

operations were ever undertaken by that firm. I deeply regret this unfortunate error and apologise to you, Sir, and to the Members of the Lok Sabha.

**Shri Feroze Gandhi** (Pratapgarh Distt.—West cum Rae Bareli Distt.—East): I just want a clarification after this clarification made by the Minister. When this question came up for answer on the 27th last, the House was adjourned on that day. The next day, when I got the answer, the answer said—as is said here—“To be substituted for the copies of the answer already supplied.” This correction is a substitute of the answer which, in turn, is a substitute for another answer. I looked at the files in the Notice Office. I find that the original is missing. I would like to say that the original also may be placed on record for which all these are substitutes.

**Shri Raj Bahadur**: So far as these names in these questions are concerned, we in the Ministry of Communications originally got notice of the question in respect of the Dalmia Jain Aviation, Ltd. Later on, the question, as it was first admitted, referred to the Dalmia Jain Airways Ltd. The same set of persons have been masquerading or functioning under different names and styles, and I am sorry we could not check that up earlier.

#### BUSINESS OF THE HOUSE

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha)**: With your permission, I beg to announce the programme of dates for general discussion of the General Budget and the order of voting of Demands for Grants for the various Ministries.

The general discussion will commence on Tuesday, the 13th March and conclude on Friday, the 16th March.

Discussion on the Demands for Grants Ministry-wise will begin on Wednesday, the 21st March, 1956, in the following order: Defence; Communications; Transport; External Affairs; Rehabilitation; Irrigation and Power; Food and Agriculture; Health; Works, Housing and Supply; Labour; Natural Resources and Scientific Research; Production; Home Affairs; Education; Iron and Steel; Commerce and Industry; Finance.

The actual dates and the allocation of time for these will be shown in the Parliamentary Bulletin as usual.

For the Demands of the Ministry of External Affairs, four additional hours have been provided to allow for a discussion on the situation in West Bengal consequent on the continued migration of population from East Pakistan.

It is also proposed to bring forward the Life Insurance Corporation Bill for reference to the Select Committee of this Sabha on the 19th and 20th March.

**Shri Kamath** (Hoshangabad): I take it that, so as to enable us to frame our own programmes, we shall not sit on Saturdays, when there are five working days in the week.

**Mr. Speaker**: We are not sitting on Saturdays, as I have already said, except on occasions when during the course of the week there is a holiday which was not anticipated.

**Shri Kamath**: Five working days are enough. No Saturday sittings.

**Mr. Speaker**: It has already been decided so. That is the convention.

#### DEMANDS FOR GRANTS— RAILWAYS

**Mr. Speaker**: The House will now resume further discussion of the Demands for Grants in respect of Railways. Demand Nos. 1, 2, 3, 14 and 15 were under discussion, for which five hours have been allotted. Out of this, about 2 hours 10 minutes have been availed of yesterday, and 2 hours 50 minutes now remain. After the disposal of these Demands, the next group can comprise Demands Nos. 4 and 5 for which four hours have been agreed to. I may even suggest that so far as Demands Nos. 4 and 5 are concerned, hon. Members, even from now on, may send the numbers of the cut motions which they want to move, in order to save time.

**Shri Lakshmayya** (Anantapur): Today, I am overwhelmed with joy and happiness on this occasion of your becoming the Speaker. Before I proceed to speak on the railway budget, please permit me to offer my humble and respectful felicitations, on behalf of the people of Andhra in general and poor Rayalaseema, in particular to you on your unanimous election to this high office. By this, the Members of Parliament and the leaders have shown magnanimity, nobility and largeheartedness to the Andhra's claim. We, are, indeed grateful to the leaders of all parties and

[Shri Lakshmayya]

groups and to the honourable members of the whole House for having chosen you, an Andhra, as the father of this House. It is a source of joy and inspiration to the people of Rayalaseema particularly as you have come from that backward area. It is said: "deserve and then desire." You are eminently qualified and fitted for the exalted position of this high office. By your legal knowledge and vast learning and also, as you said a few days back, that you have been well trained by the late lamented and revered Shri Mavalankar, you are able to conduct the affairs of this House so ably. Therefore I only pray to the Almighty to give you strength and sound health to conduct the affairs of this House eminently and efficiently.

With these few observations I want to proceed with my speech. Yesterday I was speaking about the efficiency of the administration, how it is economic in operation and efficient in management. And I requested the House to consider the budget from a common man's point of view; I further requested the House to consider how far the Railway Board have been able to discharge their duty, how far they could best utilise the resources at their disposal for the administration of the railway affairs.

I want now to go to the next point, namely the change of attitude of the officials. During the discussion of the first budget in 1952 I said that while every officer was looking after the high class passengers there were none to make enquiries about the poor third class passengers who contribute a lot to the railway revenues and earnings. Do we find any change now? We have got a number of Guides now to look after the third class passengers also. It is also very good to see that there is a lot of change in their attitude, in their manner, in their behaviour in treating the poor passengers with respect. You can find increased courtesy on the platforms by the officials, from the lowest to the highest. It is said:

“यद्यदाचरन्ति श्रेष्ठस्तत्तदेवेतरो जनः ।”

Whatever a big man does, the others will also follow his method and emulate his example. You all know that our Railway Minister is a man of deep compassion and great sympathy. He is kind and generous. His words of love will delight anybody. Naturally his subordinates, the Railway employees are following his example. I am really happy

that they are more courteous to the poor third class passengers. It is no wonder, if they show great courtesy to the high class passengers. They necessarily do it. We want they must be good to the ordinary passengers. By this I do not mean that the old bureaucratic attitude has been totally wiped out; it is still lingering among the highest officials who grow fatter by fat salaries. Of course, we have inherited a bad legacy of the bureaucratic attitude unfortunately from the Britishers and I am sure it will disappear before long.

I will come now to the next point, about the unfortunate controversy with regard to the two unions. The hon. the Deputy Minister of Railways in his speech observed that they were ready to accept all the proposals, which are good. He said that the role of the Railway Minister, in that respect is one of peace-making, he does not want to divide and rule, he does not want to take undue advantage of the disharmony existing within the two unions, and further his touch is one of healing and not of wounding. By his ready wit and humour the hon. the Deputy Minister could answer all the points raised by the Members so convincingly and satisfactorily. Therefore I need not repeat them once again. Moreover I am not an economist or an expert in statistics to deal with the budget minutely. I express the general feelings of the common man.

Then I come to the local grievances which have to be ventilated here. Last year when the hon. the Deputy Minister of Railways visited my constituency, that is Guntakkal, a big junction in South India, all the people assembled there and made representations to him for the construction of two lines in that area. Of course, with his usual happy smiles and cheerful attitude he narrated a story from *Ramayana* and satisfied them. Now the worry is for me! They trouble me day in and day out. The Deputy Minister did not commit himself even at that time, but I have committed myself saying that the Deputy Minister would certainly do these things because he has got a soft corner in his heart for us and he has got that helping tendency. I suggested the construction of two lines even then, and for the last three years I have been repeating it. I have to sing the old song. We thought the repeated representations would have effect one

day or other. I make an appeal to the Minister for Railways to accede to the request and attend to the representations which I make bold to make now.

The two lines are these. One is from Guntakkal to Tumkur, passing through Vajrakarur, a place famous for diamonds; next Uravakonde which is the centre of the black cotton area; and then Belaguppa, famous for *kambli* weaving and Kalyandrug, noted for tamarind; and then Kambadur, famous for the tanning industry; and then Pavagada, one of the taluk headquarters in Mysore; then Madakchera which was said to be the pleasure garden of my district namely Anantapur (of course it has been reduced to poverty now); and then Madhugiri, one of the taluk headquarters of Mysore. This line will serve as a connecting link between Andhra and Karnataka. Of course, the feelings are strained now on account of the S.R.C. proposal; but this line would be a unifying link. Though the distance is long the benefits will be many.

The next line that I want to represent to the hon. the Railway Minister for construction is from Dharmavaram to Rayadrug. Both are silk weaving centres. These may be connected if the line passes through Kalyandrug, then Nutimadugu and Kanaganapalli.

If you look at the railway map the whole of North India is a network of railways, but unfortunately South India and particularly Rayalaseema has no lines at all. In fact, most of the people have not seen a railway engine, much less travelled in a train! The nearest railway station for them is at a distance of thirty miles. Therefore, these train facilities should be provided for them.

It is said the policy is that unless there are heavy industries and factories and unless there are mines at work in an area, railways will not be constructed. But there is a proverb in Telugu—you, Sir, are aware of it—which says:

*Pichi vidichina gani pendli gadu,  
Pendli ayina gani pichi viduvadu.*

That is to say unless the insanity is cured, marriage will not take place; and unless the wedding takes place, insanity will not go. Therefore it is paradoxical. Unless the means of communication are provided, economic development will not be effected; but unless

there is economic development, railways will not be constructed. What to do in this peculiar plight? I hope our ingenious Railway Minister, with his generosity and kindness will resolve this knotty niddle. I say ingenious, because he has introduced a janata corridor which serves a double purpose. Now there is still over-crowding on the platforms. In these janata corridor trains passengers can get into any compartment they have easier access and later on they can move from one end to the other and can find their seats comfortably where there is less rush and less over-crowding. That is one advantage. The second advantage is, it would be very convenient for the ticket examiners. They can catch hold of the ticketless travellers without difficulty.

The next admirable thing is this. Born as I am in a village and settled down in a small town, I am anxious to see such coach as Buffet *cum* cinema coach. I think it will be very good entertainment to the third class passengers. It would be very lucky if we get it. I hope you will send the first of these coaches to South India, particularly to Andhra.

I should like to make some suggestions, if you will permit me. I have learnt with regret that there is a lot of leakage in the transport of handloom cloth. Along with the label and seal of handloom cloth, for which half parcel rate charges are permitted mill-made cloth is transported in many of the stations under the label of fruits for which one fourth rate of parcel is allowed, vegetables are being transported. The Board is incurring a heavy loss. This should be enquired into and effective steps should be taken. The station masters or assistant station masters should be authorised to open these bundles and inspect them or some other suitable and stringent measures should be taken. Unfortunately, the station masters and assistant station masters are getting very scanty salaries to which many of my friends have referred. They are very much dissatisfied and disgruntled. The salaries should be enhanced reasonably because they are mainly responsible for the earnings of the railways. All the railway earnings have to come through their hands. As regards the Zonal committee. . . .

**Mr. Speaker:** The hon. Member has taken a sufficiently long time.

**Shri Lakshmayya :** I am very happy to hear that Guntakkal is to be made a divisional headquarters. I want that southern zone should be split into two if possible because it is unwieldy. This may be done and Guntakkal should be made the headquarters of one zone.

Lastly, I request the Railway Minister that survey may be made this year of the line referred to already from Uravakonda to Guntakkal, a distance of 15 miles, so that we will have the satisfaction of having a line at least after some time. The Budget has given wide satisfaction, because without increasing the railway fares, the Board tries to push through the Second Plan, but the people of Rayalaseema and Andhra are not satisfied. I request that these new lines may be constructed to help the people of Rayalaseema, particularly of my district.

**Shri V. V. Giri (Pathapatnam) :** On a matter of personal explanation, I may be allowed to make a short statement. The hon. Deputy Minister for Railways yesterday made some reference at some length to my absence in the House yesterday when he replied to the debate and the points that I had raised. Certainly, it is a dereliction of duty on my part and I take the opportunity of tendering my unqualified and unconditional apology to you and to the House for my action, for a seeming discourtesy which was never meant. However, I am bound to give an explanation before this House. I was under the wrong and mistaken impression that the railway debate was being replied to today by the hon. Minister. In spite of other duties, I would have been here if I had not been under that unfortunate impression. You know, Sir, I have been connected with this House, with Parliament and Legislative Assemblies for the last 25 years. I have always maintained the decorum and tradition of this great House. I want to assure you and every Member of the House, with gratitude for the affection and love that you and they have for me, that I shall always try to maintain the dignity and decorum of this House in such a way that we will not only be an ideal in this country, but we will be an ideal for others in the world to follow.

I do not wish to go into the facts, because this is neither the time nor the occasion for that. I can only say in a vein that is light that the hon. Railway

Minister like an eminent defence counsel tried to convince the House, in his reply to the points I have raised, but in the end, he confused it.

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** I will not take the time of the House. It is really very magnanimous on the part of the hon. Member to have said the few words that he just now thought fit to say. I only rise on a point of personal explanation. I did not have the hon. Member in my mind. There were several other hon. Members also who were not present. It may be due to the fact that they did not have information of the time when I was going to reply. It was not particularly meant against any particular hon. Member.

**Shri Barman (North Bengal—Reserved—Sch. Castes) :** The hon. Railway Minister, in the Budget speech has said that, so far as North Bengal and Assam are concerned, instead of a second line, it has been decided that there shall be connection between Ramshai and Binnagiri. We from our side tried to convince the administration that the line should be further down. Now that it is a foregone conclusion, I just want to inform the Ministry about one factor in that project. There is the river Jaldacca and the present line will go further down the river. I do not know how far that would prove a success in the long run. I have to inform the administration that in the year 1954, during the floods, the Hati Nallah bridge gave way and one engine went down the river Jaldacca. Another factor is that two other rivers Kurti and Khuji Diana also joined down below the Hati Nallah. Near the bridge head, the line was washed away on both sides. Further down, at a point where all the three rivers meet, there was flood havoc and nearly 126 people died in flood in one night. The West Bengal Government has set up an enquiry commission and it has not yet submitted its final report. If this new line which is practically a decision of the Government is to be constructed, at least the Khuji Diana river should be diverted to the original bed of Diana. Otherwise, the danger would be greater in the Jaldacca river at Ramshai. In this connection, I submitted a petition to the Railway Minister that to fulfil the desire of North Bengal and the tea associations there, an alternate line should be there further down below. I had another reason also. The State of Cooch Behar which has been merged in West

Bengal in 1950 is practically not served by any railway except in the eastern part. Now that this decision has been made, I request the Railway Ministry to look into the matter so that a branch line may serve the Cooch Behar district, the western part of it which comprises of 2½ sub-divisions or more than half of the State. The people there badly need railway communication. I hope the Railway Ministry will see whether in the future plan, the need of that part of the country can be fulfilled.

I want to refer to one or two points. My hon. friend from Assam Shri Debeswar Sarmah has placed before the House the difficulties about the Assam link. I shall express my gratefulness to the hon. Minister because he himself has admitted the difficulty in that part of the region. I shall not dilate on that matter further, but from my own experience I want to mention one or two facts about the exact condition in that part of the country.

Whenever I have had occasion to pass through that route I have seen that at Kathihar as soon as the train arrives all the doors are shut—even before it arrives at the station—and whoever can by giving Rs. 2 or Rs. 3 or more to the coolies there can arrange, tries to get inside the train through the window, and the tussle is so much outside and from within that I apprehend that on many occasions injuries are received by the persons who try to get in. In this way, only a few can get in and the others are left out for the next train which may be after 12 hours or 24 hours. That is the condition there. When the Railway Minister made his budget speech, every section of the House was certainly very jubilant and paid its encomiums but I have been thinking whether the condition in that part is known to the Ministry or not. Of course, the Railway Minister has promised that during the next 12 months he will increase the carrying capacity of that part by 10 per cent., but I request him to direct his attention first and foremost to that part because the conditions there are absolutely horrible.

Secondly, there is a branch line from Siliguri to Haldibari. That was the former Darjeeling route, but after Pakistan it has become cut off, and it is I think about 30 miles distant. In that part of the branch of this North-Eastern Railway every time I travel I have found that the train never starts in time. It is sometimes two hours late, sometimes

more than that. And sometimes I have had the experience to find that even after going one station, the train remains at that station for one hour, as if it is the responsibility of nobody. I do not see how these things can happen. This I am saying from my personal experience and I think the hon. Minister should enquire about the condition that prevails there. Several times I thought of complaining to him, but I thought that I need not trouble the Ministry with these matters, but every time I find that sort of thing happening there, as if it is nobody's concern.

I was travelling from my district town of Jalpaiguri to Siliguri and found that the carriages there are all ramshackle. On one occasion I got inside the train, and during the course of the journey which takes only about 2 hours or less than that, it began to rain and the whole carriage was flooded with water. There was not even a place to keep my kit not to speak of my sitting in any place. This is the condition. The windows are broken. The whole roof is leaking. This condition prevailed there though I was travelling in the first class. I would ask the hon. Minister in his anxiety to improve the railway administration, that the carriages, engines etc., are not absolutely neglected in these branch lines.

I join with my other friends in giving tribute to the hon. Minister and his colleagues for trying their best to improve travelling conditions in the railways in general. So far as catering arrangement is concerned, this time I find there has been definite improvement. On the route from Calcutta to Delhi I have found that the defects that were perceived by Shri Sarmah and myself last time have been remedied. We got good service. Food also was good, and the charges, of course, definitely lower. I have no complaint regarding that. I hope that during the Second Five-Year Plan the railways will prove more efficient and more serviceable to the public.

**Shri K. K. Basu (Diamond Harbour):** Mr. Speaker, Sir I have moved several cut motions to the Demands which are under discussion. As the time is short, I shall restrict myself to the more important ones.

First, I would like to say that the experiences of the ordinary passenger in the suburban trains of Calcutta are known to all. As a result of this I am told Government has already mooted a

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proposal for electrification of certain areas round about Calcutta. But as far as I can gather, from the meagre grant of Rs. 25 lakhs for this particular project, only the survey can be undertaken and also at the first stage of the electrification they are going to take up the Howrah-Burdwan chord and a portion of Sealdah division, as far as I can understand. Even then, if they spend money and work at the present tempo, I do not think any appreciable improvement can be made before 1959 or 1961, whatever it may be. Therefore, I have a suggestion to make. Government might consider whether they cannot use diesel engines in some of the suburban trains. That will speed up the existing train services and it would be possible to increase the services in the suburban trains. It is well known that the Government will take at least four or five years time to electrify the entire suburban section. They have to go in sections. But if the Government is willing to spend some money they can get some diesel engines from within India or outside. I am told there is a proposal in our country and that some firms might be in a position to manufacture diesel engines. Whatever it may be, I would like to impress on the Government the importance of taking up this work especially in the southern sections of the Sealdah division which goes through a part of my constituency. It is also a very thickly populated area from where lakhs of people have to go to Calcutta daily to their offices, mills and other industries. Now it is impossible to get into the train, there is so much overcrowding. Also, before the war if one had to travel from a station known as Jayanagore which is 28 or 29 miles from Calcutta one used to travel for two hours or so. I am told now it is taking double the time. Also in most of the cases, the train cannot run according to the schedule, as a result of which the poor clerks or the industrial workers who come from these areas have to get into the train much earlier than they should if the trains run in proper time. Therefore, pending electrification of the entire suburban area round about Calcutta, I would impress on the Government to consider seriously whether they cannot introduce "dieselisation" as it is generally called on the suburban lines.

Then I would urge upon the Government the necessity for the extension of two lines in West Bengal. Of course, as the hon. Railway Minister mentioned in his introductory speech, we wanted

more money from the Planning Commission, but because of paucity of funds, the Planning Commission has cut down our demand. But I would urge upon the Government to take into consideration small extensions of upto 50 or 60 miles. The extension from Lakshmikanapur to Kakdip is not more than 20 miles. If the line is extended it would greatly help the people of the locality which is near Sunderbans, in many parts of which we have to go by foot or during the rainy season on boats. But if they can extend this line by another 20 miles, it is quite possible that Calcutta may be supplied with cheap vegetables, fish, and to some extent with milk from that area. That will reduce the high cost of living in Calcutta. It will also reduce the high pressure on land in Calcutta, as is the case in all important cities, because people have to pay high rent and live in Calcutta because if they move out they cannot easily come to their work as there is difficulty in train service. I would urge Government to take up this question in right earnest. In fact, I have been raising this matter for the last two or three years, but I have not found in any of the reports even a mention of even any survey work having been undertaken with regard to the extension of the Sealdah-Lakshmikanapur line up to Kakdip.

This is a very important area. Only lately we have got a motorable road to this place, but previously, people had to travel several miles along the Ganges by country-boats or by steamers in order to reach this area. Even that was possible only during some season; during the summer especially, when north-westerly blows, in this part of Sunderbans and also South Bengal, it is impossible for people to go by boats; they have got to walk nearly 20 to 30 miles to reach the destination.

I would urge Government at least to start some preliminary work now, so that in at least two years' time, they will be in a position to extend this line. Apart from the question of meeting industrial requirements, Government should also consider the question of opening up backward areas where there are no communication facilities at present; if some little facilities are provided, then the people of such areas will be in a position to go to the cities and other big market-places for selling their commodities, and also for any job purposes. If we do not develop the suburban sections of the big cities, it is impossible

for the common man, especially the middle-class people and the industrial workers to make both ends meet; with the high cost of living that prevails in the cities, it is impossible for them to live in the cities. So they have got necessarily to live in the suburban areas. If those areas are opened up with communication facilities, then it will be of great assistance to them. Further, the pressure on land will be reduced, and it is possible also that the cost of living in the cities might be made cheaper.

I had sent a memorandum to the Minister last year in connection with the opening of another line also, from Santragachi to Arambagh via Khanakul, and also Tarakeswar to Arambagh and the Minister had promised to consider it favourably. This area consists mostly of villages, and practically this is one area where there is practically no railway line at all. Moreover the birthplace of Raja Ram Mohan Roy is at Khanakul. If people have to go from this area to Calcutta which is at a distance of about 30 miles or so, then it takes them nearly fourteen to fifteen hours to reach Calcutta, for either they have to go by foot on the village road which is generally in a bad condition, or by boat or other similar conveyances during the rains. If this area is developed, by the opening up of a railway line which will reach up to the coal-bearing regions of the Bengal-Bihar border, then it will prove to be of very great assistance for the movement of coal to the Calcutta port, and other places on the eastern part of the country.

I am told that nearly twenty-five years ago, a survey had been made of this line, and it had been suggested by the railway authorities that this line would have been an economically feasible proposition. Therefore, I would urge the Minister to consider this question in right earnest, for this new line will not only lead to the development of this area but also open up the birthplace of very great leaders of our country like Raja Ram Mohan Roy. The birthplace of Ramakrishna also lies in this area, besides that of *Shri Ma*. Every year, big festivals are held in these places, and nearly a lakh of people come to attend those festivals. So, from the traffic points of view also, I would urge Government to have this line opened up, and also consider the possibility of having an alternative route from the coal-bearing regions of Bengal-Bihar to

the Calcutta port. When I had met the Minister last time in connection with this line, the Minister had told me that he would give his favourable consideration to this proposal.

I have another cut motion in my name relating to the taking over by Government of the private railways known as the Kalighat-Falta Railway, which runs for a distance of 30 miles or so from Calcutta towards the south. This railway is run by a private company whose managing agents are McLeod Co. Every year, Government have to subsidise this company under the terms of the agreement which has been entered into with them, for I understand that this railway has not made any profits at all in recent years. I am told that the subsidy to be paid to this railway has gone up from Rs. 3.04 lakhs to Rs. 3.3 lakhs plus Rs. 7,000 or so towards rent or water and so on.

This railway runs only for a distance of about 27 miles, and the normal scheduled time for covering this distance is only about 2 hours and 45 minutes, but rarely does the train reach the destination before the expiry of 3½ hours.

From this area, we get vegetables, fruits and milk etc. for the Calcutta bazar. But because of the late running of the train, the traders find it very difficult to reach the bazars in Calcutta in time, and the industrial workers who come from this area, and who have to work nearabout the Calcutta port also are put to a lot of inconvenience, because they cannot go and attend to their duties in time.

Apart from the late running, sometimes the passengers are put to another inconvenience, namely that sometimes at many of the stations the trains are stopped for nearly 20 minutes or so—my hon. friend Shri Barman has referred to this sort of situation in the North-Eastern Railway, but the same thing is to be found in this railway also—simply because some important gentleman had left some of his articles at home, and they had to be brought back.

Besides, the running of the administration also is in a very bad condition in this private railway. Not only is the condition of the passengers abominable, but that of the workers is also very bad. The administration does not bother about improving the services at all. For they know that even if there is a loss, Government will subsidise them. The workers are also very much ill-paid

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That workers in such a large industrial undertaking like the railways should be so ill-paid is really something which one cannot conceive of. From that point of view, I would urge Government to take over this railway immediately. They have been paying subsidy to this railway under the agreement, they are bound to pay subsidy in case the undertaking is put to a loss. Since this railway is not being run well by the private sector, I would suggest that Government should take it over. And when they take it over, I do not think Government would have to pay any compensation at all, because I am told that for the last twenty-five years or so, this company has never made any profits.

