capital. I would like to draw the attention of the hon. Minister to the "Andhra Patrika" of March 9, 1960, wherein this question has been mentioned. This question has been agitating most of the people in Andhra. This question was also taken up on the floor of the Andhra Assembly and I believe the Speaker there has promised to contact the Railway Minister. Opinion was unanimous on the part of all the Members of the Andhra Assembly. I was told that the Andhra Government were very anxious to have the Hyderabad-Madras Express but they would not have wished it if it were to mean the cancellation of the Puri-Hyderabad Express. We have got a train from Madras to Hyderabad and so trains from Vijayawada and Hyderabad Express. There are only two trains from Vijayawada and Hyderabad to Vizag and Puri. If one is cancelled, then it will be very difficult. That particular section is a very crowded section. One of the Members of the Andhra Pradesh Assembly who happens to be a member of the Advisory Council, has complained on the floor of the Andhra Assembly that he had put this matter up before the Advisory Council but that he being the only member nobody listened

to him. Neither is the voice of our representative on the Advisory Council heard nor is our voice heard here on the floor of the House. I would request the hon. Minister to consider this matter in the light of the memoranda that I have received from the official and non-official sections of my State. I would request him to consider this matter again before the train is actually cancelled and I would request him not to cancel this train which runs between Puri and Hyderabad.

That is all that I wanted to say Sir
Thank you.

श्री दयाल दास कुर्रे (मध्य प्रदेश) :

माननीय उपसभाध्यक्ष महोदय, रेलवे मिनिस्ट्री ने इन चन्द दिनों में जो तरक्की की है उस सिलसिले में तो दो मत हो ही नहीं सकते। आज मैं रेलवे मिनिस्ट्री का ध्यान इस ओर आकर्षित करना चाहता हूँ कि इस मिनिस्ट्री के अन्तर्गत एक शिक्षा विभाग भी है और अभी तक जैसा कि मेरे देखने में आया है कि शिक्षा विभाग को रेलवे मिनिस्ट्री चला तो रही है लेकिन उसकी तरफ जैसा विशेष ध्यान उसे देना चाहिये वह नहीं दे रही है। बड़ी खुशी की बात है, अभी देखने में आया कि ४३१ नये प्राइमरी स्कूल्स खोले गये हैं। इनके सिवाय इसके अन्तर्गत मिडिल स्कूल्स, हाई स्कूल्स और प्राइमरी स्कूल्स हैं। हाँ, कालेज का इसमें कोई स्थान नहीं है। इसमें यह भी है कि पांच हाई स्कूल्सको मल्टी परपज हाई स्कूल्स में बदला जा रहा है। तो मेरा यह नम्र निवेदन है कि रेलवे के शिक्षा विभाग के द्वारा यह सब काम चल रहा है, लेकिन स्टेट लेवल पर शिक्षा विभाग का कार्यक्रम जिस तरह चलता है, उसमें उसकी जैसी देख रेख होती है और उसमें जिस तरह से शिक्षक नियुक्त किये जाते हैं उसी तरह से रेलवे के शिक्षा विभाग में भी कार्य सुचारु रूप से होना चाहिये। यह बड़ा आवश्यक है। स्टेट के शिक्षा विभाग में जैसे कि डाइरेक्टर्स होते हैं, डिविजनल सुपरिण्टेण्डेंट्स आफ एजुकेशन

होते हैं, डिस्ट्रिक्ट लेवेल पर डिस्ट्रिक्ट इंस्पेक्टर आफ स्कूल्स और उनके सहायक डिप्टी इंस्पेक्टर आफ स्कूल्स होते हैं और उनके जरिये से स्कूल्स और कालेजों का निरीक्षण होता है और कार्य सुचारु रूप से चलता है, वैसे ही रेलवे मिनिस्ट्री में भी होना चाहिये। यह बहुत बड़ा डिपार्टमेंट है और इसमें बहुत से रेलवे कर्मचारी हैं तो उनके बच्चों की शिक्षा दीक्षा की व्यवस्था का भी उभी रूप में होना बड़ा ही आवश्यक है। होता यह है कि इस समय जो मिडिल स्कूल्स और हाई स्कूल्स चल रहे हैं, उनकी देखरेख वहां के जो लोकल अधिकारी हैं वे करते हैं, जैसे कि रेलवे वे: डिस्ट्रिक्ट इंजीनियर्स और जेनरल मैनेजर्स के नीचे जो डिप्टी जेनरल मैनेजर्स होते हैं, उनकी देखरेख में यह डिपार्टमेंट चलता है। उनका कोई दोष नहीं है; क्योंकि उनका कार्य इतना बोझिल है कि वे इस बाहरी काम को देख नहीं सकते हैं। तो इसलिये रेलवे में शिक्षा दीक्षा की व्यवस्था जैसी होनी चाहिये वैसी नहीं हो पा रही है। मेरा नम्र निवेदन है कि स्टेट्स में जिस तरह से शिक्षा की व्यवस्था ठीक ठीक की जा रही है, उसी तरह से रेलवे में भी शिक्षा की ठीक तरह से व्यवस्था हो और रेलवे विभाग इस ओर भी ध्यान दे तो बहुत ही अच्छा रहेगा।

