

for another two years. While suggesting this, we have taken into account the convenience and, if I may say so, the case of both the Houses of Parliament and the Joint Select Committee etc. It might be necessary for us in the Joint Select Committee to invite concerned and interested parties to come and tender evidence; it "might be necessary for us to collect various other relevant data and material so that when the Report of the Joint Select Committee comes up before the House it might be a full Report a complete Report and an efficient Report. It is only with that object in view that we have kept the period as two years and as I said we lose nothing thereby. These are all the points that were raised and I am grateful to the House and the Members for all the courtesy shown to this measure.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill to continue the Control of Shipping Act, 1947, for a further period, 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 of the Bill.

Clause 2 was added to the Bill.

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

SHRI RAJ BAHADUR: Sir, I move:

"That the Bill be passed."

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

ALLOTMENT OF TIME FOR CONSIDERATION OF THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1958 j

MR. DEPUTY CHAIRMAN: I have j to inform hon. Members that under I

rule 162 (2) of the Rules of Procedure and Conduct of Business in the Rajya Sabha, the Chairman has allotted five hours for the completion of all stages involved in the consideration and return of The Appropriation (Railways) No. 2 Bill, 1958, by the Rajya Sabha, including the consideration and passing of amendments, if any, to the Bill.

DR. R. P. DUBE (Madhya Pradesh): On a point of information, Sir, have we got some other business for tomorrow? Can't we extend this period? We start now at 3 o'clock and . . .

MR. DEPUTY CHAIRMAN: We have given five hours for this Bill and there is a half-an-hour discussion tomorrow.

**THE APPROPRIATION (RAILWAYS)
No. 2 Bill, 1958.**

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain 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 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."

श्री पृथ्वीराज कपूर (नाम निर्देशित) :
माननीय उपसभापति जी

SOME HON. MEMBERS: In English.

SHRI PRITHVIRAJ KAPOOR: Is that the desire of the House, Mr. Deputy Chairman? . . .

श्रीमती कृष्णा कुमारे (मध्य प्रदेश)
आप बहुत अच्छी हिन्द; बोल सकते हैं ।

MR. DEPUTY CHAIRMAN: He wants everybody to understand. So he is speaking in English.

SHRI PRITHVIRAJ KAPOOR: I stand here, Sir, to recommend this motion that is moved just now to the House and support the Mover with a few humble suggestions . . .

SHRI BHUPESH GUPTA: (West Bengal): They are very important.

SHRI PRITHVIRAJ KAPOOR: . . . and they are these. I would request the hon. Deputy Minister of Railways to consider these humble suggestions, give some time to them before just throwing them away of shelving them and if he finds these suggestions are of any use I would request him to incorporate them, to give them some tangible shape and work them out.

Sir, our railways are a big affair and we are very proud of the entire establishment, the working, the . . .

SHRI H. P. SAKSENA (Uttar Pradesh): . . . the accidents.

SHRI PRITHVIRAJ KAPOOR: My friend will have his time; why crow at the wrong moment?

m

. . . personnel, and everything. Off and on, a few things come in the way; they disturb and spoil the very happy picture that you form about the railways of our country. For instance, in these few days we have been hearing so much about the Bhaktiarpur-Patna Railway. I know, Sir, that it is not your incumbent duty at this moment to take this up knowing that there is so much to be done in so many other spheres. There are 32 miles of track on this railway and for the moment it is being controlled by some Board, the District Board, which of course is formed of our own country-

men, our own people, but it appears from the results, from what we hear about its working, I am rather very unhappy to say, that those people have not done their duty properly, otherwise there would have been no occasion for this complaint. We find that for the last three months the people working in that railway have not been paid their salaries. Well, it can be easily said that the Centre is not responsible; it is a provincial affair; the District Board is managing it and we have nothing to do with it. Certainly, you will be right and you have got every right to say all those things and exonerate yourself from the responsibility. But for a layman, and in the category of laymen I include myself—and perhaps there might be some other hon. Members here as ignorant as I am and who perhaps do not know that this is a private affair, that this is being managed by a District Board—it is rather difficult to know this fact; even if it is a one-person minority like myself, an ignorant man, it is bad, but there are millions in the country who are ignorant about this fact that this railway is not being managed by our Government, and thus a rumour spreads that our own railway workers

are not being paid their salaries. And then this news spreads. We have our friends all over the world. We say that, because we are friendly towards them. But there are some people who are interested in spreading rumours about our country. To guard our honour, to guard our prestige and not to provide means to these people to say anything against us and spread such rumours abroad, I believe at such moments, our Government should step in, put the shoulder to the wheel, take the responsibility upon itself. It is my very humble suggestion. In spite of the fact that the moment might be very odd, in spite of the fact that it might be very difficult to nationalise it at this juncture, in spite of the fact that there may be so many offler loopholes and spokes in that machinery and the setup there, in spite of the fact that

Rs. 9 lakhs or so, as the hon. Minister said the other day, is owed by the District Board to the Central Government or the Railways, in spite of all these things and handicaps, still it is our bounden duty, where the question of honour comes in, to put our step forward, boldly more forward and take the responsibility. As it has been said by Shakespeare "Rightly to be great is not to stir without great argument but greatly to find quarrel in a straw when honour is at stake." Here, in this particular case, there is a question of prestige, the question of honour of the country. Railway workers and railways as it is understood the world over are a national subject. Railway workers are without salary for three months. Leave alone their suffering, leave alone their troubles that I hear about the gratuity and the other gains. All these troubles are the personal troubles of these people. They will tighten their belt, they will bear with them, put up with them, suffer as far as they can peacefully, nonviolently. But here the prestige of the country is at stake. In this matter I believe you also know and it is known to so many of us that there have been people coming from abroad to visit such places like Rajgir.

AN. HON. MEMBER: Nalanda.

SHRI PRITHVIRAJ KAPOOR: Nalanda is on the way to Rajgir. They find that the railway is not working. They do not know who is managing it. They know India. They feel that India is a defaulter in this. The Indian Government is not paying the salary. So, taking these into consideration, I would request you to take steps, immediate steps, to let that railway run anyhow and not bother about the cost because there is so much money at your disposal. Well, when there is a big 'Bhandara', they say:

जब खाने को घर में बहुत सा पका हो,
यानी जहाँ २० का खाना पका हो, तो वहाँ
और चार का खाना निकल ही आता है ।

When there is food cooked for twenty, you can accommodate four more. When there is so much being done, when you are managing the affairs of hundreds of thousands, well the question of a few hundred people working, and the salary of Rs. 32,000 per month, could be easily managed. I believe with your piles and piles that you have got at your command and at your beck and call in your Railway Department, you would be able to do it much better, much easier and in a much nicer way than it is being done or has been done by those people on whom it was thrust and who perhaps were not able to understand the gravity of the matter, the importance of it. So, I would again repeat it, take it as a national question; take it as a question of national prestige and put your best foot forward and go to the rescue of these workers who have suffered. Go to the rescue of your own countrymen and let that railway run and thus save the prestige of the land and the railways.

Another humble thing is this. I will just mention two or three points if I am given permission. Do I have time, Sir?

MR. DEPUTY CHAIRMAN: What time would you like to have?

SHRI PRITHVIRAJ KAPOOR: As long as you can accommodate me.

MR. DEPUTY CHAIRMAN: What time do you want?

SHRI PRITHVIRAJ KAPOOR: Another ten minutes or so.

MR. DEPUTY CHAIRMAN: All right. Go on.

SHRI N. C. SEKHAR (Kerala): He can take an hour.

SHRI PRITHVIRAJ KAPOOR: Another point is the one I raised during the Question Hour yesterday. In our railways unfortunately some people still behave in a very funny way, not the railway J personnel, not the railway officialt.

[Shri Prithviraj Kapoor.] but the people of our country who have not yet realised that they are a free people, they have got great responsibility. They take advantage of the helplessness and the ignorance of the people, exploit them and loot them and rob them, as I would say, at different places. We have got to do something about it. Of course it will come under the Ministry of Education, in order to educate the entire nation that they should not behave like this. But till the people are educated and till the people get away from such habits and put their energy and their strength in the right direction and earn on right lines, let us do something to safeguard the interest of the poor, innocent people who travel in third class, who do not understand, who come from the villages and do not understand the ways of such people. What I am pointing out is the way some people get into the trains. How they are permitted, how they are tolerated, who tolerates them, who permits them, I do not know. But day in and day out it is heard; on the pretext of selling goods in the train, which is prohibited, these things go on. • They start a little *nilami* auction, and they say, "If it does not come to a particular price, we will give some *inam*, some *buksheesh*." And the poor, innocent villagers sitting in the third class compartments say, Rs. 2, Rs. 3, Rs. 4, etc. Eventually the man withdraws and says, "I am not going to give you this thing. Here is eight annas for you because I cannot give the thing." He says later on?" Here is one rupee, two rupees, three rupees," etc. To that extent he goes. Later on he brings out some jewels. By this time he knows who has and who has not got the money. And then he tries to auction, goes on on the pretext of auctioning jewellery—which is a fake thing. Somebody bids something, "I will give Rs. 20, I will give Rs. 30" and so on and then he clamps the bid. And the people are beaten. So much so that there was a case of murder also, if I am not wrongly informed. One of my boys in the theatre—he is an M.A., he has joined a very fine

institute at Ranchi, he is now a professor there—has written a play on it and he sent that manuscript to me. I was really taken aback that this goes on in our railways right under the nose of our efficient management and our efficient police and efficient people of the State. Unfortunately, as I pointed out, between Moghal Sarai and some station towards the east there is no police escort which could help the people when somebody is arrested. So, the villager is looted, is beaten up and nobody goes to his rescue. The T.T.Es. are poor people. They cannot afford to risk their life for this. So nobody even reports. If anybody comes to report, he is asked who are his witnesses, and nobody will offer himself as a witness. They know, they have got knowledge of the law's delay. It is a very notorious thing. Nobody would risk his job, his work and his business to get one culprit. He knows that the next day he might be taken to task.