**The Minister of Railways and Transport (Shri L. B. Shastri):** Which is the railway that the hon. Member is referring to?

**Shri K. K. Basu:** The Kalighat-Falta Railway. It runs only for a distance of 27 miles, and Government have been subsidising it for the last twenty-five years. I would urge Government to take it over and do whatever improvements they can within the limited resources at their disposal. Of course, my hon. friend Shri L. B. Shastri may say that they have no money to make any improvements. However, I shall wait for his reply.

One other matter which I would like to draw the attention of the Minister to is regarding the rounding off of the fares. We have received a number of representations on this point. While in the case of the higher classes, the rounding off is done to the nearest pie if there is a fraction, in the case of third class fares, it is rounded off to the nearest anna, that is to say, the higher anna. I do not see any reason why only the third class passengers who are considered to be persons of ordinary means should be made to suffer on this account. I would request Government to consider this matter also and see that the principle of rounding off fares is not applied to the third class fares also.

Finally, I would like to say a word about compensation claims. You, Sir, have been a distinguished lawyer, and you know how sometimes compensation cases go on in the courts for a number of years, and ultimately the railways have had to pay the claims. I do not see why the railways should not pay the compensation straightway on the basis of the facts and the consideration of the question whether the claims are

just. I do not know under whose advice the railways unnecessarily take these cases to courts, and incur so much of cost thereon.

In this connection, a very important thing has happened in the Calcutta courts. I do not know what is the experience in the other parts of the country. Under section 77 of the Railway Act, a notice has to be served on the general manager of the railway. But on the basis of certain representations received from the Chambers of Commerce, in 1954—I have got the cutting from the newspaper report, and if the Minister wants it I can pass it on to him—a notification was issued by the Eastern Railway saying that if the notice as served on the chief commercial manager, or the chief traffic or commercial superintendent and so on—the names of the officers and the stations are given in that newspaper-cutting—then it shall be deemed to have been validly served.

But when on the basis of this notice a suit is filed, then the Railway lawyers come forward and say: 'Under the law, you must serve the notice on the General Manager; therefore, it is technically wrong and the suit must fall.' This sort of argument is unthinkable. After all, the railways are our national undertaking. Here we have already issued a notification. I was told it was agreed on representation by the chambers of commerce to treat the notice as valid notice. Then I do not understand why such technical objections are taken by Government, especially when they do not dispute the substance of the case, when there is compensation to be paid or facts are proved to the effect that the railway is liable to pay compensation. What do they stand to gain by raising the technical objection that notice was not properly served when they themselves have already issued a notification that notice served on the Chief Commercial Manager should be deemed to be valid? I do not know who is responsible for this state of affairs. But it is really unthinkable that Government should put forward such a flimsy technical objection in trying to get out of their liability so far as the citizen is concerned. I hope the Minister will take this into consideration and issue necessary instructions. Notices served on certain officers who may be designated by the notification in this connection should be deemed to be valid under section 77.



Then I would like to refer to the three-tier system, to which reference has been made many a time. Fortunately, we, MPs, have got passes and we have the privilege of travelling in the higher class. But I was told that under the three-tier system provided in the third class, one has to do a lot of gymnastics to get into the middle tier. We have in certain parts of India gentlemen who are—I do not say, bulky—heavy in weight. They really find it difficult to get into the second tier. Even if they want to sit or get out of it, it is really a sight to see the amount of physical exertion and gymnastics that have to be done. We are now trying to improve the lot of the third class passengers. Under the new proposals, we are doing away with the present classes. I hope the new arrangement will result in benefit to the passengers; I hope the passengers would not be treated as 'goods' for the purpose of this classification but as human beings entitled to benefits.

Then I would also suggest that the Minister should think of introducing ladders in the compartment so that people may climb up easily to the upper berths and they do not have to do a lot of physical exertion for the purpose. I remember once travelling with a gentleman who had to be pushed up to the upper berth because it was physically impossible for him to climb up. This arrangement will not involve much expenditure; I hope the Railway Ministry will introduce it on the railways.

Lastly, I would urge upon the Minister—this is a point which has been already made—to make the management of the Railway Board popular and broad-based. They should not continue the same legacy that was left by the British. When the foreign rulers were here, they only wanted to increase the railways to reach all parts of the country for their administrative purpose. Now the outlook should be different. The railways have to be real servants of the people. We should see that all sections of the railways—the workers and others—should be invited and their co-operation should be sought in working the Board. The Board must be so constituted that we find in it a reflection of the human element so that the entire system is worked for the service of the common citizen of India.

**Shri Kamath (Hoshangabad)** : I have moved cut motions Nos. 282 to 293 (inclusive). I am glad to see that the

sturdy confidence of the Minister, standing as he does on the threshold of the Second Five Year Plan, is tempered by a chastening humility. Here may I invite the attention of the House to the close of his speech where he acknowledges that the railways have got to play a significant role in guiding the destiny of the nation? But on page 30 of his printed speech, he has admitted the paucity of officers to man the railways adequately and efficiently during the Second Five-Year Plan. I am glad he has acknowledged that. But I would like to know—of course, he has thrown hints in his speech—in some greater detail as to what concrete schemes are under way to meet this shortage of officers to man this biggest national undertaking. He has referred to certain training centres that are proposed to be started in various parts of the country, but I am rather concerned to note this observation or proposal in his speech :—

“Full opportunities for promotion are also being provided to staff in service, and some of the shortage of officers is being met by the re-employment of retired officers, who, by virtue of their experience and their maturity, will provide a desirable backbone to the temporarily expanded cadres.”

I hope it will be a strong backbone because superannuated and retired officers, considering their age, physiologically speaking, do not, I think, have their backbone particularly strong. I readily appreciate that we have not got too many of trained and experienced officers in this country. But all the same, this will prove a handicap, a hurdle in the way of younger officers who naturally have ambition to rise in service and do their best for the country. I would therefore suggest that this proposal be implemented or put into force very sparingly or charity, only when it is absolutely necessary—that retired or superannuated officers should be re-employed. The UPSC has commented on this in another context. I would not like to go into that matter here but I hope the Railway Minister will look into this matter closely whenever retired officers are being re-employed, to see that it is not done on the basis of favouritism or nepotism or considerations of a personal nature.

I next come to the proposal for the training of staff. I remember to have read—I was not here in Parliament at that time—that a team of our engineers and officers went to Soviet Russia a

[Shri Kamath]

couple of years ago. I am not aware whether the report that they submitted to Government has been laid on the Table of the House. I have not seen it myself, but I think it should be laid on the Table of the House.

**Shri L. B. Shastri :** It has been laid on the Table of the House.

**Shri Kamath :** I would suggest in this context that not merely should the Soviet system be studied but other bigger European systems and the American system should also be studied by the officers of the Ministry in order to give effective, efficient and adequate training to the officers to man the railways during the Second Five Year Plan. The proposal to associate labour with the management is mentioned on page 30. I would like to put a concrete question with regard to this. It is stated here :

"It has also been decided that workers should be given greater power and responsibility in matters directly concerning their welfare."

1 P.M.

I do not know whether in big workshops like Chittaranjan, there are committees called works committees to associate labour actively with the management. I think to get the best out of our labour such committees should be appointed. We have some such committees in ordnance factories, but I think this matter should be taken up seriously by the Ministry and works committees should be constituted in these big workshops so as to give an impetus to labour working in these workshops.

I shall be very brief. I shall only mention my points, as I am racing against time. Coming to this perennial, or, shall I say hardy monthly, not merely hardy annual, of catering on the railways, I have more than a fair experience of the Central and Southern Railways, very little of the Northern and Western Railways; I have also some experience of the North-Eastern and Eastern Railways. The Kripalani Committee made certain recommendations in this regard. The Minister stated that as many as 146 or 147—the exact number is not very important—have been accepted and have been implemented. But as regards catering there is great uncertainty and insecurity in various places, I do not know why. The staff working in the various

catering establishments at big stations and junctions of the Central Railway, are apprehensive. I would only mention one instance to drive my point home.

- Itarsi is one of the biggest junctions in India and I am glad to note that Rs. 34 lakhs have been allocated for its development during the Second Plan period. The details of the development programme have not been given. I would like the Minister to give us details later on as to how the Rs. 10 lakhs will be spent in the first year and the rest of it in the following years. But coming to catering at the Itarsi Junction I understand that Mr. Ballabhdas Eashwardas has been served with a notice terminating his contract. That is very well done, and I am glad that it has been done. He enjoys a near-monopoly on the Central Railway and I suppose on one or two other railways also; he has got about 150 or 200 contracts. He is the biggest contractor, almost a monopolist on the railways.

**Shri Nambiar (Mayuram) :** And also a monopolist in serving bad food.

**Shri V. P. Nayar (Chirayinkil) :** And also unwholesome food.

**Shri Kamath :** I am glad this monopoly has been broken in accordance with the recommendations of the Kripalani Committee. Big contracts should be broken up.

**The Parliamentary Secretary to the Ministry of Railways and Transport (Shri Shah Nawaz Khan) :** The monopoly was broken long before that.

**Shri Kamath :** But it was there even last month. He has got about 150 catering contracts even now. The breaking up process is going on rather tardily; I wish it were accelerated.

**Shri B. S. Murthy (Eluru) :** The Alagan Committee paved the way.

**Shri Kamath :** Sub-letting to which the Kripalani Committee has referred goes on apace on the Central Railway. Both Ballabhdas and Banarsidas—both the Dases—have, I am told, sublet many of their restaurants and tea shops on the Central Railway. The Minister should look into this matter as to how far this evil has grown on the Central Railway, especially among these two big contractors.

In Itarsi the caterer, Ballabhdas Eashwardas has been served with a notice. The employees there who have

put in years of service with him are feeling insecure because they do not know whether the Railway is taking it up, or whether some other contractor is coming in his place. I wish that the Railway Ministry makes up its mind to take up the Itarsi junction and run it departmentally, and not give it over to another contractor who will play ducks and drakes with the existing staff, and throw some of them on the streets. They are very much concerned over this matter and I hope this Itarsi catering will be done departmentally.

Now, Sir, the Minister himself has referred to overcrowding and congestion on certain sections of the railways. On page 17 of his Budget Speech he said :

“I am deeply concerned with the continued overcrowding in the third class on some sections, especially on the North-Eastern Railway and the Metre Gauge Section of the Northern Railway.”

I do not understand his bias only for two sections of our big railway system.

**Shri L. B. Shastri :** That is the worst.

**Shri Kamath :** I have travelled on that also, though not very frequently. I have travelled more often on the Central Railway and Southern Railway. It is the Delhi-Madras line that certainly needs, Mr. Speaker, Sir, more passenger trains, and I think that should get the highest priority.

**Shri L. B. Shastri :** But not higher than the North-Eastern Railway.

**Shri Kamath :** A Janata train should be run daily. That matter needs serious investigation. A janata train must be run daily, or at least there should be another passenger train between Itarsi and Bezwada.

Now, Sir coming to the Kripalani Committee's recommendations with regard to the problem of corruption, I would invite the Minister's attention to recommendation No. 2 on page 148:—

“When there is a suspicion about an officer's integrity, his actions, his financial position and the financial position of such of his relatives and close friends as seem to be enjoying luxurious life should be investigated. He should not in any case be kept in any position of responsibility or influence.”

The Railway Board should be vigilant particularly with regard to projects where large allocations have been made. In Jubbulpore—of which I have personal knowledge—there were serious allegations, and I suppose certain facts were brought to the notice of the Railway Board with regard to the officers who were engaged in the improvement and expansion of Jubbulpore station, and it was rightly believed that a large amount of sum allocated went into the pockets of some of the officers. I would suggest that now that Itarsi is in the picture, with Rs 34 lakhs for its expansion, more care should be exercised to see that the Rs. 34 lakhs goes really for expansion of the station and not into the pockets of the officers working in connection with the expansion. Now that the Railway Budget shows a very large credit, running into crores, I request the administration, the Railway Board, to see that amenities are provided not merely for the passengers,—that is of course necessary—but also for the staff and for labour; liberal allocation should be made for providing amenities for the lower paid staff on all the railways.

To take only one example, on the Central Railway, I understand that no uniforms are provided for conductor guards, while all the railways, Southern, Western, Northern, North-Eastern have done so. Representations have been made to the Railway Board, I understand, but no action has been taken on such representations. I do not know why the discrimination should be made in the case of Central Railway conductor guards.

Another head-ache for the public, people in big cities, even in smaller towns, are the level crossings. In all towns and cities, level crossings are a big nuisance. They hold up the traffic, and people have sometimes to waste even twenty to thirty minutes to get across where they are operated from the station. Even when they are otherwise operated, these gates remain closed for a pretty long time. I had personal experience of that during elections—when we are in a hurry as you all know—I had to wait long at level-crossings. I should say that almost all my friends—even Congress friends who were fighting against me—must have had this experience. All of them said, when you go there you raise at least this point.

**Shri L. B. Shastri :** In spite of that you have won the election.

**Shri Kamath :** I am sorry ; your friend has lost it.

**Shri N. M. Lingam (Coimbatore) :** It affects everyone equally.

**Shri Kamath :** There were only two candidates ; I would have mentioned the other candidates also, had there been more.

These level-crossings, especially at big stations, hold up the traffic and even the Deputy Commissioner of Hoshangabad once complained about it. He said : "Look at this ; why don't you do something about it?" I said : "What we can do is to raise our voice and see that it is heard ; but it is for the Railway Board and the Minister to do something." This matter must be gone into and wherever there are level-crossings at big traffic points, over-bridges should be constructed and you should see that traffic is not held up and people are not inconvenienced in any manner.

Lastly, I would suggest something with regard to the recommendations of the Kripalani Committee—no, I shall leave it now and bring it up later on by way of questions.

I would refer to one more point, to Puri station. I have got the Reporters' version here—it is not the corrected copy—and it says that yesterday the Deputy Minister said that it is for the people of Puri to rebuild the Puri station by voluntary contributions. The second remark was : "It is putting faith in the people and their capacity to repent and atone for the wrongs they have done." This is a sweeping charge. I do not think the Government will say or the Minister will assert or venture to suggest that the whole people of Puri committed these wrongs. The Deputy Minister said that it (the Administration) is putting faith in the people in their capacity to repent and atone for the wrongs they have done. May I ask, in all humility, the Minister opposite, whether they have applied this principle to themselves at any time ? Suppose, there is a misuse of public money as there has been in the last eight years since 1947, suppose some money is wasted owing to the neglect or carelessness or even otherwise of the Ministers or the Ministries, will the Ministry or the Minister or the Department atone for the wrong they have done by reimbursing the Government from their own pockets ? (*Interruption*). There is the CTO ; there was some loss and they transferred the

loss, the burden, to the already impoverished cultivator and decided that he should pay heavier charges to the CTO. What is sauce for the goose is also sauce for the gander. I hope therefore this proposal will not be pursued.

You know that when Waltair was damaged—on the morrow of martyr Potti Sri Ramulu's death....

**An Hon. Member :** Bezwada.

**Shri Kamath :** When Bezwada was damaged or burnt....

**An Hon. Member :** Slightly damaged.

**Some Hon. Members :** No, no.

**Shri Kamath :** When Bezwada was damaged, the people there were not saddled with the responsibility or with this punitive tax, to rebuild the station. On the contrary when the station was burnt or damaged....

**Shri B. S. Murthy :** It was not burnt ; do not bring in fire here.

**Shri Kamath :** After Bezwada station was damaged and looted, not only were the people not saddled with a punitive tax but the resultant of that was the birth of the Andhra State.

Here, with regard to Puri, a different proposal is made—but I am glad the Minister himself has not sermonised in that fashion, as the Deputy Minister did. In his speech, the hon. Minister has said that there will always be some mischief-mongers. I am glad that he did not, like the Deputy Minister, suggest that the people must atone for the wrongs they have done as if it is the entire people of Puri that did it. Railway property is national property. All of us use Puri station—you and I use it some time or other. Why should the people of Puri or the people of India be penalised in this manner for its destruction by some mischief-mongers.

I referred to this matter the other day and I said that even the British Government did not penalise people in 1942 for the destruction of property which took place at the hands of mischief-mongers, miscreants and also by members of the present ruling party. The Parliamentary Secretary was not here at that time ; he was far away and he must have learnt about that matter through reports later on.

**Shri Shahnawaz Khan :** I was very near Puri at that time.

**Shri Kamath :** No, not in 1942, you were not here then. The Deputy Minister was here and the hon. Minister as a prominent member of the ruling party, does, I hope, remember all that. I trust that they would not pursue this anti-people policy of asking the people to rebuild damaged property simply because a few miscreants damaged the station, and I do hope that proposal will definitely be dropped.

**Shri Banerjee (Midnapore-Jhargram) :** Mr. Speaker, the few points which I would like to suggest are about the old B. N. Railway, that is the present South-Eastern Railway. There is only one passenger between Gomoh and Howrah and it starts at 6 o'clock in the morning and reaches Howrah after 7 p.m. and *vice versa*. So, if a man has to go from Gomoh to Howrah or from Howrah to Gomoh, a whole day will have to be devoted for that purpose. The train is very slow and there is no other train at all.

**Shri B. S. Murthy :** How many miles?

**Shri P. Subba Rao :** That is not intended for through passengers from Howrah.

**Shri Banerjee :** Recently in the EIR a Gomoh Express was introduced but it does not help the persons of this area; the area is from Gomoh *via* Midnapore, Bankura, Adra and so on. The difficulty is that if one misses the train, then he will have to be stranded with his family in the station and wait for the train the next day and catch the train. So, my suggestion is that there should be another train—another more speedy train as the Gomoh Express—between Gomoh and Howrah so that the distance may be covered in a shorter period.

My second point is that between Howrah and Midnapore, which is 80 miles, there are two local trains which start from Midnapore and go to Howrah and *vice versa*; but you will be astonished to hear that for these 80 miles, it takes 5 hours.

**Shri K. K. Basu :** Is it running time?

**Shri Banerjee :** It is running time. There are other local trains in between these stations, Bagnan Local and the Machada local and other locals. If these two trains are made galloping trains it would be convenient to the passengers. So, I submit that at least these two local trains, Howrah-

Midnapore passenger may be made galloping trains and there might also be introduced another train like the Gomoh Express, which I have already explained.

My third point is this. Last year, I put a question whether it was contemplated to open a line from Panch Kura to Tamiuk one sub-divisional town and secondly from Chandrokura to Ghatal and he (the Parliamentary Secretary) answered that there was no such proposal. I would now ask whether it is still under contemplation or not. While mentioning my first point, I must say that this Gomoh passenger train passes through the industrially developed areas and town headquarters, towns like Bankura and Midnapore, another train service is essential there.

These are the three points that I would like to urge.

**Shri B. D. Pande (Almora Distt.—North-East) :** Sir I congratulate you as your old colleague for the high office you are now occupying. There was rush. I was crowded out and could not speak on the Budget because every train and every berth—so to speak—had been occupied by them—by my friends on the right. They occupied every moment of the time of the House.

**Shri Kamath :** The majority of the speakers are on the other side.

**Shri B. D. Pande :** I am only paying them a compliment and it is no discouragement.

**Shri Kamath :** We are never discouraged.

**Shri B. D. Pande :** They have monopolised the time of the House, and it is rather difficult for us, and particularly for an aged man like me, to have the opportunity to speak.

There are no railways in the Himalayas from which part of the country I come. They are only in Simla and Darjeeling and were laid by the Britishers for their comforts, for the comforts of their Viceroy and Governors. There is no railway in Naini Tal, Almora or Garhwal. There are railways in Terai Bhabar only. Now there is a demand for railways to Badrinath and Bageshwar. I do not know whether it is practical politics that they will be given railways during my life-time. It is very difficult. I am 75 and I do not know whether I may be able to see those

[Shri B. D. Pande]

things, but I know that it is a very difficult and hard country. The Himalayas are very big mountains and even roads are breaking during the monsoons. When such is the case with roads, what can we say of the railways?

My part of the Railways is in the Terai Bhabar area and it is in good condition, better condition. The first time that I remember I boarded a train was in 1890 when I was a small boy. In 1899 when I went into the second class compartment, the soldiers and the Europeans—it was then their monopoly—would not allow anybody to get in. But I fought the British and was never afraid of them. There were gorahs inside the train. First they said "You should not come in". I said that I had paid my fares and, therefore, I could come in. Then they said "*Laddu malum, Jelabi malum, buffalo-ride malum*". Now I see it is all my railways and wherever I go I see with pride what the Railway Board has done for us and what the Railway Minister has done for us. I congratulate him. Although he is a small man....

**Some Hon. Members :** No, no.

**Shri B. D. Pande :** He has the energy of the Chittaranjan engine in him. We are proud of him and of the Railway Board for having managed the affairs so well. The budget during the time of the British when I was here with Shri Bhulabhai Desai and with the gentlemen who occupies high position now, was only Rs. 80 crores. Now it is about Rs. 400 crores, and next time the figure will reach four or five arabs.

Incidentally when we were at Amritsar, the General Manager—I need not mention his name—was all attention to the passengers. He was a very decent man. The railway staff also paid due attention to the passengers although there was so much of overcrowding. It is our swaraj. Formerly, the Europeans were treated in that way and now every Indian expects that treatment and he is given that treatment. We are indeed proud of our Ministers and of the Railway Board, at the head of which is Shri Pande—he is a gentleman of high order, his family members occupy very high positions, in I.C.S., I.A.S., I.F.S. and I.P.S. The Railways are being governed in a nice manner. Some person in the Palam Airport always says "testing, testing, testing" and similarly my friends on the right always go on "cursing, cursing, cursing." When a feast is given, there are *pulav, puri, kachori,*

*laddu* and there must be a little *chutney* or chilli. Who will take all *chutneys* or chillies? So, the criticism must be moderate. Whatever credit is due to the Railways must be given and whatever wrong is done by them must be pointed

out. It is not all wrong. Every Railway is not bad. Wherever I go, I occupy neat and fine berths. The sweeper formerly demanded money but now he does not demand money to do his work. I think the Railway Board has warned them not to demand money from passengers. There is D.D.T. in every room. Really I do not see the complaints of these persons. The third class may have overcrowding, I admit. But the overcrowding is due to more money in the pockets of the men and that aspect is not at all thought of. If he has no money he will not travel. The village and the countryside men have got chips and have now got money. They should not travel so much. You must tell people not to travel so much as to make overcrowding. There are W/T (without ticket) passengers who should be punished. We must have no mercy for such people and also for those persons who destroy railway property. I am not Kamath; he is Kamath; he is kiamat in his arguments; he brings all sorts of arguments. Whoever does damage to property will have to be punished. But when any mischief is done, or when any bribe is taken, some of us also are guilty because we go to the Ministers and say "Do not punish that man, he is my relation."

**श्री कामतः** कयामत के दिन आप हाजिर हो जायेंगे।

**श्री बी० डी० पांडे:** अरे वहाँ भी आप दिक करेंगे।

The overcrowding is due to that.

I now come to my part of the country. I have said that there are no railways in my part of the country except in Terai Bhabar where they are well managed. The Kathgodam station is one of the best, finest and healthiest railway stations. Haldwani station is being renovated. We want a railway line from Lal Kuan to Haldwani. Our trade mainly comes from Delhi. From Delhi to Haldwani there is a direct line and all goods and passengers will be carried cheap and early. Survey is there I know but that is of any great value. I would, therefore, request the Railway Minister and the Railway Board to provide that line within these five years. That would be a boon to the people there. At Haldwani salt sells at 16 seers a rupee. In Almora it sells at 8 seers a

rupees. In the hills people find very hard. We are also making a shorter road to Almora by motor. I am a roadways man and not a railway man. But it is only possible in the plain sector. If this railway line is laid within these five years—it is only a question of 60 miles and not more—it will help the people very much. I do not want that in my taluka right up to my door a line may be laid. I am for all and not for myself. Wherever there is difficulty, wherever the people are poor, where a part of the country is not connected by railways—I do not want it to my bungalow or to my taluk—that part of the country should be considered for new lines. If the 750 Members of the Parliament want that a railway line should be laid to their places then it would be a very difficult task for any man to cope with such a heavy demand.

So, what I want is that the railway line about which a survey has begun or is to begin—I do not know exactly—may be made within these five years. That will benefit the hills—Naini Tal, Almora, Ranikhet etc. They are deficit areas. We are deficit in food. There is very little agriculture. Our cottage industry is Government service. Everybody is educated in these places and they are in Government service. There are no heavy industries in our part of the country. It is an undeveloped area. Of course, these things can be mentioned when we take up the General Budget and they are not to be mentioned in the Railway Budget. As far as the Railways are concerned I want that this line may be made within these five years and not talled for another age. That is my only demand.