मेरा दूसरा निवेदन यह है कि रेलवे कर्मचारियों का एक स्थान से दूसरे स्थान पर जो ट्रांसफर होता रहता है उससे भी उनके बच्चों की शिक्षा दीक्षा में बड़ी असुविधा होती है। इसके लिये मेरा एक सुझाव है और नम्र निवेदन है कि जहां जहां रेलवे विभाग के हाई स्कूल्स हैं वहां वहां उनके साथ एक अटैच्ड होस्टल खोल दिया जाय, ताकि डिवाजन में ही उनके लड़कों की शिक्षा दीक्षा की व्यवस्था हो सके। मुझे इस विषय पर यह भी कहना है कि मेरे देखने में यह आया है कि इस समय जो रेलवे के हाई स्कूल्स हैं उनकी बिल्डिंग्स भी नहीं हैं। इस सिलसिले में मुझे बिलासपुर के बारे में कहना है जो कि साउथ ईस्टर्न रेलवे में एक अच्छा स्थान है। वहां एक हाई स्कूल है और उसमें करीब ६०० विद्यार्थी हैं, लेकिन अभी तक वह

हाई स्कूल एक बैरेक में चलता है जो कि पहले गोदाम था। आपने मिसलेनियस एक्सपेंसेज की मद में एक बहुत बड़ी रकम रखी है, इसमें ३२ करोड़ १६ लाख ४३ हजार ६० की मांग इस समय की जा रही है। मैं मिनिस्ट्री से प्रार्थना करूंगा कि इसमें से कुछ रकम इस स्कूल के लिये खर्च की जाय। इसमें कोई ज्यादा नहीं लगेगा, कोई ५० हजार रुपये में बिल्डिंग बन जायगी और होस्टल तैयार हो जायगा। अगर यह रकम दे दी जाय तो वहां के विद्यार्थियों को और वहां के कर्मचारियों को पढ़ने और पढ़ाने में बड़ी सुविधा होगी।

दूसरी बात यह है कि वहां पर जो शिक्षक हैं उनकी भी व्यवस्था ठीक नहीं है। उनका एम्पाइंटमेंट किस तरह से हो और उनके कार्य की किस तरह से जांच हो आदि बातों की कोई व्यवस्था नहीं है। मैंने पहले भी निवेदन किया था कि इसके लिये एक अलग डिपार्टमेंट हो जो कि उनके पढ़ने की और दूसरे कार्य की देखरेख करे, जांच करे। यह बड़ा आवश्यक है। दूसरी चीज यह भी है कि कालेजों और हाई स्कूल्स में जो टीचर्स होते हैं उनकी एक सीमा निश्चित हो जाती है। वे हाईली क्वालीफाइड होते हैं, तो यदि उनकी योग्यता अच्छी रहे—जैसी कि टीचर्स में होती ही है—तो रेलवे के दूसरे डिपार्टमेंट्स में भी उनकी योग्यता को देख कर के शासन की सुविधानुसार अगर उनका प्रमोशन कर दिया जाय तो यह भी बहुत अच्छा रहेगा। बिलासपुर हाई स्कूल के जो टीचर्स हैं उनके केसेज कोई पांच छः वर्ष से जेनरल मैनेजर, कलकत्ता, के आफिस में पेंडिंग पड़े हुये हैं। मेरा इस डिपार्टमेंट के अधिकारियों से निवेदन है कि इन केसेज के पेंडिंग पेड़ रहने के कारण वहां के शिक्षकों को बड़ी अड़चन हो रही है। मेरा निवेदन है कि उनकी जांच कर के उनका सही सही निपटारा कर दिया जाय तो उन्हें अधिक सुविधा होगी।