There is another point to which I wish to draw the Minister's attention. We should try to make travelling in our railways comfortable. He should give some attention to this point too that travelling is made safe also for poor and ignorant people who do not know the wily ways of the so-called intelligent, pseudo-intelligent people. There should be police escort provided. We have got very fine police, and I know wherever they are they do their job very well. So, they should be put on those places where they are not being put these days. Of course, I do not know whether that part of the expenses will also fall upon the Railway Ministry. If there is some additional expense in that respect, that means a little more employment for our people. That is also a service in a way, but travelling would become easier and safer.

Another suggestion. If Railway Magistrates can be appointed, they will be there to charge and punish the ticketless travellers. If specific instructions are given to them, they should immediately dispose of cases then and there. They should *get* the

man arrested and he should be fined something'. Let us move in that direction and see that the criminal is punished.

One more humble suggestion I would like to make in the little time that I have got at my disposal. As I said also in the Question Hour, in future in the trains that we build, in the coaches that we build, we should have the corridor system. That way not only life and property are safeguarded, not only people travelling would feel better, but they will be served better too. They can be served, I mean, with food and water which sometimes they find it rather hard to get at certain stations where the train would stop just for a minute or so and then move off. By the time anybody wants to get something for himself or for his family the train moves on. Especially when the ladies are going alone, unescorted, they find it rather hard. They may shout themselves hoarse but still nobody may come to their assistance and supply them with food or whatever they want. In the corridor trains there will not be all these inconveniences and people will have better and convenient travel.

Sir, a word about railway unions. I would request the Railway Minister to get a little closer to the unions and not let the unions remain hotbeds of politics. Let them become the welfare centres for the benefit of the workers. He who shouts the most, he who cries the loudest is respected and heard. The man who is working on the right lines in a silent way is ignored. My unfortunate experience of five years' association with the Central Railway unions has been this, that the unions have become just agencies for somebody or other's leadership, while the real welfare of the railway worker is not taken into consideration. Time and again I have addressed their meetings in different places of the Central Railway and I exhorted them to bear this aspect in mind. I believe the Railway Minister, with his eminent machinery and with such fine and capable associates as he has got under

him and working for him, can achieve it much more easily than it could be otherwise. The unions have become hotbeds of intrigues. They are just working for the leadership of one section or the other. Not all of course, I would not like to generalise like that. But that has been my sad experience. There is also the good worker, the poor innocent worker, the honest worker who wants to work, who has taken up his work rather seriously, who believes that he is a national asset and his work means so much for the nation, the man who makes the rivets and devotes his time and attention and energy to the preparing of those rivets—what he needs is a hand of solace, a hand of comfort approaching them. So your welfare workers should exercise their power not of control of otherwise but of service a little more. In the union also, if we go on lecturing and shouting the loudest, we will be discouraging the honest man. Let us approach the workers and find out if we can do something to better his lot. We will be able to find out ways and means to go near the workers. If we just go closer to them, we will be able to find out what they need for education, and so on. Not that you are going to raise their salary from Rs. 100 today to Rs. 500 tomorrow, nor will the union do it, though they promise it, and they are all false promises. But you can do this much, you can teach him to spend that rupee, to spend that anna, which he has, more intelligently, in a more useful way which he does not know. In fact where will he rush his child to which is ill? He does not know whom to approach. He has scant money. I know there are hospitals, I know there are welfare centres. Does he know? He cannot go to the welfare centre, the welfare centre has to go to him. He is not educated enough. So, it will take us a long time to educate him. That process should go on too. At the same time those who are educated, those who are trained for that purpose, those whose business it is to look after the welfare workers should really do it. In a spirit of service, should approach the worker and find out his troubles

[Shri Prithviraj Kapoor.] before it is too late. A stitch in time saves nine. In the case of the worker help and advice given in time will save a lot of botheration, a lot of loss of time and a lot of heart-burns. Similarly in the case of Bhaktiarpur-Patna Railway, a stitch in time will save nine. This is the moment to strike, not with an iron hand, of course strike at the evil with an iron hand, but approach them with sympathy and with love. There is a saying by the great Poet Arzoo

उलाहने जो देते हैं पहले कहां थे ?
किसी ने न गिरते हुए को संभाला ।

It means, "those who come and blame today where were they then? Why did they not come to my rescue when I was falling?" Before they are absolutely floored, go to their rescue. They are your own people and they are national assets. Before those engines disintegrate into little particles of sand and dust of iron, get hold of them. They are still running. They will earn for you in a few months' time* the money which you will spend on them. This is my humble request now.

Thank you, Sir.

SHRI N. C. SEKHAR: Mr. Deputy Chairman, so far as the railways are concerned, we have necessarily to repeat certain problems which have often been repeated in this House. Of course, certain problems, and that too minor problems, might catch the attention of the Government, but at the same time, the major ones are not receiving the attention of the Government.

With regard to remodelling of railway stations and replacement of tracks, I would like to repeat certain facts which are still to receive consideration at the hands of the Railway Administration. Sir, remodelling is going on all along the line, but not along certain lines which ought to have been taken up a long time back. I am again repeating my complaints regarding the metre gauge line as well

as the broad gauge line on the West coast side. I think the Railway Board has decided to construct over-bridges in Calicut as well as in Badagara. So also the Railway Administration knows that a railway over-bridge in Cannanore is essentially necessary, because otherwise what happens is that either the train has to stop for a while till the road traffic is cleared or the road traffic cannot be cleared for a long time till the train passes from that crossing. And also the pedestrians have to wait for a long time till the level-crossing gates are opened after the train passes from there. They have been encountering this difficulty for any number of years. The Calicut Municipality raised a hue and cry as also the public that there should be an over-bridge just on both sides of the railway station in Calicut, but so far that work has not been taken up. If I remember aright, there was a decision taken by the Administration to construct an over-bridge at Calicut, but that work has not yet been taken up, and because of that the people have to face immense difficulties which ought to be removed. So also I think the Railway Administration had taken a decision to construct an over-bridge at Badagara railway station, but that also has not been taken up. Then the Cannanore Municipality petitioned to the Railway Administration that there must be an over-bridge just on the Mangalore side of the Cannanore railway station. That has also not been taken up. These are the three railway bridges which are essentially necessary to be constructed as soon as possible. Otherwise the municipality has to encounter so many other problems besides the road traffic. At the time of train crossing, all the gates of the level-crossings being closed, on both sides a number of cars, buses and other vehicles have to wait not for 5 minutes or 10 minutes, but sometimes this traffic has to be held up for even half an hour. This is the case with Calicut and Cannanore. But in Badagara the problem is different. Anyway, these problems have not yet been tackled. So this is an urgent public request to the Railway Administration. In this Demand I do not find any provision for this purpose.

Similarly, Sir, my friend had suggested during the course of the general discussion on the General Budget something with regard to the Shoranur-Cochin Harbour line. It is a single line which is 64 miles long. The Express as well as passenger trains have to take 44 hours to cover this distance of 64 miles. This is rather arduous for the passengers. It takes 4 hours for that train to reach Erna-kulam. This is because the curves are there to be negotiated. Secondly, Sir, this passenger train has to stop at each station not only to take passengers but also to give room for the goods traffic to pass. I therefore request that those curves should be straightened. Now it is a broad gauge line. It was a metre gauge line some years ago. But in spite of its having been converted into a broad gauge line, the traffic position has not improved as satisfactorily as it should be. Therefore, Sir, two demands are there. One is that the curves should be straightened. Those curves are ten point curves where particularly the W.G. engine or any other heavier engine cannot negotiate these curves, and there smaller engines, for example, X.B. engines are mostly used and that too running at a speed of less than five miles per hour to negotiate these curves because these curves are ten point curves. And even the drivers feel that unless these curves are straightened, it will be very difficult for them to take the train in time to its destination.

Then, Sir, the second demand is that since the goods traffic is increasing, the line should be doubled. Now because of the heaviness of the goods traffic, the Railway Administration has taken up the work of doubling certain important lines. Similarly, this line—Shoranur-Cochin Harbour—should be taken up for doubling. Otherwise, the railway passengers as also the goods traffic would find it very difficult to meet the requirements of the time. Therefore, doubling is necessary.

The other point that I would like to touch upon is this. When the Erna-kulam-Quilon line was about to be

opened, it was suggested that that line should be electrified not because the passenger or the goods traffic was immense but because electricity was and is available very cheaply there. It was thought that it would be more economical to take up the electrification of the line than using coal as fuel. Coal is brought all the way from Bengal/Bihar and the rate comes to Rs. 60 or Rs. 66 per ton. It is very costly compared to other areas. Government has to pay more towards the shipping freight. Instead of spending this huge amount on coal, it would be better for the Railway administration to electrify this section. This should be taken up as soon as possible because Kerala is now developing a number of hydro-electric schemes whereby it will not be difficult for the administration to get electricity at cheap rates. The rates of electricity are cheaper than in many other places. Because of the availability of electricity in Kerala, it is advisable to take up the question of electrification of this Erna-kulam-Quilon line. Since it is a metre gauge line, it would not be very expensive. Of course, they may put in the argument of foreign exchange shortage and all that.