I congratulate the Railway Minister and the Railway Board for the very nice Budget and for the great improvements that the Railways have made during this period. Now, to compare it with England or Switzerland we must also be scientific minded like them. We must also be *visal*, big enough in our minds to rule this country and not petty minded, carping in our criticism and cursing each other. We must also rise to the occasion and produce scientists, artisans and rulers just as the western countries have produced. We must not simply produce those persons who will say: "Give me Maharashtra rule, give me that rule" and so on. Become a Shivaji and take that rule. Why do you ask for that rule? The rule is there. Govern it well. We only want bigger persons and bigger minds for that.

**Shri Thanu Pillai (Tirunelveli):** Mr. Speaker, I take this opportunity of congratulating you from among the back benches though it is very often the privilege of the inevitable few to speak as often as possible.

Sir, I congratulate this Ministry. One can be proud of being associated with the party to which this Ministry belongs, which in the national undertaking of a very high order has proved that this nation can run nationalised industries in a very satisfactory manner.

In this debate and in the cut motions that have been given I find that there are lots of cut motions asking for a Pay Commission. I cannot understand how some Members from this side also,—no less a person than Shri V. V. Giri—endorsed the appointment of a Pay Commission for the railwaymen. Shri Asoka Mehta said that a million men are behind this demand. May I submit, Sir, that in India there are 360 million people and more and it is only one million who are the best paid of all the working class men in this country? Those people who come here and say, just to please the workers and catch their votes, forget that there are other people in this country....

**Shri Nambiar:** They are not voters.

**Shri Thanu Pillai:** Shri Nambiar owes his place to those voters and their manoeuvres. He owes it and he knows it.

**Shri Nambiar:** They are only one per cent. of the voters.

**Shri Thanu Pillai:** They are not only the voters but the vote-catchers also. Your interest is in them. I know what it is and how it pinches you.

Sir, a Pay Commission, if ever we can ask for in this Parliament, should be a Pay Commission for all classes of workers in this country. Of course, the workers must be paid well. I do not say that the railway workers are paid ideally, but they are the best paid relatively. We must look at these points from a relative position and not in absolute.

They say there is so much profit. If you were to consider the tariff structure you will know the real position. Suppose the Railways work at a loss, are those people going to agree that they will work without any pay? I cannot understand the logic of it. Here you come and say that for this development

[Shri Thanu Pillai]

and that development we must increase the fares, we must increase the freights and other things. To that we agree. Then you come and say here is a working profit and therefore the workers must be given a higher pay. I have no objection to giving higher pay provided that pay is available to all kinds of workers including the State workers.

Now, we have a double degree graduate employed in State Government service or a municipality and, unfortunately, getting no chance of being employed in the Railways. He is getting much less than what even a gangman, a water carrier or a peon in the Railways is getting. They—the Railwaymen—are getting a pay much better than a graduate in the State level. So, we must look at things from a national point of view and see how it affects other people. All these State service men say: "You give us the central scale of pay and we will be satisfied." The States have no finance to meet even the present pay scales and the dearness allowance that is being given does not meet anywhere the expenditure which they are forced to incur. Now you are trying to enhance the pay structure here and thus the differences. Therefore the trouble is going to be more in the country. Of course, on their side they are interested in creating trouble because they have no responsibility of solving it. For us it is difficult how to solve the problem. Therefore, in opposing that sort of approach I oppose the disparity which will be tried to be created more and more to the disadvantage of other people.

Though the pay structure may be better than others there are so many other things which the Government can notably do to satisfy the workers. What they suffer is from a series of anomalies on seniority, promotion and other things. There are men who are very efficient young officers but who are barred from other opportunities of promotion because new and direct recruitment are resorted to. There are young men who are capable of acquitting themselves as officers but not given an opportunity. That is a grievance. So, as in other services, for promotion, a cadre of officers who are found fit may be made and they may be given an opportunity even to compete in the direct recruitment competitive examinations so that if they are found fit they may be given some sort of promotion which would not only enhance their position but also provide added strength to the administration

because unlike the officers who are recruited direct from the college these young officers who have got vast experience will prove of much use and they would acquit themselves much better than the directly recruited officers.

Regarding the new railway lines I am not one of those fortunate few who can say that there are these projects, this mine there and so on, and therefore it is necessary to have this railway line. Nevertheless, we have got much cultural and trade connections between the South of Travancore State and our parts of Tirunelveli. The proposal for a railway was started in 1908 or so, and it has not been implemented. The Railway Ministry has been kind enough to include it in the future programme, but there is a big 'or',—whether it is Trivandrum-Cape Comorin or Tinnevely-Cape Comorin. I do not know if it is 'and'. If it is 'and', I am happy. If it is 'or' I would submit that priority should go to the Tinnevely-Cape Comorin route and not to the Trivandrum-Cape Comorin route. Not that I have got anything against the other people. Let me not be misunderstood. They have got a first class concrete road. This will only be an additional facility. Therefore, the priority should be given to the Tinnevely-Cape Comorin route and not to the other line. Further, the Tinnevely-Cape Comorin line is of a terrain which is a very level ground and the laying of a line will not be very costly.

**Shri V. P. Nayar:** No bridges.

**Shri Thanu Pillai:** Yes further, the people are prepared to give land free in my own part of that area.

When the railways took over the Tinnevely-Tiruchendur line, it was run by the District Board. The cost had been fixed some time before, at the pre-war rate which was a very old rate. They had spent about Rs. 30 lakhs then. It would be easily worth about Rs. 70 lakhs, according to the present calculations. At least, they should upgrade the rails and speed up the trains on that line. The distance between Tinnevely and Tiruchendur is 36 miles only, and the trains are running very slow. The train takes about four long hours to cover that distance. Also, not many trains have been introduced on that line, to connect it with the express trains running through Tinnevely. We would like to have some express trains there and also the upgrading of the



rails and speeding up of the trains. We could make it the Madras-Tiruchendur Express instead of the Madras-Tinnevely Express. Tiruchendur is a sacred place and a number of pilgrims go there throughout the year. Every month there is some festival there.

Then there is the grievance of wagon supplies. In our parts, there are the salt-factories at Arumuganeri and Tuticorin. There is the zonal system introduced for want of wagons and it affects the people very much. The salt industry is improving. The quality has already improved. For want of transport facilities, the people are not able to sell their products. The competition made in respect of the unauthorised salt manufacturers is such that the regular traders are not able to sell their salt in the local area, and they are bound to sell it to other regions. There are also complaints of favouritism on the part of the railway staff in allotting wagons. Sometimes, the complaints are brought to the level of the Ministry even, and the Parliamentary Secretary once gave an answer that he would look into the complaints. I hear the condition has not improved much, and there is much scope for improvement, and much improvement could be made if the officers at the lower levels could be keyed up not to discriminate against the traders.

I now come to the abolition of the third class and making travel comfortable. The hon. Minister was good enough to say that they will have to upgrade it but that there is no use of upgrading it and calling it second class without giving increased amenities. But our Deputy Minister of Railways was good enough to warn us that consequent to the upgrading of the third class and provision of better amenities therein, there will also be an increase in fare. He indicated an increased fare in that case. If it is going to be an increased fare, we would rather not have an upgrading from third class to second class. We would like to have the third class continued with the existing amenities for some more time. The third class compartments which are being newly manufactured are a good improvement over the past ones in respect of seating accommodation, fans, lights and lavatory facilities. If you can replace all the old compartments with the new ones with such improved facilities, the new compartments themselves would be an additional amenity to the third class passengers. We are not for increasing the fare, under any circumstances, for the

third class passengers. Already, it is considerably high and we cannot afford luxury of paying any more. If you want to improve the amenities and give sleeping accommodation, you can charge extra for the sleeping accommodation, to whoever needs it. You can charge four annas per hour or something like that, and that will work out to Rs. 3 per day or Rs. 6 for day and night extra, for the third class. But under no circumstances should an increase in the third class fare be made. Rather, I would submit that the fares should be reduced to facilitate easy and cheap travel for the people. More and more people should travel throughout the country so that there may be a better integration of the country through cultural contacts. One part of the country not knowing anything about the other part and living in a dome of their own and not having any idea as to how things are going on in the other part of the country and indeed in every part of the country is not a good thing.

I should like to touch upon railway concessions. At present, railway concessions are granted to all sorts of people who travel in batches—artists, musicians, etc. I submit that the Central Government staff who had enjoyed the PTO concessions, which have been withdrawn and not yet restored, should be given concessions. If the Finance Minister is not coming forward, I appeal to the Railway Minister in this regard. You are giving concessions to so many types of people. Why not you extend the concessions to another wing of the Central Government servants? Because the railway servants happen to work on the railways, they are given the concessions even at the Secretariat level and are enjoying a number of passes. The other people who are working in the next room, for no fault of their own, are not given such concessions. Those people who come from thousands and thousands of miles away are not able to visit their homes for two or three years, because they cannot afford it. If the railway gives a concession like the PTO concession, or whatever it is, they may be attracted to go once a year, or at least their families could go, to their homes. The railways will not lose much because, the people, instead of travelling once in three years will travel twice or thrice. You are not going to put any additional coaches just to accommodate the PTO concession people. Therefore, I appeal to the Ministry that they should give a special consideration to

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the staff working in Delhi and who come from all parts of the country. The Ministry should be kind enough to extend this facility at least, since this facility is given to all sorts of people, including even the fourth class musicians, let alone the first class musicians. If a party of four travel with the musical instruments—even fourth class musicians—they are entitled to the concessions.

I will finish with an observation on the hospitals. In most of the places, the railway hospitals are not really hospitals but are merely dispensaries. The staff do not go to the hospitals except for obtaining leave. If they are really sick they go to the General Hospital elsewhere. The medical facilities have not created a confidence in the minds of the railway workers themselves. Invariably, the doctor in a railway hospital—they used to be called apothecaries and one does not know whether they were qualified or not—is not able to cope up with the demands, when a serious case of some disease or accident happens. Therefore, either we should have a regular, well-equipped hospital attached to the railways or instead of spending more on one particular hospital, we should increase the number of dispensaries. Further, the railway servants living in the States have got a right to demand medical facilities from the State Governments themselves. The major hospitals may be left over to be run by the State Governments, in all sections and dispensaries started in all stations of the railway, because, in some places, they are far away from the local hospitals. The stations should be given first class dispensaries and medical facilities should be made available to the staff, as much as possible. With these few words, I conclude, and I congratulate the Railway Ministry once again on the progress they have shown.

**Shri K. G. Deshmukh** (Amravati West): I am very thankful for giving me this opportunity for taking part in the debate today. Within the short time at my disposal, I shall make a few suggestions to the Minister of Railways regarding the local complaints from my constituency. It is a matter of great pleasure that the railways have finished the construction of 12 new lines, as the hon. Minister of Railways has stated in his speech, and for that, the Minister of Railways deserves due congratulations from all corners of the Lok Sabha. But at the same time it cannot be said that the construction of only these

twelve new lines is sufficient for such a vast country like ours. From all corners of India, as we have heard in this House there is great demand for new railway lines. And it is just also.

From my constituency for the last eight or ten years there is a continuous demand for one railway line which is known as the Amraoti-Narkher line. For this line, in the British regime the survey was undertaken and the construction was also due. But during the war time, for some reason or other, the construction was not taken up and it was postponed. It was hoped by all the people from that area that this construction would be taken up in the regime of the hon. the Railway Minister who has seen the area and who had been to Amraoti to observe this. But unfortunately no such work has been taken up, and in this list of the railway lines that has been given in the speech of the Railway Minister for survey no mention is made about this line. I am very sorry about that, because whenever I see the railway map of India I am very envious about the position of North India and East India. But Central India...

**Shri Gadilingana Gowd** (Kurnool) : South also.

**Shri K. G. Deshmukh** : I am very much sympathetic about the South also. I can say that South and Central India are very much poor in comparison to North and East India. I expect from the Railway Minister that whenever they take up construction of new lines they will see that due share is given to Central and South India also.

In Central India there are so many backward areas on this track which I am suggesting. As the House knows, the whole of the line goes through that area which grows the Nagpur oranges and also bananas. But because of the want of this line I have seen and I have received so many complaints from that area that the growers of these Nagpur oranges have to suffer in crores, not in lakhs. Because, as all of us know, orange is a perishable fruit and if the wagons are not supplied and if the railway line is not available to send the fruits to the other parts of India where there is a market for them, it means a huge loss. As we know, Nagpur oranges have an all India market. This is the only part in India where oranges are grown: there are of course some parts, I have heard, in Assam also. But the main part that supplies oranges to the whole of India,

and even to foreign places, is this part that I have mentioned. I therefore expect that the Railway Minister will give due consideration to this tract and supply the railway line to this part in a very short time. Of course I cannot say within one or two years, but when they take up the programme of new lines they may give due consideration to this line also.

I would like to make a suggestion regarding the new lines. I am aware of the stringency of funds with the Railway Ministry as regards the construction of new lines. I can say this, and I have also talked to the Railway Minister on this when he had been to my place last year—as the construction of the metal roads has been taken up in the Community Project areas and some of the public contribution has been given by the public, in the same way, if the Railway Ministry launches upon a programme of constructing railway lines, the people will contribute in some way or other.

**Shri Kamath:** *Shramdan*.

**Shri K. G. Deshmukh:** *Shramdan* is there. Contribution in the form of money will not be possible, because construction of railways is a very costly affair. In constructing station buildings, platforms and constructing the earthline, there can be contribution in the form of *shramdan* and in some form of money in that area, if it is exploited properly. The Railway Minister can launch his programme, and I assure him—the Deputy Minister is here—that if he launches a programme of constructing this line which I have mentioned, the people in my constituency will surely come forward to give some contribution.

**Shri Kamath:** Amraoti ?

**Shri K. G. Deshmukh:** I am talking about the Amraoti-Narkher line.

**Shri Nambiar:** Orange growers can give a lot.

**Shri K. G. Deshmukh:** The main suggestion which I would like to make is about the supply of wagons. As the House is aware, the constituency from which I come that is the Amraoti constituency, is the biggest cotton growing area in India. It is the biggest cotton market in India. It supplies nearly one-third of the cotton to Bombay which is the consuming centre for cotton. And every year I receive complaints that the

proper quota of wagon is not supplied to them. I can give an example to the Deputy Minister. Last year I was present at Amraoti at that time; it was the cotton season, and for want of this wagon quota, Amraoti and some three or four other big markets in Berar had to be closed. They could not send their cotton to Bombay so all their godowns were dumped with this cotton. So I would request the Railway Minister that at least at the time of the cotton season they should supply an adequate quota of wagons to this place.

**Shri Kamath:** And Badnera.

**Shri K. G. Deshmukh:** Amraoti and Badnera are the same place; and Nagpur also.

The third thing which I would like to mention which is general, is about the overcrowding in third class compartments. The Railway Minister has made mention of this fact in his speech and he has admitted that he could not do much about it. Really, it is a very miserable thing. Of course we have first class railway passes, we can sit in the first class and go, and therefore many of the Members may not see the crowds in the third classes. But I am a man who used to travel by the third class before I got this railway pass, and so I have experience of it. Their position is very bad. In the same train I have seen some of the bullocks or other animals or even the dogs of the rich people which were being taken, and even they had very good accommodation. The lot of the third class passengers is worse than that even of the cattle carried in the same train. So I suggest to the Railway Minister that he will get more compliments if he provides them with a little space only to sit than by providing the big amenities mentioned in his speech like giving them cushions, fans or other such amenities. They do not want space to sleep but only to sit. If he could do that within the next Five Year Plan I am sure he will get more compliments from the people.

The next thing which I would like to mention is about the abolition of the second class, and I wish to refer to it in the same connection. If you abolish the second class the whole rush will come to the third class. It won't go to the first class. I know the people who travel by the second class. It is only the middle class people who travel by the second class. And

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why do they travel by that class? Because many of them, like myself, belong to the middle class who cannot afford to pay first class fare but who want to avoid the overcrowding of the third class. That is the only thing. Otherwise these persons are ready to travel by the third class. They have their families and little children travelling and so they want to avoid the crowd of the third class, and therefore they go to the second class. But if you abolish the second class it will be troublesome for these persons. The middle class people will be put into hardship and they will be thrown away into the rush of the third class. Unless and until you can give sufficient accommodation to the third class passengers, I think it will not be a wise step to abolish the second class. I would request the hon. Minister not to go in for a classless travel, whatever the ideal may be; as long as there are classes in the country, it is not wise to abolish the classes in the trains. If at all they want to abolish any class, they should abolish the air-conditioned class. Why should they have this air-conditioned class? At the time of the abolition of the first class, it was said that there should be a classless railway. They made the second class into the first class. The air-condition class is there only for the rich people.

2 P.M.

**Shri Kamath :** The entire train will be air-conditioned.

**Shri K. G. Deshmukh :** In the next Five Year Plan, it is proposed to introduce this air-conditioned class even in the branches. Instead of this, I would like to have the first class, second class and third class. The air-conditioned class may be abolished. I would request the hon. Minister to consider my suggestions.

My hon. friend Shri Kamath has mentioned about the level crossings at Amraoti. It is a city with a population of one lakh. As the hon. Minister is also aware, the station is in the heart of the city. The biggest main road passes through the railway station. There are about a dozen trains from Amraoti to Badnera. Every time the gate is closed and hundreds of people and vehicles are blocked. Every year, provision is made for a bridge here. I do not know why the bridge is not constructed. I do not know if any provision has been made this year also. I would request the hon. Deputy Minister to construct the bridge as early as possible.

**Shri Kamath :** When will the hon. Minister reply?

**Mr. Speaker :** He will reply between 2-30 and 2-40. Shri Matthen.

**Shri Nambiar :** Cut motions are moved.

**Mr. Speaker :** As regards cut motions, choice has been given. I will treat them as moved. The difficulty is this. From the same party three Members have spoken, Shri Biren Dutt, Shri T. B. Vittal Rao and Shri K. K. Basu; Shri Biren Dutt 14 minutes, Shri T. B. Vittal Rao 14 minutes and Shri K. K. Basu 19 minutes. The time allotted is five hours. I do not want to stick to this. Shri Nambiar has given some cut motions. Shri V. P. Nayar has not taken part in the general discussion. There are a number of other Members. I am trying to call those hon. Members who are making their maiden speeches. Railways run throughout the country. When we come to working expenses, that comes within the special knowledge of persons like Shri Nambiar who are working. On the Railway Board, general remarks may be made. Therefore, I would appeal to hon. Members. I shall give an opportunity on other motions and try to distribute the time.

**Shri Nambiar :** Sufficient time may be given.

**Mr. Speaker :** I am giving as much time as possible.

**Shri Matthen (Thiruvellah) :** Mr. Speaker, it gives me genuine pleasure to address you as such for the first time. Permit me to associate myself with the whole House in offering my best wishes and sincere co-operation.

In rising to support this demand, my object is to bring to the attention of the Railway Ministry two or three matters concerning my distant problem-State, Travancore-Cochin. Regarding the new line that is nearing completion,—I am referring to the Ernakulam-Quilon line,—we were held out a hope by the hon. Railway Minister that the new line will be electrified. We have plenty of electricity and we can do it at first much cheaper than afterwards. Unfortunately, that hope has fallen. Again, it has gone to Madras. I am not surprised. Nor have I any grievance because I am still hoping that Dakshina Pradesh with Madras as a component part will be a reality one day. In the absence of electrification, which I believe will eventually come some time, the best thing, as the hon. Minister him-

self has conceded, is diesel engine. It is a thickly populated area. I understand that they are going to introduce diesel engines on this line. I request the hon. Minister to confirm this information that I have received. Again, coal is very costly in this area. It is about Rs. 65 a ton where as in the coal areas it will be Rs. 15. It would be more economic apart from all other considerations, to have diesel engines here in the whole of the west coast. From Calicut to Cochin on the broad gauge, as the train passes through the most thickly populated area in the whole of India and in the whole world. We need a station at every 4 or 5 miles. As the locomotives take so much of time to stop and start, it would be very desirable to have diesel engines. I am saying this both for the broad gauge and metre gauge in my State in view of the population problem.

Another point to which I wish to invite the attention of the hon. Minister is the new line, Punalur-Pathanamthitta-Thiruvellah. A deputation of the members of that area led by me waited on the hon. Minister last year and the hon. Minister gave us a very patient and sympathetic hearing. I do not go into the details because the time at my disposal is very short. Punalur is on the metre gauge. There is the new line between Ernakulam and Quilon. We want only a connection between the two. Punalur is an industrial centre; there is a paper mill and a plywood factory. We have a Mica mining company, and a rubber treatment industry. The forests are nearby and there is a Government timber depot. There are extensive rubber estates.

**Shri V. P. Nayar** : Pineapples also.

**Shri Matthen** : Yes; pineapples. Pathanamthitta through which the line will pass is the biggest and highest revenue-yielding taluk in my State. It is rich in industrial resources. It is famous for its teak plantations and rubber estates. It is a great pilgrim centre. The Pumba scheme which is in the Second Five Year Plan is in this area. There are 45 High Schools in this area. The population is about 2½ lakhs in this Taluk. Thiruvellah to which this line is to be connected is the best educational centre in my State. It has more than 70 High Schools and some colleges. This is the most thickly populated area in the thickly populated region that I was referring to. The Pumba sugar factory is in this Taluk. If better transport facilities are needed anywhere in the country, it is for this part. This line

will not create any complication. The line runs along firm level ground and the total length is 40 miles. It will also relieve to some extent the chronic unemployment in my State, which is a problem for the whole of India. I request the hon. Minister and the Railway Board to take up this matter. I believe the hon. Minister was favourably inclined with our representation last year. Even yesterday, I got a representation from eight members of the Assembly coming from this area asking me to remind the Ministry and do my best. I understand that the hon. Deputy Minister on a former occasion gave some hope to the people. I am relying on these things. I need not hide that Thiruvellah is my home station.

One more line that I had referred to last year is the restoration of the old dismantled Madura-Bodi line. If that line is taken about 10 miles as the crow flies to Munnar, from there it is possible to get a diversion to Cochin harbour. As it is, the Bodinayakanur line is not a paying line, nor does it appear that it will become a paying line in the near or distant future. I admit that the terrain is very bad between Bodinayakanur and Munnar. But today the bottleneck for the railways in the South is the carrying of rice to my deficit State. Formerly we were getting rice from Burma.

[SHRI BARMAN *in the chair*]

Today it has to come from . . .

**Shri B. S. Murthy** : From Andhra.

**Shri Matthen** : From Andhra, from Tanjore. The Western Ghats are now pierced by the Shencottah line as well as the Palghat line, but they are finding it difficult to transport the minimum required for this area. The whole area is deficit. If instead of spending more money on these lines, if they survey this line that is the Bodi-Munryar line, and then take it to Cochin harbour, the great problem of transporting rice to my State will be solved, because we do not depend upon rice from outside the country. Further, this will give a lot more of business to Cochin harbour, and goods that are now going all the way to Madras side can be diverted from this area to Cochin harbour. So, for reasons more than one I would earnestly request the Railway Ministry, especially the Railway Board, to consider my proposal seriously, because that area between Munna and Cochin harbour is a very rich area and that can be developed. If they open this line, and the problem of

[Shri Matthen]

communications between the east and the west in the matter of goods can be solved. That is a very important point to which I want to invite attention.

Recently, the Estimates Committee has published six reports, and I invite the attention of the Railway Ministry to them. In the matter of speed, it has fallen from the previous year 1954-55. I think it is also lower than 1953-54—not that the 1935-36 speed has been restored. I think it is a very important matter that at least the speed that we had in 1935-56 must be restored.

