

SHRI ABID ALI: This is the Tripartite Committee concerning this particular industry? There are several tripartite committees and conferences which we have, concerning particular industries and also general.

SHRI S. N. MAZUMDAR: May I know, Sir, when the Resolution was passed by the Industrial Committee, and whether Government representatives were present there or not?

SHRI ABID ALI: No, Sir.

SHRI S. N. MAZUMDAR: How is it Sir, that a resolution was passed by a tripartite conference without one of the parties agreeing to it?

SHRI ABID ALI: The resolution was passed at a meeting attended by the representatives of the employers and the workers and it was communicated to the committee.

SHRI M. VALIULLA: Is it not a fact that the Industries Committee have recommended that there should be a tripartite conference?

SHRI ABID ALI: We are pursuing the matter with all earnestness. Subsequent to this committee there was a conference of Labour Ministers where also this subject was considered. Arising from that, it was decided that as these things primarily concerned Assam and Bengal, we should convene a meeting there and the Minister himself is going there and we hope that something substantial will materialise.

SHRI P. SUNDARAYYA: If the price of foodstuffs increases from Rs. 5 to Rs. 17, is it not a cut in the wages of the workers? And if so, how does the Government explain this with reference to the assurance that the workers' conditions will not deteriorate?

SHRI ABID ALI: The only thing that I can say is that we will do all that is possible and, all that we can do is being done and with this purpose only this conference has been convened at Shillong.

WRITTEN ANSWERS TO QUESTIONS

OFFICERS OF THE EX-MYSORE STATE RAILWAYS

6. SHRI GOVINDA REDDY: Will the Minister for RAILWAYS be pleased to lay on the Table a statement showing:

(a) the number of officers of the gazetted and non-gazetted cadres in the Mysore State Railway when Government took over the said Railway;

(b) the salaries of the officers referred to in part (a);

(c) the number of officers who were retained in the gazetted cadre after integration and their respective salaries;

(d) the number of officers who were in the gazetted cadre before integration and who were reverted to non-gazetted cadre after integration and their salaries after their reversion; and

(e) the number of officers, if any, whose services were dispensed with after integration?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Gazetted: 48; Non-gazetted: 9,865.

(b) Gazetted:—

4 on Rs. 800—50—1,000.

13 on Rs. 500—25—750.

26 on Rs. 250—20—450.

5 on Rs. 300—25—500.

Non-gazetted:—

The staff were on scales of pay ranging from Rs. 180—300 to Rs. 25—30 per month.

(c) 30 officers were retained in the gazetted cadre and were brought on to the following prescribed scales:—

9 on Rs. 600—1,150.

12 on Rs. 350—850.

9 on Rs. 275—800.

In none of these cases was there any reduction in the emoluments.

(d) 18 gazetted officers whose posts on integration were equated to Class III (non-gazetted) posts were allotted to the following grades:—

8 to Rs. 360—500.

8 to Rs. 300—400.

2 to Rs. 350—500.

In none of these cases was there any reduction in the emoluments.

(e) Nil.

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LEAVE OF ABSENCE TO
DR. R. P. DUBE

MR. CHAIRMAN: I have to inform Members that Dr. Dube has asked for permission to be absent from this House both in the last and in this session as he is very unwell. Is it the pleasure of the Council that permission be given to Dr. Dube?

(No hon. Member dissented.)

MR. CHAIRMAN: Permission is granted.

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THE BUDGET (RAILWAYS), 1953-54—
GENERAL DISCUSSION

MR. CHAIRMAN: Now we proceed to the discussion on the Railway Budget. Mr. Basappa Shetty.

SHRI BASAPPA SHETTY (Mysore): Mr. Chairman, I welcome the Railway Budget so ably prepared in a very lucid manner and placed by the hon. Railway Minister before this House and I make bold to say that this is a Budget meant for the common folk of the country. The revised estimates in the Railway Budget reflect the economic depression in the country in the past year. The gross traffic receipts have slumped by 12.6 crores to Rs. 269.55 crores over the Budget estimates while the working costs and miscellaneous expenditure have mounted by 1.2 crores to 185.9 crores. They

have provided Rs. 30 crores for Depreciation Fund while the dividend to the General Revenues has been raised to 34.11 crores. The fall in the passenger earnings and goods receipts is due mainly to the increased traffic by air and local causes such as heavy floods, cyclones, famine conditions and less movement of military personnel. In the last year's Budget they provided very important passenger amenities in all important places such as provision of passenger waiting halls, waiting rooms, fitting of electric fans, electric lighting, raising of platforms, improved drinking water arrangements, bathing places, septic tanks, latrines and passenger over-foot-bridges. In addition to these, they have introduced in the next year's Budget concessional rates in specific cases and also the "Travel-as-you-like" tickets. Secondly, they are going to withdraw all the first class accommodation by next October, which is a step forward to lessen the distinction and differences between the poor and the rich. Sir, the proposal to widen the representative nature of the Consultative Committee is a step in the right direction. They are going to increase amenities to railway labour and enquire into their service conditions and redress complaints. This goes to prove the amount of sympathy our Railway Minister has for the poor labouring classes. Above all, they have decided to eradicate as far as possible the evil of corruption and bribery prevailing in the Railway Department by constituting a Committee of Parliament Members and other leading citizens. This Committee will enquire and investigate into the corruption rampant in the Railways, which will certainly have a beneficial influence on the efficiency of the Railways and their morale.

Sir, they have proposed to take up this year the construction of five new lines in Northern India, and they are going to undertake seven other projects of which one is the Mangalore-Hassan line in South India. The Government, in their earnestness to go ahead with the construction of new lines, seem to have forgotten South India and the Kadur-Chikmagalur railway line in particular. There is a