The third point I have to mention, rather to repeat, is regarding the divisions. The other day in reply to certain of my points, the Minister said, rather insinuated, that there are sensible people in Kerala not to demand a separate division for Kerala. It is not the question of asking for a separate division for Kerala on a regional or on a linguistic basis. The division for Kerala is demanded from the point of view of the convenience of the railway administration as also for the convenience of developing railways there. It is not a linguistic demand at all. I had quoted certain figures the other day, the total mileage is not 645 but 465 or so, both metre gauge and broad gauge put together. According to the Railway administration, 800 miles are necessary for creating a division. In that case, Sir, the Podanur area can be taken up together with the Kerala section. To have a separate division,

[Shri N. C. Sekhavan.] I do not think it is wrong to take on to the Kerala section, both metre and broad gauges, the Olavakkot Division. It is very necessary to take up this question of having a separate division for Kerala, the Olavakkot Division coupled with some miles of railways from adjoining Tamil area.

Finally I have to say a word about victimisation. I have been repeating it before the Minister off and on. There are certain railway employees who are kept under suspension. They are paid part of their salaries. They are kept under suspension on certain reports of crimes but those crimes have not been taken up before a court nor have these people been again put in the administration as they ought to have been. For example, there is one T.T.E. who has been under suspension for the last two years. He was suspended on the basis of certain charges brought before the administration by a police officer. Even if you consult the local officers, the concerned officers, secretly, they will certainly say that that case was a fabricated one. Since it has not been put before a court, I say that the case was a fabricated one. I shall mention the name of the T.T.E. He is Mr. Srinath, a young T.T.E. who is very efficient. You cannot even avail of his work. He is a very hardworking, diligent and perfectly disciplined man but he was suspended, following a case against a P.W. Inspector who was responsible for certain mistakes concerning the construction of a cement tank. The tank collapsed over three children, one of whom died. A case was launched and compensation was paid; but to take a revenge, these people connived at with certain other officers and fabricated a case. This was reported to the General Manager who, in the name of the President of the Republic of India, issued an order keeping him under suspension. He is not allowed to do any service; he is not doing any useful service to the railway administration but even then he is paid half of his salary or something like that as suspension allowance. How long can an

administration go on like this, keeping *r-uch* people? There are innumerable such cases all over India which are pending. You must decide one way or the other. Either give him compensation or gratuity or anything that you like and send him out or take him back into service so that he may work. Without proceeding further in this matter, it is not fair on the part of the Railway administration to keep those employees under suspension and paying them allowances. This is not at all correct. Such cases should be settled one way or the other. I would rather ask them to enter service or go away without incurring any more loss for the Railways. These are the points that I wanted to make.

SHRIMATI YASHODA REDDY (Andhra Pradesh): I am not going to make any speech but I want to put forward a few suggestions in my own humble way.

SHRI V. PRASAD RAO (Andhra Pradesh): What is the difference?

SHRIMATI YASHODA REDDY: *You* can find it out. I am not going into that now.

Sir, first of all, let me congratulate the Railway Ministry for all that has been done for the travelling public. I also thank the hon. Minister for all the assurances he has given us in his last Budget speech a few days back. Before I begin offering my comments, let me thank the Railway Ministry for this fact. Last time I made a small suggestion on the floor of this House and I was very gratified to find, after a few months in the papers, that it was accepted by the Railways. It was a very small suggestion but even then it gave me a great deal of satisfaction. I had told the Railway Ministry that the ladies' compartments in the trains should be somewhere in the middle instead of at this end or the other and I am very thankful to the Ministry and to the hon. Minister for having acted upon it and I thank him once again.

Now, Sir, I do not wish to say much :moqB JO Aouapuja iEuoi:eJ3do ;noqe

the many accidents that are happening on the Railways but, yesterday I was amazed to find one of the hon. Members saying that we should give two years more for the Railways by which time they will get themselves adjusted, by that time there may be less of accidents; may be he is correct, may be he is not, but I want to say that not only will this solve the problem of the Railways but will also solve our problem of over-population if we give them two year's time. How far that is good. I do not want to comment upon. As far as these accidents are concerned, I want to put forward a suggestion. Why not introduce insurance in your Railways as the Airways have done because I feel the Railways are also risky. After all, accidents are not happening every day and you will make money by having insurance and we would have the satisfaction, in case we lose our lives or limbs, that we will leave something for our families.

SHRI T. S. PATTABIRAMAN (Madras): But you will not get it.

SHRIMATI YASHODA REDDY: Does not matter. My family will get something. Instead of dying without anything, I can have the satisfaction that Government will give something for my family.

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM) : You get that without insurance.

SHRIMATI YASHODA REDDY: I will have the satisfaction that *my* family will get something, but very likely more than what you will give. Now I come to a little more important thing which I would like to say about the Andhra State. Andhra is one of the biggest States and it is the fourth biggest as far as population is concerned and in area. It has got more than 2,800 miles of railway line and I am sorry that we don't have a separate zone. Our Railway officials and staff whenever they have any difficulty or problems, they have either to rush to Bombay or to Calcutta or to Madras but they do not have a place in Andhra

to get their grievances redressed, especially in the case of Railway Service Commission. I don't know why the Railway Service Commission appoint people other than Andhras even in the Andhra area. You see Tamilians, you see Malayalees, you see North Indians. I don't say that we should not have them but who is going to look after the Andhra people, the people who would like to serve in their own areas.

SHRIMATI T. NALLAMUTHU RAMAMURTI (Madras): I hope India is one.

SHRIMATI YASHODA REDDY: India is one, no doubt, Madam. I don't deny that India is one . . .

SHRI SHAH NAWAZ KHAN: You see North Indians in China also.

SHRIMATI YASHODA REDDY: They might be anywhere but we should have some satisfaction for the people living in Andhra. If you cannot have a zone immediately, I request you that a Service Commission Centre should be started immediately in Hyderabad in view of the needs of the population of Andhra. If any person—even a non-Andhra—sees the station development and the train traffic either in Madras or elsewhere and compares it with that in Andhra, he will feel that there has been a sort of partiality and difference in the development. I don't raise it again because someone will say 'You raised this last year and you are again harping on that.' But there is that difference and nobody can deny that. I humbly request the Minister . . .

SHRI V. PRASAD RAO: Don't be hesitant.

SHRIMATI YASHODA REDDY: I request the hon. Minister to consider I, this. About the new lines and the doubling of track, I congratulate the hon. Minister. They want to spend more money in changing the metre-gauge into broad-gauge and double up the lines. No doubt, it is a laudable idea but what about the vast areas of land that have not been touched by

[Shrimati Yashoda Reddy.] the Railways and ever so many people who have not seen the Railways. In these days of Sputniks and space travels, there are millions of people in India who do not know what Railways are. There are so many untouched lands in India and so instead of doubling it and changing it from one gauge to another, we should spend money in trying to spread Railways to every nook and corner. Electrification is no doubt very good, but I feel that first priority should be given to first things. So I feel that more money should be spent on spreading of new railway lines than in trying to put up more lines in the same areas.

Talking of new railway lines, I would like to say that some time back the Railway Ministry investigated the possibility of having a straight route from Bangalore to Hyderabad touching the two districts of Cuddapah and Chittoor in Andhra Pradesh. These two districts are very backward in our State but I don't know what has happened to the investigations or what has come out of it but as far as I know, nothing seems to have come out of it. I feel that there is a possibility of linking up Hyderabad and Bangalore *via* Nandial, Cuddapah, Rayachoti, Madanapalle, and

Chintamani. Because these two districts have no direct approach to Hyderabad, either people have to go through Madras or go through Guntakkal in the Bombay line and then spend two or three days before reaching Hyderabad. They cannot go straight on the motorable road because we have two unbridged rivers of Krishna and Tungabhadra. If this straight line is given, it will be helping some thousands of people in that backward, undeveloped area.

Another important point is this. People coming from Cuddapah and Chittoor, when they want to come to Hyderabad, they don't get accommodation in the Bombay line. No doubt there are some special bogies attached at Madras for passengers going beyond 300 miles or for those who are going to Hyderabad, I am not very sure . . .

SHRI T. S. PATTABIRAMAN: More than 300 miles.

SHRIMATI YASHODA REDDY: But no bogie is attached at Renigunta and when people come from these two districts there to take the train, there is no accommodation available because it is already rilled up at Madras. In the G.T. Express, at Madras we have separate bogies for people coming from there to Hyderabad. Even in the Bombay line, the bogie which has to be detached at Guntakkal, is attached at Madras. So what I say is that no money will be involved, no extra expenses will be involved if, this bogie, instead of being attached at Madras, is attached at Renigunta. It will help people from Chittoor and Madras to go to Hyderabad and there will be convenience as well.

In the Railway tract between Bel-lary and Rayadurg there are no railway bridges. I believe in the rainy season, the trains have to stop for some hours, sometimes for some days because when it rains the railway track gets submerged in water. There is no drainage, there is no overbridge and so instead of trying to solve our problems created by nature by Railways going from one place to another, here the train has to stop till the water recedes. Then you can as well travel by bullock carts if you are going to travel short distances in so many days.