श्री राधे लाल व्यास (उज्जैन) : मैं आप का अत्यंत आभारी हूँ कि आप ने मुझे अपनी बातें रखने का अवसर दिया। पिछले सालों में और अभी भी रेलवे मिनिस्ट्री ने जिस लगन और उत्साह से देश में रेलवे के प्रसार के लिये और लोगों को सुविधायें देने के लिये प्रयत्न किया है, उसके लिये हम सबको गर्व है, उस के लिये जितनी प्रशंसा की जाये वह कम है।

अपने मध्य भारत के बारे में गत वर्ष और उसके पहले से भी मैं निवेदन करता आ रहा हूँ कि मध्य भारत में रेलवे बहुत कम रही है। डेढ़ डेढ़ सी मील तक रेलवे लाइन नहीं रहीं और लोगों को बड़ी असुविधायें रहीं। बड़ी प्रसन्नता की बात है कि गत वर्ष रेलवे मंत्री जी ने मध्य भारत का दौरा किया तथा साथ ही वहाँ की कठिनाई का भी अनुभव किया। उस के बाद उन्होंने आगरा शाजापुर हो कर उज्जैन से ग्वालियर तक की रेल लाइन के सर्वे (सर्वेक्षण) की आज्ञा दी। उस का सर्वे हो रहा है, लेकिन केवल सर्वे से ही काम नहीं चलेगा ! मैं आशा करता हूँ कि रेलवे बोर्ड वहाँ की आवश्यकताओं को देखते हुए अगली पंचवर्षीय योजना में इस अत्यंत आवश्यक तथा महत्वपूर्ण रेलवे लाइन के निर्माण की आज्ञा शीघ्र देगा।

उज्जैन और भोपाल के बीच में जो लाइन है उस पर कम से कम १२ गुड्स ट्रेन (मालगाड़ियाँ) और कम से कम ६ पैसेन्जर ट्रेनें (सवारी गाड़ियाँ) जाती हैं और वह अक्सर लट होती है, जिस की वजह से वहाँ न कोई एक्सप्रेस ट्रेन चलाई जा सकती है और न मेल ट्रेन चलाई जा सकती है। वहाँ पर ओवरक्राउडिंग (भीड़भाड़) काफी है। इस लिये यह जरूरी है कि एक नई लाइन खोली जाये और उस को टॉप प्रॉबोर्टी (सर्वोच्च प्राथमिकता) देकर अगली पंचवर्षीय योजना में उस के निर्माण कार्य को हाथ में ले कर समाप्त किया जाय।

अभी अभी कल ही मेरे ध्यान में एक बात आई। हमारे यहाँ उज्जैन से इंदौर तक जो लाइन है जो कि नैरो गेज (संकरि लाइन) की है उसको मकौड़िया ग्राम से चालू रखा जायेगा। उसको उज्जैन से मकौड़िया ग्राम तक पैसेन्जर ट्रेफिक (यात्री यातायात) और गुड्स ट्रेफिक (माल यातायात) के लिये बन्द कर दिया गया है, पहली अप्रैल से। मैं ने यह चीज कल अखबार में पढ़ी। मैं रेलवे बोर्ड का ध्यान इस ओर आकर्षित करना चाहता हूँ और यह बतलाना चाहता हूँ कि यदि यह किया गया तो अभी रेलवे का जितना नुकसान हो रहा है उस से ज्यादा होने वाला है। उज्जैन से मकौड़िया ग्राम तक लोग तांगों में बैठ कर रेल पकड़ने के लिये नहीं जाने वाले हैं क्योंकि इस पर काफी खर्च आयेगा। वह लोग तांगों पर इतना खर्च न कर के निजी तौर पर बसों से ही ज्यादा तर सफर करने वाले हैं। जिस कारण से इसे बन्द किया जा रहा है कि उज्जैन से मकौड़िया ग्राम तक के ट्रेफिक में रुकावट होती है, वह आज का नहीं है, वर्षों से चला आ रहा है और लोग उसको बरदाश्त करते हैं। ऐसी कोई असुविधा उन लोगों को नहीं है जिस के कारण से उसे बन्द किया जा रहा है। इस लिये रेलवे बोर्ड को अपना निर्णय बदल देना चाहिये।

तीसरी बात जो मैं निवेदन करना चाहता हूँ वह यह है कि जैसा कि श्रीमान् को मालूम है अब मध्य भारत तथा मध्य प्रदेश को मिला कर एक राज्य बनाया जा रहा है, जिस की काफी प्रशंसा प्रधानमंत्रीजी ने की थी और दूसरे देशों की भिन्न भिन्न पार्टियों के नेताओं ने भी की है। लेकिन इस नये मध्य प्रदेश की जो समस्या है वह यह है कि वहाँ रेल्वे की बहुत कमी है। मेरा सुझाव है कि जब कि भोपाल को राजधानी बनाया जा रहा है तो उस का सम्बन्ध मध्य-प्रदेश के हर हिस्से से ज्यादा से ज्यादा होना चाहिये और चारों ओर के लोग एक या ज्यादा से ज्यादा दो घंटे में यात्रा कर के वहाँ पहुँच सकें जिस से कि उन को न्याय मिल सके। इस ओर रेलवे बोर्ड को विचार करने की जरूरत है। एस० आर० सी० रिपोर्ट (राज्य पुनर्गठन आयोग के प्रतिवेदन) में भी इस समस्या की ओर खास तौर पर रेलवे बोर्ड का ध्यान दिलाया गया है कि एक नई रेलवे लाइन बनाये जाने की सलत जरूरत है।

इस के अलावा मैं जिस बात की ओर ध्यान दिलाना चाहता हूँ वह यह है कि एक मेल ट्रेन अहमदाबाद से हावड़ा तक गोधरा, नागदा,

उज्जैन, भोपाल, बीना, कटनी और बिलासपुर होते हुए चालू की जाय। अगर ऐसा किया गया तो मैं समझता हूँ कि वहाँ की जनता को काफी सहूलियत मिल सकती है। सरकार का जवाब यह हो सकता है कि वहाँ ट्रैफिक कम मिलेगा। लेकिन यह बात सही नहीं है। अब तो बहुत लोगों को भोपाल आना पड़ेगा और इस ट्रेन को चालू कर देने से मध्य प्रदेश के एक बहुत बड़े हिस्से में जो कमी है वह दूर हो जायेगी। बीना से कटनी, बिलासपुर वगैरह तक केवल पैसेन्जर ट्रेन हैं और नागदा से उज्जैन भोपाल के बीच में भी केवल पैसेन्जर ट्रेन है। केवल नागदा तक ही मेल ट्रेन है। उज्जैन से भोपाल केवल ११० मील है, लेकिन रेल में ६ घंटे लग जाते हैं जिस से लोगों का काफी समय खराब होता है। इसलिये कम से कम एक मेल ट्रेन आप जरूर जारी कर दें। अगर कोचेज (यात्री डिब्बे) नहीं हैं, रोलिंग स्टॉक्स (इंजिन तथा डिब्बे) नहीं हैं या और भी सामान नहीं है जिस से कि नई ट्रेन चलाई जा सके तो चालू पैसेन्जर ट्रेनों में से दोनों लाइनों पर से एक एक ट्रेन कम कर दें और उनके बजाय एक मेल या एक्सप्रेस ट्रेन जारी कर दें। इस से यह लाभ भी होगा कि कम से कम चालीस पचास मील की दूरी अहमदाबाद और हावड़ा के बीच में कम हो जायेगी। अगर इस की जांच की जाय तो इस को जल्दी से जल्दी आसानी से किया जा सकता है जिस से लोगों को आने जाने को सुविधा हो जाय।

वेस्टर्न रेलवे में जो जनता एक्सप्रेस पहले चलाई गई थी वह बन्द कर दी गई जिस से लोगों को बड़े कष्ट का सामना करना पड़ता है। अगर श्रीमान जी वेस्टर्न रेलवे की जांच करें तो वह पायेंगे कि मुश्किल से एक या डेढ़ डब्बा आम जनता के लिये बचता है। स्लीपिंग कोच (रात को सोने के डिब्बे) तीन सौ मील वाला डब्बा, अगर क्लास, लेडीज, आगरा फोर्ट और गार्ड्स वगैरह को अगर निकाल दिया जाय तो मुश्किल से एक या डेढ़ डब्बा मिलता है उन लोगों के लिये जो कि जनरल पब्लिक (सामान्य जनता) के होते हैं। जनरल पब्लिक को बहुत कठिनाई होती है और ज्यादा तर उन लोगों को जगह नहीं मिलती है इसलिये वहाँ पर एक मेल या एक्सप्रेस ट्रेन चलाने की बड़ी सख्त जरूरत है। फ्लाइंग मेल में तो तीसरे दर्जे के यात्री बैठ नहीं सकते, एक ही ट्रेन बचती है जिस में कि उन को जगह नहीं मिलती। इसलिये इस जनता ट्रेन का चलाना नितान्त आवश्यक है। साथ ही मैं यह कहना चाहता हूँ जनता एक्सप्रेस

जो होती है उन का किराया ६ पाई होता है। मामूली गाड़ी में ५ पाई ही किराया लिया जाता है। मैं चाहता हूँ कि जनता एक्सप्रेस में भी ५ पाई ही किराया लिया जाना चाहिये, तभी वह अधिक लोकप्रिय होगी। ग्वालियर से शिवपुर और ग्वालियर से शिवपुरी दो लाइनें हैं तथा उज्जैन से अगर तक एक लाइन जाती है, इन पर ड्योढ़ा किराया लिया जाता है। आज भी लोग कहते हैं कि सिधिया स्टेट रेलवे में किराया कम था, लेकिन जब से देश आजाद हुआ और नई रेलवे लाइनें बनीं तब से हमारे ऊपर १०० मील जाने पर १५० मील का किराया लगाया जाता है। अगर १०० मील है तो १०० मील का किराया भी लिया जाना चाहिये। तो अगर १०० मील के बजाय १५० मील का किराया चार्ज करते हैं। इसकी ओर मैंने आपका बार बार ध्यान दिलाया है लेकिन अभी तक कुछ नहीं किया गया है। मैं निवेदन करता हूँ कि इससे आपको भी लाखों रुपये का नुकसान हो रहा है। ग्वालियर से शिवपुरी बस में दो घंटे में हम पहुँच जाते हैं और ६ पाई फी मील का किराया चार्ज किया जाता है। गाड़ी में एक तो पहुँचने में ६ घंटे लगते हैं और दूसरे पाँच पाई फी मील की जगह साढ़े सात पाई फी मील का किराया चार्ज किया जाता है। ऐसी सूरत में कौन शिवपुरी से ग्वालियर जाने के लिए ट्रेन में सफर करेगा। इस लिये मेरी प्रार्थना है कि किराये को कम किया जाये। यदि ऐसा किया गया तो रेलवे की जो आमदनी है वह भी बढ़ेगी।

नई लाइनों के बारे में मैंने पहले भी कई बार निवेदन किया है और आज फिर निवेदन करता हूँ कि सोनी से मुरैना तक; अम्बा होते हुए, पहले भी एक लाइन का सर्वे किया गया था लेकिन उस सर्वे का क्या नतीजा निकला है यह मालूम नहीं है। मैं फिर प्रार्थना करता हूँ कि इस चीज को देखा जाये और एक लाइन बिछाई जाये जिससे लोगों को बहुत सहूलियत हो जायेगी।

स्टाफ के बारे में मुझे थोड़ा सा कहना है। मुझे स्टॉफ के कुछ आदमी मिले थे और उन्होंने मुझे बताया था कि ट्रेबलिंग टिकट एग्जिमिनर्ष रनिंग स्टॉफ में तो होते ही हैं और ट्रेन के साथ साथ वे लोग जाते हैं लेकिन उनको कोई क्वार्टर्ज नहीं दिये जाते हैं। यह सही है कि वे लोग किराया भी देने को तैयार हैं और उनको अपने लिये और अपने बच्चों के लिए क्वार्टर्ज की आवश्यकता भी रहती है। यह चीज बहुत

श्री० राघेलाल व्यास

जरूरी है और रेलवे बोर्ड, मैं चाहता हूँ, इस ओर ध्यान दे और उनको क्वार्टरों की सुविधा उपलब्ध करे। पहले यह सुविधा, मुझे बताया गया है, बी० एन० रेलवे पर थी और दूसरी रेलवेज पर भी थी जो कि विद्वा (वापस) कर ली गई है। इससे उनको बहुत ज्यादा दिक्कत हो रही है। मैं आशा करता हूँ कि रेलवे बोर्ड इस ओर अवश्य ध्यान देगा और उनकी इस असुविधा को दूर करने का प्रयत्न करेगा।

**Mr. Chairman:** Before I call upon Shri B. S. Murthy, I should like to say a word. I find in the list before me the names of two more hon. Members who want to speak, Shri B. S. Murthy and another Member. Since we have only fifteen or sixteen minutes left, I would suggest that hon. Members should confine themselves only to ten minutes each, and should not go beyond that.

**Shri B. S. Murthy:** Yesterday, I took only 2½ minutes.

**Shri N. M. Lingam:** I did not take even so much.

**Shri B. S. Murthy:** The Railway Administration has registered an all-round progress and advancement, but it is very unfortunate that the railway map of India does not contain the name of Andhra, or Vishalandhra as it is now known. I do not know why this lack of interest should be concentrated so much upon these three crores of people.

There used to be a line from Kakinada to Kottugalli. We have been sending petitions after petitions for the restoration of this line. But I do not know to which waste-paper basket they are going, and which officer has been kind enough to do all these things. No reasons are being given at all why this line is not being opened up again.

I would like also the train running between Nidadaroe and Narasapur to be speeded up. It runs for a distance of only 43 to 44 miles, but it takes nearly 4½ to 5 hours. Even a mail coach is attached to this train. I want this train to be speeded up. I have had the honour of sending some letters from my constituency, but the replies that have been given are vague and are somewhat lukewarm.

There is also the line between Bheemavaram and Gudivada, which has been neglected for long. The Nidadrolu-Narasapur line, and the Bheemavaram

Gudivada lines are running through very thickly populated areas, and only a few trains are running on them. I do not know why their speed could not be increased.

Regarding the construction of new lines, I do not know why my hon. friend Shri Alagesan who knows the Andhra State inch by inch and acre by acre so thoroughly—he is more an Andhra than a Tamilian, according to me—has not pleaded our case. So long as he is there, we have been thinking that he will be the best advocate for our cause.

**Shri K. K. Basu:** That is the mistake you committed.

**Shri B. S. Murthy:** I am never mistaken. I hope Shri K. K. Basu also will transfer his pleading to him, as far as his constituency is concerned.

It seems that 30 projects have been considered by the Andhra State, and in considering them, they have consulted the Railway Ministry also; and the the Railway Ministry have given them some instructions. On the basis of those instructions, and the advice tendered by them, it seems that three new lines have been proposed by the Andhra State, out of which only one line, namely the Maidukur-Nellore line has been taken up for survey. This line seems to be rather a curious line, because this line will end at Maidukur which is a dead end, and which is not connected either with Cuddapah or with Nandyal. Maidukur is no doubt a big centre, but it is at a dead end. The Railway Ministry may consider the question whether it will not be desirable to extend this Nellore-Maidukur line to Cuddapah in the first instance and then from Cuddapah to Nandyal, so that there will be a line cut across from Cuddapah to Nandyal, linking up this branch line with the existing Guntakal-Bezawada line.

There is one other point in this connection. My hon. friend Shri Alagesan was pleased to state that the Bezawada-Madras line is going to be doubled, and therefore there is no need for this second line. It is very kind of the Railway Ministry to have thought of doubling the line between Bezawada and Madras, which should have been done nearly ten or fifteen years ago in view of the large volume of traffic that is being carried



on that line. But even after this doubling, I do not think the congestion could be removed, or the bottle-neck could be removed.

Now that Vishalandhra has become more or less a *fait accompli*, I would like to know why they should not think of having a line between Kazipet and Macherla, and Macherla and Gudur, because those lines will be running through the middle of the Andhra State and dividing it into two parts as it were. Similarly, there should be a line connecting Kazipet and Kothagudem, Kothagudem and Bhadrachalam, and Bhadrachalam and Visakhapatnam. At present, if a passenger wants to go from Delhi to Visakhapatnam, he will have to spend the whole day at Bezwada; but if there is a line from Kazipet to Waltair, then he can save at least ten to twelve hours. I therefore suggest that these lines should be given top priority because Andhra is the granary of India.

I am thankful for the Minister for his assurance that all steps will be taken to see that employment is provided for the Scheduled Castes and Scheduled Tribes as per the reservations in existence. But it is very unfortunate that in the Railway Administration particularly, the reservation is not being observed. Every now and then they say that suitable candidates are not available. Suitability is a matter of opinion. If a person fulfils the academic qualifications, I do not see any reason why he should be deprived of his employment simply on the ground that he is not otherwise suitable.

The coach factory at Madras and Chittaranjan and other big undertakings on the railways are not looking into this question at all; they have always been ignoring and neglecting the claims of the Scheduled Castes and the Scheduled Tribes. I have had occasion to talk to the administrative officers of these big undertakings, but they say that the Railway Board have given them instructions, and therefore they are unable to do them any justice. The whole blame is placed by them at the doors of the Railway Board. Now that the Minister has given the assurance, I want the members of the Railway Board to see that no injustice is done to the Scheduled Castes and the Scheduled Tribes.

Another point is that when employment is a crying need—the Second Five-Year Plan is intended to give more employment—I do not know how the railways will be justified in denying employment to a community which has to

be given first preference so far as employment is concerned. Today hundreds and thousands of graduates and matriculates, MAs, Honours graduates and BL's are available; even engineers, overseers and medicos are available from amongst the Scheduled Castes and Scheduled Tribes. Now to say that there are no suitable candidates is to deceive not others but themselves. I do not think the Railway Board will be doing this injustice wantonly. If there are any rules standing in the way, I want those rules to be so amended as to see that justice is done to this community which has long been neglected.

**Shri V. P. Nayar :** I am really under a handicap in discussing certain matters. As I have been functioning during the last one year on the Estimates Committee, I have studied the working of the Railway Administration inside out but convention requires that I should not touch certain problems discussed in the committee.

I want to focus the attention of Government on two new lines which we want. The first is the line from Ernakulam to a place called Kayamkulam through Alleppey, and the other line is from Tellicherry to Mysore via Coorg. These lines do not lie in my constituency. I do not know whether you know that Alleppey was once a very flourishing town with a port and even in the medieval times the foreigners called it the 'Venice of the East'. Today the coir industry which used to employ directly 50,000 people out of the population of that town can hardly support 10,000 people owing to the periodic crisis in the industry resulting in a partial collapse. Then the whole area has very peculiar problems. Ordinary agricultural operations are impossible as in other places in view of the very bad quality of the sandy soil there. You know that Travancore-Cochin State is one of the highly populated areas in the whole world and in Travancore-Cochin, this particular area which will be covered by this suggested railway, happens to be the most thickly populated. The other industry which used to support quite a number of persons, namely, the Kannitta oil industry, is also facing crisis. The result is that if there is no railway in this region, there is no chance for these 10 or 15 lakh people to have any improvement in their economic condition. It may be argued that there is a corresponding line running through the

[Shri V. P. Nayar]

interior from Ernakulam. The interior line is good; we certainly welcome it, but by that line the labour power which is available and which has no employment today in Alleppey cannot be absorbed. In Travancore-Cochin, as you know very well, at almost every place there is chronic unemployment.

I was just now going through a report of the Planning Commission—not mine—published in the latest issue of the Labour Gazette. A survey made by the Commission reveals that to the ordinary labour force in Travancore-Cochin, 96,000 people are added every year. I can say that out of these 96,000, the biggest chunk will come from this particular area which has been facing several crisis. In this particular matter, the hon. Deputy Minister, as was reported in the Malayalam Press, was particularly unkind to the people because when he visited Travancore-Cochin recently, he came out with a statement that the Government of India would not consider it or it is not likely that this line would be taken up in the near future. This was a demand put forward not by the Communist Party alone. The Congress and the Socialist Party, all political parties, groups etc., were there. It was a united demand because they knew that there was otherwise no chance of saving this place. The Cochin harbour has developed; we are all proud of that harbour. But that necessarily involved Alleppey losing its importance. What little amount of commerce and trade—import and export trade—was coming through and going out of Alleppey, has also now got out of the hands of the people of Alleppey. There was a proposal for a glass factory in the area, cold stored by the present ministry. There is immense scope for the development of this area through such industries. But we cannot hope to develop the industries unless we have this railway. It is a very legitimate demand. If one of the objects of starting a new line—I think it is a very important object—is to ameliorate the recurring distress of a particular large section of people—distress caused by circumstances beyond their control—then I do not think that in the whole of India there is any new line which can claim greater priority than this particular line, because the most chronic unemployment and the biggest population are guiding several lakhs of people down, and the Planning Commission has said that this whole area has an additional labour

force every year of nearly a lakh of people who do not find employment. Kayenedam having the biggest private bus centre has coir and prawn fisheries, coconuts etc., around. This can be the temporary terminus.

The second line is of equal importance. It is not a problem of population there. I find that the development of railways, as is now contemplated by us, has a special bias towards development of mineral resources. If that be so, you will be surprised to know that Travancore-Cochin and Malabar which have about 1/30th of the population of India really employ only 1/500 of the workers in the mineral industry. It is not because we do not have minerals, not because minerals have not been found. I have just now listed from the latest official *Memoirs of the Geological Survey of India* certain very important minerals which are not found anywhere else but which are found in a terrain which has no railway. Yesterday when the question came up—I do not know whether the Deputy Minister was present then we found that lot of gold was buried in the bowels of earth there. I find that the only place in the whole of the south where sulphur, crores and crores worth of which we are importing, is found, lies in this particular area to be covered by this proposed line. I shall read only one sentence from what Dr. M. S. Krishna has said,—it is very important not merely for this particular area but for the whole of India—

The only good source of pyrite in the Province is the gold-bearing pyrite veins of Wainad and Malabar. Many thousand tons of pyrite must be available in the Devala-Pandalur area—e.g., in the Alpha, Nadghani, Harewood, Rosedale and other mines. If gold mining on a systematic basis is revived in this region, it should be possible to recover the pyrite as a by-product of gold and utilise it as a source of sulphur."

Here about is also an area of 500 square miles of gold-bearing pyrites or pyrite-bearing gold, from which gold may be taken as a by-product or pyrite may be taken as a by-product. This does not seem to be the only mineral in this unexploited region. I find there is any quantity of China-clay of the finest variety, iron ore, especially hematite, and friable ores, then lignite, mica, titanium, zircon, sulphur and so on. All

these wide range of minerals are there in the bowels of the earth. The only thing is we cannot open them up now, because of lack of communications.

There is also another important reason for a railway line there. That area forms one of the best regions for the timber resources of India and of rubber and orange plantations. Kallai, for example, is the biggest timber market in the whole of India. There is also the chance of having further trade with Mysore because Mysore as such has no part and if this line is opened, the whole resources of Mysore will find a better access to the port of Kozhikode. All Hill produce, paddy, spices especially Pepper are abundant. So the construction of this line is particularly important.

With respect to one line which we are supposed to have, from Ernakulam to Quilon, I heard—if I am wrong, the Deputy Minister will correct me—that it was planned that in the end of 1956 we would get one section, that is, up to Kottayam. From Madras up to Ernakulam, it is broad gauge. But now we are told that that will not be opened because though the railway track is ready, the stations are ready and the bridges will be ready, it is not connected with a metre gauge system so that the trains which are to be used, the bogeys and engines which are to be used, cannot be air-lifted and put there and they cannot by any other means be taken there, because of the broad gauge. So, now instead of opening that section as promised, I hear that they are going from Quilon, from the other end. That will take a considerable time. The line is like Trisankus Swarga neither here nor there. If it is true, it is due to lack of proper planning.

If you will permit me I will speak about one other matter in which I shall not use any information which I have gathered in the Committees. The Railway Board or the Railway Administration has been continuously reluctant to attach that much of importance to a problem of vital importance to the whole of India; that is to say using the Railways, which are the main means of communication in our country to at least see that disease is not spread. Very little is done to prevent disease and the importance of Railways as the main means of communication has not been taken into account by the Administration and it is a field in which, I think,

we have to begin from the very beginning. About that, if I get time later on I will be able to give a complete picture.

Now, Sir I want the hon. Minister to sympathetically consider the very hard plight of these two regions, the fact that these two regions are very much underdeveloped and the fact also that these two regions have the maximum scope for further development, in an area which is the most thickly populated and which has the maximum unemployment. I want the hon. Minister to reconsider his decision and give us an assurance that this will be considered and that we will get the railway at least within the next Five-Year Plan.

**Shri Alagesan :** Mr. Chairman, as was to be expected, all hon. Members who took part in the discussion on this group of cut motions have almost without exception pleaded for the construction of new lines either in their constituencies or in their part of the country.

**Shri Kamath :** Not all.

**Shri V. P. Nayar :** Malabar is not my part.

**Shri Kamath :** I have not asked for any line.

**Shri V. P. Nayar :** You are nearer Malabar than I am, Are you not ?

**Shri Alagesan :** I have great sympathy with all these demands and representations.

[MR. SPEAKER *in the Chair*]

Mr. Speaker, Sir, I consider that all those who have the opportunity of participating in today's debate are particularly fortunate for they can congratulate you on this very auspicious occasion when you have been elevated to the august Chair of this House. I should also like to add my humble voice to the glowing tributes that were paid to the qualities of your head and heart this morning. I need not say that you very richly deserve them. If I may say so, you, in your person represent the quintessence of the ancient and modern wisdom of this country. This House, in electing you to this position has only done what was expected of it by the country. In fact, if we had done anything else, perhaps, we would have been misunderstood by the country. It will be a rare honour and privilege to receive guidance and light from your ripe wisdom and experience.