बहुत से माननीय सदस्यों ने, इस विषय पर प्रकाश डाला है कि मध्य प्रदेश एक नेगलेक्टेड भाग हो गया है। इसमें महाकौशल

[श्री दयाल दास कुर्रे]

के कुछ जिले ऐसे हैं जो कि पहले रियासत में थे और इसलिये मैं यह कहने में नहीं हिचकूंगा कि वहां की जैसी उन्नति होनी चाहिये वैसी नहीं हो पाई है। उदाहरण के लिये जैसे मुरगूजा है, रायगढ़ है और बस्तर का नाम तो दण्ड-कारण्य ने बहुत ही बढ़ा दिया है, तो इनमें एक बिलासपुर जिला भी है। मैं इस विषय पर इसलिये आपका ध्यान आकर्षित करना चाहता हूं, क्योंकि सन् १९१४ में बिलासपुर से लेकर मंडल तक ब्याया (Ria) मुंगेली और कवर्धा एक रेलवे लाइन बनाने का सरकार ने विचार किया था और उसकी आवश्यकता समझ कर उसका मेजरमेंट भी कर लिया था, अर्थिन्ना वर्क भी सरकार ने कम्प्लीट कर डाला था। उसके बाद मालूम नहीं रेलवे मंत्रालय की दृष्टि में कौन सी बात आई कि वह काम अभी बन्द है। मैं यह कहने में जरा भी नहीं हिचकिचाऊंगा कि वह क्षेत्र गेहूं, पैडो तथा जंगली उपज पैदा करने में किसी प्रकार भी दूसरे भागों से कम नहीं है और वहां से ये चीजें बाहर को भेजी जाती हैं। व्यापारिक दृष्टिकोण को देखते हुये जो काम रेलवे ने पिछले वक्त सन् १९१४ में किया और छोड़ दिया है अगर उसको रेलवे मंत्रालय फिर से अपने हाथ में ले ले, तो मैं बहुत आभारी हूंगा। इस विषय में जैसा कि इसमें बताया है, एक बहुत बड़ी रकम रेलवे कंस्ट्रक्शन के अन्तर्गत इसमें आई है—५४ करोड़ ७६ लाख ९ हजार रुपये। तो इसमें से एक छोटी रकम उस लाइन के बनाने में भी लगा दी जायगी तो इस क्षेत्र का बहुत बड़ा लाभ हो सकता है।

[MR. DEPUTY CHAIRMAN in the Chair.]

रेलवे सविस में शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइव्स के रिजर्वेशन के सिलसिले में बाज माननीय सदस्यों ने यहां पर बातें कीं और उस सिलसिले में हाईकोर्ट का एक जजमेंट भी सुनने में आया है, जिसमें कहा गया है कि रेलवे मंत्रालय इस विषय में जो कार्य कर रहा है वह ठीक नहीं है। मैं यह कहूंगा, मेरे

देखने में यह आया है कि इस तरह से उनको जो सुविधा दी गई है उसमें एक क्रम है, एक नीति है, एक नियम है और उसके अनुसार रेलवे विभाग में जैसा किया है, अति उत्तम है।

केटरिंग के बारे में बताया गया है कि इस समय रेलवे ने इस सिलसिले में जो तरक्की की है वह सचमुच में प्रशंसनीय है। मुझे इस पर इतना ही कहना है कि बीना से कटनी तक जाने में पूरे दिन भर का जो समय लगता है उसमें कहीं भी थाली या भोजन की व्यवस्था नहीं है। उसी तरह कटनी और बिलासपुर जाने में पूरा दिन भर का समय ट्रेन में लगता है लेकिन कहीं पर भी भोजन आदि की व्यवस्था नहीं है। रेलवे मंत्रालय से मेरा यह निवेदन है कि यदि इन स्थानों में, जैसे बीना से कटनी तक, गणेशगंज या सागर किसी भी स्थान में दिन के भोजन का प्रबन्ध कर दिया जाय और दूसरा, जैसा मैंने बताया, कटनी से लेकर बिलासपुर तक सहडोल या अनुपुर कहीं भी एक स्थान में यदि भोजन की व्यवस्था कर दी जाय तो इससे यात्रियों को बड़ी सुविधा होगी और मेरा खुद का अनुभव है, मैं अक्सर उस रास्ते से आया जाया करता हूं, कि मुझे जो कठिनाई होती है वह और पैसेन्जर लोगों को भी होती है और इस विषय में उनको जो बातें करते हुये मैं सुनता हूं, उसके आधार पर मैं रेलवे मिनिस्टर से प्रार्थना करूंगा कि यदि वे इसकी व्यवस्था कर दें तो अति उत्तम हो। इससे पैसेन्जर्स को बड़ी सुविधा हो जायगी।

