

[Shri Swaran Singh]

that people with arms did not go through their territory and the Burmese territory was not used for crossing over into Pakistan territory. That point was clarified some days back.

Mr. Deputy-Speaker: The question is:

"That the Bill further to amend the Armed Forces (Special Powers) Regulation, 1958, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: The House will now take the Bill clause by clause. There are no amendments. I shall put the clauses together. The question is:

"That clauses 2, 3 and 4 stand part of the Bill."

The motion was adopted.

Clauses 2, 3 and 4 were added to the Bill.

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

Shri Swaran Singh: Sir, I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

14.58 hrs.

DEMANDS* FOR GRANTS (RAILWAYS) 1966-67 AND DEMANDS* FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1965-66.

Mr. Deputy-Speaker: The House will now take up discussion and vot-

ing on the Demands for Grants in respect of the Budget (Railways) for 1966-67. 9 hours have been allotted for this. The Minister for Railways has requested me that the Supplementary Demands for Grants in respect of the Budget (Railways) for 1965-66 may be discussed with this. If the House agrees, both these items may be discussed together and another one or two hours allotted for the entire discussion.

Hon. Members desirous of moving their cut motions may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move. We will take up both these things together and extend the time by two hours.

श्री काशीराम गुप्त (भलवर) : उपाध्यक्ष महोदय, क्या वह दोनों साथ साथ हो सकती हैं ?

उपाध्यक्ष महोदय : दोनों साथ साथ हो सकती हैं। धीरे इसके लिये दो घंटे धीरे दिये जायेंगे।

रेलवे मंत्रालय में राज्य-मंत्री (डा० राज सुभग सिंह) : दोनों के डिबेट एक साथ हो सकते हैं। पिछले साल भी एक साथ हुई थी। हाँ, बोटिंग अलग हुई थी।

Shri A. S. Salgal (Janjgir): We can have the debate simultaneously.

Demands for Grants (Railways), 1966-67.

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,26,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending the

*Moved with the recommendation of the President.

31st day of March, 1967, in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,89,14,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967 in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 49,65,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 58,22,22,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 187,01,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 119,96,68,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 116,62,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 34,80,54,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 31,93,65,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10—WORKING EXPENSES—
STAFF WELFARE**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 21,07,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Staff Welfare'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 100,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**PENSES—APPROPRIATION TO PENSION
PENSES—APPROPRIATION TO PENSION
FUND**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 13,60,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Working Expenses—Appropriation to Pension Fund'."

**DEMAND NO. 12—DIVIDEND TO GENERAL
REVENUES**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 133,49,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Dividend to General Revenues'."

**DEMAND NO. 13—OPEN LINE WORKS
(REVENUE)**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 12,00,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Open Line Works (Revenue)'."

**DEMAND NO. 14—CONSTRUCTION OF
NEW LINES**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 49,08,51,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Construction of New Lines'."

**DEMAND NO. 15—OPEN LINE WORKS—
CAPITAL, DEPRECIATION RESERVE FUND
AND DEVELOPMENT FUND**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 523,72,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,60,80,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 22,18,87,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Appropriation to Development Fund'."

DEMAND NO. 20—WITHDRAWAL FROM REVENUE RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,39,35,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1967, in respect of 'Withdrawal from Revenue Reserve Fund'."

Supplementary Demands for Grants (Railways), 1965-66

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,74,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Railway Board'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 3,31,01,000 be granted to the President to defray the

charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 11,03,24,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Working Expenses—Repairs and maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 7,23,41,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Working Expenses—Operating staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATING (FUEL)

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 5,81,44,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,30,91,000 be granted to the President to defray the charges which will come in course

of payment during the year ending the 31st day of March, 1966, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND NO. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,36,22,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 12—PAYMENTS TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 38,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Payments to General Revenues'."

**DEMAND NO. 13—OPEN LINE WORKS
(REVENUE)**

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 30,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Open Line Works (Revenue)'."

**DEMAND NO. 14—CONSTRUCTION OF
NEW LINES**

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,73,07,000 be grant-

ed to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Construction of New Lines'."

**DEMAND NO. 15—OPEN LINE WORKS—
CAPITAL, DEPRECIATION RESERVE FUND
AND DEVELOPMENT FUND**

Mr. Deputy-Speaker: Motion moved:

"That a Supplementary sum not exceeding Rs. 14,80,74,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1966, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

Mr. Deputy-Speaker: These Demands are now before the house.

Shri P. K. Deo (Kalahandi): Mr. Deputy-Speaker, while requesting you to treat the various cut motions standing in my name as moved, I would like to pin-point my observations not on the entire railway system but on the working of the South-Eastern Railway.

Sir, though the South-Eastern Railway accounts for only ten per cent of the total railway line but, at the same time, it carries 25 per cent of the total goods traffic on all the zones. It not only caters to the needs of the five steel plants, but the sixth plant at Bokaro also is going to be established in that area. So we can easily say that this is our "steel railway".

While discussing the working of the South-Eastern Railway, I would like to point out that Paradeep, which is the major port lately commissioned on the eastern coast of this country, should be linked by a direct line.

14.59 hrs.

[SHRI SHAM LAL SARAF in the Chair]

Even though at the initial stages we heard so much of administrative improprieties and financial irregularities and wrong doings when the project was carried out by the State Government, it is a good thing that the Central Government has taken over the Paradeep port and it is a matter for jubilation that not only Orissa having a coastline of 250 miles got a major port but this country has now got the deepest port.

15 hrs.

Paradip Port has got a draught of 42 feet at low tide; so, all the big steamers and ships would be easily berthed there even though there is a low tide. The economics of this port is based on the annual export of 2 million tonnes of iron ore which in no time is going to be increased to 3 million tonnes and even to 5 million tonnes; so, through this port we are going to export 5 million tonnes of iron ore. At the same time, this port is going to handle the import of food-grains which we will be getting from the United States under the PL-480 programme.

So, this is a very important port and it is high time that the authorities should think that this port should be linked by a broad gauge railway line. It is most unfortunate that a port of this magnitude has not got a railway line so far. There is only the express highway and some canals which were built about 100 years back. They are not adequate for the transport of iron ore from the iron mines to the port. So, I most respectfully submit that if we talk of planning, of export promotion and of earning more foreign exchange, it is high time that top priority should be given to lay a broad gauge railway line from Nayagarh, that is, the mining area, to Paradip Port.

Secondly, it is very heartening that this port has been equipped with mechanical shiploader which can load 2,500 tonnes every working hour. So, taking advantage of the latest equipments provided in the port, I again urge that the Government should give high priority to have Paradip connected with the railway system of this country.

Sir, if you look at the railway map, you will see that there is a gap of about 50 miles between Talcher and Barsuan. Barsuan is on a line which is extended from Rourkela, that is, from the Bandomunda Marshalling Yard it goes up to Barsuan and there is a gap of only 50 miles. If this could be connected, we will get a connection right through from Bhubaneswar and from the Paradip side up to Rourkela so that the entire Brahmani Valley, which is the main mining area and which comprises of most iron ore and manganese deposits of the country, could be properly developed. That aspect has to be examined.

Though there has been lately great activity on the Dandakaranya, Bolangir and Kiriburu railway for the construction of a new railway line from Kottavalasa up to Bailadilla, I most respectfully submit that it should not be a blind line; it should not terminate at Bailadilla. For the overall development of that area that line should be extended and should join on the Wardha-Vijayawada line either at Chanda or at Itamagundam so that all the iron ore of Bailadilla and the coal of Chanda Valley could be integrated to put up our next steel plant somewhere in that backward area.

Then, lately the railway authorities have introduced some new trains and some bogeys connecting some of our important centres with the capital of the nation. It is a very good idea. I congratulate them on it, but some of the timings that have been suggested or which are going to be given effect to from the 1st April, are no good. The bogey connecting Delhi to Raipur is suggested in a very long and circuit-

[Shri P. K. Deo]

ous route which will take about 37 hours to reach Raipur from Delhi. The route suggested is that the boggy should be attached to the Pathankot Express up to Bina... (Interruption).

डा० राम सुभग सिंह : प्रमो घट्टेच तो होने दीजिए । प्रमो क्यों घबड़ाये है ?

Shri P. K. Deo: If it is not going to take place, it is all the more better; but, at the same time, this aspect should not be forgotten. The only possible way of connecting Raipur to Delhi is by the Southern Express from Delhi to Nagpur, then have it connected by the Bombay-Howrah Express up to Raipur. It will not only connect Raipur to Delhi but it will also connect Raipur to the State capital, that is, of Madhya Pradesh, and the Bhilai steel plant and will take 29 hours to reach the destination.

Shri Bade (Khargone): You mean, from Jagdalpur to Raipur and from Raipur to Delhi?

Shri P. K. Deo: There is no Jagdalpur-Raipur train.

Shri Bade: They should connect it like that.

Shri P. K. Deo: That will be after the new construction, not now. So, that aspect has to be examined.

I wanted to pin-point my observations on certain local aspects which may be examined. It is regarding an over-bridge at Kesinga. The State highway passes over there and there is the usual tussle between the State Government and the railway authorities.

Mr. Chairman: Things are addressed for the hon. Minister of Railways. I hope, the hon. Minister of Railways will listen to what he says.

Shri P. K. Deo: He has been listening to his deputy. There is the usual tussle between the State Government

and the railway authorities as to the responsibility for providing a railway overbridge. I think, that hurdle could be removed if both parties are sincere about it. I, on behalf of the public and on behalf of my constituency, again urge that providing an over-bridge at Kesinga railway station over the State highway is very necessary and should be given effect to.

Mr. Chairman: Shri Shree Narayan Das.....He is absent. Shri Subodh Hansda.

Shri Subodh Hansda (Jhargram): Mr. Chairman, Sir, before I lend my support to the Railway Demands I would like to say a few points for the consideration of this House. In 1964-65, 139 new trains were introduced and in 1965-66 more than 84 trains have been introduced and the run of certain trains has been extended in various sections of the railways, but it is most unfortunate to say that in the South Eastern Railway very few new trains have been introduced. In this section there are two direct trains from Howrah to Nagpur and these trains are running from time immemorial. It has been demanded that for the direct passengers there should be at least one Janata train to Nagpur. There is enough justification for it as there are three steel plants just on the main line of this section and there is no doubt about it and—the railways will not deny the fact—that the passenger traffic has increased at least twice. Therefore I would like to suggest to the railways that this thing should be considered by them.

Again, there is only one train originating from Howrah to Ranchi. As this House is well aware, Ranchi is fast developing and this is the only express train; there is no passenger train just to cater to the needs of the poorest section of society. Therefore I would urge that at least a passenger train from Howrah to Ranchi should be provided via Tatanagar.

We had been demanding in this House for a long time that there should be one express train or a fast running train from Gomoh to Howrah via Kharagpur. Previously, it was suggested that there are a number of express or mail trains in the Eastern Railway passing through Gomoh coming towards Delhi and vice versa. We suggested that at least one train should be diverted from Gomoh via Kharagpur to Howrah. But this has not been attended to. I would, therefore, urge that since there is only one passenger train originating from Gomoh via Kharagpur to Howrah, at least one express or fast running train should be provided there.

I am thankful that in this demand a day train in the Kharagpur-Tatanagar section had been provided by the railways. I must thank the railways for that. I would like to say that even this timing has been done in such a way that it is not possible for the office-goers to do any work with the help of this train. Therefore, I would suggest that the timing should be made in such a way that everybody should be able to avail of the train to attend the offices at Kharagpur or Tatanagar.

Now, I come to another point and that is about the passenger amenities. The Railways are providing all sorts of amenities for the 1st Class and the 3rd Class passengers and not for the 2nd Class passengers usually come from the middle-class society. They are not provided with any kind of travelling facilities. All the 2nd Class coaches are the old Inter Class coaches and there are no good sitting arrangements. There is no good lighting arrangement and there are no fans. Even the latrines are worse than those provided in the 3rd Class coaches. And even the fare is very high and, I think, it is more than double the 3rd Class fare. In the circumstances, the persons who are inclined to travel by the 2nd Class usually travel either by the 1st Class or by the 3rd Class. By saying that, I do not mean to say that the 2nd Class is almost unpopular. But the fact

remains that since the fare is very high and the arrangements are so bad that the people do not like to travel by the 2nd Class. Therefore, I suggest that if all the 2nd Class Coaches are re-modelled and the fares are also reduced to an extent, I think, the 2nd Class passengers will get some comfort, some amenities and they will become more popular. I may give an illustration here. Take, for instance, the earnings of coach, 1st, 2nd and 3rd Class, from Howrah to Delhi—I am speaking of approximate earnings. The earning of the 1st Class coaches is Rs. 2400; the earning of the 2nd Class coach is about Rs. 4300 and that of the 3rd Class is Rs. 2600. Even if the fare of the 2nd Class is reduced by 25 per cent, if it runs to capacity you will see that the earning of the 2nd Class coach is at least 8 to 10 per cent higher than that of the 3rd Class or the 1st Class. If the 2nd Class is to be made popular, I suggest that all the 2nd Class coaches should be re-modelled and the fares which are so high should be brought down. If that is done, the 2nd Class coaches will become more attractive to the people. I have also noticed that the number of coaches provided in all the Mail and Express trains is very limited. In the Bombay Express train, only one composite bogie is provided. I request that at least two bogies for 2nd Class passengers must be provided with all the amenities which I mentioned earlier.