**Shri Kamath:** Frequently, not rare.

**Shri Alagesan:** We the younger Members of this House always look up to you for correcting us when we go wrong and providing us with proper guidance and also protection.

**Shri Kamath:** Ministers do not require protection.

**Shri B. S. Murthy:** From Shri Kamath.

**Shri Alagesan:** Your humour will no doubt disarm even the worst opposition and the worst suspicions. They will melt in the sunshine of your smile and humour. (*Interruption.*) Sir, the good wishes of this House and the country will be with you in the discharge of your heavy responsibilities and very onerous duties.

Now, Sir permit me to pass on to the subject which I interrupted and also permit me to thank you for this opportunity that you have given me to add my humble tribute.

I was saying "every hon. Member, almost without exception"—and my friend, Shri Kamath says he is an exception. He is an exception in many things; I have no doubt about that. Perhaps, with a few exceptions like Shri Kamath, everybody else pleaded for these new lines. And, this subject has been dealt with very sympathetically by the hon. Minister in his speech. In fact, we have shown considerable boldness in having come forward to assure the House that we will proceed with the original programme of constructing about 3,000 miles of new lines even though the resources for the same have not been made available to us. (*Interruption.*) We expect better times will arrive and more co-operation and more help will arrive and voluntary contributions will be there and with a combination of fortunate circumstances we should be able to fulfil the wishes of hon. Members here.

There are one or two good features which I should like to mention in this connection. Shri T. Subrahmanyam, while speaking yesterday, offered on behalf of the people of the area through which the line that is proposed to be surveyed will pass, fullest co-operation in the shape of voluntary offers of land, voluntary labour and so on and so forth. I think that good example will be followed by people living in other areas also. I do not think that my hon. friend,

Shri Kamath, will come and say that I am pursuing an anti-people policy in this because I will be calling upon the people of a particular area to contribute voluntarily labour and surely not only those people will be using those lines but others also will use that. Perhaps, he may charge me with discrimination because I am calling upon the people of that particular area to contribute. In fact, I did not want to deal with the subject of Puri station which he was persistently raising.

**Shri Kamath:** A burning topic.

**Shri Alagesan:** Even today it is a burning topic; it was a burning topic then; literally it was a burning topic. I do not think I did anything wrong or any injury to the people's sentiment nor to their honour in proposing that this might be considered by the people of Puri under the leadership of such eminent persons like Shri Saranagdhar Das—it is no order; it is no compulsion—that they may come forward voluntarily and set an example—not a burning example but a shining example—to the country....

**Shri Kamath:** Let Congress Ministers do it in Puri and Cuttack.

**Shri Alagesan:** ... in repentance and atonement,—I have no difficulty in repeating those words, for what they have done. I do not mean to say that every man, women and child, every person has done that; but there is such a thing as collective responsibility. Collective responsibility does not belong to the Cabinet alone; there is a collective responsibility of the people of a locality also and they will be setting a very fine example if they come forward, to rebuild the railway station. It is not the money part of it. To rebuild the railway station at Puri it is not going to cost the Railways anything much.

**Shri Kamath:** You should do it.

**Shri Alagesan:** It will perhaps cost Rs. 1 lakh or two and nothing more. But it is not for that. Certainly the value of this example will not be measured in terms of money but will be measured in terms of something much bigger and finer than money. I shall not labour this point further and I shall now take up some other points made by hon. Members.

**Shri Kamath:** Let them ask the Congress to set an example by giving voluntary donations.

**Shri Alagesan :** Taking Assam first, Shri Biren Dutt and Shri S. C. Deb stressed the necessity of rail connections to the Tripura State. They also mentioned a few lines in this connection. In 1950 a survey was conducted from Partharkandi to Dharmanagar, a distance of 21½ miles, but the line was expected to be unremunerative. It was, therefore, thought that the State of Tripura would be better served by road from Agartala to the Assam border. This is not a matter pertaining to the Railways but I may with profit inform the House what has been done with regard to this road, which is the life-line of Tripura State. Even before the First Five-Year Plan began, an expenditure of Rs. 143 lakhs was incurred, though a good part of it was infructuous unfortunately. During the First Plan period, the first phase of the work was completed by the Assam P.W.D. at an estimated cost of Rs. 123 lakhs by the end of the year 1954-55. They had completed cutting the formation, surfacing the road with laterite, constructing timber bridges over all rivers except three. At the unbridged three major rivers, ferries were provided. The programme of work that remains to be done consists of metalling and black-topping the surface, constructing three major bridges and widening the formation in hilly sections where it is narrow at present. All this is estimated to cost about Rs. 175 lakhs, and the intention is to carry out a major portion of all these works during the Second Five-Year Plan period. Against these works several estimates have been sanctioned. I may mention one. Estimates for black-topping 86 miles out of a total of 132 miles have been sanctioned, and the amount is Rs. 66 lakhs. Black-topping work has already been completed for 18 miles near Agartala, and the rest is in hand. This will show that though there is no railway line in that far-off border State, the means of communication that have to serve the State are properly taken care of.

Shri Deb also pleaded for converting the North Eastern Railway including the Pandu region into broad gauge. The hon. Member will appreciate that it is not possible to do so, as from Assam in the East to Saurashtra in the west there is a continuous metre gauge system.

**Shri L. N. Mishra (Darbhanga cum Bhagalpur) :** You can at least improve the metre gauge system.

**Shri Alagesan :** We are, however, investigating alternate routes for the Assam rail link avoiding vulnerable sections.

Various other points also were made by Shri Deb regarding passenger amenities, etc., and he particularly mentioned the electrification and provision of amenities at Karimganj station. He will be glad to know that these have been provided for in the next year's budget.

Shri Trivedi has drawn attention to the disparity between the provision for compensation on the Western Railway and the Northern Railway and to the provision for expenditure on handling, collection and delivery of goods at out-stations on the Central and Western Railways. Unfortunately he is not here, but this criticism overlooks the fact that the Central Railway, situated as it is, carries a good deal of traffic which neither originates nor terminates on that Railway, so that its expenditure on handling, collection and delivery of goods is relatively less than that of the Western Railway. As for the incidence of compensation claims, this depends partly upon the amount of traffic carried, the damage that might occur at any stage of the transit of goods and also the local conditions in regard to lawlessness in the area traversed. No conclusive inference can, therefore, be drawn from the fact that claims payment on one Railway is much higher than in another.

Again, Shri Trivedi wanted some clarification regarding Godhra-Dohad-Ratlam line doubling. I tried to show the relevant portions from the works programme, but evidently it was not sufficiently clear to him. Item 4 of annexure B to Demand No. 2 on page 12 of the book of Demands for Grants refers to the preliminary engineering survey work at an anticipated cost of Rs. 1,60,000 of which Rs. 90,000 is to be spent in the current year and Rs. 35,000 in 1956-57 for the completion of final location for certain lengths and adjustment of residual debits. This expenditure relates only to the survey. In another portion of the same book provision has been made for the doubling to be commenced in the year 1956-57 at an anticipated cost of Rs. 8½ crores, of which Rs. 50,00,000 is proposed to be spent in the coming year. It is true that tenders have been called for, and possibly, have been accepted, but the orders issued to the Railway Administrations are perfectly

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clear that no expenditure should be incurred on this work before 1.4.1956. There is, therefore, no question of a *fait accompli* having been presented to Parliament. The hon. Member was also questioning the wisdom of doubling this section. As explained in the works programme, the line capacity of the section, which is 14 trains each way, is insufficient for the traffic to be moved. Loops at 22 stations were lengthened to enable longer trains of 70 wagons to run. But the section is still working to saturation and the demands for coal for the Saurashtra and Ahmedabad areas are already high and are expected to increase further. There are also demands for more passenger trains between Bombay and Delhi on this route, so that the doubling of this section has become inescapable. Any alternative line such as that proposed by Shri Trivedi would have taken considerable time to build, and the position is such that we cannot wait. I may also state that the line to Godhra from Kotah *via* Banswara would be much longer and more expensive than the Ratlam-Godhra doubling.

My friend, Shri T. Subrahmanyam pleaded for laying on a broad gauge line between Guntakal and Hospet. This was considered but this could not be taken up owing to paucity of funds. But the General Manager of the Southern Railway has been instructed to step up the transshipment capacity at Guntakal so that we may be able to handle an additional 60 metre gauge wagons equivalent to 30 broad gauge wagons, of ores for movement to Bombay port. This movement will start from June next. He also wanted more wagons for the movement of ore in and around Bellary area. Here I have got a few figures which show that the movements from Hubli, Guntakal and Bellary districts have been more this year than was the case previously. For all these districts combined whereas only 24,889 wagons were moved last year, that is from February, 1954 to January, 1955, in this year, that is from February, 1955 to January 1956, 29,380 wagons have been moved. That shows an increase of 18 per cent.

3 P.M.

Now I come to my friend Shri Vittal Rao who has made, as usual, several points in his speech though he repeated some of the points which he made last year and which also have been fully replied to. For instance, he mentioned

the case of ex-N.S. Railway employees and raised the question whether they should have the benefit of both the CPC scales and also the benefit of the old rules under which they can continue up to the age of 60. It was explained to him last year that it is not possible for them to have the cake and eat it too; that either they have to come over to the new scales and take the advantages or disadvantages of it or remain on their old conditions of service.

He mentioned that the gangs should be strengthened and that each gang should be given charge of a lesser mileage than at present. The Railway Board is at present considering the question of economic track maintenance on different Railways and has deputed an officer of the Efficiency Bureau to investigate the matter. As soon as the investigation work is completed the permanent strength of gangmen is expected to be finalised for all the Railways. On the Purna-Hingoli section of the ex-N.S. Railway the gang length has already been reduced from 6 miles to 4 miles with effect from the last week of January.

He also raised a point that the accounts clerks in the grade of Rs. 55-130 should not be required to appear for an examination to qualify themselves for promotion to the next higher grade of Rs. 80-220. Sir, I should confess that I was surprised that such a demand should come from one who is interested in the efficiency of the staff and in the efficiency of the working of the Railways. That no test should be laid down and the suitability and other factors should not be judged by means of a test is, I think, a demand which ill-agours with his wish that we should be more efficient.

**Shri Nambiar :** Does that post require that qualification as in the case of other clerks ?

**Shri Alagesan :** Now, he will concede that a person appointed to a post should be capable of performing the duties attached to the post. Promotion to higher grades are therefore to be made after determining the suitability of staff for such promotion. In view of the nature of duties in the accounts department it is necessary to prescribe adequate departmental tests and this will have to be enforced I would request him not to quarrel with tests.

I shall not deal with the old N.S. Railway employees; as I have said, I have already dealt with that matter even last year.

**Shri K. K. Basu** : Old answer repeated.

**Shri Alagesan** : Representation also was an old one.

**Shri Nambiar** : There is a request for reconsideration.

**Shri Alagesan** : Then he complained about the general delay in the receipt of replies either from the Railway Board or from the Railway Administration. In this connection I should like to say that we are trying our utmost to send replies to the letters of hon. Members as quickly as possible. That has been my endeavour, but I should also confess that it has not been possible to send quick replies in several cases; perhaps, the case mentioned by Shri Vittal Rao was one such.

**Pandit D. N. Tiwary (Saran South)** : Sometimes no reply is sent.

**Shri Alagesan** : But, it is also a fact that the Members are not satisfied with one reply. They want several replies or they want reconsideration more than once and in those cases it becomes a little difficult to deal with them rather expeditiously. But, it will be my endeavour to see that within as quick a time as possible these replies are sent; otherwise I do realise that the very value of these replies is lost when we send after a particular time limit.

**Shri Kamath** : Next Five-Year Plan will be all right.

**Shri Alagesan** : Then, my friend Shri P. Subba Rao made several suggestions. He made one very interesting suggestion that smoking should be prohibited in third-class carriages. I have only to draw the attention of the House to the fact that it is already prohibited under the Indian Railways Act but it is such a difficult provision that it is not always possible to enforce it unless the people themselves co-operate. I myself do not smoke but I have got sympathy with people who smoke.

**Shri Kamath** : You understand it.

**Shri Alagesan** : I should not like to condemn them outright.

**Shri Kamath** : The Prime Minister is there.

**Mr. Speaker** : Order, order.

**Shri Kamath** : I said with regard to smoking, Sir.

**Mr. Speaker** : Whatever it may be. Let us not just degrade this House to that level. We are talking of prohibition of smoking in compartments.

**Shri Kamath** : He said he has sympathy with smokers.

**Mr. Speaker** : I do not like any hon. Member to refer to any other hon. Member so far as personal matters are concerned. I have repeatedly made this request.

**Shri Alagesan** : I can only express the hope that people who are addicted to smoking will have some consideration for fellow passengers who do not like smoking and not indulge in smoking in overcrowded third-class compartments.

**Shri Bogawat** mentioned the need for a connection from Purli-Vajnath to Poona, to serve the upper Godavari valley. The Hyderabad State Government have, amongst their recommendations for the construction of new lines in the Second Five-Year Plan, included a proposal for a line from Jalna to Sholapur via Bhir and Usmanabad, with a branch line from Bhir to Purli Vajnath. The traffic survey of the Jalna-Bhir section was also undertaken in 1936 as an alternative to the Aurangabad-Bhir connection, and a metre-gauge line was then estimated to cost Rs. 41 lakhs, giving an anticipated return of 5.9 per cent in the tenth year of opening. The construction of the line was not recommended by the ex-Nizam State Railway, and consideration of the project was deferred until reliable data on the railway-operated road-borne goods services were available. The section between Usmanabad and Sholapur has not been surveyed in the past. The overall project will be about 250 miles long and will cost about Rs. 20 crores if built to the broad-gauge. The country is difficult. The proposal has, however, been noted for consideration.

**Shri Vittal Rao** referred to the scales of pay applicable to train examiners. It is true, as he has stated in his speech, that the Accident Enquiry Committee, over which my friend here presided, have recommended that the grades allotted to train examiners should be raised simultaneously with the raising of the standards of train examiners. The matter was examined but it was held that there was no justification at present for

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raising the scales of pay of train examiners. Any redistribution of posts as between grades can however be considered along with the general issue that is to be discussed between the Federation and the Railway Board. When that discussion takes place this will also be borne in mind.

**Shri T. B. Vittal Rao (Khammam):** On the 10th of April.

**Shri Alagesan :** My friend Shri Vittal Rao referred to Railways continuing to recruit casual labour. Under the present orders, staff employed for short periods against jobs that are not regular jobs, as also those employed on projects irrespective of duration, and seasonal labour sanctioned for specific works of less than six months' duration, are treated as casual labour. He made the point that they should be given the wage as recommended by the Central Pay Commission. This was examined in the past, but it was found that the employment which was essentially local and of a casual nature did not justify the same scales of pay as for regular railway servants. I may add, however, that the question of the wages to be given to casual labour is again under consideration of the Board consequent on a reference made by the Federation. The point made by my friend will be borne in mind before coming to a decision on this matter.

He also referred to the Mutual Benefit Fund scheme. I find it on enquiry that this scheme which was given on the ex-N.S. Railway did not embrace more than a particular set of employees.

**Shri T. B. Vittal Rao :** It was in the process of extension, when the integration came.

**Shri Alagesan :** Even in that particular railway, this did not cover all the employees. I have no objection to get more particulars of the scheme. I am told that at present there are certain difficulties in enforcing this scheme. But I may assure the hon. Member that I shall collect more details about the scheme and see whether it is feasible of extension to other categories of employees as well.

Shri Kamath referred to catering. I am glad he blessed the experiment that the railways have started, namely, of extending departmental catering.

**Shri Kamath :** Only God can bless.

**Shri Alagesan :** He extended his very energetic support as a Member of Parliament and representing many, many lakhs of people in this country. Of course, at times, we get confused because of his dhadi, etc., and we mistake him for a rishi. So, I can use the word 'blessed' in relation to him. It is proposed to forge ahead with this experiment and start departmental catering in about 34 stations. It has already been started on three stations and our experience so far has shown that it has proved a good success and this gives us encouragement to further expand the scheme.

**Shri Kamath :** What about the Itarsi station ?

**Shri Alagesan :** I was going through the list, but I find that Itarsi is not included among the stations selected on the Central Railway. The stations that are proposed for departmental catering on the Central Railway are Nagpur, Wardha, Jhansi, Bhusawal, Bombay-V.T. and Poona. These are the stations which are now proposed to be taken in the course of this year.

**Shri Kamath :** When the present contract system is being terminated in Itarsi, what is the proposal for the future ?

**Shri Alagesan :** I do not know the details.

**Shri T. B. Vittal Rao :** So there will be a vacuum for the present.

**Shri Alagesan :** There will be no vacuum. I can assure the hon. Member that there will be no vacuum. Shri Kamath then pleaded for the provision of appropriate training facilities in view of the stupendous Plan that we are undertaking, and he expressed doubts about the adequacy of the action so far taken. The hon. Minister, both in his budget speech and also in his reply in the other House, has clarified what steps we propose to take in this direction. I may reiterate that an officer is at present on special duty to assist the railways in planning for that expansion of the permanent training facilities and setting up temporary facilities immediately. Another officer has been appointed to set up training establishments immediately and to supplement the existing supply of technical personnel. The provision for trained personnel is being treat-



ed as a matter of high priority and pursued with determination and a sense of urgency. So, this part of the scheme is being taken good care of by the Railway Board.

He also referred to the re-employment of retired officers and opined that young officers, would, to that extent, lose the opportunity to come up. In view of the Plan and the large requirements of experienced staff, I do not think that we are doing anything wrong by re-employing retired officers. Such of those who are physically fit and who can contribute their mite, with their experience, could be taken, and there is no harm in having such people and utilising their services.

**Shri Kamath :** Strong backbone !

**Shri Alagesan :** As far as young officers are concerned, it is a matter of common knowledge now that promotions are much quicker than in the olden days. Perhaps, Shri Vittal Rao and other friends who know it well, will bear me out. There is no question of young officers losing chances of promotion, by the re-employment of a few officers who have retired and who are asked to help us to carry out the Plan.

**Shri K. K. Basu :** Does that promotion apply to Ministers also ?

**Shri Alagesan :** We belong to a separate category. There, I do not differentiate between Ministers and Members of Parliament or the Members of the Government party and the Members of the Opposition. These are purely interchangeable posts.

**Shri Kamath :** They are interchangeable every five years.

**Mr. Speaker :** This ought not to be pursued, as if it is the main topic of the day.

**Shri Kamath :** It is a secondary topic.

**Shri Namblar :** These are the days of promotions !

**Shri Alagesan :** Shri Kamath wanted uniforms for the conductor-guards. I am happy to note that this matter is being looked into and a Committee is going into the matter, and the question of providing uniforms to the conductor-guards also is being examined by that Committee. The practice, as I understand, is not uniform in all the railways, owing to varying scales. But this matter is being looked into.

Shri B. S. Murthy referred to the recruitment of Scheduled Castes and Scheduled Tribes candidates to the institutions like the Chittaranjan Factory and the Perambur Coach Factory. This matter also has been dealt with by the hon. Minister. A conference of the Chairmen and Members of the Railway Service Commissions will be held and it is proposed to have a special recruitment to see that the quota allotted is filled with reference to the recruitment of Scheduled Castes and Scheduled Tribes candidates.

**Shri B. S. Murthy :** Thank you.

**Shri Alagesan :** Shri Basu wanted the dieselisation of the suburban section of Calcutta, pending electrification. He should know, and I may also inform him that electrification is proceeding apace, and we propose to have the first electric train in the Calcutta suburbs by about the end of 1957. He should have seen from the budget papers that the electrification of Sealdah suburban section also has been taken in hand, though the preliminary work only will be gone through this year.

**Shri K. K. Basu :** Is it for a section or for the whole of the Sealdah division ?

**Shri Alagesan :** I am talking of the Howrah-Burdwan line. The electrification of the Sealdah suburban section is also being taken in hand and provision is being made in the budget for next year when the preliminaries will be gone through, and a large amount of expenditure may be incurred later on.

**Shri T. B. Vittal Rao :** In the Explanatory Memorandum, it is stated that the electrification of Howrah-Burdwan line will be done in 1958. It was stated in the Lok Sabha sometime ago that it will be in the middle of 1957.

**Shri Alagesan :** It will be completed in 1958. The whole of it will be completed in 1958. There is not much difference between the middle of 1957 and the end of 1957. By the end of 1957, we will be able to have electric train services on the Howrah-Burdwan line.

Several other points were also made, mostly dealing with particular lines. I do not think I should go into and treat every proposal that has been made in this regard, especially when I am not in a position to offer any consoling reply to the various requests made.

**Shri Kamath :** Level-crossings and overbridges.

**Shri Alagesan :** We were very much exercised with the question of level-crossings when the hon. Member was temporarily absent from this House. We did take up this question.

**Shri Kamath :** It was not my fault.

**Shri Alagesan :** Not after my friend was elected to the House.

**Shri Kamath :** Before my election. But in spite of the level-crossings I got back here.

**Shri Alagesan :** And now in co-operation with the Planning Commission we have evolved a scheme by which the State Governments can come forward for conversion of level-crossings into overbridges, and the Centre will be prepared to look into every case and provide the necessary loan assistance; so that, each State Government can determine the priority for the conversion of these level-crossings into overbridges and take them up one by one or even together. We have got the necessary financial provision for it. It is being done by the Transport Ministry. Wherever a State Government feel that a level-crossing should be converted into an overbridge they should come forward with that proposal, and we are prepared to assist them with loans for financing their portion of the expenditure in this regard.

I think I have covered all the points raised by hon. Members.

**Shri Altekar (North Satara) :** On a point of clarification. I would like to know the decision that has been taken in connection with the conversion of the metre gauge line from Poona to Miraj and Kolhapur. At the Sangli conference the hon. Minister showed a favourable reaction and said that a survey will be directed.

**Shri Alagesan :** We are proposing to convert the Kurduwadi-Miraj line first.

**Shri Altekar :** What about the Poona-Miraj-Hubli line on the Southern Railway?

**Shri Alagesan :** We are proposing to convert the Kurduwadi-Miraj section, the narrow gauge line, into broad gauge. It will also obviate any disturbance to the existing movement over the Miraj-Poona

metre gauge section, which is an important section for the movement of traffic. Regarding the conversion of this section, that is also being investigated.

**Shri Altekar :** The hon. Minister said at Sangli that he would be taking up the conversion of the Poona-Miraj section as well. I would like to know the position about that.

**Shri L. B. Shastri :** We are thinking of taking up the Kurduwadi section first, the conversion of that part. But this Poona-Miraj-Kolhapur section is also being investigated at present, and when the investigation has been completed it will be possible for us to take the final decision in regard to this also.

**Shri Radhelal Vyas :** Of course it is not possible for the hon. Minister to give a reply to all the points made out here. But may I request him that all the points may be got examined and replies sent to the Members who have made out the points, as was done during the time of Shri Gopalaswami Ayyangar. That will give us an idea as to what action is taken on the different points made out by different Members.

**Shri L. B. Shastri :** We have been already doing that, and we will certainly send replies to hon. Members regarding the points that they have raised in the course of the debate.

**Shri Gadilingana Gowd :** In my cut motion No. 155 I have referred to the construction of a line from Siruguppa in Mysore State to Kurnool in Andhra via Adoni and Yemmiganur. This memorandum was submitted in 1954 when I was informed that the matter is being investigated into. I would request the Hon'ble Minister that if it is not possible for him to do anything this year, at least a survey or an investigation of the track may kindly be made.

**Shri L. B. Shastri :** We will look into the matter. I cannot say offhand, but we will certainly look into it and reply to the hon. Member as early as possible.

**Shri K. K. Basu :** Last year those of us who could not speak were allowed to submit some memoranda. Of course this time I got an opportunity. I want to know whether you are going to follow the same practice now.

I have made a short point in the course of my speech regarding compensation cases and their disposal. It does not speak very high of the administration. If it is not possible for the Minister to get all the facts I would request him to look into the matter and, if possible, do something. A technical objection under section 77 is taken. That should be looked into and, if possible, some redress done.