MR. DEPUTY CHAIRMAN: Mr. Harihar Patel. Only ten minutes.

SHRI HARIHAR PATEL (Orissa): Mr. Deputy Chairman, Sir, I think we have almost exhausted the time allotted for this Bill.

MR. DEPUTY CHAIRMAN: Yes, the time allotted is one hour.

SHRI HARIHAR PATEL: So I will be very brief in what I say.

My first complaint is that in discussing this Appropriation Bill we are expected to say something about the grants, the shortfall, etc., but the booklets distributed to us do not give us adequate information to enable us to speak on those matters. I have tried my best but I have not been able to understand many of the items.

Secondly, I would like to say that the number of Supplementary Demands are rising. Looking into the Audit Report of 1959 I find that the number of Supplementary Demands have been 7 during 1955-56, 10 during 1956-57 and 14 during 1957-58 and after obtaining sanction for those grants, savings occur very frequently in a number of items. So what I would like to say is that in formulating the Supplementary Demands, the financial adviser to the railways should be careful while making estimates of those Demands because I find that the estimates are sometimes very excessive. For example, you will find that there is a Demand for Rs. 3 lakhs for survey work for three new lines, namely, Diva-Panvel-Uran, Central Railway, Patharkandi-Dharmanagar, North East Frontier Railway, and Sriganganagar-Hindumalkot, Northern Railway. These three new lines in total constitute a length of less than 70 miles but the Demand sought for is for Rs. 3 lakhs. And this is only for survey work. After calculating I find that it comes to about Rs. 2|8| per yard and it seems to me very much excessive. I could understand this if it was for the first time that the survey work was being undertaken because sometimes implements have to be purchased. But the Indian Railways have been doing this survey work for years and no new equipment is required to be purchased. And my impression that this is excessive is also confirmed by a statement by the railways themselves in this booklet. They say here:

"Under Surveys, a supplementary grant of 3 lakhs was obtained

in May, 1959 to cover the expenditure on the three new surveys, viz., Diva-Panvel-Uran (1.50 lakhs), Patharkandi-Dharmanagar (1.00 lakhs), and Sriganganagar-Hindumalkot (0.50 lakh), raising the total grant under Surveys to 36.20 lakhs. Against this, a saving of 1.49 lakhs is now anticipated, based on the latest trends of actual expenditure."

That means this saving is out of these three lakhs and you can easily imagine how excessive demands are being made. When we have a very highly-paid financial adviser to the railways I think such excessive estimates tell rather very badly about that establishment.

Next, I would like to say something regarding my own State. Only a few hours before the hon. Deputy Minister of Railways said that Orissa was getting adequate attention as regards construction of new lines, and he cited, for example, the Bonda-munda-Dumare line and some other lines. But all these lines are for the purpose of the Hindustan Steel. They do not serve the needs of the people of Orissa. The only line that will serve to some extent the needs of the people is the Sambalpur-Titilagarh line which will be about 110 miles or so. And that is also not yet constructed. I would like to ask, is it fair to Orissa that during the ten years of the two Plans, we should be given only about 100 miles of new lines. So I hope, instead of giving that reply, the hon. Minister of Railways would kindly consider the claim of Orissa and give us some new lines. If he looks at the railway map he will find the entire inland portion a blank patch. All the existing railway lines run just on the border of the State and they do not serve the needs of the people of the State. I would therefore request him to reconsider his idea about having been just to Orissa.

Thank you, Sir.