Then, I come to the staff matters. As this House is well aware, there is a sort of grievance amongst the staff particularly the Class III and Class IV staff, regarding their promotions. This sort of grievance is growing day by day. I have had occasional talks with the running staff and I find from them that they have an impression that if there is nobody at their back, got. If that is the impression, I think, that is the impression that they have nobody is going to get any promotion. It should be removed, and, this cannot be done at departmental levels. What I suggest is that if a cell is established and a special officer is put in there to deal with all the grievances directly, then, I think, the staff will be satisfied.

[Shri Subodh Hansda]
that their grievances are properly dealt with.

Coming to the scheduled castes and scheduled tribes people, this is a standing grievance, a standing complaint, particularly, in the Railways that the scheduled castes and the scheduled tribes people are not getting their due share. The point is being made by the Railways that the scheduled castes people are not capable for Class III and Class IV posts. But I do not agree with that. There is nobody in the organisation to look after the grievances of these people. Now there are certain organisations like the scheduled castes and the scheduled tribes employees welfare associations at Calcutta and also the backward classes employees welfare association at Calcutta, who are submitting memoranda after memoranda for the redress of their grievances. But I do not think there is anybody in the organisation to look after their interests or to find out the truth in the grievances made in their memoranda. Therefore, what I am suggesting is that if the intake of the scheduled castes and the scheduled tribes people is to be increased, then, I think, in all the Railway Service Commissions and also in the recruitment boards or in the selection boards, there must be someone who represents the interests of the scheduled castes and the scheduled tribes people. If that is not done, I do not think that the quota fixed for the Scheduled Castes and the Scheduled Tribes people will be fulfilled.

Then, when you say that suitable candidates are not available, I would urge upon the hon. Minister—it is my feeling and also the feeling of the people—to set up a committee to look into the figures for the last five years as to how many posts are reserved for these people, how the publicity was given, how many applications are received by the Railways and how these applications were dealt with by them. If you do that, you will know whether the explanation that is offered, that suitable candidates are not

available, is justified or not. I believe, if that is done, this will satisfy both the sides, the Railways as well as the people who complain that their quotas are not being fulfilled. I hope the hon. Minister will certainly look into it. If the Railways feel or the Railways do not recognise that there should be any reservation for these people, that is a separate thing. But if the Railways want to fulfil the reservation that is provided for these people in the Constitution, then, I believe, the Railways will take up certain steps to fulfil all these quotas reserved for these people.

Another point which is important is about the BOX wagons. Loading of all these box wagons is usually done on bulk system. There is complaint by a number of public undertakings that they are always facing a shortage for carrying iron-ore, coal and other minerals to their factory sites. This is because there are no weigh-bridges. Therefore, they are seriously facing all this shortage. What I am suggesting is that some weigh-bridges should be set up at the transit stations just to weigh all these wagons. All these public undertakings also say that the cost of production has increased due to this shortage. The weigh-bridges should be provided at the transit stations and the charges which are incurred can be realised either from the companies or from the contractors.

Now, I come to catering arrangements, particularly in the restaurant cars. Whenever the M.P.'s travel I have always found that the cooking is slightly better. Whenever there are no M.P.s and other V.I.P.s and no Railway officials travelling and there is only general public travelling the cooking is worse than anything. I have come across with this a number of times. When I did not give my identification, I had noticed this state of affairs. I would urge upon the Minister to look into all this. Only the M.P.s are not travelling by trains but there are others also who are travelling by the trains and, therefore, proper cooking arrangements must be made for the general public.

There is also a complaint from the bearers of the restaurant cars that they have not received their pay for the last six months. I do not know why the pay of the bearers has been held up. I do not know whether by this time they have been given their pay. But recently this complaint has come to me that they have not been paid for the last six months.

Another point is about a feeder road in Jhargram, my own constituency. I have been urging for a feeder road on the northern side of Jhargram Railway Station on the South-Eastern Railway. Passengers coming from the north have to cross the level crossing. Sometimes when some train comes, the railway level crossing is closed and it is very difficult to cross with any car or rickshaw to go to the other side and catch the train. Therefore, to give facilities to the passengers coming from the northern side of the Jhargram Railway Station, I would urge that there should be a feeder road from the main road, P.W.D. highway, to the northern side of the Jhargram Railway Station.

The last point is about schooling facilities for the railway employees' children. Though it is not the full responsibility of the Railways to give schooling facilities to the children, I think it is the moral obligation of the Railways to give equal opportunity in education to the children of the railway employees. I find from the report that not more than 50 per cent of the children are provided with schooling facilities and the rest are allowed to make their own arrangement.

I come from Kharagpur where, as every one in this House knows, there is a big railway colony. But there is only one railway school there catering only to 50 per cent of the needs of the total children population of the railway employees. Of course, there are certain other schools also. The employees send their children to the other schools, but the conditions there are such that even in the private schools it is very difficult to get admissions. Therefore, a few years back, some railway employees

started one school there and it has got the recognition upto High School standard. I have brought this matter to the notice of Railway authorities a number of times. There are about 800 boys and girls reading in this school today. If the Railways really want to give any facilities for the education of children of the railway employees, then I should say that those children should be admitted in the railway school. I am not demanding a building or any land for constructing a building for housing that school. I am simply urging that it is the duty of the Railways to provide schooling facilities to all the boys and girls. If that is not possible then I come to the alternative. The demand of the school authorities at the moment is that the land, which they are demanding now, should be given to house the school because the recognition for that school was given only on a provisional basis. Unless they have the land to house the school, the recognition will be withdrawn. This is the second year and if they do not give the land for the school, then the recognition given will be withdrawn. I would, therefore, urge the Railway Minister to look into this thing very seriously; otherwise, a number of difficulties would arise.

Shri Warior (Trichur): I, along with my other friends, have proved several cut motions and I hope that the Ministry will look into those cut motions as usual and, if possible, they may let us know what they propose to do about them, what action they are going to take about them. I am not dealing with all those in detail now.

The main point I want to stress is that—I am saying this now because I did not get any chance in the general discussion—there are two aspects in the development of Railways in this country. One is the absolute, immediate, urgent necessity to develop and expand railway construction in those areas which are developed industrially. The hon. members mentioned the development of Paradeep. That requires immediate attention. Naturally, I hope the Railway Ministry will be alert to that. So also those

[Shri Warrior]

regions where industries have grown vertically like Bombay and Calcutta and at those places where new mines have been developed. All these must be attended to. There is no dispute about it because in a long-term planning we cannot neglect the immediate, urgent necessity, but at the same time considering the potential necessities of this country in developing all regions equally, in developing those regions which had been neglected for the last so many years, for hundred years or so, it is absolutely essential that some perspective planning must be there.

There are many parts in the country which are not opened at all not only to railway traffic but also to motor traffic; for instance, regions like Ratnagiri or Wainad; the entire area of the western ghats contains so much of wealth which can be tapped for the development of the country, but these are neglected. The cause is not traceable to this Ministry or the Minister in charge. The reason is this. When the Britishers first planned to lay these railways, their first consideration was naturally that of military and strategy. Then the industries also developed all along the line where there were transport and communication facilities. Now we are having a peaceful development of the country and that process, that course which had been in vogue, must be slightly amended, if not completely reversed. The Estimates Committee's report which Mr. Deo is pointing out to me in this respect is very relevant. The Committee note that the South-Eastern Railways has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh—Mr. Kamath will be very much pleased about it—and West Bengal. This is the case not only in these States but also in so many other States.

For instance, if you look at the railway map of India, you will find that almost all the railway lines in the southern India are metre gauge and not broad gauge. Of course, there are one or two broad gauge systems, but the main system in the south is metre

gauge and that is actually attributed to make it still remain as a hinterland rather than an industrial developed place.

Coming now to Kerala, again we find the same thing. We are in a very tragic position; rather it is a tragic comedy. When we approach the Ministry of Industry or, for that matter, private industrialists, they will always complain that there are no transport facilities there and ask how can they come there and establish industries. They say that it will be an extra charge for all those things. So far as raw materials are concerned, Kerala produces 90 per cent of rubber, but the rubber-based industries are growing not in Kerala, but in other places. The main reason given is lack of transport as well as other means of communications. I do not know whether it is justifiable or defensible, but that is the fact. When we approach the Railway Ministry or the Transport Ministry for more transport facilities or railway facilities, then we are told that we have not got many industries. There are industrial priorities here, there and everywhere in the country except in Kerala. So we are in between Scylla and Charybdis. We are in that situation!

Let us see the history of railways in that State. The only railway line that we have got throughout these fifteen years—this House must know the history—is the one for 93 miles, the Cochin Harbour or Ernakulam—Quilon link and that also, only a metre gauge. First it was thought that it would be a broad gauge. We thought that, if that line was made a broad gauge, then consequentially the link between Quilon and Trivandrum, the Capital of Kerala State, also would be compelled or forced to be converted into broad gauge. But just the reverse happened. In the beginning we are told, it will be a broad gauge. What was the pull to make it metre gauge is still unknown to us. We are ignorant about it. There are so many reasons. One is that the hinterland of South India must be connected not only by a broad

gauge system but also a metre gauge system so that all those areas can be fed and that can be a feeder line to Cochin harbour. That proved futile. If the traffic survey is looked into (Interruption).

An hon. Member: Even Cochin is not connected with broad gauge.

Dr. Ram Subhag Singh: Both the gauges.

Shri Warrior: They say both, but the metre gauge system was a loss in that respect. If it is sustained now it is because of the traffic of Kerala alone. But the pull was from Madura. That is the funniest part of it. If we want that division itself, the Madura division to be converted into a zonal system there in Kerala, then, it will be termed as parochial. So, I am very diffident about it. There is not so much pull here. The criterion or the deciding factor or the determining factor is this. That is how much traffic goes from Tamilnad, from Madras. So, we are dependent always like that. If a new train is introduced the first consideration is how much traffic will flow from other parts, not from Kerala. The development of Kerala is always at default. My hon. friend opposite, Dr. Ram Subhag Singh knows all these things. I know that. He makes a thorough study of these things. I am very happy about it. He is not like some of the other Ministers. I am very sorry to comment, some of them brush aside whatever arguments are there. He has a sympathetic attitude. I know. The House also must be taken into confidence about it.

Mr. Chairman: That is why the hon. Minister is listening to every word of what the hon. Members say.

Shri Warrior: Regarding Cochin, harbour, I wish to say this. Because of the heavy traffic ships are not willing to berth in the Cochin harbour for the one reason that there are no godown facilities, no godown space. Why is there no godown space? Immediately the cargo is

unloaded in the harbour, in the port that is not transferred quickly by train. It takes so much time. Suppose there is a double line upto Coimbatore at least—this has become the industrial hub in that part of the country—the whole cargo can go away. Eight oil trains alone are running today. What is the line capacity? How much traffic is there? Is there not sufficient potential element there to justify the doubling of the line? So, instead of single line, it should be a double broad gauge line.

In our country the highest density of population is in Kerala. Now, we are not going to reduce that population anyway. Everything depends upon the population basis. We shall get more from the divisible pool if we shall have more population. So we are not going to have family planning unless the Government reverses its policies in regard to population basis. If we reduce our population we will not be having anything at all. Now at least the pressure of population is there to show us something.

I now wish to say something about the coastal line. The development of the Fisheries Industry in India can bring in hundreds of crores of rupees, if this can be properly looked into and properly developed. But here again we face this problem of transport. As soon as the ship arrives at Cochin port or any other port in Kerala, if the same can put in frigidaire and put into compartments, and bogies and transported throughout India, we can say that half of the food problem will be solved on that score alone. At present there is no such facility. So, all these potential elements are there which justify more consideration from the Railway Minister as well as from the Planning Commission. When we ask the Railway Ministry, the Railway Ministry is ultra-sympathetic to our cause. But then they will simply tell us 'Please convince the bosses in the Planning Com-

[Shri Warior]

mission also! When we go to the Planning Commission, they would say that the Railway Ministry says that priority should be given to such and such a line and not to the others. So, where are we? We just move like a shuttle-cock up and down, and by that time, the budget is over, appropriation is over and implementation is over and we are nowhere. This is what is happening. This should not be so. I think the House must consider the case of Kerala sympathetically.