(Interruptions.)

SHRI J AG JI VAN RAM: How can a bridge help?

SHRIMATI YASHODA REDDY: The Railway Minister is sitting next to me and I don't know whether he is hearing me at all.

DR. R. P. DUBE (Madhya Pradesh): He says, how can the bridge help.

SHRIMATI YASHODA REDDY: It will help the water to flow beneath it and the train can go above it.

Another small suggestion that I would like to give is about the Grand Trunk Express connection to Dhone Express. The G.T. Express arrives at Hyderabad at about 8 or 8-30. In fact the Dhone Express leaves a few minutes before the arrival of G.T. Express.

SHRI KISHEN CHAND (Andhra Pradesh): Seven o'clock, it arrives in Secunderabad.

SHRIMATI YASHODA REDDY: It never arrives at 7 but it is scheduled time.

SHRI V. K. DHAGE (Bombay): Anyway there is no connection.

SHRIMATI YASHODA REDDY: There is a train leaving for Dhone just before the arrival of the G.T. Express. People arriving by G.T. Express and who have to take the Dhone train are forced to spend a day and take the next day's train.

SHRI G. RAJAGOPALAN (Madras): They can see Hyderabad.

SHRIMATI YASHODA REDDY: It is all right for people coming from outside to have some sight-seeing. But the people who have more important work do not appreciate that. Here it is not a question of going to spend money. It is only a question of adjusting the timings. I request the Minister to see that there is connection between the two trains.

I think I have few more important points . .

SHRI J AG JI VAN RAM: 'Chodh Dho'.

SHRIMATI YASHODA REDDY: The Minister says 'Chodh Dho'. These are the two points and if these are acted upon at least, where no money is involved, I will be grateful to the Minister. Thank you.

SHRI V. K. DHAGE: What happened to your suggestion which was made last year?

SHRIMATI YASHODA REDDY: One of the suggestions was acted upon by the Minister and I thanked the Minister for it and I hope the House heard it. Perhaps the Member had not heard it.

SHRIMATI AMMU SWAMINADHAN: (Madras): Sir, as usual, may I begin by congratulating the hon. Minister of Railways and the Deputy Minister and the Ministry for all they have done to improve travelling conditions in India. Perhaps it is not quite their fault if the travelling conditions have not improved. It may be due to several reasons. I feel that when the hon. Minister speaks about air-conditioning and giving all kinds of other facilities of the luxury kind, he forgets some of the smaller things which should be given. I feel that it is more necessary today to stop overcrowding in the third class compartments and that can only be done by having more bogies attached to certain trains or more trains run. Another very urgent relief that should be given to the third class passengers is the fixing of fans in every third class compartment. I know there are fans but perhaps they are not enough and they should be given plenty of drinking water especially now that the hot weather is starting. I know great improvements have taken place in these matters within the last few years and the Minister gives every consideration to these questions. An other very great difficulty with our travelling today is this. The maintenance of trains is not kept up. I don't know the reason for this. They are spending so much money but the trains that I know of,—that is, chiefly the Grand Trunk Express and the trains which run in the Southern Railway in the Madras State between Madras and Kerala, those are the trains that I know best—most of them are having old, dilapidated compartments. I am speaking of the higher classes,—not air-conditioned—but first and second class.

Sometimes the windows, if kept open, will not close and if kept closed will not open. And the taps in

[Shrimati Ammu Swaminadhan.] the bath room are leaking the whole time and the shower at the top keeps on dripping on your head every time you go to the bath room.

SHRI V. PRASAD RAO: It is automatic.

SHRIMATI AMMU SWAMINADHAN: I feel the compartments are not maintained and kept up as they should be and the Railway Ministry should see that these carriages are kept in good condition. We cannot always blame the travelling public for all the bad things, for the poor condition of the compartments. Of course, I know that many things do happen when they travel and the public, some of them do behave in a rather, may I say, anti-social manner when travelling in trains. But at the same time so much money is being got from the public and so much money is being spent in looking after the comforts and conveniences of the travelling public and surely it should be possible to pay a little more attention to this matter of the maintenance of these carriages.

Then there are two or three other and equally important things which I would like to refer to. One of them has already been referred to by the hon. friend opposite, I mean the question of providing over-bridges. I am not merely referring to Kerala and Madras States, but such bridges are necessary at many other places in India. I know personally of a bridge being built in Madras on the Mac Nicholl's Road for which I take a little credit for having pressed the Ministry to start the work. The Minister was very kind and he said that they were going to start it soon. It has been started months ago, but we do not know when it will come to an end and when the road will be opened to traffic and people be able to go over the bridge. That particular area, I may add is a very very congested one. And that is not the only place but there are very many

other places in the city of Madras where they require over-bridges, because the city is getting larger and larger and it is getting congested and the population is also increasing every day.

Then there is another place. I came to the Lok Sabha from a constituency called Dindigul and there is an everlasting grievance about an overbridge there. I know the Minister knows it very well. An over-bridge is needed between the Station and the place where visitors stay, the rest-house which is on the other side. I know two or three times I nearly missed the train there because I stayed on the other side in the rest-house and the Station was on the opposite side. I had started an agitation for having a bridge built even in those days and I received a reply that the Railway Ministry was looking into the matter, but there was some dispute between the Railway Ministry and the Corporation of Dindigul. I do hope that they have come to an agreement. I have not been to Dindigul for a long time, but I do hope they have come to an agreement now and that the bridge will be built at least during the Second Five Year Plan.

There is yet another place where there has been a grievance for so many years and that is Shoranur where there is no bridge and there are so many trains running the whole time. I myself waited once at the railway crossing for an hour or 45 minutes, because the gate would not be opened and there were so many local trains passing there. I hope to live to see that bridge also built and the road opened to traffic.

Next I want to refer to railway stations. I know there is the programme for building new ones and for renovating old existing railway stations and this process is going on rapidly and it is indeed a pleasure to see so many beautiful new stations coming up all over the country. There is one wayside station, though it is on the main line and that is the

small station of Kuttipuram between Shoranur and Calicut which did not use to be a very important place. At Kuttipuram station very few people got in or got out. But the Government built a bridge over the river there at a cost of Rs. 50 lakhs as it came under the scheme of national highways and since that bridge was opened, some 5 years back, this railway station has become very important. It has become a very important centre for mercantile traffic. There is a place called Ponnani where all the merchandise come, from Shoranur and Tirur and other places to this railway Station called Kuttipuram. This station was built about 75 years back and there the station master's room, the enquiry office, the booking office, the waiting room, everything is contained in one room about six by ten, for no improvement has been done to this station all these years. I do hope the Railway Minister will kindly consider this. I am sure he has passed through that station when he visited Calicut and I know he visited Calicut more than once. This place which used to get about Rs. 15 a day now is getting more than Rs. 1,500 per day, because of the large traffic that comes there all due to the one bridge built over a river there. And so it has become a very important centre.

There are so many other improvements necessary and so many amenities which are more urgent perhaps than giving more luxury trains with air-conditioning etc. Of course trains for tourists are necessary for they should be given very good trains so that they might be able to travel all over the country in comfort and see our places. But I do think that the maintenance of our carriages should be attended to better and they should be kept up a little better than what they are now.

There is another matter. That relates to the Grand Trunk Express about which I speak again and again, almost every year. Of course I have not spoken in the Rajya Sabha before. Now I want to refer to the

dining car attached to this train. I do not know why this car should not come up to Madras. It used to come up to Bezwada, but this time while coming to Delhi I find that the dining car was taken away and started only at Kazipet. I don't know the reason, though perhaps they have got very good reasons for disconnecting it at Kazipet and for not coming up to Madras.

SHRI V. K. DHAGE: They say the station supplies the food.

SHRIMATI AMMU SWAMINA-DHAN: The stations supply food, but sometimes it is rather difficult, especially for women travelling alone and the dining car is very convenient for them.

Then there is the question of the dining car staff. They have a very very uncomfortable time, with no place to sleep or rest. They have to crowd in the place where the kitchen is located. I often ask them how and where they sleep. They just curl themselves up on the floor which also is rather dirty because of the smoke not only from the train, but also from the kitchen. I do hope that they will be given to start with—its electric stoves may not be possible—at least kerosene oil stoves and not charcoal which sends out so much more smoke and coal dust. Also they should be given one compartment so that they may, whenever they get time, rest and sleep. In fact, they do not have much time to rest.

I do hope the hon. Minister will take note of these observations. Some of them I know have been noted and something done, but I hope the other points also will be taken note of and certain improvements will result.

SHRI KISHEN CHAND: Mr. Deputy Chairman, In the original Budget discussion, I had congratulated the Railway Minister for his very good stewardship of the Railway Ministry by which the Railways have been running at a great profit. But before I come to make certain con-

[Shri Kishen Chand.]

create suggestions on this the final item of the Railway Budget being parsed and this matter being shelved for one year, I shall try to remove one or two misgivings that have been created in the minds of some hon. Members, by Shri Prithviraj Kapoor and others. During the last few years, as a Member of Parliament I have been going up and down from Hyderabad to Delhi almost eight to ten times a year, both ways, about 20 times, up and down. I always very carefully go into many curious things and note down and keep a sort of record of the things that I see. I can confidently say that there has been a great improvement in conditions, when I compare what I had seen initially and what I see now. During the last 6 years or so there has been a change for the better and an improvement in almost everything. There may be overcrowding elsewhere.