SHRI S. V. RAMASWAMY: Mr. Deputy Chairman, six hon. Members have participated in the discussion and have raised a number of questions. It will not be possible for me to deal with everyone of them within the very short time at my disposal. The hon. Member, Shri Patil, raised certain questions with regard to the working of the Railways. He said that it was not functioning in a business-like manner, that the dividend that was being paid was inadequate. He raised the question that if it were a commercial concern, then the dividend would have been much more and the finances would have been managed in a better manner. This is not the first time that this question of the commercial aspect of the railways has been raised. I would like to remind the hon. House of para 12 of the Report of the Railway Convention Committee, 1954. It says:

"The Committee first took up for consideration the most important issue, viz., the dividend payable by Railways to General Revenues, its form and quantum. While discussing this issue, a fundamental question was raised regarding the nature of the Railway Undertaking. On the one hand, it was urged that the Railways should be treated as purely a Commercial concern and that General Revenues, as the sole owner of the Undertaking, should be paid a fair return on the Capital invested. On the contrary, it was held that the Railways ought to be treated as a purely public utility concern with no profit motive and that the minimum rate of interest alone should be chargeable on the Capital invested. The Committee considered both the aspects and came to the conclusion that the Railways ought not be treated either purely as a Commercial concern or as a Public Utility Service without any return on the investment. A balance has to be struck between these two aspects. Therefore, treating it as both a

Public Utility and Commercial concern, the Committee addressed themselves to the nature and quantum of contribution.

The Committee then explored whether any of the following alternative methods of contribution to General Revenues in the event of any difficulty in fixing a new rate of dividend might be resorted to:

(i) A small fixed percentage on the Capital-at-charge plus sharing of profits after payment of interest;

(ii) Interest on capital plus a levy of Incometax together with or without any contribution, fixed or varying."

I shall not weary the House by reading other paragraphs. But they came to this conclusion:

"After careful consideration, the Committee came to the conclusion that either of these suggestions would not be feasible and it would be advantageous from all points of view to express the rate of dividend in terms of a percentage on the Capital-at-charge and the amount paid annually through a fixed rate of dividend inclusive of the element of interest."

As a sequel to that, in para 17 they say:

"Taking the above facts into consideration, the Committee recommend that the present rate of dividend should remain unaltered for another period of 5 years. However, the Committee feel that in the matter of calculation of the Capital-at-charge and arriving at the total of the dividend payable, some minor adjustments are called for."

Sir, my friend suggested that if it were a commercial concern, it would not do it in the way in which the railways are doing it. If it were a purely commercial concern, many of the uneconomic lines, which are not

paying, would have been discontinued and would have been dismantled. So, there is not much point in urging that the railways should be dealing with this matter as a purely commercial concern. Then again, the rate of dividend of 4 per cent. which is paid is more than the interest rate for the year, which is only 3.55 per cent.

Now, Sir, the other point that he raised was about the loans, that the Development Fund has been depleted and, therefore, the railways are not managing their finances carefully. This was anticipated by the Railway Convention Committee and I am reading from para 30 of the Committee's Report:

"After considerable discussion the Committee came to the conclusion that in the event of the Development Fund not being in a position to meet the programme of expenditure chargeable to that Fund from its own resources, money should be advanced from General Revenues to the Railways for utilisation on those Projects or Works which are of a developmental nature."

Therefore, again I submit that there is not much point in saying that the depletion of the Development Fund shows bad management.

The hon. Member raised the question of working expenses mounting up and there again he levelled the charge that the finances were not being properly managed. I would invite the hon. Member's attention to pages 9-12 of the Explanatory Memorandum submitted along with the Budget papers. Briefly, the facts culled from it will be these. There has been an increase in the working expenses from 1958-59 to 1959-60 of the order of Rs. 15½ crores. Out of this Rs. 15½ crores, Rs. 5 crores are to be accounted for by the increase in the price of coal and extraordinary expenditure of railways on repairs, owing to excessive floods, in the case of breaches and so on. If