**Shri L. B. Shastri :** Did the hon. Member refer to any particular case ?

**Shri K. K. Basu :** I referred in the course of my speech to a notification wherein it was suggested that the notice can be served, not on the General Manager, but on the Chief Commercial Manager or somebody. But subsequently when the suit was filed, the Railway lawyer took the stand that as the notice had not been served on the General Manager it should fall through. This sort of thing should not happen. It may be some mistake. So I would ask him to look into the matter and redress it. Otherwise it speaks very badly of the administration.

**Shri L. B. Shastri :** I shall look into it.

**Shri D. C. Sharma (Hoshiarpur) :** What has been done about the line from Una to Nangal ?

**Shri L. B. Shastri :** As it comes from Shri Sharma, I shall have to give him the assurance that the matter will be noted for consideration.

**Mr. Speaker :** So far as these individual matters are concerned I will certainly follow the practice. . . .

**Shri L. B. Shastri :** Which practice, Sir ?

**Mr. Speaker :** Of submitting a memorandum on any particular point for the information of the hon. Minister so that he might send a reply, and I will fix a particular time also.

**Shri L. B. Shastri :** If that is your wish I shall have no objection, but I would beg of you to give up that practice. We are replying to all the points, as many as possible, in the House during the discussion. In regard to those points which either myself or the Deputy Minister have not been able to deal with, we will certainly send letters to them, and if they want any further clarification in that regard we will do it. But to allow the

Members again to submit separate memoranda on specific things means, I submit, a lot of work; and I regret to say that I was surprised to know the other day that some of the memoranda were not replied to until a few days back. It so appeared that the hon. Member who just now spoke was also referring to a memorandum which he submitted last year.

**Shri T. B. Vittal Rao : 1954.**

**Shri L. B. Shastri :** We have been trying to dispose of these as early as possible, but we are not able to deal with them quickly. It means a lot of work and it does not help the Members very much. I am prepared to meet them and discuss with them and to write to them. But to increase the work of the Railway Board in this way is rather too much and it serves no useful purpose also in so far as Members or their constituencies are concerned.

**Shri Nambiar :** In this respect the practice that we had was that we used to ask for replies on the memoranda for the reason that all the Members could not get opportunities to speak. Even now with fifteen hours for one stage and 12½ hours for the next stage, how many could speak ? The replies could come only to those who spoke and not to others, and that is the reason why we started this practice. There is no reason why it should be discontinued. Of course we appreciate the difficulties of the Railway Board in respect of the replies which they have to make. It is all the more necessary that the Members must have an opportunity to know what the replies are. Therefore, this practice should continue.

**Shri L. B. Shastri :** That can be said about every Ministry. In that case, there is the general discussion on the Budget and the Members should submit memoranda about every Ministry.

**Shri K. K. Basu :** If you will permit that, we would welcome it.

**Shri L. B. Shastri :** Why make a distinction in the case of the Railway Ministry ? If I had the slightest feeling that it is useful from the point of view of the Members, I would have certainly agreed to it. When we are prepared to meet their wishes either by writing to them or even as I said by holding discussions with them, they can certainly adopt that method instead of sending memoranda and expecting to get replies after 6 months or 8 months or a year. How does that help ?

**Shri Keshaviengar (Bangalore North):** As an alternative, May I suggest that the hon. Minister may send for Members of Parliament from the States and have discussions with them at least on a day in respect of our respective problems?

**Shri L. B. Shastri:** I shall have no objection to that.

**Mr. Speaker:** Honourable Members are here. The hon. Minister is available during the session except on particular days when he may go out. Hon. Members of any particular State may meet him and just fix up a time with him. That would be much better and easier. I am also thinking whether in Budget matters the whole House may not go into a Committee. After the general discussions, they can talk about various points and then come to informal conclusions which may be placed before the House. This is one of the things which happens in foreign countries. So that, the formality of getting up and sitting down may be avoided and more time may be spared. In the meanwhile, I am sure the hon. Minister would sit with those hon. Members who want to meet him and fix up particular days and explain these matters. That would be better.

**Shri K. K. Basu:** Before you develop this new practice, the old practice may continue for one year. Ten lines on only one matter; that was the direction of the Speaker. That may be continued till the other healthy suggestion that you have mentioned is developed.

**Mr. Speaker:** Let me consider that matter.

**Shri Alagesan:** I would request hon. Members not to press this point about Memorandum.

**Shri K. K. Basu:** After the general elections, we will decide.

**Mr. Speaker:** For this one year I am only considering whether an opportunity may be given to those hon. Members who had no opportunity of speaking at one stage or other.

**Shri L. B. Shastri:** I shall have no objection to that. Only those who have not participated may submit a memorandum: not Shri Nambiar.

**Mr. Speaker:** Monday the 12th is the last day. By 5 p.m. on Monday all the discussions will be over. Hon. Members

will know whether they have been called to speak or given an opportunity to speak. The rest may send a memo on one single point to the Secretary and it will be forwarded to the hon. Minister: only those who have not participated at any stage of the Demands.

Shall I put all the cut motions together or any of them separately?

**Some Hon. Members:** All together.

**Mr. Speaker:** I shall now put all the cut motions to the vote of the House.

*All the cut motions were negatived.*

**Mr. Speaker:** Now I will put the Demands to the vote of the House. The question is:

"That a sum not exceeding Rs. 53,19,000 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, 1957, in respect of 'Railway Board'."

*The motion was adopted.*

**Mr. Speaker:** The question is:

"That a sum not exceeding Rs. 1,62,61,000 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, 1957, in respect of 'Miscellaneous Expenditure'."

*The motion was adopted.*

**Mr. Speaker:** The question is:

"That a sum not exceeding Rs. 28,73,000 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, 1957, in respect of 'Payments to Worked Lines and Others'."

*The motion was adopted.*

**Mr. Speaker:** The question is:

"That a sum not exceeding Rs. 9,31,10,000 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, 1957 in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

*The motion was adopted.*

**Mr. Speaker :** The question is :

“That a sum not exceeding Rs. 13,38,28,000 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, 1957, in respect of ‘Construction of New Lines—Capital and Depreciation Reserve Fund’.”

*The motion was adopted.*

**DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION**

**Mr. Speaker :** Motion moved :

“That a sum not exceeding Rs. 34,54,85,000 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 1957 in respect of Ordinary Working Expenses—Administration’.”

**DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE**

**Mr. Speaker :** Motion moved :

“That a sum not exceeding Rs. 84,26,37,000 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, 1957 in respect of ‘Ordinary Working Expenses—Repairs and Maintenance’.”

Four hours have been allotted for Demands Nos. 4 and 5. As regards cut motions, as usual, hon. Members and Leaders of Groups may hand over the numbers of those cut motions which they select, to the Secretary within 15 minutes. I will treat them as moved, if those hon. Members in whose names those cut motions stand, are present in the House and the motions are otherwise in order.

Shri Nambiar has a number of cut motions. Hon. Members who have already spoken will try to avoid speaking again and give the opportunity to some other hon. Members in their group, except where they feel or the group feels that they have specialised in that particular subject.

**Shri Nambiar :** In my case, unfortunately, the time allowed was very small. Therefore, I could not cover the points with regard to administration, working expenses, maintenance and repairs, etc.

Therefore, I would request the hon. Minister to consider the points which I have brought forward in my cut motions.

With regard to the administration, I would say that today, the administrative set-up, from the very top, is not at all satisfactory.

**Mr. Speaker :** I will allow only 15 minutes at the most to the hon. Member and less than 15 minutes to the other hon. Members.

**Shri Nambiar :** I shall try to finish within that time.

**Mr. Speaker :** Even in the original discussion, the Leaders of Groups were given 20 minutes and others 15 minutes. I will not allow more than 15 minutes.

**Shri Nambiar :** I have so many cut motions. I have bulked them all together and pushed them through. The whole thing is there. I request you to extend the time by a few minutes.

The administrative set-up, as I said, at present is not satisfactory not only at the General Manager level, but also at the Railway Board level. What happens is, whatever correspondence is there from the staff to the administration, it is never replied. Nor is any care taken of that in general. There may be some cases where the replies are sent. But, in most cases, replies are not at all sent. Not only that. Because of this zonalisation, because of the long distances, the efficiency of administration has gone down. The size has to be reduced. The hon. Minister says that it is not possible to do it immediately. I have a specific case in the Southern Railway where the question has to be taken up immediately. If the size of the zone is not reduced, it will be impossible for the railways to reach the maximum usefulness. The Railway Board may find the figures from the report of the Estimates Committee where this matter has been amply proved. Therefore, I submit that this matter should be taken up first.

In regard to staff matters, the hon. Minister's speech gives only lip sympathy. What he has said is, upgrading of clerks, station masters, etc., in the lower ranks, 75 more beds for the T. B. patients among railwaymen, and an increase of one rupee in the contribution to the staff benefit fund. These are the specific promises which he has made. Let us analyse and find out whether this is at all satisfactory. The upgrading of clerks and station masters will take place

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in such a way that by doing so, the clerks and station masters will get one or two rupees more than their present wages. For instance, a station master who is in the scale 60-4-170 and has already reached Rs. 95 or so, will be put in the other scale which will give him only Rs. 4 or 5 more at the most. Or if he has reached Rs. 98, he will get Rs. 2 more. That practically gives no additional emoluments in his pay.

Coming to the T.B. patients, on a rough estimate, we may say that not less than 10,000 railwaymen are at present sick with T.B. For these 10,000 people what has been given. Along with the present 75, it will come to 395. This is most unreasonable. They must be given at least a minimum leave with pay for one year so that they can cure themselves and come back to duty. The provision should have been better than this.

The increase in staff benefit fund is so small that it should not have been mentioned at all. He has given one rupee per individual for a whole year. He says that this is a very good advance. The hon. Minister should have avoided making a big issue on this in his Budget speech. It was already Re. 1. He gives one rupee more. This is not proper. My contention is that there is a case for revision of the scales of pay. In this connection, I have to make a reference to Shri Thanu Pillai's speech. He had said that we are the trouble-makers, and that it is we on this side who are pressing for a revision in the scales of pay. My hon. friend Shri Thanu Pillai—of course, not Pattom Thanu Pillai—does not know that the railways have earned crores and crores of rupees more during these few years. It is there on record. If my hon. friend had cared to see the budget papers, he would have found this on record. But he has not cared to know the facts. In any undertaking, if workers contribute to an increase in the earnings, then as an incentive they should be given some increase in their wages. That is the elementary thing that an employer should do especially when the employer happens to be Government in this case.

Then, my hon. friend has stated that if there is to be an increase in the wages of railwaymen, then there should be a corresponding increase in the earnings of all the 360 million Indians in the country. That is no argument at all. If my hon. friend says that the 360 million

Indian people should get the same earnings, then I would suggest that let us reduce the wage-structure of every individual in this country to a certain level. Will my hon. friends opposite accept it? They will never accept it. So let them not bring forward any such arguments.

After all, the railwaymen have contributed to an increase in the earnings by virtue of the labour that they have put in. So, it is but proper that they should be given some increase in their wages. My hon. friends on the Treasury Benches should know that these are things which are to be given to the workers as a matter of elementary right. It is not we who are creating trouble; we are not trouble-makers. After all, troubles cannot be created in a vacuum. So, Government should try to see that something is done to do justice to the demands of the railwaymen, so that there will be no trouble of any sort.

As regards the question of the merger of dearness allowance, I would point out that the very term 'dearness allowance' started in the days of war. But it is now nearly eleven years since the war was over, and yet we find that the term 'dearness allowance' still continues. Why should it continue at all? Why can the dearness allowance not be added on to the pay and made a part of the pay? This was the suggestion that we made, but unfortunately Government have not found themselves agreeable to this. I want that Government should reconsider this question also.

I have already referred the matter of house rent allowances, to the Railway Ministry. In cities which have been classified under category C, the employees have suffered a loss in the total emoluments on account of the fact that a certain portion of the dearness allowance had been added on to the pay. I would request that the amount which has been lost should be reimbursed. This suggestion also was put forward before the Minister, but he has not said anything about it. I have tabled a cut motion also in this regard. I would request the Minister to take note of that, and let us know what the position is.

In regard to the railway security force, I have my own criticism to offer. Since the Railway Security Force Bill is coming up shortly, we shall have occasion to discuss it in detail at that time, but all that I can say at present is that this railway security force is

another means to introduce some restrictions on the railwaymen's trade union rights. We find that their rights have been curtailed all of a sudden. The watch and ward staff have been converted into a security force and it is said that they cannot have trade union rights and that they cannot enrol themselves in any trade unions. This sort of innovation to curtail the rights of the workers cannot be accepted. Simply because the staff have been converted into a security force, they should not be deprived of the rights of trade unionism. I know of a case where a watch and ward man had been punished because he had not had a shave that day; the officer had an attempt at his cheeks and tried to see whether he had shaved that day or not, and when it was found that he had not had a shave, he was punished. Is this the discipline that the Railway Ministry want to bring in? It is simply absurd.

**Shri D. C. Sharma:** Is it a fact or fiction?

**Shri Nambiar:** My hon. friend Professor D. C. Sharma might have read of fiction books before he came here, but I would like to tell him that we are now in a House of Parliament.

I would suggest that the encroachment at the rights of security force should be put an end to, and the watch and ward men should have the minimum rights of trade unionism guaranteed to them before they are asked to do their duty.

**Shri Debeswar Sarmah** (Golaghat—Jorhat): What about their obligations?

**Shri Nambiar:** If you give them their rights, they will certainly fulfil their obligations. That is understood.

Coming to repairs and maintenance, I have to submit that the production in the factories, workshops and maintenance sheds is not satisfactory. I have experience of many workshops, and I have got figures with me to prove that the output is rather delayed. Whenever there is an attempt to increase the pace, then the quality goes down. The management is becoming completely ineffective and bad. I can cite the instance of the Golden Rock Workshop, about which a question is coming up tomorrow. Let the Minister give figures and then fight it out.

The administrative authorities are trying to utilise their position to set up rival groups in the workshops; a particular section of the workers, belonging

to a particular category of trade union can go about and do whatever they like, and it falls to the lot of the other workers to do the entire work. This is the sort of things that is going on. I would request the Minister to see that this sort of thing is put an end to.

I have suggested a way out of this difficulty in my earlier speech. That is that there should be committees set up in the workshops, in the running sheds, in the marshalling yards and in the junctions, comprising of the elected representatives of the workers and the officials. These committees must meet regularly and discuss the work to be done in the factory or the workshop as the case may be. Such a thing is all the more necessary in these days of planning.

In this connection, I would like to draw the attention of the House to what the Estimates Committee have stated in their Nineteenth Report.

“Contact between the administrative officers and the executives and the staff should be close and effective.”

At present, it is not so.

Another recommendation of their is this:

“The size of the smallest executive units must be such as will enable the executive officer to get to know his men, and supervise them, and make himself one with his team.”

That is what is wanted. But at present, such a thing does not prevail. That is why all sorts of quarrels arise in the workshops. In the best interests of efficient management and quicker production, and also with a view to avoiding pilferage, wastage and robbery, I would suggest that the administration should come forward to form such committees.

The Minister has said that such experimental committees will be formed in three workshops which shall be selected for the purpose. What I would submit is that such committees should be established not only in three workshops but in all the railway workshops, in all the factories, and so on. Those committees will certainly help to create a better relation between the administrator and the worker. They can exchange their experiences, and they can pool their knowledge together, and avoid all the

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bottle-necks that are there at present, and thus improve the whole position. I would submit that this question must be considered in all its seriousness.

But while doing so, it is possible that the question of recognition might come up, and certain organisations which they want to boost up will again be encouraged. There is no use of such boosted-up organisations coming into these joint committees. The workers who are engaged in the work must choose their own men, they must elect their own men, and only those elected representatives should be on these committees.

With regard to the removal of bottle-necks, I would like to point out that today the wagon movement is not satisfactory. Why?

There is the question of non-utilisation of the wagon space in the transhipment yards. The wagon is moving, but it is not moving full. It goes, but half of it is empty. There is no planning, there is no question of seeing as to whether the full wagon space is utilised. The officials who are there are there to drive the wagons out but not to see whether they are full or empty. This is the position. There is bottle-neck at every stage. Why is it that efficiency is falling? Why is it that wastage is there? Why are the railways not in a position to cope with the situation? It is not because that they do not have rupees to spend, it is not because they do not have materials. Sometimes, they have materials and they have money, but there is no co-ordination between the operator and the authorities. Therefore, the administration should strive to remove these frictions and see that things move smoothly.

Then I come to the question of corruption. The Corruption Inquiry Committee's recommendations are there. With much sorrow I have to submit that corruption cannot be eradicated or fought without fighting it at the top, district level or officer level. There are good officers; I have no objection to concede that. But there are many many bad officers who are corrupt. I challenge the hon. Minister to deny this. I can show him any number of cases if he wants. Recently, I came across a case in Tiruchirappally. A district engineer transferred the trolley man working under him to a place 150 miles away for the reason that that man refused to

work in his house as a domestic servant. This has happened in Tiruchirappally. Corruption is rampant. If corrupt officers at the top level are not tackled, there is no chance of corruption being fought at the bottom. I would suggest a method as to how corruption should be successfully fought. Form squads of honest workmen at every place. Give them encouragement and protection. Give them all help. Those honest men will certainly help you. I can say there are more honest railwaymen than dishonest railwaymen. They are prepared to help you. They must be given encouragement. But corruption cannot be fought out in the way that they do now, namely, through orders. Orders are being issued from the top. But to whom? To the same officer at the district or divisional level who is already corrupt to the core. What is the use of sending instructions to him? I know of a case in Lalgudi station. A permanent way inspector is hauled up for corruption and the case is going on. In that, another sub-inspector supports the permanent way inspector, and he goes on trying to canvass. And the officer above is also indirectly helping him. I can give you any number of cases. I am not talking in the air; I am one who deals with these subjects. I have got on my list many corrupt officials on the railways and I am in correspondence with the Special Police also in that respect. Let not hon. Members opposite think that I am here only to criticise. I am honest enough to say that our railways, the Railways of the people, must be well kept and well guarded, especially from the corrupt officials. Let us not try to catch a small fry here and there and make a show saying, 'See, that small fry is caught. He is the man responsible. Everybody else is not corrupt.' In the case of officers guilty of corruption, there should be no sympathy. They have got a chain connection. The man in Tiruchirappally will have somebody in the General Manager's office in Madras. He will have some officer in the Railway Board in Delhi. So there is a chain connection. There is this relation, there is provincialism, there is every damn rubbish behind this. This sort of thing should not be there. The man in Tiruchirappally says: 'I have got my man in the Railway Board. What the hell can this Nambiar do?' This is how they operate. There is no use blaming the police officials. They say: 'What is the use of our catching them? They have got higher authorities to pull wires from behind the scene.' I do



not say that every officer in the Railway Board or General Manager or lower level is bad. For all those honest officers, I have my respect. I will raise my hands and bow before them, but I will never tolerate a dishonest officer, however big he might be. He might be the son of the Railway Minister; he might be coming from UP supported by the Minister, I do not care. But the person must be honest enough and must be true to the salt. He must do a day's labour for the country. If we have such officers, we will welcome them. This is the spirit in which I have made my submission and I request the hon. Minister and the railway officials who are at helm of affairs, to take it in this spirit.

**पंडित द्वा० ना० तिवारी :** अध्यक्ष महोदय रेलवे मंत्री को इतनी बचाइयाँ मिल चुकी हैं कि उसके बाद उनकी शान के खिलाफ कुछ बोलना मुश्किल हो जाता है।

[SHRI BARMAN in the Chair]

यह सही है कि रेलवे में बहुत इम्प्रूवमेंट (सुधार) हुए हैं और बड़े बड़े काम किये गये हैं, और शायद इसलिए छोटे छोटे कामों की तरफ उनका ध्यान कम गया है। लेकिन मनुष्य क जीवन में छोटे छोटे काम और छोटी छोटी बातें जितना असर डालती हैं उतना बड़े बड़े काम और बड़ी बड़ी बातें नहीं डालतीं। लोगों को अपने छोटे मामलों की बात अधिक सूझती है और उन पर वे धीरे धीरे अधिक असर डालती हैं। इसलिए मैं रेलवे मंत्री से कहूंगा कि छोटी बातों पर जो हम लोग उनके सामने रखते हैं वह ज्यादा ध्यान दें।

ऊपर के तबक में जो कुछ सुधार हुआ हो, रेलवे बोर्ड में और दूसरे बड़े बड़े अफसरान में जो कुछ सुधार हुआ हो, लेकिन जो नीचे के अफसरान हैं, जैसे डी० टी० एस० और उसके नीचे के अफसरान, उनका जुल्म अभी कायम है। आपके स्टेशनों पर कम्प्लेंट बक रखी जाती है लेकिन जो शिकायतें दर्ज की जाती हैं उनकी कोई सुनवाई नहीं होती। मैं ने खुद सोनापुर और समस्तीपुर स्टेशनों के बारे में डी० टी० एस० से शिकायत की थी लेकिन सिर्फ यह जवाब मिलता है कि सर्टिबिल स्टेप्स (उपयुक्त कार्यवाही) लिये जा रहे हैं पर यह नहीं बतलाया जाता कि क्या स्टेप्स (कार्यवाही) लिए गये।

मैं आपको एक बहुत दिलचस्प किस्सा सुनाना चाहता हूँ जो कि सन् १९५३ का है

और वह मामला अभी चल रहा है। अभी हमारे डिप्टी मिनिस्टर साहब ने कहा कि जो मामला रिक्लीडरेशन (पुनः विचार) के लिए आता है उसमें देर लगती है। लेकिन यह मामला तो रिक्लीडरेशन (पुनः विचार) का नहीं था। पांच आदमी छपरा से आ रहे थे। उन्होंने मेल के टिकट खरीदे थे। पूरा दाम दिया था। लेकिन एक टी० टी० ई० महोदय, जिनका नम्बर १६५ था जसा कि जवाब से मालूम हुआ, ने उनसे कहा कि तुम्हारा टिकट लखनऊ तक आडिनरी ट्रेन से है और लखनऊ के बाद मेल से है। लेकिन उस टिकट पर लिखा हुआ था कि वह मेल ट्रेन से है। न मालूम टी० टी० ई० के दिमाग में यह बात कैसे आ गयी कि यह कुछ दूर तक के लिए आडिनरी है और बाद में मेल का है। उन्होंने पहले पैसा मांगा और कहा कि अगर पैसा दे दोगे तो हम छोड़ देंगे। लेकिन वह मुसाफिर एक वकील था उसने पैसा देना कबल नहीं किया। इस पर घमकी दी गयी कि तुमको हाजत में डाल देंगे। वह फैमिली (परिवार) के साथ सफर कर रहा था उसने पैसा दे दिया और कम्प्लेंट (शिकायत) हुई। पहले तो कम्प्लेंट (शिकायत) पर जो इनक्वायरी (जांच) हुई उसके बाद जवाब आया कि साहब ठीक चार्ज हुआ है, कोई गलती नहीं हुई है। फिर जब उनको बतलाया गया कि फेयर (किराया) कितना वहां से वहां का है और माइलेज बतलाई गई कि उसके मुताबिक उतना ही फेयर बनता है, तब धीरे से वह रुपया वापिस हो गया, रिफंड हो गया लेकिन उस इनक्वायरी करने वाले पर जिसने कि गलत रिपोर्ट दी और उस टी० टी० ई० पर जिसने गलत ढंग पर चार्ज किया, उनके खिलाफ कोई कार्यवाही नहीं की गई। उसके सम्बन्ध में मैंने कई बार डिप्टी मिनिस्टर साहब को लिखा और ६ दिसम्बर को आखिरी पत्र लिखा कि यदि उन्हें उस पर कुछ कार्यवाही न करनी हो तो मुझ को वैसा जवाब दे दिया जाये लेकिन अभी तक मुझे अपने खत का कोई जवाब नहीं मिला है। इस तरह से आप देखेंगे कि करप्ट आफिशियल्स (भ्रष्ट कर्मचारी) को बचाने के लिये कितने उपाय किये जाते हैं और जब उनके दिमाग में यह बात आ जाती है कि अमुख आदमी की रक्षा करनी है चाहे उसने कितना ही कसूर क्यों न किया हो, तो अफसरान लोग किसी न किसी ढंग से उसकी रक्षा करते हैं और हाइएस्ट लेबिल (उच्चस्तर) पर जाने से भी जस्टिस (न्याय) नहीं मिलती है।

[पंडित द्वा० ना० तिवारी]

4 P.M.

एक दूसरा किस्सा करप्शन (भ्रष्टाचार) का मैं आपको बतलाऊं। सोनपुर में कुछ इंजन क्लीनर्स की बहाली होने वाली थी और उन जगहों के लिये मैट्रिकुलेट्स, नान-मैट्रिकुलेट्स और बहुत कम पढ़े लिखे लोग भी उम्मीदवारी में आये थे पर देखने में यह आया कि जो लोग जिम्मेदार आफिसर्स को खुश न कर सके उनको नहीं लिया गया, म समझता हूँ खुश करने का मतलब आप जानते होंगे, तो जो खुश नहीं कर सके उनकी बहाली नहीं हुई और उस में मैट्रिकुलेट्स या नान-मैट्रिकुलेट्स उम्मीदवारों को न लेकर जो बहुत कम पढ़े लिखे उम्मीदवार थे, उनकी बहाली की गई। मैंने इसकी बाबत जनरल मैनेजर गोरखपुर को लिखा, इनक्वायरी हुई और इनक्वायरी होने के बाद लिख दिया गया कि घूस लेने की बात साबित नहीं होती है। मैंने उस पर उनको लिखा कि अगर आप कहें तो मैं उन लोगों को आपके सामने भेजूं जो कि मैट्रिकुलेट्स और नान-मैट्रिकुलेट्स थे और जो कि छांट दिये गये, लेकिन उसका कोई जवाब नहीं आया। इस तरह की गड़बड़ आपके रेलवे ऐडमिनिस्ट्रेशन में होती है।

यह तो एक साइड है, दूसरी साइड वह है जिसका सम्बन्ध रेल के इन्तज़ाम से है। मैं यह मानता हूँ कि और रेलवेज में कई जगह इम्प्रूवमेंट्स हुए हैं लेकिन एन० ई० आर० एक ऐसी रेलवे है जहाँ का ऐडमिनिस्ट्रेशन न अभी तक सुधरा है और न ही निकट भविष्य में उसके सुधरने की कोई आशा है। एन० ई० आर० के सम्बन्ध में जितने प्रश्न संसद में हुए हैं, उतने शायद किस रेलवे के सम्बन्ध में नहीं हुए हैं, लेकिन बावजूद इन प्रश्नों के, बावजूद यहां पर उसके लिए बोलने के और बावजूद उसके सम्बन्ध में रिप्रेजेंटेशंस देने के एन० ई० आर० रेलवे में कोई फ़र्क नहीं दिखाई देता है और हमारी इन तमाम कोशिशों का कोई असर होता नज़र नहीं आता। एन० ई० आर० को ऐडमिनिस्ट्रेशन इतना रीटेन (खराब) है कि कुछ समय में नहीं आता है कि क्या किया जाये। उसके सम्बन्ध में एक-दो उदाहरण देता हूँ। यह देखने में आया है कि ट्रेन स्टेशन पर आ रही है, उसकी कर्नैक्टिंग ट्रेन स्टेशन पर खड़ी है, आने वाली ट्रेन को सिग्नल के ऊपर रोक कर कर्नैक्टिंग ट्रेन को स्टार्ट कर दिया जाता है। ऐसी अनइमैजिनेटिव बातें होती हैं। इनके बारे

में शिकायत कीजिये तो कोई सुनवाई नहीं होती बल्कि उनसे अगर इनक्वायरी की जाये तो उनको नागवार गुज़रता है।

**Shri Debeswar Sarmah :** The General Manager is a big man and who cares for you ?

**Pandit D. N. Tiwary :** It may be so ; but I am saying this to the House. If the House also rejects this, then it is altogether different.