There is a standing complaint in this country that most of the middle class employees are from Kerala and they are to be found everywhere in India. Some people say that it has become a rather chronic disease with the Malayalee people. But I think the people must also be thankful that we serve them in many capacities throughout India in fact not only in India but even abroad. Now, from Kerala, our beautiful and very efficient nurses are going even to England and Germany on the request of those Governments to serve the people there. So, this country must be thankful for at least that much of export of intelligence which we are making. But, in return, can we not ask for a few more seats in the trains for our people? But that is denied. About fourteen to twenty thousand women workers are employed in Ahmedabad from Kerala alone. In the Bombay textile working class, a good number of workers are from Kerala. You would find that this is the case in other places also, such as Rourkela, Bhilai etc. Until the local people come of age and take up this construction work, our people get some employment there, because naturally our plan must go ahead. Of course, after ten years, they may be retrenched, but at least for ten years they can eat something, though afterwards they may have to starve, as is the case with regard to the Bhilai employees. These people want some traffic facilities. Why not give them those facilities?

ties? We have submitted certain schemes to the Ministry and I hope that under the sympathetic and able guidance of the hon. Minister of State, Dr. Ram Subhag Singh, we shall have a better deal, a better deal if not a fair deal.

Now, I would like to say a word about the diet in our hospitals. Shri Vasudevan Nair and I have given notice of a cut motion in this regard, and this has been as a result of the experience of Shri Vasudevan Nair at the Olavakkot hospital. The diet is the worst possible in the hospital there. At least in those places where Government take the responsibility to feed them and there, the food that they supply must be good, as for instance, the food in the jails, the food in the hospitals and the food in the Caravelle flights. That is the personal responsibility of the Minister or rather the Ministry. Unfortunately we find that food generally is not the responsibility of anybody and it seems to be the responsibility of God and the monsoon and so it is said that we can not complain. But at least on the Railways, if Dr. Ram Subhag Singh cannot give us good food, we shall complain to him.

Dr. Ram Subhag Singh: We shall be giving good food. So, my hon. friend need not worry about it.

Shri Warior: It should be given in sufficient quantity also. Then, again, there is a large quantity which is pilfered in these hospitals. That must be checked.

There was a complaint in the Olavakkot branch in this connection, and I wish to draw the pointed attention of the Ministry to that point. The subordinate officers must always be left contented and satisfied. Disciplinary action is for the betterment of the efficiency of the organisation and not to victimise and penalise all and sundry. The best disciplinarian is he

who can convince his subordinates of better and efficient execution of work; instead, if he invites only the discontentment and dissatisfaction of his subordinate officers, then I must say that no amount of disciplinary action will correct the mistake, nor is that officer the fit person to be in that post. I do not blame anybody. But such things should not affect the proper and efficient working of the organisation. That is all that I wish to say. Now the commission is there the references are there, and it is all known to the Ministry and proper action must be taken.

About the Delhi-Cochin third class sleeper coach, I may not say much because I have already explained it well enough. There is a combined third and first class coach. First of all the first class compartment is unnecessary.

Shri Harish Chandra Mathur (Jalore): Where do we sit?

Shri Warrior: That must be scrapped, because the first class is now patronised only by those people who are not paying anything.

Shri Harish Chandra Mathur: But we shall keep air-conditioned accommodation?

Shri Warrior: Why should the Members of Parliament not be given free passes to travel by air? Why should these first class compartments be kept there? We are not making use of these facilities often.

Shri Bade: In a socialistic pattern there should not be any first class.

Shri Warrior: I have not used the first class pass also as often as I should have done. That is what I feel. I have not often used it because there is no necessity. I think that it would be uneconomic to the railways. Instead these could be converted to third class sleeper coaches for long distance journey and by that way more revenue will come to the railways and a greater number from among the pub-

lic can also be served. That is what I would like to suggest. I am not standing on any idealistic or ideological grounds. It is a practical suggestion which I am making. The reservation in the third class at present is no reservation to all, although some reservations are made on paper. We find the third class so congested....

Shri Hari Vishnu Kamath (Hoshangabad): It is all bogus.

Shri Warrior: The bogie is there, but it is all bogus, as my hon. friend Shri Kamath says.

Mr. Chairman: But not according to the hon. Member.

Shri Warrior: I would make a similar suggestion in regard to the Bombay-Cochin express also. First of all, we would urge upon Government that unless and until we get a straight line from Bombay to Cape Combrin via the West Coast, things would be very difficult; I am not saying that they must have railways through tunnels in as many of the rocks in the Western ghats as necessary, but there must be a straight railway line instead of such a circuitous route as is there now.

Shri P. K. Deo: Connecting Konkan also.

Shri Warrior: Yes, connecting Konkan, Ratnagiri, Goa and so on. Unless and until we get this, there must be more trains running to the south from Bombay exclusively reaching Mangalore and Cochin Harbour. That is very essential. It may be said that the present traffic may not justify it. But there is no traffic at present because the facility is not there. If more facilities are given for traffic, then there would be more people coming and more people going and there would also be goods traffic. I may tell the Railway Ministry the secret of the thing. By doing so, they would get the cream of the traffic. This traffic may not be known to the railways now because much

[Shri Warrior]

of it is taken by private motor transport. The cream of the revenues, therefore, goes to the private pocket and it is only the most uneconomic traffic or their own traffic which comes to the railways. Why should not the railways also take some portion of this traffic? At present the traffic is not coming to the railways, because goods do not reach in time, and it is not safer and the railway facilities are not adequate. If these difficulties could be eliminated, then the railways would get more traffic.

In regard to railway quarters, I would not dwell upon it very much now. But it is a well known fact that there has not been much progress. I wish to know whether Government have advanced even a bit in this respect, or whether it is still 60 or 65 per cent.

Dr. Ram Subhag Singh: It has gone up to over 36 per cent.

Shri Warrior: It is only a little less than 36 per cent. In this country, these are the only few things which the employees can get, namely some shelter somewhere and some bit of food. These two are their minimum needs. Here in Delhi there is Rail Bhavan, Nirman Bhavan and so many other Bhavans are also coming up. But there is not any Bhavan for the poor employees.

Shri Priya Gupta (Kathar): There is not a single Minister or an Officer of the Railways without a quarter. Every one of them has got quarters or Saloon or transit camp tenement to live in.

Shri Warrior: No, I shall come to dining car employees. I have come across a recent circular of the Railway Board. It seems that the responsibility for all the faults and for all the breakages and for all consequent losses is put on the shoulders of the catering staff. What is the

Manager thereof? To make up the accounts and get whatever he has in balance? The Managers must be put to some responsibility. Not only that. This catering staff is treated in the worst possible way. Because the passengers must be served with some food before they reach their destination—they are also worried to reach their destination in time—the catering staff is running here and there. The food is also not according to the prescribed standard. Whatever is doled out by the management is served and the people get so angry that these people are treated in a sub-human way. I have also noted that some complaints have been sent even by MPs. They don't realise that these people are rendering service in running trains and not in the de luxe hotels. These people are suffering all these things. Finally, when they receive the pay-packet, they find that all the fines for the breakages and loss are deducted from their salary and they don't get even half of their salary. Supposing a small stainless steel vessel is lost—some gentlemanly passenger might have put it unknowingly inside his box—then the bearer is to foot the bill.

Shri Krishnapal Singh (Jalesar): Is there any time-limit, Sir?

Mr. Chairman: Time is allotted to the parties.

Shri Warrior: I am not taking more than the limit. According to the recent circular, these people are to be penalised for all the losses. In addition to their physical suffering of serving in the running trains, they are also to suffer financially. The Minister of State, Dr. Ram Subhag Singh, must look into these things particularly and do something. This is more a human problem. I have seen that one casual bearer, who was recruited from the platform of Madras, who did not know how to board the running train or how to get out of the running train, fell down and died by catching hold of

the handle. What is a casual worker getting? Rs. 1.25 per day. Should it be so low? Is not the life of people valuable in this country even now? There are riff-raff on the platform and when there is shortage of hand anybody is recruited. Why should there be so much absenteeism in the ranks of regular service people? That is an indication to show that all is not well there. Before the passengers they look very humble and they may pose that everything is all right. Inside they feel that they are not given justice. That is why I want to bring to your pointed attention these things.

Now, there are a few lines which are of urgent necessity like Cape Camorin-Tirunelveli line and I hope my friend from Tirunelveli will support me. But there is one thing to be noted. Whatever line we may get in Kerala, 75 per cent advantage is for Madras State.

In regard to the allowances of the workers, there are certain anomalous positions today. The workers in Olavakkot sitting on the eastern side of the Railway line do not get a particular allowance which the people sitting on the western side get.

Dr. Ram Subhag Singh: They will get now.

Shri Warier: Thank you, Sir.

So that is decided.

About the general pay scales etc. I am not dealing with it as my hon. friend, Shri Priya Gupta, is awaiting his opportunity to speak.

Then there is the need to construct a coastal line in the Ernakulam-Kayamkulam-Alleppey belt. It is very important. Alleppey is one of the finest towns which tourists used to call the Venice of the south. It once employed 25,000—30,000 coir workers. It is a completely dead city today. How many Gujarati business people have packed off? Because there is no business. Such a commercially im-

portant city between two canals, a beautiful place, is now like a desert. No railway, no worthwhile system of communication. The old canoes cannot carry all these goods to Cochin port.

Then about the opening of the Kumli line. We export so much of tea from 8000 ft. so, much of rubber from 5,000 feet and so much of cardamum from 6,000 feet high. Even then you cannot give us even a small railway to haul all these goods to Cochin port. What is this?

Mr. Chairman: One minute more.

Shri Warier: I do not want any more minute. I hope the Railway Ministry will wake up to its responsibility, not only to the giants that are coming up in certain fortunate parts of this unhappy country....

An hon. Member: Bihar and U.P.

Shri Warier: I do not name any—but also to the unfortunate state of affairs of a State in the extreme south neglected not only by the present but the past masters also, criminally neglected. I hope the Ministry will give us if not our due share at least a small share for the development of the potential of the State of Kerala.

Shri V. B. Gandhi (Bombay Central South): Mr. Chairman, while supporting these Demands for Grants, I would like to say a few words about the measures of industrial safety obtaining in our railway workshops. In other wards, I would like to say a few words about what we are doing in the railway workshops in the matter of accident prevention activities and also the measures we are taking to arouse safety-consciousness among the railway staff.

I know quite a lot of good work is being done, very valuable work is being done, among the staff on the

[Shri V. B. Gandhi]

open lines. But I would like to draw pointed attention to what is actually being done among the staff of our railway workshops.

15.55 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

The railways have a large responsibility in the sphere of provision of industrial safety. They are one of the biggest employers of industrial labour. They have a vast net work of workshops, I think over 200 of them, and employ a large working population of almost half a million.

As we know, in this country, generally the rate of accidents is on the increase. That is only to be expected because the machines that the worker has to use are getting more complicated and more sophisticated demanding greater intelligence and activity on the part of the worker in their use. In 1962, the rate of accidents was 42.40 per thousand workers. This compares with the rate of accidents of 20 per thousand workers in prewar days. That is a clear indication of how things are going in terms of industrial accidents. But what I am informed is that the rate of accidents in railway workshops is almost double the all-India average of I do not vouchsafe for my figures; I hope they are correct. I hope at least they are not very far wrong.

In an accident, the worker is the first victim. If he suffers injury or loss of limb; or if he loses his life, his family is the next sufferer. The employer too suffers considerably; he suffers in loss of productivity and working time. Multiplication of these accidents brings no good to anybody. In fact, they mean a considerable loss of productivity to the country. The loss is, of course shared on both sides, the employers and the employees, since production is a joint venture.

16 hrs.

Now actually in the railway workshops, the arrangements are somewhat like this. The officer directly responsible for safety is the works manager who exercises authority on the shop floor through the supervising staff. In some cases, there may be a separate safety department, but generally these safety department officers function in an advisory capacity or their functioning is of an advisory nature. In a railway with a number of workshops, the Chief Mechanical Engineer will be in charge of these workshops and the various Chief Mechanical Engineers will be responsible to the Member (Mechanical), Railway Board. Accident prevention work has to be progressively planned and persistently pursued. It is not just accomplished without effort. There are certain accepted standards of safety work in workshops. One has to conduct safety courses; one has to conduct surveys in an organised manner and maintain accident statistics. All this has to be done; they all form part of the standard accident prevention programme. Now, Sir, as you know, as science develops new sciences come up and safety engineering has now become to separate science. Judging the situation as we see it some of us from outside, we do not know it from the inside of these workshops, we feel and we come to the conclusion that something more than what is being done at present has to be attempted. At present the workshops are administered on the basis of each individual workshop as a unit by itself. I hope I am right. That does not help very much in making it possible to have a proper collection of statistics, proper classification of data and co-ordination of accident prevention measures. All this has to be done and it has to be done in the interest of greater productivity and safety of human lives and also the progress of railway workshops. One

would come to the conclusion that it might perhaps be begun by having some kind of a separate organisation, a separate department, some kind of department for industrial safety, by having an officer who can co-ordinate all these activities connected with accident prevention. I know from our experience in these matters that the Railway Board has a liberal attitude, a kind of a receptive attitude. I hope the Railway board will consider this suggestion rather seriously. Before I close I have to say this, I do not want to give the impression that not enough is being done by the railways. From the literature supplies to us we can see that quite a lot of excellent and first-class work is being done in the matter of safety. For instance, in the speech of the Railway minister in para 28 on Page 23, we read a very good account of what is being done; it is of very advanced quality and sophisticated nature. That sort of thing should be appreciated by this House. For instance the Railway minister says:

"A psycho-technical cell is now functioning in the Safety Directorate of the Railway Board for studying the personality characteristics that tend to make some employees accident prone. Pointsmen, cabinmen, drivers and motormen are the categories so far covered in the studies."