it is deducted, then the net increase will be only of the order of Rs. 10½ crores. As against this the traffic receipts have increased by Rs. 32 crores. Now, out of this Rs. 5 crores is to be deducted for the new rates that were introduced from 1-10-1958. If this is done, then the net increase in the traffic receipts is of the order of Rs. 27 crores. So, the increase in expenditure of Rs. 10½ crores has to be considered in the background of the increase in the net revenue, in the traffic receipts, to the tune of Rs. 27 crores. Compare this with 1960-61, and the increase will be of the order of Rs. 35 crores. Of this Rs. 20.25 crores will be for the purpose of implementing the Pay Commission's recommendations, as and when sanctioned. Now, Rs. 1 crore has been set apart for meeting the extra liability that we might incur if we accept the carrier's liability. Deducting these amounts the net increase will come to Rs. 13.75 crores. As against this, the increase in traffic receipts is of the order of Rs. 28½ crores. This, I beg to submit, is exclusive of the surcharge of 5 per cent. that will operate from 1-4-60. Therefore, an increase in the expenditure of Rs. 13½ crores, as against an increase in the traffic receipts to the tune of Rs. 28½ crores, is not a bad performance. On the other hand, it shows that the finances are being managed very carefully, cleverly and ably.

Then, the other point that the hon. Member was urging was about illegal strikes. Particularly he drew our attention to the loss, of man-hours on the Southern Railway. I would like to submit to this House that during 1958-59 the loss on the Southern Railway was 10,294. This loss of man-days on the Southern Railway was almost entirely due to an illegal strike in sympathy with the Madras dock workers. This had nothing to do with labour relations on the railways.

Then, the hon. Member spoke about co-operatives. We are encouraging

[Shri S. V. Ramaswamy.]

co-operatives. We are encouraging cooperative vendors' societies. But unfortunately our experience has been that co-operative vendors' societies have not been very successful. We have encouraged co-operative societies for handling contracts. A number of co-operatives have been started. The one at Secunderabad, for instance, is a very remarkable society which was started three years ago, and within these three years they have made a net profit, by careful husbanding and careful management, of about Rs. 60,000/-. These are good societies and I hope genuine societies like that will be started and on behalf of the Railway Ministry I assure you that all help will be rendered to such co-operative concerns.

Now, the hon. Member again referred to the cost of fuel. The increase was wholly out of our control. The price of coal was raised and therefore we had to pay more. As regards the utilisation of cinders, wherever we can, we sell the cinders and do realise a substantial amount out of the sale of cinders.

As regards the utilisation of the ash for building purposes, wherever we find that it is cheaper to go in for them and use them as a mixer with cement or 'choonam', we go in for them in preference to other things which may be more costly. We do look into the economy of it, and unless it is more economical to use them we do not go in for them. That is why we go in for used ash. I should like to assure the hon. Member that there is no wastage on this account.

The hon. Member threw out an extraordinary suggestion that there must be non-official members associated with the Railway Board. As a matter of policy it looks rather extraordinary that non-officials should be associated with a statutory body which is operating under the Railway Board Act of 1904.

SHRI BHUPESH GUPTA: The statute can be made to take in non-officials.

SHRI S. V. RAMASWAMY: You bring in an amending Bill to that effect.

SHRI BHUPESH GUPTA: You mean when I become the Deputy Minister, I shall bring in a Bill? I do not understand the logic of it.

SHRI S. V. RAMASWAMY: I am not prepared to exchange places with you.

Sr., the hon lady Member, Dr. Seeta Parmanand, raised three questions. She pleaded for the association of lady members as far as possible in railway committees. Sir, we have associated them with the Railway Catering Advisory Committees, and I must pay a tribute to the lady members because they are rendering a useful service.

DR. SHRIMATI SEETA PARMANAND: How many are there? Only in a few stations out of one hundred.

SHRI S. V. RAMASWAMY: Many are not coming forward.

SHRIMATI T. NALLAMUTHU RAMAMURTI (Madras): What about other committees?

DR. SHRIMATI SEETA PARMANAND: In the national committees they are taken like a mascot.

SHRI S. V. RAMASWAMY: Sir, it is not the number but the quality that counts.

DR. SHRIMATI SEETA PARMANAND: These compliments do not help much.

MR. DEPUTY CHAIRMAN: Order, order. You go on Mr. Ramaswamy.

SHRI S. V. RAMASWAMY: The hon. lady Member was saying something about the departmental catering. I think it was somewhat unkind. We are trying our best to improve the quality not merely of the food but also

of the service. We have set up a standard for others to follow. If there are deficiencies here and there, we welcome criticism.

DR. SHRIMATI SEETA PARMANAND: The performance is not equal to the promise.

