

reservation fee. This should be look-ed into.

MB. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1959

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM) : 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 1958-59 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

MR. DEPUTY CHAIRMAN: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1958-59 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

MR. DEPUTY CHAIRMAN: Mr. Niranjan Singh.

श्री निरंजन सिंह (मध्य प्रदेश) : उप-सभापति महोदय, तीन चार चीज मैं आपके द्वारा माननीय मंत्री जी के अवलोकन के लिये रखना चाहता हूँ। सब से पहले रेलवे में जो चोरियां होती हैं मैं उसके बारे में कहूंगा। रेलवे में जो चोरियां होती हैं उनकी ओर आथारिटीज अच्छी तरह से गौर नहीं करती हैं। कम्पेंसेशन पर कम्पेंसेशन बढ़ता जाता है तो इसकी ओर माननीय मंत्री जी का मैं विशेष ध्यान आकर्षित करना चाहता हूँ। अक्सर देखने में यह आता है कि पुलिस से मिलकर बैगनों से चीजों की चोरी होती है

जब इसकी रिपोर्ट होती है तो उसको संप्रेस कर दिया जाता है। माननीय मंत्री जी के पास तक खबर आती है या नहीं यह मुझे मालूम नहीं है। इसलिये मेरी प्रार्थना है कि रेलवेज में इस तरह से जो चोरियां होती हैं उनकी ओर रेलवे मंत्रालय को विशेष ध्यान देना चाहिये।

दूसरी चीज मुझे कोल ऐंशेज और सिन्डर के बारे में कहनी है। अक्सर यह देखने में आता है कि कोल ऐंशेज के नाम से टेंडर होता है और जो ठेकेदार इस काम को करता है वह सिन्डर को छांटकर बाजार में बेच देता है जबकि उसको ऐसा नहीं करना चाहिये। यह सिन्डर रेलवे विभाग का होता है और उसको बाहर बेचने पर सजा हो सकती है। लेकिन इस तरह का सिन्डर बाजार में बिकता रहता है। रेलवे आफिस में जब रिपोर्ट होती है कि सिन्डर कैसे बेचा गया और कहाँ से आया तब भी रेलवे के आफिसर उन कांटेक्टर्स के विरुद्ध कोई भी कार्यवाही नहीं करते हैं। तो मेरी प्रार्थना यह है कि इस ओर भी रेलवे मंत्रालय को विशेष ध्यान देना चाहिये।

इसी तरह रेल द्वारा बैगनों में जो पेट्रोल और केरोसिन आया है वह दूकानदार तक पूरा पहुंच जाता है मगर रिपोर्ट यह होती है कि रास्ते में इतना लीकेज हो गया है। रेलवे वाले बिना नोटिस किये हुए उस लीकेज का पूरा पेमेंट कर देते हैं। ये तीनों चीजें ऐसी हैं जिनके ऊपर ध्यान देने से रेलवे को काफी बचत हो सकती है और साथ ही साथ डिफिशियन्सी भी बच सकती है।

उप सभापति महोदय, जहां तक कामर्शल डिपार्टमेंट में प्रमोशन का सवाल है वहां पर जितने आदमी होते हैं उनका प्रमोशन हायर ग्रेड में होता ही रहता है लेकिन जो रेगुलर स्टेशन मास्टर होते हैं उनको कहीं भी जाने का या प्रमोशन का चान्स नहीं मिलता है। यद्यपि स्टेशन मास्टर का कार्य उन सब लोगों के ऊपर सुपरविजन करने का

[श्री निरजन सिंह]

होता है, मगर जब प्रमोशन या सेलेक्शन ग्रेड या पोस्ट का सवाल आता है तो गार्ड और दूसरे लोगों का हायर पोस्ट में प्रमोशन कर दिया जाता है। मगर स्टेशन मास्टर को अबसर नहीं दिया जाता है। इसका नतीजा यह हो रहा है कि कॉमर्शल डिपार्टमेंट में सर्विस करने वालों को थोड़ी सी सर्विस करने पर भी हायर ग्रेड या पोस्ट मिल जाती है। इस तरह की पोस्टों के लिये रेलवे ने ५० परसेंट का हिस्सा तो कॉमर्शल डिपार्टमेंट में काम करने वालों के लिये रखा है और ५० परसेंट स्टेशन मास्टर के लिये रखा है। मगर होता यह है कि स्टेशन मास्टर रिटायरमेंट के टाइम तक भी सेलेक्शन ग्रेड तक नहीं पहुँच पाता है और उस बेचारे को रिटायर हो जाना पड़ता है। इसका परिणाम यह होता है कि जो उन्हें ५० परसेंट का कोटा मिला हुआ है वह इतना कम होता जाता है कि जीरो तक पहुँच जाता है। इसका कारण यह है कि जितने भी इस तरह के एम्पाइमेंट होते हैं वे १५ या १६ साल बाद होते हैं और तब तक स्टेशन मास्टर की उम्र रिटायर होने तक की पहुँच जाती है और उसे कोई चान्स नहीं मिलता है। तो मेरी आपसे यह प्रार्थना है कि इस बारे में आपको किसी तरह का डिस्क्रीमिनेशन नहीं करना चाहिये।