That is exactly the point. Much is being done. That is the impression we get. Much is done in respect of the open line staff and that should also be taken up now in respect of the staff in the railway workshops.

श्री ए० सि० लहानल : उपाध्यक्ष महोदय, रेलवे मंत्रालय ने अपनी सप्तीमेट्री डिमांड 65-66 तथा 66-67 की पेश की है। अभी मेरे कुछ मित्रों ने यह कहा कि जितनी नयी रेल गाड़ियां देनी थीं उन्होंने नहीं दी हैं। मैं उन से यह कहूंगा कि अभी तक हमारे यहाँ 91 नये वास्तुमान बलाये जा रहे हैं और

जो कि हमें दी जा रही है। इसके लिए मैं उन्हें बधाई देता हूँ। इसके अलावा 356 नयी ट्रेन्स अभी उन्होंने चलायी है। यह 91 नये हास्पिटल्स दिये हैं। इसके साथ साथ 2 हजार के करीब नये टिकेबे उन्होंने इस साल में दिये हैं। इन सारी चीजों को देखा जाये तो उपाध्यक्ष जी, मैं यह कहूंगा कि रेलवे मंत्रालय ने अपना कार्य जिग खूबी से करना चाहिए या उसे उन्होंने किया है। उसके साथ साथ आपके हावड़ा से लेकर के मद्रास तक डिजल इंजिन से और भी गाड़ी चलायी जा रही है जिगकी कि स्पीड ज्यादा कर दी गई है और दूसरी चीज जो कि सब से बड़ी है वह है दिल्ली से मद्रास तक मरने एक्सप्रेस जो जायगी, उसमें तो कई घंटे की कमी कर दी गई है। मेरी एक प्रार्थना उन से है। और मैं समझता हूँ कि मंत्री जो इस बात को स्वीकार करेंगे कि 36 घंटे हमको कम से कम गाड़ी में न बँटने दें। हम आप से कहेंगे कि बिलासपुर से लेकर के नागपुर और नागपुर से लेकर के जो ट्रेन आप की सदन एक्सप्रेस है उसमें उसको जोड़ दें। एक डिब्बा बंद और फस्ट क्लास का देने की बिलासपुर से कृपा करें। यह वक्त है कि आप इस चीज पर गौर करें। इसके अलावा जो पहली मेरी डिमांड है उस को मैं फिर दोहराता हूँ मंत्री जी के सामने . . .

श्री हुकम चन्द कच्छवाय (देवास) : डिमांड पीछे पूरा करवायेंगे। पहले सदन में गणपूर्ति करवा दें।

उपाध्यक्ष महोदय : बंटी बज रही है। . . . अब कोरम हो गया है। माननीय सदस्य अपना भाषण जारी करें।

श्री ए० सि० लहानल : उपाध्यक्ष महोदय, मैं कह रहा था कि हम लोगों ने और हमारे बर्हा के बहुत से लोगों ने मंत्री महोदय और रेलवे मंत्रालय के पास इन बात की मांग की है कि बानटेयर से वह एक एक्सप्रेस गाड़ी गिस्की तक के लिए दें। मैं यह नहीं कहता कि

[श्री प्र० सि० सहगल]

उस ट्रेन को घाप बाया कटनी धीर बीना लेकर धायें बलिक घाप को घामदनी को महेनजर रखते हुए उस रेलगाड़ी को कटनी से लेकर इलाहाबाद धीर इस तरफ़ से लेकर धायें ठाकि घाप को अधिक फायदा हो सके । इसलिए मैं घाप से कहूंगा कि यह हमें करना चाहिए ।

इस के बाद मैं घाप से कहूंगा कि जो हमारे विद्यालय हैं जहां पर कि हमारी पढ़ाई होती है, उस को कायम करने के लिए वहां बिलासपुर में जो रेलवेज की जमीन थी वहां पर इजाजत दी लेकिन फिर क्या कारण था कि उस बनते हुए मकान को रोक दिया गया यह मैं नहीं कह सकता लेकिन इतना मैं प्रबन्ध कहूंगा कि जब एजुकेशन के लिए, विद्या के लिए एक जगह बनाई जा रही है, एक इंस्टीट्यूटशन बन रहा है, वहां की जो कमेटी है वह उसे बना रही है तो उसे बनाने देना चाहिए । वहां जो गुब्बारा बन रहा है उस में यह स्कूल घटंछ रहेगा धीर सारा खर्चा हम उस का कर रहे हैं । इसलिए मैं घाप से प्रार्थना करूंगा कि उस पर घाप गौर करने की कृपा करें ।

मैं अपने रेलवे मंत्री जी को बिलासपुर घाने के लिए निमंत्रण देता हूं कि वह स्वयं अपनी घांखों से देखें कि तीसरी धीर चौथी श्रेणी के कर्मचारी लोग किस तरह से मकानों में रहते हैं । इस के प्रस्ताव जैसे कि मेरे एक भाई ने खड़गपुर के बारे में कहा है मुझे वहां भी जाने का सौभाग्य प्राप्त हुआ धीर मैंने देखा कि उन की हालत सब से खराब है । हमारा यह कर्त्तव्य है कि हमारे तीसरे धीर चौथे दर्जे के जो लोग हैं धीर जोकि हमारे एम्प्लायीज हैं उन की बेहतरी के लिए हम बुनासिब इंतजाम करें । जब तक हम ऐसा इंतजाम नहीं करेंगे तब तक हमारा काम ठोफ़ न होगा । मैं घाप से यह कहना चाहूंगा कि वह जो हमारे तीसरे धीर चौथे दर्जे के

कर्मचारी हैं, काम करने वाले लोग हैं वह हमारी रीढ़ की हड्डी हैं धीर उस रीढ़ की हड्डी को हमें कभी भी कमजोर नहीं होने देना चाहिए । अगर हम उन को ठीक से रखेंगे धीर वह संतुष्ट रहेंगे तो हम बहुत कुछ घाने तरक्की भी कर सकते हैं ।

घाप के जो स्टेशन सुपरिन्टेण्डेंट्स होते थे उनको घर्ड क्लास धीर फोर्थ क्लास एम्प्लायीज को डिसमिस करने धीर पनिश करने का अधिकार हासिल होता था लेकिन उस को घाप ने उनसे वापिस ले लिया तो इस तरह से कहां घाप अपने कार्य में एफिशिएंसी ला सकेंगे ? कोई भी ठुकूमत हो, कोई भी एडमिनिस्ट्रेशन हो वह ठंडे हाथों से नहीं चलता है उस को कामयाबी से चलाने के लिए मजबूत हाथों की जरूरत पड़ती है । नीन बाएलेंस एक बहुत अच्छी चीज है लेकिन एडमिनिस्ट्रेशन चलाना दूसरी चीज है । उस के लिए घाप को अपने हाथों को कड़ा करना पड़ेगा । घाप को कड़ाई से मुकाबला करना पड़ेगा । मैं घाप से कहता हूं कि यदि घाप अपने को कड़ा कर लें तो यह जो घर्ड धीर फोर्थ क्लास के कर्मचारी हैं वे घाप का कहना मानेंगे इसमें कोई दो राय नहीं हो सकती है ।

घाप के यहां जो स्कूल हैं उन स्कूलों में हमें बच्चों को अध्यात्मवाद की शिक्षा देने का भी इंतजाम करना पड़ेगा । रेलवेज के स्कूल इस काम में अग्रसर हों धीर अध्यात्मवाद की शिक्षा की व्यवस्था करके एक आदर्श उपस्थित करें । वहां पर रामकृष्ण परमहंस, गुब नानक, मसीहा, टैगोर, महात्मा गांधी आदि महापुरुषों धीर संतों की वो बाणियां हैं उनके जो लेख हैं उन को वहां पर पढ़ायें । इसके प्रस्ताव आज़कल के युग के जो एक महाप्रभु हैं जिनका कि नाम मेहरबाबा है उन के शिष्यों को भी घाप वहां पर पढ़ाने धीर बतलाने की व्यवस्था करें ठाकि लोगों में अध्यात्मवाद

की भावना प्रायः। हमें स्कूलों में अध्यात्मवाद की शिक्षा की व्यवस्था करनी चाहिए।

रेलवे मंत्रालय ने जैसा कि पूर्व बक्ता ने कहा एक सराहनीय कार्य किया है और मैं भी उसकी प्रशंसा करता हूँ। मैं प्राय की मार्फत रेलवे बोर्ड और जो प्राय के अन्य कर्मचारी हैं जिन्होंने कि मस्ती से अपने कर्तव्य को निबाहा है, ईमानदारी और सच्चाई का परिचय दिया है, अभी पिछली लड़ाई के दौरान जिस कामयाबी के साथ अपने फर्ज को भ्रंजाम करने का उन्होंने परिचय दिया है उसके लिए हम सब उनके बहुत शुक्रगुजार हैं।

जैसा मैं ने पहले भी कहा अध्यात्मवाद की शिक्षा देनी बड़ी आवश्यक है क्योंकि ईमानदारी से काम तभी होगा जब हम अध्यात्मवाद की शिक्षा अपने बच्चों को शुरू से देने की कोशिश करेंगे। उनको ऐसी स्वस्थ शिक्षा दी जाय जिसका कि किसी धर्म से कोई सम्बन्ध न हो। वह ऐसे विचार रखने वाले बनें कि सब धर्म एक हैं, सब का उद्देश्य एक ही है और उनका किसी धर्म से खास सम्बन्ध न हो, एषः युनिवरसल रिस्लीजन की, एक युनिवरसल टीचिंग, जैसे कि प्राय के भवतार मेहरबाबा का उपदेश है उसको सामने रख कर उन्हें अध्यात्मवाद की शिक्षा दें तो मुझे पूरा विश्वास है कि प्राय को पूरी सफलता मिलेगी। बस इतना कह कर मैं रेलवे मंत्रालय की बजट डिमांड्स का समर्थन करता हूँ।

Mr. Deputy-Speaker: Hon. Members may now move the cut motions to the Demands for Grants in respect of Railway Budget for 1966-67, Subjects to their being otherwise admissible.

Shri Warrior: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for giving promotion to the commercial clerks working in Howrah strictly on the basis of seniority (20)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for making all the local trains in Howrah-Bandel and Howrah-Tarakeswar sections three unit coaches instead of two (21)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for the introduction of another four up and down trains in Howrah-Burdwan chord line (22)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for the arrangement of watering of station platforms in the Howrah-Burdwan section (23)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for introducing three more up and down trains in Howrah-Tarakeswar section (24)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for the construction of foot over-bridge in the northern side of Haripal and Serampore stations (25)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for giving weekly rest as per Adjudicator's Award to the Train Examiners of Mughal Sarai C. & W. shed (26)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for maintaining seniority list of the Train Examiners of grade 'C' and above in Eastern Railway (27)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for rationalising the procedure for giving training to Train Examiners (28)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for payment of full wages to the employees of Lilooh Workshop for the lock-out period (29)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to absorb in the permanent job the electrification project employees after the completion of the projects in different zones (30)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for sanctioning more cabin men for the cabins on both sides of Rishra Station on Eastern Railway (31)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Discrimination in regard to the entry grade pay scales of direct recruit train examiners and departmentally promoted train examiners (32)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Discriminatory treatment in declaring 80 per cent of the posts from entry grade to next higher grade as reserved for the train examiners recruited directly and only 20 per cent for the train examiners promoted departmentally (33)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Question of declaring the non-selection grade of Rs. 205—280 for train examiners as selection grade (34)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for distribution of higher grade posts for Train Examiners (35)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Chaotic condition prevailing in the C. & W. repairing departments (36)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for giving night duty allowances to all the train examiners (37)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Denial of opportunities of promotion to the Train Examiners of grade Rs. 250—280 against the increased number of posts created (38)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Denial of opportunities of promotion to the train examiners of Adra unit to the grade of Rs. 250—380 and above (39)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Denial of promotion to the artisan staff qualified for absorption as train examiners grade 'D' in Eastern, South Eastern and Central Railways (40)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Non-payment of Night Duty Allowance to the Train Examiners of Mughal Sarai C. & W. Depot in Eastern Railway (41)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need to confirm the Train Examiners officiating in grade 'C' and grade 'D' posts (42)*].

Shri Krishnapal Singh (Jalesar): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for extension of Barhan-Etah Line (44)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for stoppage of Express Trains at Bhadan, Northern Railway (45)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for improvement in catering between Barauni and Tinsukhia (46)*].