SHRI S. V. RAMASWAMY: Sometimes there are human deficiencies. We shall try to make them up, and with the kind assistance and co-operation of the hon. Member we shall certainly improve.

DR. SHRIMATI SEETA PARMANAND: What about Ambikapur railway station?

SHRI BHUPESH GUPTA: All ladies do not necessarily always cook well.

SHRI S. V. RAMASWAMY: Dr. Seeta Parmanand may be glad to know that in the Ambikapur area the branch line from Anuppur is being extended to Baikunthpur, Karonji and Bistrampur. In the Bastar region also, a railway line from Bhiladilla to Kotvanala is actively under consideration, and final location survey is in progress. I suppose these things should satisfy the hon. Member.

Then, Sir, I come to Shri Bhupesh Gupta. Much of what he said was ideological ebullitions of his party. One thing that he was harping upon in the debate yesterday and today was about Mr. Shome's case. I can only read what the father . . .

SHRI BHUPESH GUPTA: You need not waste time on that.

SHRI S. V. RAMASWAMY: It is not wasting time. It is a reply to you. Reply does not mean wasting time.

SHRI BHUPESH GUPTA: I do not want his reply.

MR. DEPUTY CHAIRMAN: You listen to what he has to say.

SHRI S. V. RAMASWAMY: He must be prepared to accept the reply.

SHRI BHUPESH GUPTA: Does the Congress ideology like to accept lights without bulbs?

SHRI S. V. RAMASWAMY: His ideology is no high salaries, abolition of air-conditioned coaches, equality for all, first class for all. Well, these are all very common, cheap stock in trade of his party. Now, with regard to Mr. Shome's case, his father has categorically stated that he has no complaint in connection with the medical attention provided to his son. In the face of this I do not know why the hon. Member was sponsoring this again. He was looking at the gallery when he was speaking on this question.

SHRI BHUPESH GUPTA: Mr. Shome's father is a railway employee. You must have bullied him into making that statement.

SHRI S. V. RAMASWAMY: I do not expect the father even as a railway employee to make an incorrect statement.

SHRI BHUPESH GUPTA: You terrorised him. What is the use of reading that?

SHRI S. V. RAMASWAMY: Sir, I come to Shrimati Yashoda Reddy's point. Hers is only one point, but that is a very important one so far as Andhra Pradesh is concerned. There have been pressing demands from the travelling public as well as the Government of Andhra Pradesh for the introduction of a direct express train between Hyderabad and Madras, as the present through service coaches between these points running by the G.T. Express and Janata Express and connected trains were not considered adequate for the volume of traffic offering between Hyderabad and Madras. To comply with this long standing demand of the public, it has been decided to provide a direct express train between Hyderabad and Madras with effect from 1-4-60. The new express train will leave Hyderabad at 16.00 hours and arrive Madras at 11.45 hours next day. In the reverse direction, the express train will leave Madras at 17.30 hours and arrive Hyderabad at 13.30 hours next day.

[Shri S. V. Ramaswamy.]

The proposed Hyderabad-Madras Express Train will maintain connections at Vijayawada with Nos. 45/46 Hyderabad-Howrah Express Trains.

For the through passengers between Renigunta and Hyderabad, one composite I and III class coach will be run between Hyderabad and Renigunta by the new Express and connected trains.

In order to find line capacity on the Hyderabad-Kazipet-Vijayawada and Vijayawada-Madras sections, Nos. 47/48 Hyderabad-Puri Fast passenger trains will be cancelled between Hyderabad and Vijayawada and Nos. 71/72 Madras-Vizagapatam passenger trains will be cancelled between Madras and Vijayawada with effect from 1-4-60.

The passengers travelling between Hyderabad and Puri can, with effect from 1-4-60, conveniently use Nos. 45/46 Hyderabad-Howrah Express trains to and from Khurda Road and onwards by connecting train.

The above proposals were approved by the Time Table Committee of the Zonal Railway Users' Consultative Committee of the Southern Railway and the Divisional Railway Users' Consultative Committee of the Central Railway. The proposals also have the approval of the Andhra Pradesh Government.

DR. R. B. GOUR (Andhra Pradesh): Which Government of Andhra Pradesh? Earlier or the present?

SHRI S. V. RAMASWAMY: For that I would require notice. Presumably it is the old Government.