दूसरी चीज जो मैं कहना चाहता हूँ उस की ओर अभी तक किसी का ध्यान नहीं गया है। आपने देखा होगा कि रेल में जो इंजन ड्राइवर होता है उसको किसी तरह की फंसिलिटी नहीं मिलती है। आप गार्ड को देख लीजिये उसके लिये सब तरह का प्रबन्ध होता है और गार्ड को हर तरह की सुविधा मिलती रहती है। लेकिन जहाँ हम ड्राइवर से १२ घंटे की ड्यूटी लेना चाहते हैं वहाँ उसको एक मिनट भी बाहर जाने की इजाजत नहीं देते हैं। जब हम उससे १२ घंटे की ड्यूटी लेते हैं तो उसको पेसाब भी लगेगी, दट्टी भी लगेगी, मगर हम ने उसके लिये इसका

काश् मा इज्जत न प्रबन्ध रहा। किया है।

मेरी आप से प्रार्थना यह है कि जब आप गार्ड को इतनी सुविधा देने हैं तो उसके लिये भी उसी तरह की सहूलियतों का प्रबन्ध करें। जब नेगलिजेंस का सवाल आता है और ट्रेन खड़ी हो जाती है तो हम दुनिया भर के सवाल खड़े कर देते हैं। मैं आप से यह नहीं कह रहा हूँ कि आप उसके सोने के लिये प्रबन्ध करिये मगर जो जरूरी अमेनिटीज हैं उन्हें तो कम से कम हमें देना ही चाहिये।

मेरे पास ज्यादा समय नहीं है और मैं एक बात कह कर अपना भाषण समाप्त कर दूंगा। माननीय मंत्री जी ने जिस फंसलटेटिव कमेटी का आश्वासन दिया था उसके बारे में मुझे कुछ कहना है। हमारे जो रेलवेज में दो तीन जोन हैं और उनके जो जनरल मैनेजर हैं जब तक वे एक सा मिलकर कोई फैसला नहीं करेंगे तब तक हमारी समस्याओं का हल नहीं हो सकता है। मैं इस सम्बन्ध में मध्य प्रदेश के बारे में कुछ कहना चाहता हूँ। मध्य प्रदेश तीन जोन्स के अन्तर्गत आता है। पहला वेस्टर्न जोन, दूसरा सेंट्रल जोन और तीसरा ईस्टर्न जोन। जब तक ये तीनों मैनेजर एक साथ नहीं बैठेंगे तब तक हम रेलवेज में समुचित प्रबन्ध नहीं कर सकते हैं।

अन्त में, मैं यह कहना चाहता हूँ कि सेंट्रल गवर्नमेंट ने मध्य प्रदेश की राजधानी बनाने की जिम्मेदारी ली है मगर वहाँ कम्युनिकेशन के लिहाज से बहुत कम फंसिलिटीज दी हैं। जब आपने इस चीज को जिम्मेदारी ली है तो उसे आपको पूरा करना चाहिये क्योंकि आप पूरा नहीं करते हैं तो जनता में असन्तोष बढ़ता है।

SHRI AMOLAKH CHAND (Uttar Pradesh): Mr. Deputy Chairman, Sir, I have looked into these supplementary grants with interest and for the very simple reason that the amount now wanted to be voted by Parliament

is to the tune of Rs. 42,94,00,000. Now, Sir, the Appropriation Bill which we have passed just now shows that the railways want Rs. 1,018,06,50,000 for the year 1959-60. But, if we look into the Railway Budget for 1958-59, we find that the Charged and Voted amount was Rs. 1,023,73,25,000. In addition to this they want another Rs. 42-75 crores. The first objection which I have to this Appropriation Supplementary Grants is that it comes very late before the Parliament.