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for providing winter uniforms to the bearers of the Dining Cars, whether temporary or permanent cadre (85)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for absorbing the staff on temporary cadre in permanent cadre (86)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for extending the Howrah-Rourkela Express to Waltair via Titilagarh (87)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for constructing a new broad gauge railway line connecting Kesinga (South-Eastern Railway) to Jeypore (D.B.K. Rly.) (88)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for extending the D.B.K. Railway line from Bailadila in Bastar to Ramagundam or Chanda on Wardha-Vijayawada section of Central Railway (89)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for providing an over-bridge near Kesinga (S.E. Rly.) (90)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for providing a platform towards the Town at Kesinga Railway Station and a foot over-bridge (91)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for having a ladies waiting room at Kesinga, South-Eastern Railway (92)*].

Shri Warrior: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[*Need for improvement in the quality and quantity of diet supplied in the Railway hospitals (93)*].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for looking into the complaints and grievances of subordinate staff of the Signal Branch of Olavakkot (94)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to convert the Delhi-Cochin coach into a Third Class sleeper coach (95)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to start an express train from Bombay to Cochin (96)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of more quarters for the railwaymen (97)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to discuss the grievances of the dining car employees (98)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for providing more deluxe trains (99)].

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

[Need to provide adequate funds for speedy traffic survey for a new line from Tirunelveli to Trivandrum via Nagar Coil with a branch to Cape Comorin (104)].

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

[Need to revise the pay-scales and increase the running allowance of guards (105)].

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

[Need to give house rent allowance to employees residing within 8 k.m. area of Palghat town at Olavakkot (106)].

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100."

[Need to revise the pay-scales and service conditions of class IV staff without any delay (107)].

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to start new railway lines in Kerala State (108)].

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to construct a new coastal railway line connecting Ernakulam and Kayamkulam in Kerala State (109)].

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100."

[Need to convert the Ernakulam-Trivandrum line from Metre gauge into Broad gauge (110)].

Shri Priya Gupta: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Need for sanction of Border Allowance to employees of Northeast Frontier Railway affected by Naga troubles and Chinese threats (111)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Need for granting three increments to class III and class IV staff of Northeast Frontier Railway at par with gazetted officers (112)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Need for payment of arrears of C.P.C. scales of pay to casual labour relating to period prior to 1st January, 1962 held up on ground of Limitation Act (113)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Need to reinstate in service and pay arrear salary beyond 3 years counted from date of Supreme Court judgement in respect of those removed under Rules. 148/149 of IRE Code (114)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to give chance for option to ex-company staff while liberalizing the leave rules on acceptance of recommendation of Second Pay Commission (115)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to give chance to retired employees for option for pension scheme as well as to other employees fresh option for pension while liberalizing pension rules (116)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Need to discuss introduction of Divisional Scheme in North, Eastern and Northeast Frontier Railway (117)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Manning Personnel Branch by Executives from other Departments on a tenure basis resulting in want of uniform and regular implementation of Rules (118)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Need to revise the yardsticks and increase sanctioned strength with the increased workload (119)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Indiscriminately retiring the staff below 58 years of age when the superannuation age has been elevated from 55 years to 58 years—thus debarring many employees the retirement benefits, as they do not complete 30 years at 55 years of age (120)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Introduction of written examination in class I Gazetted Cadre for all promotion to Distt. or Administrative ranks at par with other staff (121)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to declare licentiate medical Assistant Surgeons left out, as class II A.M.O's. (122)]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to implement upgrading in static artisan cadre of loco shed, carriage shed, electric bridge, signal and tele-communication Departments (123)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to introduce upgrading of all categories of staff (124)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to increase rates of incentive bonus in workshops while implementing authorised scale of pay and to pay arrears thereof retrospectively (125)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to revise pay scales of Guards, implement 33-1/3 per cent upgrading and revise rate of running allowance (126)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Necessity of quick disposal of stock lying in store depots (127)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide more amenities to 3rd class travelling public by introduction of more 3rd class coaches (128)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to reconstruct Katihar Station building, connecting the Broad Gauge Line upto the Metre Gauge Katihar Station and connecting Barauni with Katihar by Broad Gauge (129)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Irregular application of D.I.R. putting employees under suspension on flimsy grounds for unlimited periods

and disposing the cases with minor punishments (130)].

Shri M. Muhammad Ismail (Manjeri): I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to take up construction of a railway over-bridge or subway near Vaniyambadi Railway Station (Southern Railway) (139)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to modernise the Railway Station of Ambur (Southern Railway) (140)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to take up construction of a railway line to place Pernambut, on the railway map connecting this town with Mailpatti, Gudiyattam and Ambur (Southern Railway) (141)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite payments of compensation claims to persons involved in accident at Valathoor, Southern Railway (142)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Neglect of Kerala and Madras in Railway development works (143)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to take up the construction of a new line from Melathur to Feroke (144)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to convert the Iamburam-Villupuram line into a double line (145)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for a Railway overbridge at Tirur (Southern Railway—West Coast) (146)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for constructing a new broad gauge line between the Nilambur—Shoranur (147)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for a covered platform at the Chromepet Station (Madras suburban electrified line) (148)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to improve the small approach road to the Chromepet Station (149)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate office accommodation at Chromepet Station, Madras, Southern Railway (150)].

Shri Warlor: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Discriminatory treatment in granting a higher entry grade pay scale of Rs. 205—280 only for the directly recruited Train Examiners and denial of the same to the departmentally promoted Train Examiners (152)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Discriminatory treatment for declaring 80 per cent of the next higher grade post of Train Examiners grade 'D' for directly recruited persons and allowing only 20 per cent for departmentally promoted Train Examiners (153)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for declaring non-selection grade of Rs. 205—280 for Train Examiners as selection grade for departmentally promoted Train Examiners (154)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to implement a uniform yardstick of worth of the charges for Train Examiners, Head Train Examiners, C. & W. Inspectors and Carriage Foremen on Indian Railways as demanded by All India Train Examiners Welfare Committee in its 13th Annual Conference (155)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Chaotic conditions prevailing in all the carriage and wagon repairing depots to repair coaches and wagons in sick lines and on trains in absence of any uniform yardstick of man-hours, materials and requisite tools (156)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to give night duty allowance to all the Train Examiners in Indian Railways without any discrimination (157)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Denial of opportunities of promotion to the Train Examiners of grade

Rs. 250—380 against the increased number of posts created as per adjustment of the distribution of posts from 7.5 per cent to 8 per cent as per New Deal (158)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Disproportionate distribution of selection posts in South Eastern Railway and consequent denial of promotion to Train Examiners of Adra Division of grade Rs. 250—380 (159)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Denial of promotion to the artisan staff of C. & W. Department in Eastern, South-Eastern and Central Railways who have qualified themselves after passing necessary Examination and giving promotion to direct recruits superseding such artisans (160)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to pay arrears of night duty allowance to the Train Examiners of Mughal Sarai in Eastern Railway (161)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Denial of weekly rest as per Adjudicator's Award to the Train Examiners of Mughal Sarai Carriage & Wagon Depot of Eastern Railway (162)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to maintain seniority list of Train Examiners of Grade Rs. 205—280 and above in Eastern Railway (163)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to implement uniformity in the procedure of training of Train Examiners at different Technical Institutions in Indian Railways (164)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for providing the Train Examiners messing arrangements at Jamalpur, Bhusaval and Alambag C. & W. Training Institutions (165)].

Shri Priya Gupta I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to supply to all staff summer and winter uniforms as well as implement recent sanctions of uniform scales (166)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to take over Bangaigaon, Mariani, Katihar and other schools by Railway Administration (167)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to revise running allowance rates and T. A. rates in the context of spiralling rise in the cost of living (168)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to increase number of teachers and accommodation of Railway Primary Schools to cope with increased number of children (169)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to improve amenities of travelling public of Manihari, Sonalit, Barsoi, Sudhani by introducing more

trains and providing foot over-bridges, ladies waiting rooms (170)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for conversion of workcharged posts in signal workshop in North Eastern Railway and Northeast Frontier Railway into regular cadre (171)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot higher scales of pay to artisan staff employed on sewerage plants in Engineering and Electrical Departments (172)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot higher scale of pay and classification as running staff to courriers of General Manager and District/Divisional Offices (173)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to confirm all Class III and class IV employees to the posts held by them for 3 years (174)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to prescribe planned ways to fill up vacancies in diesel sheds and running of diesel and electric locomotives from steam locomotive side (175)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot higher scales to Gangman, Station Masters, A.S.M. TXR's according to the recommendation of Accident Committee's Report (176)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to implement recommendations of Marine Committee's Report in respect of scales of pay, allowances, uniforms, etc. and to publish the report (177)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to extend night duty allowance to all class III and class IV employees who work in night irrespective of classification as continuous, intermittent etc. (178)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to stop the practice of utilizing BTM's in regular shifts and against regular working cadre and conversion of such posts into regular skilled cadre (179)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to introduce pass book system for maintenance of Provident Fund Accounts correctly (180)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to implement JAC scales to Loco and Traffic Running staff retrospectively and then give authorised scales of pay (181)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to classify pumpdrivers, SPA's as skilled artisan workers (182)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to give Switchman, cabin man, leverman and other yard staff revised scale of pay (183)].

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to extend the Bandomunda-Barsuan Railway line to Talcher so as to connect Rourkela with the State Capital (184)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to connect Paradip Port with a railway line (185)].

Shri Kashi Ram Gupta: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for constructing a new line (broad gauge) between Alwar (Rajasthan) and Mathura (U.P.) (186)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to revise pay scales of Guards and to upgrade and revise their rates of running allowance (187)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to remove the disparity in pay scales of directly recruited Train Examiners and those promoted departmentally (188)].

Shri Madhu Limaye: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to formulate a 25-year-phased programme of converting all metre gauge railway lines to broad gauge lines (189)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to formulate a 25-year phased programme to switch from steam traction to electric and diesel traction (190)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to undertake immediate conversion of the metre gauge Miraj-Kolhapur line to broad gauge as part of the programme of conversion of the Miraj-Poona line to broad gauge and to extend further the programme to Marmagao (191)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to undertake survey of the Sultanganj Deoghar broad gauge line in Bihar (192)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to accord top priority to work of conversion to broad gauge of the important Barauni-Gauhati line from defence standpoint (193)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to scientifically evaluate all jobs in Railway Workshops (194)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to appoint to a separate Wage Board for Railways (195)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to reintroduce cheap grain shops for Railway workers (196)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to remove the ban on the Railway employees (other than policy-making officer cadres) becoming members of political parties (197)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to provide additional punching machines in Railway workshop or extend the time for the punching operation (198)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to withdraw air-conditioned passes given to Labour leaders which is having a negative effect on the development of healthy trade unionism amongst Railwaymen (199)].

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to hold zone-wise referendum to determine the representative character of rival unions on Railways (200)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to construct a platform at Purab Sarai Station in Monghyr District on Eastern Railway (212)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide III class waiting halls with all amenities at Purab Sarai and Monghyr Stations, Eastern Railway (213)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide adequate sheds and shelters at Jhajha and Kiul Stations, Eastern Railway (214)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to introduce an additional train on the Sahibganj-Kiul loop line, Eastern Railway (215)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to extend the Howrah-Barauni Fast Passenger upto Sumastipur, Eastern Railway (216)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide a stop at Telua Bazar, near Simultala, Eastern Railway (217)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to extend the Gaya-Kiul shuttle upto Jamalpur, Eastern Railway (218)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to extend the run of the Howrah-Bhagalpur Sleeper coach right up to Danapur on 327 UP, Eastern Railway (219)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to adjust Sahibganj loop timings to enable passengers to catch Toofan Express UP, Eastern Railway (220)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide additional trains on the Kiul Jamalpur Section, Eastern Railway and adequate stops for the intermediate stations which cannot be reached by means of bus transport (221)].

Shri Warior: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to make permanent the casual and temporary workers in the class IV category (236)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to give same pay scale when an employee gets partially disabled and he is offered an alternative job (237)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to undertake the full control of Howrah-Amra and Howrah-Sheakhala Light Railway (238)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to reduce the fare of season ticket in Howrah-Burdwan Suburban section (239)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to have overbridges connecting Kasba and Ballygunje and Tiljala and Bondel Road near Ballygunje in the Sealdah Division of Eastern Railway (240)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to construct a foot overbridge connecting two platforms at the southern end of the Dhakuria Station in Sealdah Division of Eastern Railway (241)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for settling up a flag station at the midpoint between Garia and Jadavpur Stations near Haltu area in Sealdah Division of Eastern Railway (242)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for better amenities for passengers in Ultadanga, Dhakuria, Jadavpur and Kalighat Stations of Sealdah Division of Eastern Railway (243)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for absorption of staff employed under Railway Electrification in permanent categories (244)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to set up a Wage Board for the Railway employees (245)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to provide sufficient number of local passenger trains for Howrah and Sealdah Divisions of Eastern Railway (246)].

"That the demand under the head 'Ordinary working expenses—Administration' be reduced by Rs. 100."

[Eviction of persons staying in Panchanantala Bustee near Ballygunje Station and in Railway colony near Tollygunje bridge and Dhakuria Station of Sealdah Division of Eastern Railway (247)].