SHRI V. K. DHAGE: From Hyderabad to Bombay?

SHRI KISHEN CHAND: Not from Hyderabad to Delhi, especially in the Grand Trunk Express by which I travel. For one thing I get down almost at all big stations and see if the third class compartments are overcrowded. Of course once or twice it does happen but I find now that on the Grand Trunk Express, whether it is due to the introduction of the Janata train or to . . .

SHRI BHUPESH GUPTA: How do you like it, M. Ps. being given III Class passes?

SHRI KISHEN CHAND: Well, provided sleeping accommodation is given and a berth is given I do not mind whether you call it I Class or III Class. But if sleeping accommodation is not available, certainly it is a great inconvenience. I generally bring a servant of mine every time I come here or go there, who travels in III Class. I have been asking him for the last six years and he says that now, for the last two years, he

is always getting sleeping accommodation in the Grand Trunk Express in the through compartment which comes from Hyderabad. I record his testimony, that he gets sleeping accommodation. It may be different in other railways; I do not have wide experience of all the railways, and I cannot say about all the railways. I hear that in the North-Eastern Railway congestion is very heavy. Every man has his experience; I cannot speak from generalised knowledge.

Then in the matter of food also, I find that the food is cheaper and better. It may not be as good as the food in the Company days. Then the charges were very heavy. You used to pay Rs. 3-8-0 and Rs. 4|- for lunches and dinners, and that when food prices were much lower. Now the charge is only Rs. 1-8-0 or Rs. 1-4-0.

AN HON. MEMBER: Rs. 1-2-0.

SHRI KISHEN CHAND: Thali is Rs. 1-4-0. I have ordered for English food even. That also is only Rs. 2-8-0 as compared to Rs. 3-8-0 in those days.

SHRI J. S. BISHT (Uttar Pradesh): Rs. 3-8-0 for dinner.

SHRI KISHEN CHAND: Dinner in those days was Rs. 4|- . I am saying that relatively there is some reduction. I was trying to gather information about another matter which goes against the Minister. That information is about the lighting of fire for heating purpose. I have gone during the cold weather and when I was passing through the stations I saw people sitting round and lighting up fire, using fuel, a lot of steam coal in the fire. If they were using cinder there will be no smoke. Because there was smoke I came to the conclusion that it must be steam coal, good quality steam coal which was beisig burnt. In that way we are losing a good deal of fuel which should have gone for running our trains.

SHRI V. K. DHAGE: That is also an improvement; it goes to the poor.

SHRI KISHEN CHAND: For the poor, as I have suggested, there are coal droppings and cinders. They should be sold at very nominal price to them, and if you burn cinder, it gives the same amount of heat as you get from coal. I do not want to deprive our poor workers from the heat. I am prepared to give them cinder, but I won't give them steam coal. We have got to economise. We have got to conserve steam coal. We do not want to fritter away our good steam coal in this ordinary flre, when the same purpose can be served by cinder.

Then, Sir, an hon. Member said about the corridor trains. I do hope the hon. Minister will not introduce the corridor trains. They are most unsuitable for our country. That experiment was tried; it was found most unsuitable, and it has been given up. It is all right in foreign countries where the journeys are short, a matter of only two hours or three hours' journey in the train and people travel very light; they do not have large baggages; they do not have beddings. And if you have a corridor train, even if there are one or two people at the door, you cannot enter the corridor train. Here, at least there are so many doors and you can enter the compartment through one of them, while in a corridor train, if there are two or three people standing at the door, at the main entrance, you cannot enter the bogie. So it is a most inconvenient thing and I do hope the hon. Minister will not take the suggestion of the hon. Member that corridor trains be introduced.

SHRI SHAH NAWAZ KHAN: It makes the compartments smaller too.

SHRI KISHEN CHAND: There is a smaller gauge. Our gauge is a wider gauge. The whole construction of our compartments is quite different from what it is in Europe. There the gauge is 4' 10"; ours is 5' 6" and the metre-gauge is smaller. Anyhow our couplings and our track and our compartments are quite different 5 RSD—5.

from what are prevalent in the United Kingdom or Europe in general. Are we just to copy it? And because there is that train in the United Kingdom or in other countries we should have it too? It is most uncomfortable. Anyway I stood up to make certain suggestions and I will come to them as quickly as possible, because my time must be limited. Some hon. Members remarked and even to-day somebody said.

(Interruption)

I am prepared but you take the permission of the Deputy Chairman to give me time and I will speak for as much time as is allowed to me.

SHRI V. K. DHAGE: No time is fixed to-day.

SHRI KISHEN CHAND: What I was saying is this. I never suggested that no notice be taken of accidents on the railways. We are all extremely sorry and I am quite sure the hon. Minister is extremely sorry for the accidents, and he is taking every precaution against them. But what I say is, as it was said by the Prime Minister, that we have the Second Five-Year Plan and we have got to fulfil certain targets, and the targets are, in my humble opinion, fairly big. We have got to carry 182 million tons of goods all over the country; that target is not a small one; that target has to be attained, and that target can be attained only—I humbly suggest to the Railway Minister—if the average speed of the goods trains is raised. Now it is about 10½ miles per hour; it should be raised to 12 miles per hour. That is suggestion No. 1, and that does not affect the line capacity. As a matter of fact it helps you if you speed up the train from 10½ miles to 12 miles. That will be helping it.

My second suggestion, Sir, is this. We call it an Express train the Grand Trunk Express, and an Express train should have really a faster average speed, and in my opinion that average

[Shri Kishen Chand.] speed for the Grand Trunk Express should be 35 miles per hour. If we attained that average speed, the journey to Madras from Delhi will be only 39 hours, and it would be a very great convenience for the people who are going from Delhi to Madras. But over certain sections on account of the slowing down of the speed we have to remain in the train for a longer period, for nearly 45 hours; that means six hours more, and the result is that on the second day, the whole of the second day is lost in the journey.

Then, Sir, I have suggested that if you want to remove the congestion, you will have to introduce more passenger trains, and if you are going to carry 182 million tons of goods, you will have to introduce more goods trains. The track remains the same. So when larger number of trains are passing and at faster speeds there will naturally be more crossings. Hon. Members raised very great objection that their trains are late. Another hon. Member just this afternoon referred to late running of trains and late arrivals at Secunderabad. It is so sometimes, but very seldom. It is hardly one day in a month that the train reaches Secunderabad station late. It generally reaches before 7 o'clock and the other train never leaves before 8 o'clock. So that exception possibly may have happened once in any month.

SHRI V. K. DHAGE: We have to stop for about six hours at Kazipet.

SHRI KISHEN CHAND: Because we have to stop for six hours at Kazipet, therefore whether the Grand Trunk Express is late or running to time does not make much difference. I mean, if the Grand Trunk Express be running late our halt at Kazipet is reduced. Anyway we reach Secunderabad at the proper time; we never reach Secunderabad late. Therefore it is not a reasonable objection. It is possible that one day

in a month the train may have reached Secunderabad late and the passenger may have missed the connection to another train; but that is not enough to make a general objection. Our approach should be faster trains running to time, which means a higher tempo of work in the running of such trains. In the running of such trains, naturally, in the beginning, in the transition period, some minor accidents may happen though every effort should be made by the railways to avoid them. But we have to make a choice. If you want absolutely no accidents, then bring down the average speed of trains to about 20 miles; reduce the number of trains on the track, and you will have no accidents. But then we cannot fulfil our Second Five-Year Plan; we should not be able to carry the goods and we would not be able to attain the targets. We cannot ask too many things and ask the impossible from the railways. The tempo has to be raised and we must carry these goods.

I congratulate the Railway Minister that the fares have not been increased; rather I thank him that the fares have not been increased. But there is the Damocles Sword over the freight charges. The hon. Minister has said that there is an enquiry committee and they are going to make certain recommendations, and on the basis of those recommendations probably the freight charges may be increased. I think the prices of consumer goods . . .

SHRI J. S. BISHT: They have already made recommendations.

SHRI KISHEN CHAND: Well, they have made recommendations but they have not been so far accepted.

SHRI J. S. BISHT: They are being examined.

SHRI KISHEN CHAND: When the hon. Minister had brought another amending Bill to the Railways Act by which he was taking away the Consultative Committee and all was

being entrusted to the Railways, I had raised an objection at that time. Once more I would make a humble suggestion that he should not upgrade the classification of goods. Because trade and commerce is a very delicate balance between price and consumption and if you somehow or other upset that balance by increasing the freight charges and thereby increasing the prices of goods, consumer resistance might start and the consumption may go down which may set up a very vicious circle in our trade and industry. Therefore while congratulating him for not increasing the railway fares, I make a request to him that the freight should not be further increased.

Then, Sir, I come to a small point about doubling. We must do some doubling of the track. The hon. Minister has got experts in the Railway Board and in the Railway Department who can examine all the points of crossing. In the time table there are certain points of crossing and if, after very careful consideration of those points of crossing, by certain adjustments in the time table they can make the density of crossings at particular points pretty heavy-intentionally they should make the crossings heavy at particular points— at such points the track could be doubled. I do not want the entire railway track to be doubled. But they can adjust the time table in such a way that they make the density of crossing traffic heavy at particular points and after doing that at those points the track can be doubled. That way you can carry with single line much larger freight and much larger number of trains. It is a highly technical thing and I think if the hon. Minister entrusts it to his specialists and experts in the Department they can so tackle it that they can solve this problem to a great extent.