**Shri Debeswar Sarmah :** It is a cry in the wilderness.

**पंडित द्वा० ना० तिवारी :** एन० ई० आर० पर पलेजाघाट पर कोयले की खपत दुगनी हो गई है लेकिन ट्रेने उतनी संख्या में नहीं बढ़ीं और दिन-दहाड़े वहां पर चोरियां होती हैं। अभी दो महीने पहले पुलिस ने कुछ कोयला पकड़ा था लेकिन रेलवे का स्टाफ कहता है कि वह हमारा कोयला नहीं है। वहां से दूसरा कोयला आने का रास्ता नहीं है। तो इस तरह से मेल करके चोरी होती है और मुसाफ़िरों को दिक् किया जाता है। आप मुसाफ़िरखानों की हालत देखिये, वहां पर आप पायेंगे कि मुसाफ़िरों को हृद से ज्यादा तकलीफ़ होती है। हालांकि बड़े बड़े स्टेशनों पर रेलवे की तरफ से रेलवे अस्पताल खुले हुए हैं लेकिन यदि कोई मुसाफ़िर रेल से गिर गया और उसको चोट आ गई तो उसको अस्पताल में पहुंचाने के लिए कोई इन्तज़ाम नहीं है। कुछ दिन पहले, दो या तीन हफ़्ते पहले सोनपुर स्टेशन पर एक मुसाफ़िर को चोट लग गई और तब वहां पर समस्या यह उठ खड़ी हुई कि उसको अस्पताल कौन ले जाये। कोई कंटीजेंसी फंड ऐसा नहीं है जिसके जरिये कुलियों को पैसा देकर वहां भेजा जाये और उस मीक्रे पर आखिर लोगों को आपस में चंदा करना पड़ा और उस चंदे के पैसे से कुली के जरिये उस आदमी को उठावा कर अस्पताल में भेजा गया। रेलवे ऐडमिनिस्ट्रेशन को इस ओर ध्यान देना चाहिये कि लोगों को सुविधा कैसे मिले और मुसाफ़िरों को किस तरह अधिक से अधिक राहत पहुंचायी जा सकती है, इस ओर उनका ध्यान जाना चाहिये। और जिन बातों का मैंने जिक्र किया है, उन खराबियों को कैसे दूर किया जाये, इस ओर उनको ध्यान देना चाहिये। मैं करप्शन की बात नहीं उठाना चाहता हूँ क्योंकि कौन पैसा लेता है और कौन नहीं लेता है। यह कहना बहुत मुश्किल है कि कौन नहीं लेता है। एन० ई० आर० में ऐडमिनिस्ट्रेशन की

गलती की वजह से कोई भी ट्रेन ठीक समय पर नहीं आती है। वहाँ लोग चलते हैं तो यह भरोसा नहीं होता कि हम ठीक समय पर अपने डेस्टिनेशन पर पहुंच जायेंगे या कनैक्टिंग ट्रेन हमको मिल जायगी। आप ऐसा इन्तजाम करें कि यह सब दिक्कतें दूर हों और यह सब चीजें न हों। सब तरफ आपने सुधार किया और दूसरी रेलवेज में आपने काफी ऐमिनटीज (सुविधायें) दी हैं तो फिर इस एन० ई० आर० में क्यों नहीं दी जाती।

यह भी देखने में आता है कि गर्मी के दिनों में मुसाफ़िरो को पानी पिलाने के लिए जो आदमी रखे जाते हैं वह स्टेशन मास्टर या और दूसरे असिस्टेंट स्टेशन मास्टर वगैरह के प्राइवेट सर्वेंट्स हो जाते हैं और यह देखने में आता है कि स्टेशनों पर ट्रेनों के मुसाफ़िरो को पानी पिलाने की उचित व्यवस्था नहीं होती है, आप का पैसा भी खर्च होता है और लोगों को सुविधा भी जो मिलनी चाहिये वह नहीं मिलती है।

रेलवे बजट के जनरल डिस्कशन के दौरान में बोलते हुए श्री एल० एन० मिश्र ने बतलाया था कि एन० ई० आर० में कोई फास्ट पसेंजर ट्रेन नहीं है जब कि और रिजन्स में आप देखेंगे कि कई फास्ट ट्रेनें होती हैं। एन० ई० आर० में जो जनता ट्रेन है, हालांकि उसका नाम तो एक्सप्रेस है लेकिन है वह बिल्कुल पैसेंजर ही। एक सिवाय मेल के वहाँ पर कोई फास्ट ट्रेन नहीं है। मैं तो कहूंगा कि गाडियों की उतनी कमी नहीं है जितनी कि इन्तजाम में कमी है और यह भी कहूंगा कि अगर उस रेलवे के प्रेजेंट ऐडमिनिस्ट्रेशन के ज़रिए काम ठीक से चलाने में दिक्कत मालूम होती हो तो उसके कर्मचारियों के पूरे सेट को किसी दूसरी रेलवे के सेट से बदल लीजिये ताकि वहाँ ठीक तरह से कामकाज चल सके।

जहाँ तक रेलगाडियों में ओवरक्राउडिंग का सम्बन्ध है, उसके बारे में मेरा कहना यह है कि छपरा लाइन पर दो, तीन गाडियां जाती हैं लेकिन उनमें डिब्बे इतने कम जुड़ते हैं कि डिब्बे तो अन्दर ठसाठस भरे ही रहते हैं और बाहर भी बहुत से लोग हैंडिल पकड़ कर लटके चलते हैं, फुटबोर्ड पर पैर रख कर सफर करते हैं, डिब्बों की छत के ऊपर लेट कर चलते हैं जिसके कारण दुर्घटना होने की आशंका सदा बनी रहती है और अक्सर दुर्घटनाएँ भी हो जाया करती हैं। इससे रेलवे को आर्थिक हानी भी होती है चूंकि लोक बिना टिकट सफर करते हैं और बगैर टिकट सफर करने वाले तो अपराध करते ही हैं

लेकिन रेलवे के मुलाजिम भी उसके लिए कम दोषी नहीं हैं क्योंकि वे जब में पैसा रख कर मुसाफ़िरो को बगैर टिकट के डिब्बों में बैठा देते हैं। इसके अतिरिक्त रेलगाडियों में भीड़ इस कदर ज्यादा होती है कि अगर कोई चैक भी करना चाहे तो नहीं कर सकता और इसलिये मैं मंत्री महोदय से कहूंगा कि अगर वे रेलों में से ओवरक्राउडिंग (भीड़ भाड़) हटा दें और यदि वह अधिक डिब्बे जोड़ कर हटायी जा सकती है, तो ओवरक्राउडिंग (भीड़ भाड़) के न रहने से रेल गाडियों में टिकट की चैकिंग भी ठीक तरह से हो सकती है और रेलवे विभाग को इस तरह से पैसे की काफी आमदनी हो सकती है।

यहाँ पर लेवल क्रॉसिंग्स की चर्चा की गई है। उसके बारे में मेरा कहना यह है कि जब पचास वर्ष पहले रेलवे लाइंस बनी थीं, उस समय ब्रिटिश गवर्नमेंट की रैजीम (काल) में ग्राम यात्रियों की सुविधाओं का उतना स्थाल नहीं रक्खा जाता था और मनमाने ढंग से लेवल क्रॉसिंग्स दिये गये। एक नियम यह है कि लेवल क्रॉसिंग खोलने के लिये या तो लोगों को पैसा देना पड़ेगा या फिर स्टेट गवर्नमेंट को देना पड़ेगा। अगर लेवल क्रॉसिंग एक सी दूरी पर रहतीं, एक मील या आधे मील पर रहतीं, तो कोई बात नहीं थी। मैं ने देखा है कि कहीं कहीं पर तीन तीन मील तक कोई लेवल क्रॉसिंग नहीं है। वहाँ के लोगों को तीन मील का चक्कर लगा कर सड़क पर आना पड़ता है। ऐसे स्थानों के लिये इस रूल (नियम) को जरा माइल्ड (आसान) करना चाहिये और अगर रूल को परिवर्तित करने की जरूरत हो तो उसको परिवर्तित भी करना चाहिये जिस में कि जो लेवल क्रॉसिंग दूर दूर हैं उनके बीच में भी लेवल क्रॉसिंग खुल सकें। इन पचास वर्षों में नये नये गांव बस गये हैं, वहाँ की पापुलेशन बहुत बढ़ गई है, बहुत काफी चीजें परिवर्तित हो गई हैं लेकिन आप का लेवल क्रॉसिंग का दक्कान्-नूसी फिक्सेशन नहीं बदला। आज की बदली हुई परिस्थिति में लेवल क्रॉसिंग्स के नियम को भी परिवर्तित होना चाहिये। यदि माननीय पार्लियामेन्टी सेक्रेटरी चाहें तो नोट कर लें। छपरा और कोपा समोहता स्टेशनों के बीच में तीन मील तक कोई लेवल क्रॉसिंग नहीं है। इसके लिये मैंने लिखा था, कितने ही जानवर वहाँ पर कट गये, कितने ही मर गये और लोगों को भी खतरा रहता है। लोगों ने दख्खिस्तें दी, मंजूरी हुई, लेकिन उसके लिये लोगों से रुपया मांगा जा रहा है। लोग गरीब हैं, दे नहीं सकते

[पंडित द्वा० ना० तिवारी]

हैं, इस लिये कोई उन की सुनवाई नहीं होती है। और जगहों पर एक मील पर, आधे मील पर लेबल फ्रासिंग दी गई है लेकिन यहां पर तीन मील पर न होते हुए कोई भी लेबल फ्रासिंग नहीं बन सकती। जब इस के लिये कुछ रुपया मांगा गया तो हमारे यहां चिट्ठी गई कि चूँकि फाइ-नैन्शियल रूल (वित्तीय नियम) ऐसे हैं कि इस के लिये हम रुपया नहीं दे सकते, इस कारण हम मजबूर हैं। आखिर नियम मनुष्यों के लिये होते हैं। मनुष्य नियमों के लिये नहीं होता। आप को अपने नियमों को बदलना पड़े तो उन को भी बदलना चाहिये। ऐसी जगहों के लिये जहां पर प्राइमो फेसी (प्रत्यक्षतः) जुल्म मालूम होता हो, ज्यादाती मालूम होती हो, वहां के लिये तो आप को ठीक और उचित प्रबन्ध करना ही चाहिये।

में एक बात और कहना चाहता हूं। गत वर्ष बजट स्पीच में रेलवे मिनिस्टर साहब ने आश्वासन दिया था कि सोनपुर में फुट ओवरब्रिज एक साल के अन्दर बन जायेगा। मैं ने सुना कि वहां पर कुछ मैटीरियल भी इकट्ठा हुआ, लेकिन किसी इंजीनियर के दिलमें ऐसा खयाल धाया कि यह नहीं बन सकता। अगर किसी के दिमाग में यह बात, रेलवे मिनिस्टर के ऐश्योरेन्स (आश्वासन) देने के बाद भी उठ जाय कि यह काम नहीं होना चाहिये, तो यह कहा तक उचित है, और कितनी पृष्टता है उस अफसर की जो ऐसा समझ सकता है? मैं तो कहूंगा कि रेलवे मिनिस्टर ने जो आश्वासन दिया था वह पूरा होना चाहिये। सोनपुर में ओवरब्रिज होना चाहिये। सोनपुर एक ऐसा स्थान है जहां लाखों लोग भेले में जाते हैं, कितने ही लोग इस लाइन को पार करने में कट जाते हैं। हर साल दो एक आदमी कटते हैं। इस हाउस में भी प्रश्न करने पर यही जबाब मिला था कि वहां एक न एक आदमी हर साल कट जाता है। यदि इस आश्वासन के बाद भी वहां पर फुट ओवरब्रिज नहीं बनता है और इसका कोई इन्तजाम नहीं किया जाता है, तो आप को इन्तजायरी करनी चाहिये कि ऐसा क्यों हुआ, और जल्दी से जल्दी इस को बनवाने का इन्तजाम करना चाहिये।

**Shri Keshavaikengar:** Thank you for having afforded me an opportunity at least now for facilitating me to participate in the important discussion of the national railway services. In this discussion based on Demands for Grants I crave the indulgence of your good self

and the hon. Members of the House to state a few words by way of general remarks in view of the fact that it relates to the ordinary working expenses of the Administration.

At the very outset I feel that the railway system virtually may be called a sort of a mobile people's university. All sections of our countrymen resort to this form of service and as such it affords a wonderful opportunity for the Railway Ministry to educate our people. And in this section of the activities I feel that we have not been doing what we are expected to do. I am one of those who feel that to a very great extent the civic sense in the minds of our people could be enormously improved if only we took it in a more earnest and persistent manner. I am not satisfied with the mere publication of time-tables at the cost of four annas each. I would like to suggest that interesting and inviting bulletins be issued calling upon the people and making them conscious that the Railways are theirs, they are the owners, they could easily co-operate with us in the prevention of corruption, they could easily get more revenue, which means more amenities. All these things can be brought home to the people by issuing such bulletins free of cost and distributing them, at least a couple of copies for each compartment.

I would like to suggest that it is also necessary to put up, if possible, boards containing words which will give the meaning of "Don't spit" in the various local languages, may be one inside every compartment of the train. I have seen such boards even in developed countries like Finland and Denmark. We have been seeing much of spitting in our compartments ignorantly done by our countrymen and that could easily be tried and conquered or at least reduced by inducing the people to look at those boards. If the boards are put there the co-passengers can easily bring them to the notice of the other passengers and request them not to spit and spoil the compartments.

Our Deputy Minister, of course, was pleased to suggest that he was a very conservative man and he did not want to go out. At the same time he expressed a sort of unpleasantness at the suggestions made from some Members of Parliament who have gone out and seen other Railways. I would like to suggest that he may at least have the consideration to take note of this suggestion, namely, that as a matter of experimental measure at least, we may

provide a moving staircase, in order to come to the help of the old and the infirm people who have to carry heavy loads and things of that kind. I have seen with my own eyes how people suffer a lot when they have got to travel very heavy staircases in the main station at Old Delhi. At least in that station by way of an experimental measure, we may provide a moving staircase—there is any amount of electricity at our disposal—in order to afford facilities to women, and aged people. It may be either as a substitute for one of them or in addition to those that are prevailing now. We could try, as an experimental measure, one such moving staircase anywhere in our railway system, and preferably I would like to suggest in Delhi, which is the most congested railway station.

One important thing about which I am very anxious is that the greatest improvement that we can bring about in our Railway Administration, particularly when we are concerned with the items of expenditure, is by plugging the holes in our Railways. Holes are abundant everywhere in every department, in the passenger traffic, in the goods yard, in the reservation booths, etc. Almost in every place where we could see any activity, there are plenty of holes existing. I do not mind even if a crore of rupees is spent by the Minister. If only he makes an honest, sincere and extensive attempt to plug these holes I am sure it will be amply justified and we shall have a return of about Rs. 50 crores for the Rs. 1 crore of expenditure which we may incur in this behalf. That is one of the serious features that seems to prevail in our Railways. For tackling this problem, I would like to suggest that we should also take into consideration the system of checking by way of simultaneous, sudden and extensive checking of Railways, on different lines, on different dates and at different times, and also for this purpose take the co-operation of organised associations or organisations of other sections of our people, for instance, the National Cadet Corps, the Bharat Sevak Samaj, the Boy Scouts and Girl Guides. Any one of these sections of our people who are well organised can also co-operate with us in fighting this serious evil that is so rampant in our railway system. We are always crying from the house-tops that we want the cooperation of the people in every way for all our nation-building efforts. This is also one such effort and I am sure a hearty response

will be had from the people if only we take into our hearts to seek that response from them. We can also avail to a greater extent the services of the Railway Users Consultative Committee. That is almost a non-official committee and in that way we can also enforce better and more effective system of non-official checking by taking people's co-operation in these small endeavours.

The next important thing that we would like to have is a drive for cleanliness. Of course, there has been improvement in our Railways. I was very happy to see that two of my guests, one from Denmark and one from Norway, who happened to have travelled in our trains in 1949, when I discussed with them the conditions of railways then and now very heartily appreciated the various improvements that we have effected in our railways. I feel that is a very great sense of achievement that we can have by such observations. Apart from that I would like to suggest that the cleanliness we have now is not enough. There are some lavatories and latrines which it is impossible even to make up our mind to enter. Perhaps that is again due to the want of education among the people of our country. Even that could be done. I would like to suggest that frequent inspections of these very important items of service to the people at the railway stations, platforms, as well as in the trains be persistently done by our officers. It does not matter even if we employ thousands of more people for this kind of service if only we can assure ourselves that perfect cleanliness will be maintained at all costs in our railways.

In trying to suggest these measures—I think the Minister has also been pleased to accept them—I would suggest that we can have one conductor for every bogie at least in all the through trains that we may have. I see that the conductors that we employ now seem to pay special attention on the distinguished passengers in the air-conditioned coaches who have been surfeit with such attentions and also on the first class passengers. We are paying attention to the quarters where no attention is necessary and on the other hand we are neglecting the quarters where more attention is required. I would like to suggest—it is not a matter of very great expenditure—that we can even go to the length of employing additional people if necessary and can

[Shri Keshavaiengar]

have one conductor for every bogie. In that way we can also fight corruption and ticketless travel in a more effective manner. Also, the third class passengers would be immensely grateful to the Railway Minister and his department for having provided the facility of more attention.

One other matter I would like to suggest and that is regarding the extension of new lines. So far as this is concerned I cannot refrain from mentioning that South India has been very much neglected. We are not having sufficient number of railway lines. If want of funds is the main cause I would like to suggest that we could have, at least by way of experiments, a few lines—connecting lines or intermediate lines—entrusted to the private sector with the definite stipulation that it shall run only for a stipulated period of 25 to 30 years. We can create such lines and nationalise them later just as we have nationalised the existing ones. No harm is done in trying to allow for co-existence of both the private and public sectors. We talk of it. Let us practice what we preach. In that way the Government may be in a position to embark on a few more ventures of new lines as well.

When I am on this point I would like to suggest that the replacement of the old line between Hosur and Bangalore is an absolute necessity. Immediate attention may be paid not only to this line but also to the other one between Chamarajanagar-Nanjangod.

There is one other important point. It is not enough that we have only first-aid boxes in the trains. In some of the through-trains where hundreds of people are travelling all the way for days together it is very necessary I think to have one doctor travelling all through the train. It would be very necessary and it would be very helpful too. There have been several cases of serious matters connected with the passengers in those trains and instances are not wanting in that direction. Therefore I would like to suggest, if it is possible and the personnel permits, that we should have one doctor for every through-train.

**Mr. Chairman :** The hon. Member's time is up.

**Shri Keshavaiengar :** Just a word more, Sir. I would like to suggest that the Bangalore Goods Yard requires very

badly remodelling. There is a lot of congestion of goods traffic in the city of Bangalore and the Goods Yard requires immediate attention.

Then, a very great inconvenience is felt on account of the quota system of reservation of seats in the first class. 12 berths are reserved for through travellers from Bangalore to Delhi. Even though 12 berths are there only 6 out of 12 are allowed at Bangalore.

**Mr. Chairman :** If every hon. Member wants to speak on all the points that he has in mind then only a very few Members can have a chance to speak. I am receiving so many chits from hon. Members. The hon. Member may conclude now.

**Shri Keshavaiengar :** Sir, this is causing a very great inconvenience even to the Members of Parliament. Even if we reserve our seats 8 or 10 days ahead we are denied seats because those seats are meant for passengers from Madras and not from Bangalore even though the seats are available. I think it is better to allot the entire quota for passengers from Bangalore to Delhi. Also, the limitation of seats in through third class compartments should also be enforced.

With these words, Sir, I have very great pleasure in participating in this debate.

**Pandit C. N. Malviya (Raisen) :** Mr. Chairman, on the whole I support the Railway Budget and the Demands Nos. 4 and 5 which are under consideration. But I am at a loss to understand as to why the Railway Ministry is very unkind to Bhopal. In the last Budget I had seen some provisions. In the present Budget I do not see any provision for the Bhopal junction. It is in the same old condition as it used to be during the British regime and in the time of the Nawab of Bhopal. Although much has been spent on the Five-Year Plan in the Bhopal State and it is claimed that we want to meet the necessities of our growing economy, in Bhopal which is a surplus State the railway station platforms are not properly covered. In spite of the persistent demands of the people and the traders of Bhopal no sheds have been provided and the main platforms are open. No sheds have been provided to protect the passengers and goods from the rains and winter. The waiting rooms and platforms are in the same old condition. May I therefore request the Railway Ministry to take care of Bhopal junction since now it is going to be

the capital of a big State of M.P. and people from very many parts of the country have taken to go to Bhopal because Sanchi is very near to Bhopal? But there are no retiring rooms. So, I think it will be very kind on the part of the Railway Ministry to pay their attention towards the Bhopal Junction—to re-model it and to have retiring rooms and sheds on the platforms and also on the goods platform.