"That the demand under the head 'Ordinary working expenses—Administration' be reduced by Rs. 100."

[Introduction of electronic machines in Railways (248)].

"That the demand under the head 'Ordinary working expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Need to modernise Ultadanga, Dhakuria, Jadavpur and Garia Stations of Sealdah Division of Eastern Railway (249)].

"That the demand under the head 'Ordinary working expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Need to modernise Sealdah Station of Eastern Railway (250)].

"That the demand under the head 'Ordinary working expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Non-provision of ghat section engines on the Western Railway (251)].

"That the demand under the head 'Ordinary working expenses—Repairs and Maintenance' be reduced by Rs. 100."

[Track re-laying on the broad gauge and metre gauge (252)].

"That the demand under the head 'Ordinary working expenses—Operating Staff' be reduced by Rs. 100."

[Need to give winter uniform to the Dining Car staff (253)].

Shri Madhu Limaye: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to investigate the death of the son of a worker at Kiul, as a result of the carelessness of the Railway doctor (263)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to encourage the Workers Co-operative Union of Railway porters at Kiul (264)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to remove the inconvenience caused to passengers by the smoke emitted by the engines while stationed under the bridge at Jhajha Station (265)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to stop Down Express train at Simultala in order to check ticketless travel and for the convenience of passengers of 19 UP Mithila Express (266)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to repair properly the third class waiting room at Simultala (267)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to give facilities to and revise pay scales of attendants in class I compartments (268)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to take concrete steps in order to reduce the overcrowding in local trains of Bombay and the accidents taking place as a result thereof (269)].

Shri Priya Gupta: I beg to move:

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to introduce coordinated Inland Transport by bringing Railway Marine Service in its fold for augmenting transport facility for Assam (270)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Shri Priya Gupta]

[Need to construct broad gauge lines connecting Jogigopa by bridge over Brahmaputra with Dibrugarh by a shorter route (271)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to remove anomaly by allotting Rs. 250 380 scale to all Assistant Inspectors in Commercial, Transportation, Engineering Departments at par with independent charges held by them (272)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot scale Rs. 335—425 to all claims Inspectors as recommended by Second Central Pay Commission (273)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to enquire into charges of corruption by the Railways Advertising Canvassers and Agents Association, Bombay against Western Railway Publicity Department (274)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to introduce an additional train in Jubbelpur-Itarsi Section of Central Railway to reach Itarsi by forenoon (275)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to re introduce through trains for passengers and perishable goods between Katihar and Gauhati in North East Frontier Railway (276)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot higher scales of pay to commercial tracers to remove ano-

maly of their juniors getting higher pay (277)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to stop mass transfers of commercial staff and pay clerks in order to avoid hardships of accommodation, food and children's education (278)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to ensure regular supply of rice, atta and other essential commodities to railwaymen in Madhya Pradesh, West Bengal, Bihar and Assam (279)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to sanction special compensatory allowance to clerks in Loco Sheds, Carriage, Power House and IOW, BRI, PWI and Signal Offices for performing 8 hours duty daily and for foregoing of gazetted holidays (280)].

Shri Kishen Pattnayak: I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to connect Rourkela with Talcher by rail (281)].

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to extend Puri-Talcher line upto Sambalpur (282)].

श्री बड़े : उपाध्यक्ष महोदय, रेलवे का सप्लीमेंटरी बजट प्रस्तुत हुए हैं। एक में उन्होंने 49.40 करोड़ रुपये का ज्यादा खर्चा मांगा हुआ है। वैसे रेलवेज की यह इयटी होती है चूँकि वह एक कमिश्नरियल कंसर्न है लेकिन साथ ही साथ हमारा डेवलपमेंट भी

उन की जिम्मेदारी है। मध्य प्रदेश के लोग पहले से ही बम्बई, कलकत्ता और दिल्ली आदि बड़े बड़े शहरों को ह्वाइट एलिफेंट कहते थे और समझते थे। मध्य प्रदेश का कोई मिनिस्टर न होने से या जैसा कि कभी कभी आप के साथी कह देते हैं या जैसे कि हमी हमारे मित्र श्री वारियर ने कहा कि चूंकि वहां बड़े बड़े कारखाने नहीं हैं इसलिए वहां कोई रेलवेज नहीं हैं या यह कहिये कि रेलवेज नहीं हैं इसलिए कारखाने नहीं हैं। ऐसे एक शिकंजे में मध्य प्रदेश फंसा हुआ है। हकीकत यह है कि मध्य प्रदेश में खनिज पदार्थ भरे पड़े हैं। प्रकृति ने मध्य प्रदेश के लोगों को खनिज सम्पदा से मालामाल कर रखा है, यह बख्शीस वहां के लोगों को नेचर से मिली हुई है। बालाडीला और बस्तर में घाली, रामारी, जगदलपुर, भद्राचलम और दंदवाड़ा तक एक रेलवे लाइन होनी चाहिए। इस की भांग मध्य प्रदेश शासन ने रेलवे मिनिस्टर और प्लानिंग मिनिस्टर से की हुई है। उसमें उन्होंने एक अपना प्लान दिया हुआ है कि एक रेलवे लाइन घाली, रामारी, जगदलपुर, भद्राचलम और दंदवाड़ा तक डालनी चाहिए। यह मैं भी हमारे सामने पेश है जोकि मैं मिनिस्टर महोदय को प्रस्तुत करना चाहता हूँ। इससे उन्हें पता लगेगा कि हमारे वहां कितना जंगल पड़ा है? दंडकारण्य वहां पर होता था और अगर आप बस्तर आदि में जायेंगे तो आप को मालूम पड़ेगा कि दरभसल में भगवान रामचन्द्र कैसे बौहड़ दण्डकारण्य में रहते थे? वहां पर बहुत बड़े बड़े और घने जंगल खड़े हैं। वहां पर एन्चुमली नड आदमी रहते हैं और उन्हीं के साथ मैं स्त्रियां भी वस्त्रहीन होकर रहती हैं। पुरुषों के साथ साथ स्त्रियां भी वस्त्रहीन रहती हैं। वहां जब अमरीकन स्टील कॉर्पोरेशन के विदेशी लोग आये थे तो उन्होंने वहां के मज नवासियों के फोटो लिये थे। इस तरह के फोटो लेकर वह विदेशी लोग जाते हैं वह यह दिखाने के लिए लेते होंगे कि 18 साल के कांग्रेस के शासन के बाद भारत में यह अवस्था है या फिर यह बताने के

वास्ते ले जाते होंगे कि यहां किस प्रकार के जंगल विद्यमान हैं? जहां यह आदिवासी इलाका है वहां बस्तर में एक श्री नागराज प्लानिंग कमिशन के मेम्बर आये थे और उन्होंने वहां की स्थिति का अध्ययन करने के बाद बस्तर और दंडकारण्य के डेवलपमेंट के लिए नई इंडस्ट्रीज की एक बड़ी लिस्ट दी है।

“A study has already been made by Dr. Nagaraj Rao of the Planning Commission. A list of industries suggested by him.....”.

एक काफ़ी बड़ी लिस्ट उन्होंने दी हुई है। उसमें श्री नागराज ने कहा है कि वहां लोहा अत्यधिक मात्रा में मौजूद है और आधे से लेकर डेढ़ मील तक लोहा पहाड़ों के ऊपर फैला हुआ है। बस्तर से विजगापट्टम लोहा ले जाया जायगा। विजगापट्टम से जगदलपुर तक लाइन आनी है जैसा कि इस प्लान में दिखलाया गया है। हम यह चाहते हैं कि वह रेलवे लाइन आगे और बढ़ा दी जाय। जंगल की जो तमाम लकड़ी होती है उसका भी उपयोग किया जा सके। खंडवों से दाहौद तक रेलवे लाइन होनी चाहिए क्योंकि वहां ग्राउन्डनट और कपास काफ़ी होती है। बैस्ट निमाड़ में 250 जिनिंग फंक्टरीज हैं। माननीय कामथ जी का भी क्षेत्र आता है और जैसा मैंने कहा इसमें 250 जिनिंग फंक्टरीज हैं। ढाई लाख टन ग्राउन्डनट वहां से बाहर जाता है लेकिन वहां रेलवे नहीं है। मैं आपको बताना चाहता हूँ कि बैस्ट निमाड़ के सौ, डेढ़ सौ मीज नार्थ साउथ और ईस्ट-बैस्ट के क्षेत्र में रेलवे का नाम भी नहीं है। यहां तक कि लोगों ने रेल भी नहीं देखी है। जब कभी मैं किसी आदिवासी को रेल से इन्दौर ले जाता हूँ, तो वह हमेशा मेरे साथ ही रहता है—वह मेरे साथ ही रेल पर बैठा रहता है और जब मैं किसी स्टेशन पर नीचे उतरता हूँ, तो वह भी मेरे साथ नीचे उतरता

[श्री बड़े]

है, क्योंकि वह समझता है कि रेल न मालूम उस को कहां ले जायेगी।

मध्य प्रदेश पुरा प्रादिवासी क्षेत्र है, जहां 56 लाख प्रादिवासी रहते हैं। अगर इस एरिया को डेवलप नहीं किया जायेगा, तो इस का दोष रेलवे मन्त्रालय पर ही होगा। हम हर साल इस बारे में चिल्लाते हैं, लेकिन रेलवे बोर्ड का इस तरफ कोई लक्ष्य नहीं है और हमारा कहना अरप्यरोदन के समान रहता है। हमारे यहां रतलाम से खंडवा तक मीटरगेज है और भोपाल से इन्दौर तक ब्राडगेज है। इन लाइनों के प्रतिरिक्त बाकी के सौ, डेढ़ सौ मील पूर्व-पश्चिम और उत्तर-दक्षिण के क्षेत्र में रेलवे का कोई पता नहीं है।

जहां तक माल-वाहक कन्वेंयेंस का उवाल है, हमारे यहां केवल ट्रक चलते हैं, जो सरदार जो के हाथ में हैं। इसके अलावा वहां पर और कोई मोन्ड्र आफ्र कन्वेंयेंस नहीं है। इसलिए मेरा सुझाव है कि घाली-रझारा-जगदपुर-भद्रवःत्रम-रोड-दन्तवाड़ा रेलवे लाइन को तो कम से कम बना दिया जाये। इसके द्वारा बस्तर के मिनरल्स और जंगल की उपज का लाभ उठाया जा सकेगा। खंडवा होहूद रेलवे लाइन डिफेंस की दृष्टि से बहुत महत्वपूर्ण है।

मैंने सुना है कि हंगरी को हमारे यहां से जुने डिब्बे भजे जा रहे हैं। जब हम लोग कहते हैं कि देश में अधिक रेल-गाड़ियां होनी चाहिए, तो सरकार की ओर से कहा जाता है कि हमारे पास रौलिंग स्टॉक नहीं है। प्रश्न यह है कि अगर हमारी अपनी आवश्यकता के लिए पर्याप्त साधन नहीं हैं, तो फिर बोगीज को बाहर क्यों भेजा जा रहा है। जहां तक मीटरगेज का प्रश्न है, जूनियर डिब्बे नये डिब्बों से अच्छे हैं, इस लिए उनको बाहर भेजने से पहले अपनी आवश्यकताओं का ध्यान रखना आवश्यक है।

रेलवे की एमेनिटीज के बारे में मैं यह कहना चाहता हूं कि हालांकि हर एक स्टेशन पर लिखा होता है : "ठंडा पानी", लेकिन अन्दर या तो पानी होता ही नहीं है और या गर्म पानी होता है। हर एक स्टेशन पर पानी ठंडा करने की मशीनें बिगड़ी हुई हैं। इस बारे में लोग कहते हैं कि चूकि कंप्यूटर का सम्बन्ध रेलवे अधिकारियों से है, इसलिए खराब मशीनें प्रा गई हैं।

चाय का दाम तेरह पैसे से बढ़ा कर पन्द्रह पैसे कर दिया गया है, लेकिन वह बहुत खराब होती है। मैं चाहता हूं कि मैं किसी समय उस चाय को बोटल में भर कर और उसका एनैलिसिस करा के मन्त्री महोदय के पास भजूं, ताकि उनको पता चले कि बड़े क्लास के लोगों को किस प्रकार की चाय दी जाती है। ऐसा मालूम होता है कि चाय के स्थान पर लोगों को मिट्टी मिला हुआ पानी दिया जाता है। इसका परिणाम यह होता है कि लोग चाय का आधा कप पीते हैं और बाकी रेलवे मन्त्रालय को गाली दे कर फेंक देते हैं।

श्री शिव नारायण (बांसी) : यह बात छही है।

डा० राम सुभग सिंह : कहां ?