Now, I would say a word about the time table. My hon. friend interjected and very kindly drew my at-

tention to the fact that at Kazipet the Grand Trunk Express generally reaches at about 12 o'clock.

SHRI V. K. DHAGE: Eleven.

SHH KISHEN CHAND: 11-55, if you want to be exact.

SHRI V. K. DHAGE: No, no; it is 11-15.

Siara KISHEN CHAND: Well, I may have made a mistake. We travel together almost always; I may **have** made a mistake. Anyhow, we have to lie there for about four to five hours. The passengers are the guests of the railways and for four or five hours we sleep in the compartments and railway property is being used. I have suggested to the hon. Minister to start the Grand Trunk Express an hour earlier; the De Luxe train starts at four and passes Kazipet at 8 o'clock. If he makes the Grand Trunk Express also reach there at eight and make Kazipet as the crossing point, he can run a shuttle train which can reach Hyderabad at 10 o'clock. The Railways can use the same bogies in the morning **for the** next train. Instead they are keeping them idle for the whole of the night at Kazipet and they **are** unnecessarily losing traffic **and** unnecessarily wasting our time. We will prefer to reach our homes by 10 o'clock to remaining, during the whole of the night, in the train.

Similarly, in other places also. There is the Madras Express and the Madras Mail between Bombay **and** Madras and they start only with a difference of about five hours. Why is there a duplication of this kind, I cannot understand. If there are two fast trains running between Madras and Bombay, why should not **one** train start early in the morning and the other in the evening? Why should you start one train at 3-30 in the afternoon and another at 9'30 in the night with a difference of only six hours? People generally want to get down at their destination stations in day time. So 'J you so adjust your time table that one train starts

[Shri Kishen Chand.] in the morning and the other starts in the evening, the stations on the way alternatively will be reached by one train in the night, and by the other train in the day and the advantage will be that passengers will not have to alight at two or three o'clock in the night which is most inconvenient. It is most inconvenient to get into the train at that time also; you will have to disturb all the passengers who are sleeping in the train. So my suggestion to the hon. Minister is when he is making the time table if a small consideration is given, the whole thing can be very easily adjusted. (Time bell rings.) Sir, in another five or six minutes I will finish.

Then, Sir, something must be said about new lines. Our railway system was set up when there were a large number of private-owned companies with their headquarters or Head Offices in England and there was intense competition and unhealthy rivalry between the various companies. There was the G.I.P. Railway, there was the B.B. and C.I. and so on and many of our tracks are very wrongly aligned simply on account of that unhealthy rivalry and unhealthy competition. Now, I would like to know from the hon. Minister if in his Research Department any efforts are being made to re-align certain sections so that the route becomes shorter, so that the traffic and crossing become better. It has to be looked at from the point of view that it is all one national asset, one national system of railways, and we have to run them at the most efficient level. This is only possible by streamlining everything. But we are not paying enough attention to research. That is my continuous complaint. These highly organised industries require continuous research.

As you have rung the bell, I will not elaborate on that point any more, but I will just come to one more point and that is about earnings. Now, there are zones which are more or less equal in length. Of course there is some little variation in length but if you leave aside the Assam Railway

which is a very small section, you will find that certain zones are making very good profits, while other zones are running more or less *at par* and there are one or two zones which are running at a loss. The railway employees who are working in profitable zones are putting their very best effort and making the railways earn profits. There are however zones where an equal effort is not being made with the result that they are not running at a profit. Now, I welcome very much the grant of pension that has been recommended by the hon. Minister and I fully congratulate him on that very right move of sanctioning pension to the railway employees. But what I say is, we should not consider railway employees as Government servants. They are working in an industrial undertaking of the Government and the Government as model employers—the Government should be model employers—should encourage these people who are working their zones better and at greater profit by giving them some sort of bonus. I think it is high time we did that. We are nationalising various industries and we are setting up corporations and we will have to radically change our policy. Unless and until we introduce a system of bonus payment, we cannot improve the matter. At present what happens is, whenever you mention the word 'bonus' it is said that there are 10 lakh government employees and if you were to give to the railway employees some bonus you will have to give bonus to all these ten lakh employees. That is why I say, put the railway employees in a different category. Put the employees in all our commercial undertakings in a separate category and if the labour there does its duty, produces results, you must give them bonus; you must reward them. Mere idealism will not help us. We always think about punishments; instead of thinking about punishments if we think about rewards, we can completely change the morale of the labour classes by giving them the temptation of rewards. In almost all countries, I think even in Russia, a good worker is given a very big reward. His salary is out of all proportion to

the salary of other workers. If you treat all of them—whether one does good work or whether one does bad work—absolutely at par, and if they are promoted merely on account of seniority and not on account of merits, not on account of qualifications, or on account of good work, then you will be putting a premium on inefficiency. It is most essential, when we want our commercial undertakings in the public sector to make profits, that we reorientate our outlook on these matters. We must consider them as strictly commercial undertakings and in commercial undertakings you pay good salary and get good work out of the employees.

Well, Sir, when we are going to work on a higher tempo, quantum of work also counts. When we are going to work on a higher tempo we will have to slightly reduce the number of hours of work. You cannot increase the tempo of work and at the same time keep on to the same number of hours. Therefore all these things, the tempo of work, the incentive of bonus and the hours of work are things inter-related to each other and I think the hon. Minister will do well to set up a team of research workers and have these problems examined. Sir, once more I congratulate the hon. Railway Minister.

SHRI PURNA CHANDRA SHARMA (Assam): Mr. Deputy Chairman, it is always formal to congratulate the Ministers, but in my case I sincerely thank them and on behalf of the people of Assam I thank the Government. We are grateful to the Government, at long last, for kindly conceding a zone for Assam and which they hope as well as we hope should be the panacea for all evils in the administration of the railway in Assam.

Apart from that, another question is whether our voice here reaches the ears of those officers—barring the Government here—about whom we particularly speak and about whose conduct we generally give our opinions. It was not without some complaints that we approached the Government

t() give a separate zone for Assam. Although belated it has come and we are hoping that through that zonal office we shall achieve many of the things we wanted and get the amenities or other comforts for the passengers as well as cheaper goods, through cheaper transport, in no time.

The last time I had occasion to speak about the zone, I spoke many things more, about some administrative officers in that zone. I do not know whether these things have reached their ears at all; or whether copies of the proceedings of this House are sent to them for consideration as to how the Members of Parliament feel about the conduct and their work.

It has also been a persistent demand on our side to have all railways in that zone, private owned or otherwise, nationalised. Still I see no proposal made, no mention made anywhere. On the contrary, as against the assurance of the General Manager that the Chaparmukh-Silghat Railway will be taken over, nothing has been done. I made serious complaints about the mismanagement of that railway, against the conduct of certain officers, but no heed has been paid to it. That is my grievance. If we here speak, when we speak about the people's complaints and grievances, no action is taken on them, certainly it is no use making any complaints or making any speech in this House. We hope that the proceedings of any debate should be sent to those whom it particularly concerns.

Next, Sir, I will just confine myself to the zone in Assam. I have no comments yet to make because only a provision has been made in the budget for development of that area. I have no complaints against the personnel whom the Government has deputed to work in the zone. So far as I have heard they are quite good and well meaning men and we hope through them Government will know the actual position of Assam and the possibilities of railway development. But then in regard to some minor items, which have been mentioned in the budget, I find that some very important junctions have

[Shri Puma Chandra Sharma.]

been eliminated from the list of electrification. I mean particularly those stations where trains have to leave and reach at midnight. For instance, Furkating is one. Chaparmukh is another. At these two important junction stations many of the trains pass through at midnight or during the night. The passengers come by one train. They¹ stay there for hours together in the small waiting rooms. Well, they are congested there. There is no spacious third class waiting room and the passengers are huddled together and they have to go without lights sometimes or with very dim lights in those small rooms with mosquitoes humming and on the outside hundreds of passengers stroll about in the darkness. I have made a little complaint about these things to the local officers, but no heed was paid and I see in the budget no provision made for electrification of those stations.

As regards other comforts and amenities for passengers, they have been up till now lacking and we hope that with the new zone coming every thing will be attended to.

One thing more. From the first of April this zone is going to be practically separate. The division of assets or division of properties between the North Eastern Railway and this railway is being made now. I want to draw the attention of the Railway authorities to this. Whenever we travel from here as far as Siliguri, up to the point of the present A.T. Mail, some of the new coaches in India are there. But beyond that we find the old second class compartments as First Class with rotten coaches where sometimes there is no light, or, if at all, there is a dim light, where, as one of the hon. Members from Madras said, there is drizzling of water in the bathroom, no reading light, nothing of the so-called comforts. If this division is to be made properly, a set of good coaches should be allotted to that railway. Recently when I was travelling with a high officer of that zone up to Gorakhpur, I insisted and I asked him

to put in straight to the General Manager that such and such coaches must be divided almost equally or whatever the proportion might be. And beyond Amingaon perhaps there is not a single new coach. That is why last time I said that the people of Assam have not had any idea that the railways have developed anything new. I have no doubt about the sincerity of the Government or of the hon. Minister about their wish to develop that zone, about that area, but about the personnel they have to look up. I hope the Government will put it in their ears that we are of this opinion or that opinion, because we may not have the chance to meet them, we may not have any occasion to see them and they may not ask us for any opinion. So, it is only through this House or both Houses of Parliament, that we can ventilate the grievances of the people.