Now, Sir, from the booklet "Supplementary Demand for Grants", only at two places I could find out that the amount has been taken out of the Consolidated Fund of India and is to be reimbursed. As regards the other amounts, probably this would be paid within this financial year, i.e. a sum of Rs. 41 crores. What I beg to submit, Sir, and want to bring to the notice of the Railway Minister is that this Supplementary Demand could have come before the House earlier. Today is the 13th of March. The President's assent would not be available before the 16th of March and this whole sum of Rs. 42 94 crores is to be disbursed by the 31st March 1959, Sir, there might be some reasons for bringing this Demand at this stage, but what I would like to suggest is that if Supplementary Demand has to come, it should come just before the new Budget is brought before the House for the very simple reason that by that time we would be able to know as to how much money has been voted by the Parliament for the Railways. Now, in this case the outlay comes to Rs. 1,023 crores and Rs. 42 crores more, whereas in the new Budget the comparative figure at the moment is Rs. 1,018 crores.

The second point which I would like to bring to the notice of the hon. Minister is about the Indian Railways Purchase Mission. As you will find in the Introductory Note as well as on page 26, lots of rails—to the value of Rs. 14-63 crores—were purchased. I should like to put a question about these rails as to why these rails have

not yet been utilised. A large portion of it has not yet been utilised and is lying at Bombay. Unfortunately, Sir, I was not present when the question* came up.

SHRI JAGJIVAN RAM: The reply was given.

SHRI AMOLAKH CHAND: I am coming to it. The reply has been given. I would like to know from the Railway Minister whether it is a fact that this Purchase Mission purchased these rails which are carbon rails and which are rejected ones on the Continent and elsewhere? I should also like to know how these rails would compare with the rails which are produced in India or are purchased from elsewhere? This is an important point for the very simple reason that what we find is that in the note it is pointed out:

"Availability of Track materials, Rs. 7.30 crores due chiefly to more receipts mainly of steel materials from abroad and partly of workshop manufactured items."

What I want to impress is that to my mind it appears that these were not essential at the moment. They thought that they were getting it cheap and purchased it but they have not been able to utilise it. I think the hon. Minister will make the position clear about the facts.

Then, I come to another item which brings a bad name to the country. These Purchase Missions do proceed to foreign countries and the agents thereafter follow up and pursue them on the Continent and other countries. I do not know how far these facts are correct, but I do feel that the Railway Minister should keep an eye over that also, because we find that even some defective sleepers were purchased, about which investigations are going on. I do not want to enter into a controversy over that for the very simple reason that the matter is under investigation by the Special Police.

SHRI JAGJIVAN RAM: That was not purchased by any Mission.

SHRI AMOLAKH CHAND: That is what I am saying. It was purchased in the country and about that investigations are going on. Certainly, we would like to know from the hon. Ra Iway Minister as to what has happened to it, or if the investigation is going on, he would be good enough to acquaint the House with the result.

Sir, I would like to refer to another point regarding safety of passengers. Those who are accustomed to travel by train do know that the bathrooms, which can be bolted from inside, cannot be bolted from outside, and sometimes it happens that if somebody is in the bathroom—whether he enters there before the train leaves or by breaking open the door of the bathroom—there is nothing to stop him from coming into the compartment and assault the passengers. What I suggest is this. As you have a bolt inside the bathroom, you can put a bolt, outside also which the passengers in the compartment alone can open.

SHRI SHEEL BHADRA YAJEE (Bihar): How?

SHRI AMOLAKH CHAND: Mr. Yajee asks "how". Probably, he does not know that if the bolt can be inside, it can also be put outside.

SHRI SHEEL BHADRA YAJEE: But he will be in.

SHRI AMOLAKH CHAND: Yes, the thief will be in and he can come out only when the passengers would like him to come out. He will not be able to assault the passenger while he is asleep.

SHRI SHEEL BHADRA YAJEE: Suppose I decide to keep you in?

SHRI AMOLAKH CHAND: I cannot meet all your points for the very simple reason that I feel that you are more expert in that art in which I am not.

SHRI SHEEL BHADRA YAJEE: It is a matter of opinion.

SHRI AMOLAKH CHAND: Anyway, that is a point which the Railway Minister may kindly look into.

Sir, in this connection I would like to bring another point to the notice of the hon. Minister. Mr. Lai Bahadur Shastri, when he was the Railway Minister, went to Sehore on the Western Railway and promised that the railway station would be improved, the platform would be raised. I would like the hon. Minister to look into it and if he finds it possible he may do something.