श्री बड़े : मैंने रतलाम स्टेशन के बारे में कम्प्लेंट की हुई है। वह चाय स्टिक करती है, हालांकि उस के दाम बढ़ा कर पन्द्रह पैसे कर दिये गए हैं। जब से रेलवे कैटरिंग हुआ है, तब से चाय की क्वालिटी और भी खराब हो गई है। लोग परेशान होकर मन्त्रालय पर शंका करते हैं और कहते हैं कि एक के ऊपर एक जो आफ्रिसर लगे होते हैं, उनको हिस्सा मिलता है। वे इस बारे में एक पुरानी कहानी सुनाते हैं। एक सेठ जी ने दूध लाने के लिए एक नौकर रखा हुआ था। वह नौकर उस एक सेर दूध में पाव भर पानी डालता और

पाव भर दूध स्वयं पी लेता था। इस पर उस सेठ ने उस नीकर को देख-भाल करने के लिए एक इंसपेक्टर रखा। नीकर ने उस इंसपेक्टर को कहा कि पाव भर दूध मैं लेता हूँ, पाव भर घ्राप भी ले लीजिए। इसका परिणाम यह हुआ कि नीकर और इंसपेक्टर पाव पाव भर दूध पीने लग गए और उसके स्थान पर एक सेर दूध में आध सेर पानी डाला जाने लगा। जब सेठ जी ने देखा कि दूध की क्वालिटी ज्यादा ख़राब हो गई है, तो उन्होंने एक और इंसपेक्टर रखा और कहा कि देखें, अब कैसे पानी डालेंगे। लेकिन हुआ यह कि पाव भर दूध वह नीकर लेता, पाव भर इंसपेक्टर लेता और पाव भर वह हेड इंसपेक्टर लेता और वह एक सेर दूध में तीन पाव पानी डाल दिया जाता। जब सेठ जी ने एक और इंसपेक्टर रखा, तो वह दूध पूरे का पूरा पानी हो गया।

इसो प्रकार कैटरिंग डिपार्टमेंट में एक इंसपेक्टर होता है, उस पर एक सल्ल इंसपेक्टर होता है और उसपर एक और इंसपेक्टर होता है। चूँकि उन सबको हिस्सा मिलता है, इस लिए थर्ड क्लास के पैसंजड़ को अच्छी चाय नहीं मिलती है। पहले उनको अच्छी मिलती थी, लेकिन रेलवे कैटरिंग होने के बाद उनको ख़राब चाय मिलती है।

थर्ड क्लास के डिब्बों में भीड़ के बारे में हम चार साल से चिल्ला रहे हैं कि मुसाफ़िरों को खिड़की में से घाना-जाना पड़ता है। एम० पी० बनने के बाद तो हमको फ़र्स्ट क्लास में यात्रा करने का सौभाग्य प्राप्त हुआ है, लेकिन हम देखते हैं कि बड़े पेट वाले, बड़े बदन वाले लोगों के लिए खिड़की में से घाना-जाना बड़ा मुश्किल होता है। मैं मंत्री महोदय से कहना चाहता हूँ कि कभी हम दोनों थर्ड क्लास के डिब्बों में से घुस कर देखें। वहाँ पर हतनी भीड़ होती है कि घटेलने से ही आदमी घन्दर जा पाता है। कुली को सामान घन्दर घटेलने के लिए घाठ घाने और उसी कुली को, बड़े पेट के

आदमी को घकेलने के लिए चार घाने देने पड़ते हैं।

हमने देखा है कि बम्बई से जो देहरादून एक्सप्रेस दिल्ली आती है, उसकी डाइनिंग कार छः बजे कोटा में कट जाती है, जिसकी बजह से किसी को खाना नहीं मिलता है। इस बारे में लोग बहुत निराश होकर यह शंका करते हैं कि कोटा का वह कंट्रैक्टर शायद रेलवे अधिकारियों से मिला हुआ है। मेरे मित्र, श्री हुकम चन्द कछवाय, ने इस बारे में शिकायत की हुई है, लेकिन हमारा अनुभव है कि इस प्रकार की शिकायतें कागज़ों के ढेर में पड़ी रहती हैं। श्री कछवाय ने यह सुझाव दिया है कि वह डाइनिंग कार सवाई माधोपुर में कटनी चाहिए। इसी प्रकार जब वह गाड़ी दिल्ली से जाती है, तो डाइनिंग कार सवाई माधोपुर में लगाई जानी चाहिए।

हम देखते हैं कि स्टाफ़ पांच पांच, छः छः साल एक जगह रहता है, लेकिन उसको ट्रांसफर नहीं किया जाता है। इन्दौर का स्टेशन मास्टर छः साल से वहाँ पर है। लोग उसके बारे में कम्प्लेंट करते हैं, लेकिन उसको वहाँ से स्थानान्तर नहीं किया जाता है। मैंने शिकायत की है कि टू-टायर और थ्री टायर डिब्बों में बर्थ के लिए कंडक्टर और पैसंजर्स में व्हिसपरिंग और काना-फूसी होती है और अपने फ़ेवरिट्स को बर्थ दिये जाते हैं। इन बातों को रोकने के लिए यह आवश्यक है कि स्टाफ़ को—मैं क्लास 4 की बात नहीं कह रहा हूँ—ट्रांसफर करते रहना चाहिए।

आज कल टी० टी० को रनिंग स्टाफ़ में नहीं रखा जाता है, जिसकी बजह से उनका भत्ता नहीं मिलता है। उनको रनिंग स्टाफ़ में रखना चाहिए।

जैसा कि श्री वारियर ने कहा है, चूँकि हम अपने देश में सोशलिस्टिक पैटर्न और समाजवाद की स्थापना करना चाहते हैं...

एक माननीय सदस्य : क्या माननीय सदस्य समाजवाद में विश्वास करते हैं ?

श्री बड़ें : ... इस लिए हमारे यहां विभिन्न क्लासिज नहीं होनी चाहिए । हमारे यहां टू-टायर और घी टायर होना चाहिये । उनमें वही फ्रंसिलिटीज होती है, जो कि फ्रस्ट क्लास में होती है ।

हम देखते हैं कि घी टायर डिब्बों में कंडक्टर को कोई स्लीपिंग बर्थ नहीं मिलता है । वह रात भर कोने में एक सीट पर बैठा रहता है । जब उस को ज्यादा नींद आती है, तो वह वहीं बैठे बैठे सो जाता है । मैंने लिख कर सुझाव दिया है कि घी टायर में टी० टी० और कंडक्टर को सोने के लिए बर्थ मिलना चाहिए ।

दूसरा मुझे यह कहना है कि गंगापुर में क्वार्टर्स की संख्या काफी नहीं है, वहां पर रहने वालों के लिये पूरे क्वार्टर्स नहीं हैं । माननीय मन्त्री जी से मैं यह कहना चाहता हूँ— सरदार जी की बात अभी मत सुनिये, वे धापका ध्यान धाकषित कर रहे हैं ।

डा० राम सुभग सिंह : वे भी धापके यहां के ही हैं ।

श्री बड़ें : गंगापुर में क्वार्टर्स सफिशियेन्ट नहीं हैं, इस वास्ते वहां के लोगों को धागरा घाना पड़ता है, या सवाई माधोपुर घाना पड़ता है । यदि धाप वहां क्वार्टर्स बढ़ायेंगे तो वहां लोगों के वास्ते सहूलियत हो जायगी ।

Shri L. N. Bhanja Deo (Keonjhar): I am glad the Railways' finances have been very good this time. That is why there was no increase in passenger fare, but I am disappointed on account of the 3 per cent surcharge on freight. Of course, I am glad that certain commodities for export are not going to be taxed, specially commodities like manganese ore and iron ore. I would have been glad if this concession had been extended also to those manganese ore and iron ore which are meant for supply to steel

plants because otherwise eventually this will increase the cost of the steel and iron. That is why I hope the hon. Minister will consider this. These are special commodities and should be given certain concession as far as the surcharge on freight is concerned.

I would have been happy to congratulate the Minister on the performance of the Railways, but when I went through the Estimates Committee's report on the South-Eastern Railway, I was disappointed. The performance of this Railway has not been upto the standard of the old Bengal-Nagpur Railway of which this formed a part. They are also disappointed that it has not even reached the efficiency of the Eastern Railway of which it was a part till 1955-56. My hon. friend, Maharaja Pratap Kesari Deo, has already spoken about the development of under-developed areas like Madhya Pradesh, Midnapur in West Bengal and my own area. So, so far as the South-Eastern Railway is concerned, it should be given particular attention.

I would then come to the vital connection about which the Estimates Committee recommended, i.e., about the line from Banspani to Paradeep. I would like very much to quote from the Estimates Committee's report. The hon. Minister will then be inclined to consider this matter favourably because it comes from the Estimates Committee and, therefore, must be based on facts which are justifiable. I am quoting from the Estimates Committee's report:

"The Committee understand that, at a meeting held on the 9th October, 1962, at which the representatives of the Railway Board, Ministry of Transport and the Government of Orissa were present, it was agreed "that the Nayagarh-Banspani area must be connected by rail with Paradeep passing through the Tomka area and that for that purpose, the entire railway line from Banspani

to Paradeep should be included as a priority scheme in the Fourth Plan". The Committee would like in this connection to refer to the recommendation made by them in their Seventieth Report on the Ministry of Transport—Paradeep Port (1964-66)."

Having said that, I come to another vital matter with which the Estimates Committee has dealt at great length, i.e., about terminal facilities provided for the passengers in a city like Calcutta where there is great congestion; my hon. friends, who come from West Bengal, will bear me out. It is often very difficult to get a conveyance to go to the City proper if a person arrives during peak hours. That is why, the Estimates Committee quite rightly pointed out in their report that it should be right and proper if the Government—though it is not a matter about which the Railways are directly concerned, but considering the amenities for the passengers—take this matter into consideration and did something to alleviate the miseries of passengers which are felt particularly at the peak hours—as I have said, generally in mornings and evenings when important trains leave or arrive at Howrah. That is why I would like to draw the attention of Government to this very important fact.

Another aspect which has already been discussed by various Members is in regard to catering on which the Estimates Committee has made some observations; The Estimates Committee has pointed out how this has generally deteriorated and this should be taken up seriously and something should be done so that the catering on the railways may improve. If the standard was maintained well when it was dealt with by private individuals, I cannot understand why the standard of catering should not improve when the railways have taken it upon themselves. The old Bengal-Nagpur Railway was also a railway concern, though it was

run by a private company as a railway, and the catering on that railway was very good. The amenities that they used to give were superb practically on the whole of Indian Railways, and even the railway hotels like the B. N. Railway hotel and the railway hotel at Ranchi were supposed to be ideal for catering. Of course, the South-Eastern Railway at Puri still maintains a very high standard, as far as catering is concerned, in the hotel there, and I must congratulate them for it. But I cannot understand why the same should not be the case in all the railways.

The other day I was travelling by the Kalka mail and the tea supplied was of a very bad kind and bad quality. I had drawn the attention of the railways to this matter by writing to them and also by making a complaint in the complaint book. But even though nine months have nearly elapsed after I had made that complaint, the standard has not improved; rather, it has deteriorated. While making that complaint I had specifically pointed out the fact that the catering arrangements especially relating to food had gone down so badly that we were forced to carry food with us. If the Railway Board wants that along with the railway ticket we should also carry a stove to have our tea prepared in our compartments, I would not be reluctant to do so. I hope Government will consider this particular aspect about catering and do what they can to improve the standard of catering.

Another matter which I would like to bring to the notice of the Railway Ministry is about the development of the areas round about Paradeep port about which I have already given the views of the Estimates Committee. Orissa is rich in minerals and also in timber. That is why it is very necessary that the interior regions of Orissa should be connected by railway communication so that this deep water port of Paradeep becomes viable. Otherwise, it would be waste of Government of India's money, if this port

[Shri L. N. Bhanja Deo]

is not properly developed. The same is the case in regard to Haldia also. That also must be linked with railway line from now onwards so that when the port comes into full operation it will be of advantage to that port also.

I would also like to draw the attention of the Ministry to another line which does not go through my area but which goes through my State, namely the railway line from Baripada in Mayurbhanj to Jamshedpur. Though there have been recommendations in the past that this line should be converted into broad gauge and developed properly so that that important area may be served, I am sorry that due attention has not been given to that fact.

Before concluding, I would like to ask a question of the Railway Minister about the function of the Amortization Fund which has been suggested by the Railway Convention Committee. I quite understand that there is overcapitalisation in the railways and that is why they are going to form this Amortization Fund which will be a sort of fund operating, as I understand it, in this way, that whatever savings there will be from the Development Fund will be put there to the tune of the interest so that eventually it will reduce the overcapitalisation in the railways. But the nucleus of the fund that has been suggested to be created on the percentage of interest would, I think, be very small. I quite realise that this is a sort of sinking fund which will eventually reduce the overcapitalisation in the railways, but when the Development Fund is there, I do not understand what is the necessity for creating another fund? There are already so many Funds; there is the Railway Development Fund, there is the Passengers' Amenities Fund; there is a Fund for opening new lines. All these are there. So I cannot understand what will be the actual function of this Amortization Fund when the object could have been met from the Development Fund.

