

C. B. (I) No. 131-Vol. IV

COMMITTEE ON PETITIONS

FOURTH REPORT

(SECOND LOK SABHA)

(Presented on the 22nd September, 1958)



सत्यमेव जयते

LOK SABHA SECRETARIAT
NEW DELHI

September, 1958

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PERSONNEL OF THE COMMITTEE ON PETITIONS

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3. Shrimati Uma Nehru
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5. Shrimati Krishna Mehta
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SECRETARIAT

1. Shri S. L. Shakhder—*Joint Secretary.*
2. Shri Avtar Singh Rikhy—*Deputy Secretary.*
3. Shri A. L. Rai—*Under Secretary.*

REPORT

I, the Chairman of the Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this their Fourth Report.

2. The Committee at their sittings held on the 28th March and the 27th August, 1958, considered Petition No. 17 (See Appendix) from Shri C. Kesaviah Naidu, Chittoor District, Andhra State, suggesting amendment of The Indian Railways Act, 1890 to provide for proper maintenance of approach roads to railway stations and goods sheds. The petition was reported to Lok Sabha by the Secretary on the 13th March, 1958.

The petitioner had put forth the following suggestions:

- (a) The approach roads from the main roads to goods sheds (which were now maintained partly by Local Boards and partly by Railways) might be handed over by the Local Boards to the Railway Authorities for upkeep and maintenance.
- (b) Wherever the length of the approach roads to goods sheds could be cut short by acquiring private land at a little cost, the Railway Authorities might acquire the land and maintain the short-cut.
- (c) Wherever there were visible cart tracks running parallel to the railway lines, within the railway limits, such cart tracks might be improved by the Railways as "approach roads".

The Committee perused in this connection the comments of the Ministry of Railways on the petition and noted that:—

- (a) at the conference held by the Railway Minister with the Chief Ministers of States in June, 1957, it was decided that the proper maintenance of approach roads to railway stations and goods sheds should be a joint concern of Railways and States. The State Governments were prepared to give all assistance for improving station approach roads even within the railway areas where it might be difficult for the Railways to do so. Where the civil authorities found it difficult to maintain the approaches to the station, the Railway Administrations would help the State Governments in maintaining a

reasonable length of approach roads outside railway premises. Necessary instructions had accordingly been issued to the Railway Administrations in that behalf;

- (b) it was inappropriate to amend the existing Act or to consider fresh legislation for cutting short the length of the approach roads to goods sheds. In specific cases, where it was advantageous in the long run, the Railway Administrations could be asked to enquire into the feasibility of acquiring adjacent private land and of providing short-cuts, having due regard to the expenditure incurred in the provision of original approach roads and their maintenance. Further, local conditions varied so widely that any general provision was likely to cause severe embarrassment to Railway Finances; and
- (c) the Ministry had expressed the opinion that maintenance of cart tracks parallel to the railway lines was decidedly against the public interest because:
 - (i) the Railways used the earth from the land adjacent to the embankments for repairs and maintenance and any curtailment of the area of the land would have repercussions on the standards of maintenance and safety of the travelling public; and
 - (ii) the cart tracks, being unauthorised, could not be condoned within station limits. These tended to develop even when approach roads were provided and their conversion would deprive the Railways of the land for future developments.

The Committee agree with the views expressed by the Ministry of Railways and feel that no further action is necessary on the petition.

3. The Committee considered on the 18th April and 27th August, 1958, the reply of the Ministry of Transport and Communications (Director General, Posts and Telegraphs) in regard to implementation of the recommendations of the Committee on Petitions, First Lok Sabha, in their Eleventh Report, on Petition No. 76, which suggested introduction of a Miscellaneous Money Order form for remittance of dues to the Government by the public to the Treasuries.

