

stations. The reason is that the level crossing gates near the station are often closed on account of the passing trains. This results in jamming of traffic on both sides of the gates. It has often been noticed that sometimes for a considerable length of time the whole traffic remains at standstill. People have to undergo great inconvenience due to this state of affairs. I have myself seen it happening very often at Unnoao and Chibila stations. Construction of underground or overhead bridges would solve this problem and traffic would begin to flow smoothly.

Yesterday Shri Tandon drew the attention of the House towards the question of corruption in this department. In this connection special orders should be issued for the goods clerks at least so that their wilful doings may be checked. People have to face many difficulties due to their attitude in getting wagons.

A new thing which we all might have noted is about attack on the people in the running trains sometimes resulting in murders. Arrangements of safety should therefore be made on all trains just as they have been made on some of them. Even trains with armed guards are not immune from thefts and assaults. The Government must take immediate step to protect the people from such assaults.

Many hon. Members thought that this department was entirely a public utility department. But they probably do not realise that besides being a public utility department, it has to stand on its own legs. It has to organise things in such a way as to be financially independent. Therefore many of the criticisms levelled against this Department by my friends are not in fact correct. It is necessary that besides carrying on work in the spirit of public service it should also aim at being a sound commercial proposition.

**Mr. Speaker:** I forgot to clarify one thing before. Demand No. 4 and the cut motions thereto are to take practically the whole of today. That is the only demand to be discussed. Am I right?

**Shri A. K. Gopalan (Cannanore):** Yes.

**Mr. Speaker:** I would like to reserve half an hour for the Minister.

**The Minister of Railways and Transport (Shri L. B. Shastri):** Yes.

**Mr. Speaker:** The question is as to when I should call upon the Railway

Minister to reply. If a Division is going to be pressed on any cut motion.....

**Shri A. K. Gopalan:** Yes.

**Mr. Speaker:** Twenty-five minutes for the Division; 20 minutes to the Minister. That is, at 12-15, I shall call upon the Minister to reply. So, the time at the disposal of the House is up to 12-15.

#### JOINT COMMITTEE ON PAYMENT OF SALARIES AND ALLOWANCES TO MEMBERS

**Mr. Speaker:** Some hon. Members enquired from this side as to what the quorum of the committee in respect of Members' Allowances would be. The quorum would be five. The Committee consists of 15 Members, five from the Upper House and ten from the House of the People. I have fixed the quorum at one-third. There is a technicality about it. The provisions made in the rules do not apply to the special Committee which the House has adopted by its resolution. Therefore, I fix the quorum at five.

**An Hon. Member:** Any proportion from the Council of States and the House of the People?

**Mr. Speaker:** No. When a Joint Committee is formed or when a joint session of the House is called, it means they merge into one another and there is no further distinction as Members of the Council of States or Members of the House of the People.

#### RAILWAY BUDGET—DEMANDS FOR GRANTS—Contd.

##### DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION—contd.

**Shri Barrow (Nominated—Anglo-Indians):** Because of the time being reduced, cannot we ask the speakers to reduce their time to ten minutes so that a larger number of Members may be given a chance to speak?

**Mr. Speaker:** I should have no objection at all, if Members are agreeable to it. Even as it is, it is not possible to call so many of the Members who are desirous of speaking. It is for them.

**Shri Nambiar (Mayuram):** Today, the discussion is on the Administration. I would like to bring out certain salient features for the Railway Minister to consider.

[MR. DEPUTY-SPEAKER in the Chair]

The cut on the National Safeguarding Security Rules has been explained