DR. R. B. GOUR: Excuse me, Mr. Deputy Chairman. I do not know what will happen, because this Howrah Janata Express does not stop at every station between Bezwada and Waltair, whereas the Puri Express stops at every station.

SHRI S. V. RAMASWAMY: As he is keen on this, we shall look into the matter.

SHRIMATI YASHODA REDDY: I should like to have an assurance from the hon. Minister. As it is, those lines are overcrowded, and if one or two bogies are attached to the express train, that will not be sufficient. That is the first thing. The second thing is . . .

MR. DEPUTY CHAIRMAN: No further speech now. You can write to him.

SHRIMATI YASHODA REDDY: Sir, I just . . .

DR. R. B. GOUR: Sir, I can understand . . .

MR. DEPUTY CHAIRMAN: You go on Mr. Ramaswamy. Three people are standing at a time.

SHRIMATI YASHODA REDDY: Sir, I just wanted to say that the member who represented Andhra Pradesh on the Consultative Committee was not heard. He protested. That is what I wanted to tell the hon. Minister.

DR. R. B. GOUR: The hon. Minister can yield a little. One can easily understand that by the introduction of a train between Hyderabad and Madras, the Hyderabad-Vijayawada line will be covered. The Puri Express could be converted into Puri-Vijayawada train. It need not come to Hyderabad. You can give connection to it . . .

4 P.M.

SHRI V. C. KESAVA RAO (Andhra Pradesh): How will the direct train from Madras to Hyderabad cover the passengers going from Visakhapatnam to Hyderabad?

MR. DEPUTY CHAIRMAN: Order. order.

SHRI S. V. RAMASWAMY: We shall look into this matter.

Sir, the hon. Mr. Kurre referred to transfers during mid-term. I quite agree with him and we shall see that these transfers are not made during mid-term and the study of the children

is not dislocated. He mentioned about hostels.

SHRI P. N. RAJABHOJ: I want to ask . . .

MR. DEPUTY CHAIRMAN: Please sit down, Mr. Rajabhoj.

SHRI S. V. RAMASWAMY: The hon. Member mentioned about running hostels. It would not be possible to run hostels at every school connected with the railways. We have now thirteen subsidised hostels in order to cater to the needs of the children of certain linguistic areas. They are meant to help the children of these employees with education in their mother tongue.

Shri Harihar Patel mentioned about the shortfall. I think the Explanatory Notes attached to the Budget papers are very comprehensive and if the hon. Member goes through the explanations, he will find that they are clear on this point, and there is no doubt about it.

Sir, I thank you.

श्री पा० ना० राजभोज : मंत्री महोदय से मैं यह पूछना चाहता हूँ कि सर्विसेज में क्लास १, २, ३, ४ में शिड्यूलड कास्ट्स का जो कोटा है वह पूरा भरा नहीं है और आपने लास्ट बजट में यह प्रामिस किया था कि हम इस बारे में डिटेल्ड फिगर्स देंगे। मेरी रेलवे मिनिस्टर महोदय से प्रार्थना है कि एक कमेटी नियुक्त करके वह इस चीज को देखें कि हम लोगों का परसेटेज क्यों पूरा नहीं होता है। यह मैं पूछना चाहता हूँ। इसका जवाब आप दीजिये। बताइये, क्यों नहीं बता सकते हैं? यह क्या है?

MR. DEPUTY CHAIRMAN: Order. order.

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 1959-60

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

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up the clause by clause consideration of the Bill.

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

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

SHRI S. V. RAMASWAMY: Sir, I move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE DOWRY PROHIBITION BILL, 1959

THE MINISTER OF LAW (SHRI A. K. SEN): Mr. Deputy Chairman, Sir, I beg to move:

"That the following amendments made by the Rajya Sabha in the Dowry Prohibition Bill, 1959, which have not been agreed to by the Lok Sabha, namely:—

Clause 2

(1) that at page 1, at the end of line 9, after the word 'given' the words 'either directly or indirectly' be inserted;

(2) that at page 2, lines 1 to 6 be deleted;

Clause 4

(3) that at page 2, clause 4 be deleted, and;

the following amendments made by the Lok Sabha in that Bill, namely:—

Enacting Formula

(1) that at page 1, line 1, for 'Tenth Year' substitute 'Eleventh Year';