Now, Sir, about the freight rates we do not know what is there in the report of the Freight Structure Committee which we are expecting very soon. We do not mind a little increase here and there, because we know that the Government needs money. The Government has limitations. We have no doubt that they have been doing their utmost and they cannot afford to pay more for all these things. Whatever they have done, they have done with the noblest of purposes and we hope that their wishes will be fulfilled by the personnel of the railways.

Sir, about the unions with one of which I was a little associated, I know that there have been several unions in the country. I sincerely endorse the view of the hon. Minister in charge that there should be one union in the country. If these several unions are to be there, these unions should have properly elected men as their office bearers. I know some of them to be not quite honest utilising their powers and their positions for their own aggrandisement.

SHRI SHEEL BHADRA YAJEE (Bihar):
Question.

SHRI PURNA CHANDRA SHARMA: j That should be particularly looked . into. So, Sir, I appeal to the **Gov-** i ernment to try to organise one union j and see that elections are held properly so that proper men can come to the forum and work for the unions.

About salaries, of course I have no doubt that in these hard days the salary question is a very important one. If you cannot give them bread, enough food fo⁷- their children and their families, you cannot expect them to do very hard work. It is on ^{the} paid workers of the railways that **the** success depends not only of the Railway administration but of the whole Government.

Then, Sir, there is one other question I about travel. I feel that the students ; of the country and even the villagers | everywhere should be given very good j facilities to go round the country. I feel that no student's education becomes complete unless he sees his country round. But all this means money. The concessions should be more lenient. The students should be encouraged singly or doubly or in fours or in fives, whatever the number may be, they should be encouraged to go round the whole country to know the development that is taking place in the whole country. In Assam particularly, because this is the Link line and the only line which takes so much time for the students to come out and which involves so much money also, they cannot come out and the officers in Assam also do not know how Bengal is working, how Bihar is working, because of the enormous expense and the enormous time required. Madras is 1500 miles from Delhi. Gauhati is only 1200 miles from Delhi. It takes 45 hours from here to Madras, whereas it takes 70 hours from here to Gauhati. Three days and three nights have to be spent in the train for one man to *come* from Gauhati for these 1200 miles up to Delhi. There are three transhipments, and there is one stoppage for eleven hours. All these inconveniences should be removed, if we from Assam are to come out of Assam and see what is going on all j

round. But then the only question is about the time and the expense. I appeal to the Government to consider if any further reliefs can be given in in the route between Gauhati and the matter of the passage expense and, secondly, if this time can be shortened Delhi.

With these words, Sir, I congratulate the Government and support the motion. Thank you, Sir.

SHRI J. S. BISHT: Mr. Deputy Chairman, owing to the short time at my disposal, instead of going into general policy questions, I wish to invite the attention of the Minister of Railways to a local grievance about which I spoke last year also.

The previous Railway Minister, Mr. Lai Bahadur Shastri, was kind enough to order a survey of a broad gauge line from Rampur to Haldwani, and in the speech of the Railway Minister this year it has been reported that the survey has been completed and that along with certain other surveys it is already in the hands of the Government. I had requested the Railway Minister last year to have this particular bit of space covered by a broad gauge within the Second Five-Year Plan period. The distance is only about 49 miles. As you know, Sir, this is called the Tarai area. It is a marshy area infested with wild animals such as elephants and tigers. It was totally uninhabitable owing to the virulent type of malaria that used to be prevalent there. But after the Second World War a considerable amount of money was invested, money both of the Central Government and of the Uttar Pradesh Government crores and crores of rupees. The U.P. Government has got a State farm of 16,000 acres there which is a show piece and which is visited by all the international dignitaries visiting our country. It is a model farm, and in the heart of that farm there is a town growing up called Rudrapur, and under the American Technical Aid programme or some such programme a rural university, the only one of its kind, is being put up there at a very considerable cost. The Central Gov-

[Shri J. S. Bisht.] ernment has given land to ex-servicemen over the whole of that area. People who have fought in the battles of Burma, Malaya, Iraq and Iran and other places have put up very big farms. In fact a very large number of ex-military personnel have got farms there. Besides them, the refugees from the Punjab have put up a very large number of farms. I give very great credit to them that after having lost their homes in the Punjab, the Peshawar, and the Multan areas, they hav? converted this marshy jungle land into a fertile land, growing all sorts of crops and facing all the initial difficulties of pioneering days. In fact they have beaten the record of even the Americans who during and after the civil war marched into the west and brought under cultivation the vast part of western U.S.A. Here the climate was very inhospitable, the land was marshy and overgrown with big grass. Then, Sir, people who have suffered politically, who are called political sufferers, have been given land here. People from Bihar, from Bengal and from the eastern parts of U.P. have all settled there in large numbers. This vast area is without any communication, and the farming class is «uffering very greatly. In spite of their heroic efforts they feel frustrated. For all these reasons I think it is high time that the Ministry of Railways took this matter up very seriously.

Apart from these considerations there is also the question of giving something to areas that are very backward in order to remove the disparity between region and region in matters of their industrial and agricultural development. This development can take place only if you give them proper communication facilities. Now this particular line will feed two districts, Almora and Nainital, which are equal to the whole of Himachal Pradesh over which the Government of India is spending crores and crores. We do not grudge any money that is being spent on them, they are very back-

ward and they deserve it, but, as I said, this area in population as well as geographically is exactly equal to Himachal Pradesh. With 12 lakhs population we constitute nearly 1/300th of the population of the whole of India, and from the rough calculations that I have made you spend in the First Five-Year Plan, the Second Five-Year Plan and I would also say in the Third Five-Year Plan altogether over Rs. 2,100 crores in capital constructions in the Railways' development programme. In the Second Five-Year Plan you have given Rs. 1,125 crores. And probably in the Third Five-Year Plan you will not get less than that. You got something in the First Five-Year Plan. Even if I put down this figure at about Rs. 2,100 crores, then 1/300th of the population are entitled to Rs. 7 crores as their share. The Finance Commission has made an award on that very basis, and there can be no other basis except the population basis or the area basis. On equity grounds also we are entitled to Rs. 7 crores. We ask for only 49 miles of broad gauge line which will not cost you more than Rs. 2 crores or Rs. 3 crores, because there is no major river to be crossed or no major bridge to be constructed there and it is a very straight line. Therefore, Sir, for these very cogent reasons I would request the Railway Ministry to give a very serious consideration to this matter and not to think as if we are asking something for the Second Five-Year Plan and then we will be asking something also for the Third Five-Year Plan. We can guarantee that we will ask you nothing for the next eight years that are to come. I therefore hope that serious and sympathetic consideration will be given to this matter.

i Then, Sir, there is only one minor point. Until this broad gauge line is introduced over these 49 miles, the travel of the people from, say, the Delhi side and the Western side to these areas can be facilitated without spending a single pie, by a mere

adjustment of the time-table or by issuing certain instructions or directives in the matter. I think there is *no* co-ordination between the broad gauge Northern Railway and the North-Eastern Railway, with the result that when the Express trains like the Lucknow Express or the Sealdah Express or the through bogie *via* Aligarh reach Moradabad or Bareilly, the metre gauge line train which is to connect them often leaves before the train reaches there or leaves immediately before it reaches there without taking any passenger. That is very unfair, Sir, And, Sir, it costs nothing to the Railway Board or the Railway Ministry if only a little direction is issued that it should leave only after it has picked up passengers from these trains. That will greatly facilitate the passengers until this broad gauge line is put up, and I hope this little mercy will be shown.

Now, Sir, I come to the general question of the railways. Here I entirely agree with the hon. lady Member, Mrs. Ammu Swaminadhan, when she says that, the maintenance is not being kept up. That is my experience also in travelling right up to Calcutta on the one side and Bombay on the other side on the broad gauge and the metre gauge lines. This is really something which is lacking, and I think the Railway Minister made a speech here some two years back that in order to attend to all these questions a special post had been created or was being created of the rank of Deputy Agent to look after amenities etc. I do not know what happened actually, whether the posts were created and men were actually appointed or they were not appointed. But if they have been appointed, it has been, I should say rather bluntly, a mere waste of money because there has been no good result so far. These things have got to be looked into because they do not cost very much. But the difficulty seems to me to be that our zones are much too big.