I was referring to the latrines. We know how sometimes passengers are assaulted from the latrines. Only today's *Hindicsthan Standard* has reported a case of a woman who was coming by Pathankot Express to Delhi but could not reach Delhi for the simple reason that at Khandwa Junction somebody boarded the footboard of her compartment and cried that he was in danger. The lady opened the door and immediately she was assaulted, dragged, and deprived of all her property. She is lying in the hospital now. To such trains in which there are such accidents, special attention should be paid by the Railway Board to see that people travelling alone can travel safely.

Next, I come to the theft of electrical goods. While coming from Calcutta this time, I read in the paper that on the Eastern Railway huge quantities of electrical material have been removed, to replace which they would probably require some lakhs of rupees. Sir, I have thought over this problem and I know that the Railway Minister is also worried about it. Sir, this is a matter in which some drastic steps should be taken. These thefts are not committed when the train is moving because of the presence of passengers who would not allow a theft like that. Usually these thefts take place in the yards where the trains are kept for washing etc. or

while it as Deing Drought to the line again. I feel with strict supervis: on these thefts can decrease.

Then, Sir, there is the other point to which I would like to draw the attention of the hon. Minister and that is about illegal strikes on Kail-ways. Recently, there was a strike for some reason or other at Ghaziabad and about a dozen trams could not proceed that way. I put a question about that also but unfortunately that day I was busy otherwise with the Public Accounts Committee. What I want to submit is that in a strike of a day and a half, the Railways have lost about a crore and a half of rupees. That strike, as far as I know, "was because of some manhandling of some workers of the Railways. Before they resorted to strikes, the Railways ought to have taken some steps to create confidence in their employees and if the Railways are not in a position to create confidence in their employees from assaults from outside or others, probably they might suffer more losses.

Sir, these are the points which I wanted to bring to the notice of the hon. Minister. Thank you.

SHRI JAGJIVAN RAM: Sir, I have not much to say about these Supplementary Demands because they have been explained in great details in the Explanatory Memorandum. My friend, Shri Amolakh Chand, has asked why could not we present these supplementary demands earlier. There are obvious reasons for that, because if we can anticipate them much earlier, we need not turn them into Supplementary Demands. Well, it is necessary because they are not anticipated well in advance.

Sir, he has raised certain queries about the Steel Purchase Mission. The Steel Purchase Mission was sent abroad in 1957 when the procurement of steel in this country was very difficult and also prices were rising. So, we decided to send a Mission of some Members of the Railway Board to get

into direct contact with the manufacturers of the various materials and equipment and purchases were made from them. It will not be correct to say that the rails purchased by the Steel Purchase Mission are of inferior quality. They are of the standard quality and the intention never was that the steel will be utilised within a limited period. Construction has to be done and then only the rails can be utilised. But, in this case, the bulk of the rails purchased had been utilised. Speaking from memory again, I think it is only 20,000 tons that has not been utilised.

Then, he has suggested certain improvements in the bathrooms. Well, I will get it examined but perhaps some hon. Members interjected and gave him the other aspect of the proposal.

Wherever there are illegal strikes on the Railways, some consequences automatically flow. There is automatic break in service whenever any employee goes on illegal strike and certain consequences flow from the break in service. In a huge organisation like the Railways, where trade unions are still in the formative stage, where quite a sizeable proportion of the Railway employees have not been unionized, who have joined neither this union nor that union, sporadic cessation of work for an hour or so is not inconceivable and, therefore, it has been provided that when workers go on such illegal strikes or when they stop work for some period, some automatic consequences flow and that may work as a deterrent. He has said that the loss due to the strike at Ghaziabad will be Rs. \\\ crores. I think my hon. friend has seen the Budget. Our total earnings anticipated in the next year's Budget are Rs. 422 crores. So, Rs. 422 crores for all the Railways, throughout the country, for 365 days; it means that the daily income of all the Railways is nearly 1:2 or 1:3 crores. So a stoppage of certain trains or a partial detention of certain trains at Ghaziabad will naturally not result in a loss of Rs. 1? crores.

SHRI AMOLAKH CHAND: That is what it appeared in the paper. I do not know how far it is correct.

SHRI JAGJIVAN BAM: I have seen it but we cannot rely on that. It is a matter of simple calculation. The loss on account of detention or stoppage or even cancellation of trains in a small section like Ghaziabad, even if it affects trains of longer distance, cannot be more than a few lakhs of rupees.