I would be failing in my duty if I do not also congratulate the railway staff on the admirable way in which they discharged their duty during the time of emergency. The staff stood at their posts at considerable risk to their personal lives and discharged their responsibility admirably.

I support the Demands for Grants.

Shri Muthiah (Tiruneiveli): Mr. Deputy-Speaker, the railways are the biggest public undertaking in India, employing more than a million people, and contributing most to the general exchequer. The railway staff have done splendid services to the country during the emergency.

The Railway Budget for 1966-67 is a balanced budget with a surplus of Rs. 22.19 crores. Passenger earnings for 1966-67 come to Rs. 227.20 crores and goods earnings amount to Rs. 506.53 crores. The total traffic receipts are Rs. 795.33 crores. The general surcharge of 3 per cent and the increase in the freight rates are expected to yield an additional revenue of Rs. 18.10 crores.

Freight rate has been increased on coal and salt. The increase in the freight rate on salt affects salt producers and salt merchants. Salt is one of the most essential commodities used by the common man. Further, it is associated with the freedom movement. So much sentiment is attached to it. Popular sentiment cannot be ignored by Government. The Minister says that the increase occurs only beyond 800 kilometres and that 50 per cent of the salt transport is within 800 kilometres. This is not true in the case of Tuticorin salt, most of it is transported to distant areas beyond 2,000 kilometres to West Bengal and the Bengal-Assam border. A bag of salt containing 80 kgs. costs Re. 1 excluding the bag. The freight rate now proposed comes to 40 paise per bag for Tuticorin salt which is

exported beyond 2,000 kilometres, if we calculate at the rate of 1/2 paise per kilo of salt. This is really a hardship to the salt producers and salt merchants of Tuticorin, who have to send most of their salt only by train. I request the Railway Minister to view the case of Tuticorin salt producers and merchants with sympathy and cancel the proposed increase in the freight rate on salt.

The Railways have developed considerably during the Third Plan period. They have spent Rs. 1,877 crores in the Third Plan and have achieved complete self-sufficiency in wagon and coach manufacture, and laid the foundations for diesel and electric locomotive production. They have produced in the Third Plan 1275 locomotives, 5600 coaches and 117,000 wagons.

I come to safety works. The railways are taking various measures to arouse safety consciousness among the railway staff, especially among pointsmen, cabinmen and drivers. The railway ministry made a good proposal in respect of safety works, which was accepted by Parliament, namely, that the railways should contribute to the general revenues about Rs. 2 crores annually in the Fourth Plan period to assist the States in providing their share of the resources required to finance safety works such as unmanned level-crossings and overbridges. In this connection, I want to plead for central aid to the Madras government for the proposed over bridge near Tirunelveli junction level crossing. It deserves the highest priority in the Madras State. The traffic there is the heaviest and the most congested in peak hours. The gate remains closed for more than thirty times every day and it remains closed for half an hour every time during day time, causing extreme hardship to the people. The hon. minister, Dr. Ram Subhag Singh was kind enough to visit the level crossing on the 5th August 1965 in response to my request and received

several memoranda from the prominent people there, including the municipal chairman and commissioner.

Shri Warrior: He wants Dr. Ram Subhag Singh to visit a level crossing.

Shri Muthiah: They urged the immediate construction of the overbridge there, and the hon. Minister graciously promised help in the matter. The Chief Minister of Madras is most sympathetic to the request of the Tinneveli and is prepared to implement it in the Fourth Plan. I saw the Chief Minister of Madras twice, on 28th October and on 6th November, 1965 and talked with him about this; I submitted a detailed memorandum to him regarding the overbridge and approach roads. I understand that the Railway Minister and the General Manager of the Southern Railway are in correspondence with the Chief Minister of Madras regarding the project. On behalf of the people of Tinneveli and on my own behalf I express deep gratitude to the Minister of State for railways, Dr. Ram Subhag Singh for the sincere interest he is taking in this matter. I request him to implement the scheme by the end of 1966.

I now come to the demands and take up demand No. 2. It concerns surveys and ten lakhs have been set apart for surveys for 1966-67. The engineering and the traffic surveys for the Tinneveli-Kanyakumari line were completed several months ago and yet the two survey reports have not been submitted to the railway board till now. Steps should be taken immediately to see that the survey reports are submitted to the railway board without delay and to see that the estimates for this railway line are prepared in 1966. I request the Railway Minister to include and implement this long-pending railway line in the Fourth Plan. He may implement it in stages. First, the line may be constructed upto Kanyakumari and then to Nagarcoil, and later it may be extended to Trivandrum. This line is important because it is sure to develop the industrial potential of the two districts.

[Shri Muthiah]

Tinneveli and Kanyakumari and to ensure the exploitation of valuable minerals in the districts, like ilmenite, monizite sands, limestone, etc. I am glad to hear that the Madras Government has accorded the highest priority to this line in their Fourth plan.

I now come to demand No. 5 which concerns repairs and maintenance of buildings, tracks, etc. The Tirunelveli junction railway station requires a lot of improvement. The waiting hall for the Third-class passengers is too small for the ever increasing number of passengers. It has to be extended to accommodate more people. A bath-room for third-class passengers is absolutely essential and urgent. Thousands of pilgrims and tourists travelling third class from North India come there every year and have to stay there for a few hours before they get into the bus for Kanyakumari. They suffer from want of bath-room facilities. The hon. Minister of State in the Ministry of Railways, Dr. Ram Subhag Singh, promised to construct a bath-room there in 1965, for the third class passengers when he visited Tirunelveli junction station on 5th August, 1965. The bath-room has not been constructed so far. I appeal to the Railway Minister to take up the work and finish it in 1966.

Again, the platforms in the Tirunelveli junction station are not completely covered. This causes great inconvenience to the passengers and the R.M.S. staff. The Railway Minister promised to take up the complete covering of the three platforms—Nos. 1, 2 and 3—in 1965 itself. But it has not been done. Recently, in reply to my question, the Minister replied that work was in progress for the complete covering of platform No. 1 in 1966 and that platform Nos. 2 and 3 would be completely covered in the succeeding years. I appeal to the Railway Minister to take steps to see that the three platforms are completely covered in 1966 itself. It will not cost much.

I come to Demand No. 14 which concerns the construction of new lines. Rs. 5.81 crores have been allotted for 1966-67 for the Southern Railway for this purpose. I repeat and emphasise that the Tirunelveli-Kanyakumari line should be taken up and implemented in the Fourth Plan. A broad gauge line from Tiruchirapalli to Tuticorin is an absolute necessity in view of the Tuticorin port becoming a major harbour and the hinterland becoming speedily industrialised, and also in view of the fact that exports and imports are on the increase at the Tuticorin harbour and the cargo handled there has exceeded one million tons and will reach two million tons soon.

Then I come to Demand No. 15 concerning development expenditure. This covers expenditure on passenger amenities and staff welfare including quarters for Class III and Class IV staff. For passenger amenities Rs. 3.98 crores have been allotted for 1966-67. For 1965-66, Rs. 4 crores were allotted. But much of it was not spent for passenger welfare. Only a small fraction of the passenger earnings is spent on passenger amenities. That is what I understand. I am told that it is less than one per cent. At least, five per cent of the total passenger earnings should be spent on passenger amenities.

The Railway Minister should particularly care for the convenience of the third class passengers as our State is a welfare State and as our goal is the establishment of a democratic socialist society. The third class passengers still suffer from several hardships. Every third-class compartment should be fitted with electric fans and wash-basins. The three-tier sleeping coaches should be replaced by two-tier sleeping coaches.

Finally, I have to make a few requests to the Railway Minister. Overcrowding in trains should be stopped. Punctuality should be maintained for all the trains particularly for long-distance trains. Automatic signals

should be set up Caution-boards with the words "STOP AND PROCEED" should be put up on both sides of the unmanned level crossings to prevent accidents. Catering arrangements in all trains should be improved.

16.53 hrs.

STATEMENT RE. COMMITTEE TO REVIEW WORKING OF ADVOCATES ACT.

The Minister of State in the Ministry of Law (Shri C. R. Pattabhi Raman): Sir, as the House is aware, the Government has decided to appoint a small Committee, consisting of the Law Minister as Chairman, myself, the Attorney-General of India and nine Members of Parliament to review the working of the Advocates Act, 1961, in all its aspects. The names of the Members of Parliament, who have agreed to serve on the Committee are: Shri P. N. Saprú, Shri Diwan Chaman Lall and Shri Debabrata Mookerjee—all from Rajya Sabha—Shri Hem Raj, Shri S. V. Ramaswamy, Shri N. C. Chatterjee, Dr. L. M. Singhvi, Shri Frank Anthony and Dr (Shrimati) Sarojini Mahishi—all from Lok Sabha.

Before I come to the details I would bring to your notice and through you to the Railway Minister as well as the Home Minister, a circular whose number is F3|27|GS-CS-II dated 25th February, 1966 issued by the Ministry of Home Affairs in respect of deployment of staff rendered surplus, that is, the absorption and retrenchment etc., and the benefits to be given to them. The circular states that those who have put in 15 years' service and above will be given another five years weightage for the purpose of calculation of pension rates. This should also apply to surplus Railwaymen. I do not know whether the Railway Ministry is in receipt of this circular or not. There are many other circulars issued by the Home Ministry which controls all the ministries, but the Railway Ministry is either unaware of them or if they are aware of them, they are not allowed to be made public.

Regarding the circular issued by the Home Ministry as to how confidential reports are to be submitted, the Railway Ministry has issued a circular and it is kept confidential at the General Managers' level. It has not been adhered to and it has not been given publicity. The result is, if I may use a Hindi expression, *najaz faida* i.e. undue advantage is derived by some.

Coming to Night Duty Allowance, the Central Pay Commission recommended that whosoever is doing work at night must be given night duty allowance. There are three points in this. Firstly, what is the definition of night? The Railway Board came out with the clarification that from 12 A.M. the night starts and it is upto 6 o'clock. But 12 A.M. is day time since A.M. means day, and they say it is night! My submission is this. Under the Factories Act, when the sun sets the night starts and when the sun rises the day starts. That can be followed by the Railway Board. Or, after 9 P.M. no first class passenger can be disturbed by the TTEs till 6 A.M. So, that period from 9 P.M. to 6 A.M. can be called night. After a great deal of discussion, the Railway

16.54 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1966-67, AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1965-66—contd.

Mr. Deputy-Speaker: Shri Priya Gupta.

Shri Priya Gupta: Only a few minute are left.

Mr. Deputy-Speaker: Yes; but he can continue afterwards also.

Shri Priya Gupta: Sir, I rise to make a few observations on the Supplementary Demands for Grants.

[Shri Priya Gupta]

Board has accepted that from 10 P.M. to 6 A.M. is night.

The second question is, who are eligible for it. According to the railway, whosoever is on duty for 8 hours are eligible and within that 8 hours, he must have a certain quantum of work load to make him eligible for night duty allowance. 12 hours duty men have been deprived of it. May I ask whether government will allow an employee on night duty to lie down or have a wink of sleep during the time he is on night duty, when he has no particular work to do for the moment? If that is not allowed, why should not night duty allowance be paid to him?

Thirdly, regarding the payment of night duty allowance, for 6 months or even for 1 or 2 years, the prescribed night duty allowance is not paid even for the very small number of categories who have been sanctioned night duty allowance.

I submit there should be a uniform rate of night duty allowance to be paid to all staff on night duty irrespective of classification of work.

Mr. Deputy-Speaker: He can continue after the Home Minister's statement.

16.58 hrs.

STATEMENT RE. REORGANISATION OF PUNJAB ON LINGUISTIC BASIS

The Minister of Home Affairs (Shri Nanda): Sir, the Committee of Members of Parliament, headed by the Hon'ble Speaker, has made its report which was laid on the Table of the House on 18th March, 1966.

The Committee has come to the conclusion that it would be in the larger interests of the people of Punjab and of the country as a whole, that the present State of Punjab be re-organised

ed on a linguistic basis and has recommended that:

- (a) the Punjabi Region should from a unilingual Punjabi State;
- (b) the hill areas of Punjab included in the Hindi Region, which are contiguous to Himachal Pradesh and have linguistic and cultural affinity with that territory, should be merged with Himachal Pradesh; and
- (c) that the remaining areas should be formed as a separate unit which may be called the Hariyana State.

The Government have given careful thought to these recommendations. They have decided to accept, in principle, that the present State of Punjab be reorganised on a linguistic basis.

The Committee further recommended that in case there were any boundary adjustments to be made, a Committee of experts be set up immediately to suggest the necessary adjustments. Government accept, in principle, that the boundaries may be determined with the help of experts. They intend to take early steps to give effect to the decision to reorganise the State of Punjab on the lines mentioned in the preceding paragraphs.

Before announcing these decisions, Government took into full and careful consideration representations made to them by various interests including those who were opposed to the reorganisation of the Punjab on the lines proposed. In the course of the long meetings held with some of them, misunderstandings and misgivings regarding the reorganisation that was under consideration were largely removed. The Government have made it clear to them:

- (i) that the proposed reorganisation of Punjab will follow the