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J That is at the bottom of the whole trouble. We started with six zones. Now we have increased them by two and we have eight now. Even so, excepting the Assam Zone which is about 2,000 miles and the South-Eastern Zone which is about 3,000 miles, the remaining six zones are much too big a charge, and it is really impossible for one Agent to keep an eye on all the officials or even to know them personally or to know the local difficulties and all that. Therefore it is high time that this matter should be carefully looked into and an arrangement should be made so that no zone covers more than 3,000 miles, which means that you will have nearly one dozen zones. If you do that, I am sure there will be a considerable improvement with regard to amenities, discipline and proper management of these railways. That is one thing. But if you think that that will be a costly affair, then the second alternative that you can adopt is to have a sort of miniature replica of the Railway Board—some two or three experts—to help the zone to carry out all these things and to look into these various branches so that there is proper control over these railways. Now I will point out one important fact that in recent times, whatever revenue we have increased, the expenditure has gone ahead of that revenue. Now take, for instance, the revised estimates of 1957-58. The increase is of Rs. 15-3 crores, and of this Rs. 4-5 crores is the interim dearness allowance as per the award, I and the Pay Commission is still sitting and we do not know how much it will actually come to when the final award of the Commission is going to be implemented. In 1958-59, the working expenses will be up by about Rs. 919 crores over the revised estimates of the current year. In other words, the total increase in these two years—1957-58 and 1958-59—will be of the order of Rs. 24-5 crores. Now you increased your revenue receipts in 1957-58 by about Rs. 6-5 crores, whereas you

[Shri J. S. Bisht] increased your expenditure by Rs. 15-3 crores. Now in these two years, this increase will be Rs. 24-5 crores, and when the award is going to be finally implemented, the increase may be much more. So, you have to look into this matter very seriously, because you cannot go on increasing these working expenses indefinitely. The crux of the problem is that staff has been increasing at a rather very rapid pace. In 1949, you had 8,87,757 people on your pay rolls. In 1957, you had 10,54,343 people, which means a net increase of 1,66,000 people. After all, the railway lines have not increased to that extent. There may be an increase of 200 to 300 miles. Of course, there is some increase in the handling of traffic and some proportionate increase could have been there, say, a few thousands or so. But 1,66,000 is a very big jump. Then, Sir, the cost of the staff has also increased. In 1949, the total cost was Rs. 104.96 crores. In 1957, it is Rs. 155.74 crores, which means an increase of Rs. 50 crores in our recurring expenditure. I think if you increase the number of your zones or adopt one of the alternative methods, you can very easily go into this problem and have a sort of efficiency audit or turn-out audit and see whether every man kept there is worth his keep or whether he is doing his job properly. There may be certain important points where more people are required, for instance, pointsmen or drivers, but in the case of others there is an unnecessary increase in the number of these people.

Then, Sir, there is another point which has also increased the expenditure of the Central Government. There are certain types of officials who have to be changed from one State to another. For them you can have an all-India scale. But there is a very large class IV staff, for instance, ordinary peons, khalasis, pointsmen or people like sweepers

and all those who are recruited locally and kept there. Why should you give them a scale of pay which is totally different from the scale of pay given to similar officials of the State Governments? It is unnecessarily wasting public money. After all, the railways are not a charitable institution. It is a commercial undertaking and the tax payer must have his money's worth. This is another point which has to be looked into carefully and I am sure that if these matters are looked into carefully, expenses can be minimised very largely.

There is only one more point, Sir, that I wish to touch upon. The thefts in the railways have been going on on a very big scale. In fact, up to 1942 or 1943, the total claims that were paid by the Railways, when India was one, when the total mileage was about 40,000, was in the neighbourhood of Rs. 10 or 12 lakhs. In fact, in 1941, it was hardly four or five lakhs and even in 1947 or 1948, it was about Rs. 80 lakhs. In 1957, it is Rs. 31 crores. Why is it that thefts are going on on such a large scale? Only last year we passed a Bill which gave ample powers to the Railways. The Watch and Ward staff was converted into Railway Protection Force or something like that with ample powers. This pilferage of goods worth Rs. 31 crores cannot go on without the connivance of some people. Therefore, the Railway Ministry has to take very serious note of this thing. Why should thefts go on on such a large scale? In fact, this claim is only the amount paid to the public by the Railways. I do not know how much the railway administration itself is losing on account of this pilferage. The Railway Corruption Enquiry Committee made certain recommendations and we were told that certain steps were being taken. We should like to know what effect in actual practice those steps have had in minimising this corrup-

tion. I know that the railways do a very useful service and most of the people are doing very good work, especially the officer cadre and the important people who are honest and very good but those people who are corrupt should be weeded out, dismissed, punished severely or put before the courts. The Railway Ministry should be very firm in this matter so that the honest people will come up for higher grades and promotions and will feel encouraged and the bad elements will either be completely suppressed, weeded out or dismissed or sent to the courts for being punished.

SHRI SONUSING DHANSING PATIL (Bombay): Mr. Deputy Chairman, I am afraid I will not be able to cover all the points which I want to urge with reference to the Appropriation Bill. Sir, there is a Constitutional bar as far as Appropriation Bills are concerned and articles 113 and 114 restrict the discussion only with reference to the various grants which are made but we cannot either alter or change or vary the destination of any grant. If that is the position, Sir, then the scope of the discussion is very limited and if I make some criticism which may be in the nature of a free and open discussion, it should not be construed that it is a dissolution of loyalty for the party or that there is any undermining of discipline. To my mind, Sir, though the railways are the biggest nationalised undertakings of nearly over a hundred years, they are not run on business lines and this I would try to point out from the figures which are given in the Explanatory notes. One of the reasons why it is not run on that line is because of too much departmentalisation or bureaucratisation of the administration and I was surprised to read the reply given by the Railway Minister to the debate which took place in the other House that there was not going to be any substantial disturbance in the pattern of the administration. Sir, 'another thing to my mind is that

the Ministry of Railways is too **much** overworked and I make a suggestion, Sir, that there is sufficient scope for the enlargement or expansion of this Ministry. Of course, it is not a matter for me to say but, as a Member of Parliament who has observed the several points with reference to the Railways which arise out of the Railway administration I feel that this needs a little more of attention and it does not create the inspiration or the/ necessary enthusiasm in the Members. It may be, Sir, due to the several additional works or the programmes which they have to carry out but, all the same, Sir, democratic working requires that the old methods should change and the public must have more and more convenience, more and more of necessities of life and more and more of amenities. Sir, one of the peculiar things which I find in the Railways is that necessities which are very essential in their character are treated as amenities of the Railway users. There should be a very definite line between the necessities and amenities. Amenities come where the necessities are fulfilled. It is an additional advantage to the users but the main question in respect of the railways, for example, drinking water, providing sheds, constructing platforms, waiting rooms and such other necessary things are treated as amenities to the passengers. There is a great divergence between the allotments. The allotment for the passenger use is only to the tune of three crores whereas for the Railway staff and others, it is over 1,100 crores. This is because the administration consists purely of Government officers. In the last speech on the Railway Structure Tribunal, I said that the Railway Board was an anachronism. Why I said that is—and I said that with a sense of responsibility—that the foreign Government always tried to treat Railways and Defence as the most strategic parts of its administration. That might be the rule of administration or way of administering the other countries or colonies but

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here we are in the midst of our democracy, the biggest democracy in the world, with forty crores of people having the right to have their own Government. Is it not essential, therefore, to re-think on this line that the Railway Board administration should be associated with more and more of popular elements as far as direction, control and supervision is concerned? I tried to find out whether there is any element of popular association as far as the administration and control is concerned but to my surprise I found that there is none. There is not a single Member in the Railway Board who could be said to be the non-official representative of the public (*Interruption*). The whole administration is run by experts. The Minister is connected with the control but that, to my mind, is not sufficient when we are allotting a very large part of our finances or resources to the railways. After all, the railways have got a limited scope in the life of the country. The country has to be rebuilt and it has to be rebuilt for improving the lot of the poor and the downtrodden. If that is to be done, then what about the railways which are now almost spending a huge lot of money, which have got a capital of over Rs. 1,347 crores at charge and which expect something more? The cry is that the funds are not adequate for the railways. That is exactly the claim put forward by the Railway Ministry. They cannot remove over-crowding, they cannot give more of additional lines and they cannot provide additional coaches because of want of funds. That is the reasoning of the Railway Ministry. If that is the consideration, Sir, are we not to expect greater and greater advantage out of such vast amounts which a poor country has to allot to the railways? Sir, if you take the allotment for the railways in the second Five Year Plan and the original assets, you will find that the Railways' holdings are to the tune of nearly the size of the first Five Year Plan. When the Railways are taking from the national income or national

assets such huge sums, is it not proper that the railways should be run on business lines and that we must expect a proper return on the capital of Rs. 1,347 crores? The receipts are to the tune of Rs. 276,93,00,000. In a business concern normally one expects—and I do not want to apply all the standards of a business concern here—at least 12 per cent. Of course, that 12 per cent., is not only on account of dividends or the interest charges but it also consist of depreciation reserve, maintenance charges and the interest on the capital receipts from the Government. Taking that standard, with that and the reserves which are now ploughed into what you would call the Depreciation Reserve Fund, the figure given is Rs. 45 crores. This figure has been constant from 1955 to 1958 and there are withdrawals also. So, if that figure is taken, should we not expect that such a big undertaking like this should produce more of results? This is a monopoly undertaking where over-crowding is not an offence at all. In other transport organisations I was associated with, for example, the Bombay State Transport Corporation, over-crowding is allowed only to the extent of 33 per cent. Beyond that,* even that Corporation comes under the clutches of the law but in the Railways, overcrowding is not considered an offence at all and I have not, during my twenty years' standing as a lawyer, found even a single case of over-crowding. This is so because this is not considered as an offence at all. The full capacity of the railways is exhausted and, not only that, but I have seen cases of people travelling on the top of the bogies when I was travelling from Banaras to Siliguri or Gauhati.

MR. DEPUTY CHAIRMAN: How much more time will you take?

SHRI SONUSING DHANSING PATIL: I will require about fifteen minutes more.

MR. DEPUTY CHAIRMAN: You cannot have fifteen minutes.

SHRI SONUSING DHANSING PATIL: I am at your mercy. Whatever time you give me, I shall finish by then.

MR. DEPUTY CHAIRMAN: may continue tomorrow and will have fifteen minutes on whole.

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The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at five of the clock till eleven of the clock on Friday, the 14th March 1958.