The Committee noted that:—

- (i) the suggestion contained in the petition had not found support with a number of the Ministries concerned, who

should normally initiate a proposal for introduction of the form;

- (ii) the Posts and Telegraphs Department did not accept liability for delay in payment of the Money Orders and therefore could not guarantee that remittances sent through the proposed Money Order form would be paid to the Treasury before the specified dates, if any;
- (iii) there were already some special Money Order forms in use for payment of certain specified Government dues, such as, land customs duty, tobacco excise duty, cess on oilseeds, land revenue etc.
- (iv) the Ministry of Home Affairs had already advised the State Governments, in implementation of the Committee's recommendation on Petition No. 45, (Sixth Report, First Lok Sabha), regarding acceptance of remittances by money orders/postal orders of arms licence fees under The Indian Arms Act; and
- (v) the Committee on Petitions, First Lok Sabha, had decided to recommend implementation of the suggestion only if it found favour with the Central Government Departments. The Posts and Telegraphs Department had not agreed to initiate and implement the proposal, as that might result in the public using the forms, through inadvertence or ignorance, for remitting dues which could not be remitted that way.

The Committee feel that, as the implementation of the suggestion involves several practical difficulties and as the suggestion had not found favour with the concerned Government Departments, the matter need not be pursued further.

4. The Committee also considered at their sittings held during the Fifth Session of Lok Sabha, 131 representations, letters and telegrams addressed by various individuals, associations, etc., to the House, the Speaker, or to the Chairman of the Committee, which were inadmissible as petitions.

NEW DELHI;
The 18th September, 1958.

UPENDRANATH BARMAN,
Chairman,
Committee on Petitions.

APPENDIX

(Vide para 2 of the Report)

Petition No. 17

To

Lok Sabha,
New Delhi.

The humble petition of Shri C. Kesaviah Naidu, sheweth:

The relevant portion of paragraph 63 of the recommendations of the Railway Corruption Enquiry Committee, 1953-55, is given below:—

“.... A systematic review should be made of goods shed facilities available at important goods booking stations..... The facilities should be in the form of..... better approach roads etc. A definite amount should be allocated each year on each Railway in the Second Five Year Plan for improving the goods shed facilities.”

2. At present, the approach roads to goods sheds are maintained by two separate authorities (i) one by the Local Board upto the Railway limits; and (ii) the other by the Railways within the Railway limits.

3. In all cases, the lengths of the approach roads are within a mile and two separate departments, one of the State, and the other of the Central Government, work at it. Both of them do not repair the road at one and the same time.

4. From main roads, the approach roads to goods sheds at Railway Stations are laid *in the interests of the Railway Stations* for their inward and outward passenger, parcel and goods traffic. If the principle is accepted, the Local Authorities, due to their financial difficulties, would be ready to hand over the roads free of cost to the Railways and to keep them within railway limits for purposes of maintenance.

5. At certain stations, the approach roads to the goods sheds are circuitous—one mile in length (now maintained by Local Boards) which can be cut short to one furlong by the Railways by acquiring private land at a little cost and diverting the road that way.

6. There are cart tracks from certain villages to the railway stations, running parallel to the railway lines within the railway limits by the side of the telegraph posts. Once in a while, the Railway authorities dig pits across the road here and there, obstructing the free passage of traffic to their own railway stations. The next day, the villagers level the passage for traffic. All such cart tracks (which are there from time immemorial) running parallel to the railway lines within the railway premises, may be recognised as thoroughfares and they may be improved further as approach roads.

and accordingly your petitioner prays that:

- (i) The Indian Railways Act (IX of 1890) and the rules framed thereunder might be amended suitably to maintain "approach roads" to railway stations by the Railways;
- (ii) from main roads, the approach roads to goods sheds (which are now maintained by Local Boards and Railways partly) might be handed over by the Local Boards to the Railway Authorities for upkeep and maintenance;
- (iii) wherever the length of the approach roads to goods sheds could be cut short by acquiring private land at a little cost, the Railway Authorities might acquire the land and maintain the short-cut; and
- (iv) wherever there are visible cart tracks running parallel to the railway lines, within the railway limits, such cart tracks might be improved by the Railways as "approach roads",

and your petitioner as in duty bound will ever pray.

Name of Petitioner	Address	Signature with date
C. Kesaviah Naidu	Member, District Planning & Development Committee, Bheemavaram Village, Chandragiri Post, Chittoor District, Andhra Pradesh.	Sd/- C. Kesaviah Naidu 15-2-1958.