Shri Niranjana Singh has raised the question about coal ashes. I have been personally examining that question because I feel that we can have some sizeable income from the disposal of coal ashes. Even at present, speaking again from memory, we are having something like Rs. 42 to 43 lakhs from the disposal of coal ashes but I feel that we can earn more from the disposal of coal ashes. I have given recently an order for the benefit of public institutions like schools, hospitals or co-operative societies or Community Project Works, that these organisations may be supplied with coal ashes without going into the formalities of calling for tenders or auction or things like that, on the fixed price that is determined for different areas on a certificate being produced signed by some officer or some Members of Legislatures. I have suggested another thing. In many places these coal ashes are disposed of in large stocks and it is not possible for the actual consumers to bid for them and others make a lot of profit out of them. I have suggested that these coal ashes may be disposed of in small lots so that the actual consumers, small traders, porters and people like that, can take advantage of them.

I am also aware that there is pilferage or wastage of coal. It has been a problem and we had at one or two places launched prosecutions. But it becomes difficult for the Railways; the law says "You prove that it is your coal" but for a commodity like

coal, it is very difficult to prove that, and because of the law as it stands, prosecutions fail in such cases. So, the problem is there before us. We are tightening the security measures. I am not sure how far we will succeed in completely eliminating pilferage of our coal either from the moving wagons or from workshops or from the loco sheds, but the will is there and it requires the co-operation of all before we can eliminate that.

I will say a few words about the construction of new lines. Mr. Lingam asked the question as to what was the criterion. The criterion—as he is aware—in the First Plan, was that railway lines should be constructed where new industries are set up, where a steel project is coming up or development of coal is taking place and the Railways are called upon to supply either the raw material for them or transport the finished products from them and also in areas where transport facilities are not available for the transportation of minerals or forest wealth to the ports and other areas. He specifically put the question about the line Himatnagar to Udaipur. That is obviously meant for the Kandla Port. I don't want to say much about the rail and road competition more than what I have said. As I have said, there is scope for development of road transport in the country but one should also remember that where road transport has already developed, it will not be quite wise or desirable on the part of the Railways to go in for construction of new railway lines there, and it will not be wise on the part of Members of this House to demand the construction of new railway lines in areas where the road transport has so much developed that no traffic has been left for the Rail to carry, either goods or passenger. But I find in this House and in the other House also demands for the construction of many new railway lines where road transport has so much developed and I feel that even after construction of the new railway lines, perhaps there will be no

traffic, either goods or passenger, for the Railways to lift, and it is for consideration whether the Railways should undertake the construction of new railway lines in those areas or

SHRI D. A. MIRZA (Madras): What about the unhealthy competition?

SHRI JAGJIVAN RAM: I am not entering into the details of healthy or unhealthy competition. What I am suggesting is this that given a certain quantum of resources for the development of transport in the country, whether it is rail or road, if one mode of transport is existing, it will not be desirable, it will not be to the national interest to develop another mode of transport in that area, whether it is road transport or whether it is rail transport I say that it should be applicable to both. Where road transport has developed, it will not be wise on the part of the Railways to construct a new line in that area. Sir, I don't think I am called upon to say anything more.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1958-59 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 clause by clause consideration.

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

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

SHRI JAGJIVAN RAM: Sir, I move: I

"That the Bill be returned."

MR. DEPUTY CHAIRMAN: Motion moved :

"That the Bill be returned."

SHRI AKBAR ALI KHAN (Andhra Pradesh): Sir, while accepting the proposition of the hon. Railway Minister that where there are facilities for traffic existing, new lines need not be constructed, I can say that there are many places where the new lines are required and where they will be paying. I hope the hon. Railway Minister will give attention to those lines.

SHRI JAGJIVAN RAM: I say that the Planning Commission has laid down a criterion that where new industries are to be planned out by the Centre or by the States or where minerals are to be developed, priorities are to be determined for the construction of railways and I personally feel that where no mode of transport is available and there is enough chance of traffic developing, railway lines should be constructed.

SHRI D. A. MIRZA: Let him have a soft corner for the South.

SHRI JAGJIVAN RAM: I have a whole corner for the South.

The

MR. DEPUTY CHAIRMAN: The question is :

"That the Bill be returned."

The motion was adopted.

THE APPROPRIATION (VOTE ON ACCOUNT) BILL, 1959.

THE MINISTER OF REVENUE AND CIVIL EXPENDITURE (DR. B. GOPALA REDDI): Sir, I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the Financial year 1959-60, as passed by the Lok Sabha, be taken into consideration."

This Bill arises out of a sum of Rs. 145 crores voted by the Lok Sabha*