Although it is irrelevant under this Demand, since I could not have opportunity to refer to it, at the proper time, I mention it now. I would like to know the reason behind the scheme of doubling the line in gaps, particularly, between Delhi and Bombay. A survey has been ordered for doubling the line between Bina and Bhopal. I personally wrote to, and drew the attention of the Railway Ministry to double the line between Bhopal and Itarsi, because there is double line from Itarsi to Bombay, and naturally our goods and provisions have to go to Bombay for trade and commercial purposes. There is double line between Budni and Barkhera. The distance between Itarsi and Bhopal is only 56 miles. If that line is doubled, then there will be through connection to Bhopal from Bombay. Bhopal is the nerve-centre of the new Madhya Pradesh, because Madhya Bharat and Bhopal, together with Mahakosal and Vin-dhya Pradesh will form the new Madhya Pradesh. This area is the centre of textiles and a cotton growing area, and there are factories at Indore and Ujjain. So, all these articles will be going to Bombay *via* Bhopal. Therefore, in order to create mobility and speed in the transport of goods for the markets, I think doubling the line between Bhopal and Itarsi is very necessary. With the continuity of the doubling the line between Bina and Bhopal, there will be continuity up to Delhi. Between Itarsi and Bombay, there are double lines, and if you double the line between Itarsi and Bhopal, then there will be continuity. Therefore, I press this point for consideration and necessary action. Apart from the survey of the Bina-Bhopal line, I do not mind if you have other surveys also.

Another point which I want to bring to your notice is that a broad gauge line is being constructed between Indore and Ujjain *via* Dewas. That means there will be a broad gauge connection up to Indore. Please note that Indore is a big textile centre and Madhya Bharat is a cotton growing area, and we will be

requiring cotton not only for the textile mills of Indore but at Bhopal also and for other textile mills which will be opened in Mahakosal area, and cotton has to be transported to Mahakosal because it is not a cotton-growing area. Therefore, I hope this particular point will be taken into consideration.

There is a proposal in the report also about the provision for beds for the T.B. patients. I hope that the Railway Ministry knows very well that there is a T.B. hospital at Bhopal. May I suggest that hundred beds may easily be provided in that hospital? Therefore, provision may be made for this amenity, so that the T.B. patients among the railwaymen will be benefited and at the same time the hospital also may get some importance. It is situated in a good locality. It is in the middle of India. You have sanatoria in the north, south, west and east of India but there is no sanatorium in the centre of India. Bhopal is in the centre and this T.B. hospital could be improved. I think that is a very suitable place, and therefore, provision for the T. B. hospitals should be extended also to the hospital in Bhopal, both in the interests of the patients and also of the general public.

I shall now refer to railway accidents. At page 102 of the report, it has been mentioned that in many of the accidents, cattle have been the victims. According to the Railway Act, anybody whose cattle is run over by a train, may bring the fact to the notice of the authorities. But the owners do not bring it to the notice of the administration, because they are held responsible for the cattle and they may be fined. Formerly, there used to be fences on both sides of the railway lines, and on account of some economy, or some policy of economy, fencing has been removed. I brought this matter to the notice of the Railway Ministry but I got the reply which said that now there is no policy of fencing the lines. 31 per cent of the railway accidents is due to cattle. I hope that this question will be taken into consideration. At least these poor cultivators and agriculturists should not be victimised. At least some compensation has to be paid or at least the people should not be fined. I think it is the general rule of Torts that the Railway Ministry should take into consideration the safety of the people and their property. If they have fencing not of wires but any kind of protection—the cattle could be saved.

[Pandit C. N. Malviya]

I now come to my last point, because I do not have the time for covering all the other points which I wanted to make. I refer to the police establishment. I have got some figures from the report itself. The claims in the year 1955 amounted to 2,10,279. This is the number of all kinds of claims. The total amount of compensation that you had to pay was Rs. 2,68,00,489. We are paying about Rs. 2 crores every year on the average. It may be something less or something more. But this is the amount that we are spending, and in addition to that, we are spending, on special police establishment a sum of Rs. 21 lakhs every year, by way of the establishment and the Special Police Adviser. What is this? The accidents and the compensation are not due to any defects in the train, but they are on account of pilferage, theft and such other things. For this, what is the use of having such a big establishment which is not able to control this kind of corruption? Corruption is due to giving discretion. On principle, I want to bring to the notice of the Ministry that no discretion should be allowed, because it is the discretion of a person which leads to corruption. He has got the consideration of his own mind only. You must put him in some Committee, and give him a chance of taking part in a collective decision. I am not going to refer to individual decisions, but I want to put the question as to why there should be direct recruitment. In the report, you have said that 82 persons have been recruited directly to higher offices and 41 through proper channel. When you have got the Pay Commission's recommendations, where is the necessity of direct recruitment to high positions? Let the persons of experience come through promotions. That will maintain efficiency in the departments and make available to the departments the experience of the employees. Therefore, I oppose this sort of direct recruitment and also a very wide margin for temporary appointments.

If you want to economise and have better management of the railways, apart from divisionalisation—of course I support divisionalisation—I suggest, as has been suggested by some friends, not only committees at the workshop level but committees at every junction with the station master and staff, the workers, and the non-official people, the public. They can sit regularly and see why trains are running late, why there

is an accident, why the proper capacity of the wagons is not utilised—all these things may be considered at every junction in such committees. Corruption and inefficiency will be checked at every station and I think these committees will be able to contribute towards the better management of the railways.

**Mr. Chairman :** Shri Ram Saran. I hope Members will not take more than ten minutes because every Member who has expressed his desire to speak today may have some chance.

**श्री राम शरण (जिला मुरादाबाद-पश्चिम) :** सभापती महोदय, मैं आपका बहुत अनुरोधित हूँ कि आपने कई दिन से इन्तजार करने के बाद आज मुझे थोड़ा सा समय भले ही वह दस मिनट का हो बोलने के लिये दिया। रेल के प्रशासन के सम्बन्ध में मैं इस अवसर पर तीसरी श्रेणी के जो लोग हैं उनकी ओर मंत्री महोदय और उनके मंत्रालय का ध्यान आकर्षित करना चाहता हूँ। तीसरी श्रेणी के लोगों में खास तौर पर जो क्लर्क और टाइपिस्ट्स और स्टैनो आदि हैं, उन्होंने जैसा कि सब को बिदित होगा और कई सदस्यों ने उसका जिक्र भी किया कि इसी महीने ने उन्होंने एक पे (वेतन) सत्याग्रह किया था और मुरादाबाद में मुझे भी उस पे सत्याग्रह को देखने का मौका मिला, उनके जलूस को देखने उनके नारों को सुनने और उनकी सभा में भी जाकर बोलने का मौका मिला और उनको वह सारी कार्यवाही एक संयम और नियंत्रण को साथ लिये हुए और अपने कार्य में बाँधे कोई विषय बाधा उपस्थित किये हुए उन्होंने अपनी पे के बाबत प्रोटैस्ट (बिरोध) किया और उसकी ओर रेलवे अधिकारियों का ध्यान आकृष्ट किया। तीसरी श्रेणी के कर्मचारियों को जो मांगें हैं वे बहुत अधिक नहीं हैं। उनमें जो काम करने वाले हैं वे अधिकतर डिप्लोमाल क्लर्क हैं अधिक डिप्लोमेटरी से काम करने वाले हैं लेकिन उनका वेतन केवल ५५ से शुरू होता है पर सेंट्रल पे कमिशन ने सुझाव दिया था कि उनका वेतन ८० रुपया से शुरू होकर २०० रुपये तक चलना चाहिये। इस समय रेलवे में कुछ लोगों को डिप्लोमाल क्लर्क माना गया है और बाकी सारों को स्टीन क्लर्क माना गया है। यह बड़े हर्ष की बात है कि रेलवे मंत्री महोदय ने कई वर्षों के क्लर्कों के प्रयत्नों के बाद इस बात की कल घोषणा कर दी है कि इन लोगों के वेतनों को तय करने में देर भले ही लग जाये, लेकिन जिन लोगों के वेतन में वृद्धि होगी, वह वृद्धि पहली अप्रैल से लागू होगी। इसके बास्ते में मंत्री महोदय को और उनके



रेलवे मंत्रालय को मुबारकबाद देना चाहता हूँ कि उन्होंने इतने वर्षों के बाद ही क्यों न हो, उस मांग को सुना और यह आशा की जा सकती है और जसा कि उनके भाषण से भी विदित होता है कि अधिकतर लोगों को डिस्पोजल क्लर्क माना जायेगा और उनका वेतन ५५ रुपये से बढ़ा कर ८० रुपये कर दिया जायगा और बहुत कम लोग हटीन क्लर्क माने जायेंगे जिनका वेतन ५५ रुपये से शुरू होता है। इस सम्बन्ध में मुझे थोड़ा सा यह भी कहना है कि पे कमिशन ने यह तय किया था कि उनका वेतन ८० रुपये से लेकर २०० रुपये तक चले लेकिन पता नहीं किस प्रकार से क्लर्क और टाइपिस्ट्स के लिए ऐसा कर दिया गया है कि उनकी दो श्रेणियाँ कर दी गई हैं, एक ८० रुपये से १६० रुपये तक और फिर १६० से लेकर २०० रुपये तक। यह श्रेणीभेद दूर होना चाहिये क्योंकि टाइपिस्ट क्लर्क के अलावा, बहुत सारे दूसरे लोग जैसे स्टैनोज, बायरलेस अपरेटर्स, स्कूल टीचर्स (अध्यापकों) के लिए केवल एक श्रेणी है, ८० से लेकर २०० तक, इन दो श्रेणियों को भी दूर करना उचित होगा। साथ ही जो एकाउंट्स क्लर्क हैं उनके लिये कई परीक्षाएं बीच में रख दी गई हैं और जिसके कारण उन्हें सीनियारिटी (अग्रता) के लिहाज (अनुसार) से तरक्की पाना कठिन हो जाता है जब कि रेलवे की ऐसी नीति है कि २०० या ३०० रुपये तक वेतन पाने वाले कर्मचारियों की वेतन वृद्धि सीनियारिटी के आधार पर होगी पर एकाउंट्स क्लर्क के सम्बन्ध में एक विचित्र स्थिति (एनामलस पोजिशन) हो जाती है, वह दूर होनी चाहिये और यह आशा की जाती है कि हमारे उपमंत्री जी की अध्यक्षता में जब इन बातों पर विचार होगा तो उन पर सहानुभूतिपूर्वक विचार किया जायगा।

दो, एक बातें और हैं जिनके सम्बन्ध में मैं इस सभा का और मंत्री महोदय का ध्यान दिलाना चाहता हूँ। एक तो रेलों में ओवर क्राउडिंग (भीड़ भाड़) की समस्या है जिनको किसी पर्व आदि के अवसर पर या पूर्णमासी के अवसर पर रेल में सफ़र करने का मौका मिला होगा उन्होंने देखा होगा कि इन अवसरों पर रेलों में कितनी अत्याधिक भीड़ रहती है और जितने डिब्बों के अन्दर लोग बैठे रहते हैं, उनसे अधिक डिब्बों की छतों पर बैठे रहते हैं, फुटबोर्ड पर लटकते चलते हैं और बफर्स (प्रत्यारोहों) पर बैठ कर चलते हैं जो कि निहायत ही खतरनाक है और हर समय जान का खतरा बना रहता है, लोग धार्मिक भावना के कारण

या ग्रंथ विश्वास के कारण इस बात की पक्की नहीं करते कि उनका इस तरह सफ़र करना खतरे से खाली नहीं है और इसके अलावा इतनी भीड़ में बहुत से लोग बगैर टिकट के सफ़र करते हैं और ओवरक्राउडिंग (भीड़) की वजह से चैकिंग न हो सकने के कारण रेलवे की आमदनी में घाटा होता है, रेलवे को तो नुकसान होता ही है लेकिन उससे भी ज्यादा उनकी जान का खतरा बना रहता है और इसलिये मैं कहना चाहता हूँ कि यह तो ठीक है कि आप थर्ड क्लास (तीसरे दर्जे) के यात्रियों को अनेक सुविधायें देने जा रहे हैं लेकिन सबसे पहले यह जो खतरे की चीज है, यह जो फुटबोर्ड पर लटक कर और बफर्स पर बैठ कर चलना है यह चीज दूर होनी चाहिये और रेलवे मंत्रालय को ऐसे पर्व आदि के अवसरों पर अधिक डिब्बों तथा अधिक गाड़ियों की व्यवस्था करनी चाहिये। साथ ही इस सम्बन्ध में मैं यह भी कहना चाहता हूँ कि रेलवे ऐडमिनिस्ट्रेशन (प्रशासन) ने कुछ महीने से जो मेल और एक्सप्रेस ट्रेनों में रेस्ट्रिक्शंस (पाबन्दियाँ) थीं, उनको शिथिल कर दिया है इस वजह से भी उन ट्रेनों में बहुत अधिक रश हो जाता है और इसलिये जब तक हम और ज्यादा गाड़ियाँ न चला सकें, या ज्यादा बोगीज तीसरे क्लास की न लगा सकें, तब तक इन बंधनों को शिथिल करना उचित नहीं मालम होता। यह रेस्ट्रिक्शंस तभी शिथिल करना ठीक होगा जब हम और ज्यादा तादाद (संख्या) में तीसरे दर्जे की बोगीज लगा सकेंगे या ज्यादा गाड़ियाँ चला सकेंगे।

ट्रेनों (गाड़ियों) के ठीक समय पर स्टेशनों पर पहुँचने की बाबत मैं मंत्री महोदय की सेवा में यह निवेदन करना चाहता हूँ कि समय की पाबन्दी का ध्यान जितना सन् ५२-५३ के दौरान रक्खा गया उतना सन् ५३-५४ तथा ५४-५५ में नहीं देखा गया। सन् ५२-५३ में हमने देखा कि चाहे वह मेल ट्रेन हो, पैसेंजर ट्रेन हो, ब्राडगेज की हो या नैरोगेज की हो, सब वर्गों में समय की पाबन्दी काफी देखने में आयी और ट्रेनों प्रायः ठीक समय पर पहुँचती थीं लेकिन पिछले दो सालों में यानी (अर्थात्) ५३-५४ तथा ५४-५५ में हमने देखा कि उन चारों वर्गों में समय की पाबन्दी कम होती चली गई, यह नहीं कि खाली एक में कम होती गई हो बल्कि चारों श्रेणियों में समय की पाबन्दी कम होती गई। पाबन्दी के सम्बन्ध में मंत्री जी की यह बात ध्यान देने योग्य है कि अगर लोगों को पाबन्दी और गाड़ी की स्पीड (रफ़तार) इन दोनों चीजों में से एक को चुनना हो तो

[श्री राम शरण]

लोग कहते हैं कि पाबन्दी भलेही न हो लेकिन गाड़ी की रफ्तार कम न हो और अगर गाड़ी की रफ्तार कम करने का सवाल आता है तो लोग उस पर एतराज (अपत्ति) करते हैं और चाहते हैं कि रफ्तार कम न हो, पाबन्दी चाहे हो या न हो, इस सम्बन्ध में मेरा कहना है कि यदि हम पाबन्दी नहीं रख सकते हैं तो फिर हमको स्पीड के सम्बन्ध में जरूर ध्यान देना है और उस पर कुछ पाबन्दी लगाना है।

इसके साथ ही साथ जैसा कि मैंने तीसरी श्रेणी के कर्मचारियों के वेतन के सम्बन्ध में कहा, रेलवे के इन कर्मचारियों को एक बड़ी शिकायत रहती है, वह क्वार्टर्स के सम्बन्ध में और उनके रहने की जगह के सम्बन्ध में होती है। यह तो हर्ष का विषय है कि सन् ५४-५५ में दस हजार के लगभग हर प्रकार के क्वार्टर्स बने, कुल ६६०१ क्वार्टर्स बने, इन में ज्यादातर ऐसे थे जो कि छोटे थे, ए० बी० सी० और डी० और दूसरी कैटगरीज (श्रेणियों) के भी बने लेकिन अभी भी वे क्वार्टर्स बहुत अपर्याप्त हैं और जैसा कि हाल में एक विज्ञप्ति से मालूम हुआ कि करीब ५० करोड़ रुपया रेलवे ऐडमिनिस्ट्रेशन उस सम्बन्ध में खर्च करने वाला है और उससे कहीं अधिक क्वार्टर्स बनने की आशा की जाती है। इसके अतिरिक्त ए० और बी० टाइप के क्वार्टर्स में कमरे बहुत अधिक हैं और उनमें रहने वाले बहुत कम हैं और इन बंगलों के साथ साथ बहुत सारे सर्वेंट्स क्वार्टर्स बने होते हैं, बाज बाज जगह तो आठ आठ और दस दस सर्वेंट क्वार्टर्स बने हुए हैं और उनके सम्बन्ध में ऐसी भी शिकायतें सुनने में आई हैं कि उन बंगलों में रहने वाले रेलवे अधिकारी उन सर्वेंट्स क्वार्टर्स को किराये पर उठा देते हैं।

ऐसा प्रबन्ध होना चाहिये कि जब तक मकानों का समुचित प्रबन्ध न हो जाये तब तक बड़े बड़े बंगलों का विभाजन कर दिया जाये और अलग अलग लोगों को दे दिया जाये। कम से कम जो सर्वेंट्स क्वार्टर्स हैं, उन में तीसरी या चौथी श्रेणी के साधारण लोग रहना पसन्द करेंगे, वह उनको दे दिये जायें।

एक बात मुझको सामाजिक शिक्षा के सम्बन्ध में कहनी है, और वह यह कि सामाजिक शिक्षा की भी चर्चा रेलवे मंत्री के भाषण में है कि पोस्टरों, लाउड स्पीकरों आदि के द्वारा तथा चल चित्रों के द्वारा इस का प्रबन्ध किया जायगा। इस सम्बन्ध में मेरा कहना यह है कि जब तक

रेलवे कर्मचारी खुद अपने शिष्ट और नम्र व्यवहार से सामाजिक शिक्षा नहीं देंगे, जो गन्दगी दिखलाई दे उस को दूर करने में जब तक वह खुद सहायक नहीं होंगे, तब तक किसी दूसरी शिक्षा का असर यात्रियों पर अधिक नहीं पड़ेगा। यदि हम यात्रियों को समझाने के विचार से शिक्षा देंगे तो वह भी जब तक हम अमली रूप से शिष्ट और मृदु व्यवहार से नहीं देंगे तब तक कुछ नहीं होगा। अपने व्यवहार से ही हम लोगों पर अच्छा असर डाल सकेंगे।

यही दो चार जरूरी बातें हैं जिनके सम्बन्ध में मैं रेलवे मंत्री जी का और उन के द्वारा रेलवे मंत्रालय तथा रेलवे बोर्ड का ध्यान आकर्षित करना चाहता हूँ। आशा है कि इसके ऊपर ध्यान दिया जायगा। खास तौर से जो तीसरी श्रेणी के क्लर्क्स हैं, जिनके सम्बन्ध में घोषणा की गई है, उस के ऊपर जल्द कारवाई की जायेगी और अधिक से अधिक लोगों को जो आशा दिलाई गई है, उस के अनुसार उन के वेतनों में वृद्धि की जायेगी।

**Shri L. Jogeswar Singh (Inner Manipur):** Mr. Chairman, Sir, I thank you for giving me an opportunity to say a few words on this demand.

I belong to a most backward area in terms of rail communication and road communication. So, I consider myself fortunate to be able to say something about road and rail communications in that part of the country. The State to which I belong has no railway. Lack of communication is the greatest handicap of my State. During the floods or during the monsoon, we do not get any supplies from Calcutta for six months together. Whenever any supply comes from Calcutta, it comes by air. When it comes by surface, it comes by the Assam link. It has got to come through a number of bottle-necks. So, supplies come after one or two months after they are booked at Calcutta. So, the supplies come to that part of the country very late. At the same time, the prices of all essential commodities are very very high. All this burden falls on the poorer sections of the population. Extra charges are levied because of the several bottle-necks. I request the Railway Minister to see that the rates on these supplies are reduced, so that the customers and ordinary purchasers may get the supplies at a fair price. So also, consignments in smalls are allowed from Calcutta to Manipur Road station or to Imphal Out Agency through direct booking. It has

to pass through Gauhati. It now involves a number of re-handlings and re-bookings which can be done away with only through direct booking from Calcutta. Due to this, extra charges are levied. These freight charges should be reduced.

In the Assam line, the most neglected part is the Manipur Road Station. Imphal is 135 miles from this station. There is no bus service to Imphal during the night. Any passenger who gets down at this station has to stay in the station itself for the night. But, there is no sleeping accommodation. There is one small room provided for the first and second class passengers and it is always fully crowded. These passengers are put to very great difficulty. I request the hon. Minister to see that this small room is extended so that there may be two rooms for the first and second class passengers. The difficulty is all the greater because there are no good hotels or rest houses in Dimapur.

We have the Zonal Railway Advisory Committee. On that committee, there is no representative from Manipur. In other Advisory Committees, such as the Posts and Telegraphs Advisory Committee, there is a representative from Manipur so that all local grievances may be placed before the committee and remedied. Similarly, in the Railway Zonal Advisory Committee for the Assam Circle, a representative from Manipur should be nominated. My specific complaint is this. So far, no Manipuri has been appointed in the railway services. Because of the ignorance of Manipuri language on the part of the railway officials, the Manipuris are put to a lot of trouble. A number of Manipuris travel by rail to Brindaban during the *dol* festival. Both men and women alike travel by train. But they are put to a lot of difficulties because the railway officials do not know Manipuri. If a Manipuri man could be appointed as a railway officer, then he will be able to help these passengers who are mostly ignorant of any other language than Manipuri by interpreting and explaining to them what others have to say.

5 P.M.

My earnest appeal to the railway authorities is this. On the zonal advisory committee, a representative from Manipur State should be appointed, as in the case of the P & T advisory committee.

Now and then some posts were apparently allotted to Manipur State, saying that if suitable Manipuris are available, they would be taken in. But so

far not a single Manipuri has been appointed on the Assam Railway. The result is that our people who go on pilgrimage to other places, especially the ignorant men and women, are put to a lot of inconvenience, because the railway employees do not know Manipuri.

My next point is in regard to the proposal for opening a new line. In the First Five-Year Plan there was a proposal for the construction of a road from Kangpokri to Tamenglong just near Haflang. The construction had already been started; but no spectacular progress has so far been made. My request is that as soon as possible, a survey for extension of a rail line from Haflang connecting the said new road should be completed, and as soon as may be thereafter the line should be opened, so that it will connect Manipur proper with the rest of the country.

I would like to point out one difficulty that has been experienced in the absence of an alternative route other than the present Dimapur-Manipur Road. During the war, during Netaji's invasion of Imphal, Manipur was completely cut off from the rest of the world. When Imphal was surrounded by the Japanese forces, there was only one outlet and that was Dimapur-Manipur Road....

**Shri Kamath :** By the INA, not by the Japanese forces.

**Shri L. Jogeswar Singh :** I thank my hon. friend Shri Kamath for correcting me.

**Shri Kamath :** The Parliamentary Secretary was also there, I believe.

**Shri L. Jogeswar Singh :** When that was surrounded by the INA forces, the Indo-Burma road which was the lifeline, so to speak, had been completely blocked up to More on the Burma border. When this road was completely blocked, we were surrounded completely on all sides, and the British were on the eve of surrender. The reason why I am mentioning all this is this.

There are hostile elements among the Nagas, and when there is revolt in the Naga Hills, and this road is blocked as a result of it, Manipur is cut off from the rest of the world. Therefore, it is very necessary that the suggested line should be constructed as early as possible. Otherwise, if the Dimapur-Manipur Road is blocked by the Nagas at

[Shri L. Jogeswar Singh]

times of difficulty, then Manipur will simply surrender to anybody that comes there. This point also should be taken into consideration.

I would like also to draw the attention of the Minister to the fact that the Dimapur-Manipur road is the only life-line in Manipur State. It goes and touches Kohima. So, whenever Kohima is blocked, Manipur will be nowhere.

**Mr. Chairman :** The hon. Member has already taken 15 minutes, and he should conclude now.

**Shrimati Sushama Sen (Bhagalpur South) :** Moreover, this is not relevant to the cut motions.

**Shri L. Jogeswar Singh :** How is it not relevant? When other Members are representing their grievances, I should also be permitted to ventilate our grievances.

**Shri T. B. Vittal Rao :** We know only very little about the Manipur State.

**Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes) :** There is no quorum.

**Shri L. Jogeswar Singh :** This is a place where no railway communications are available....

**Mr. Chairman :** I have already given the hon. Member fifteen minutes. I have given only 10 minutes to others. Other Members also are waiting to speak.

**Shri L. Jogeswar Singh :** I would like to suggest that prohibition should be extended to the railway employees at least when they are on duty.

**Mr. Chairman :** That point has already been touched upon by other Members.

**Shri L. Jogeswar Singh :** But I want to mention one instance in this connection. Whenever I went to the room of the railway officer at Manipur Road Station for reserving my seat, I found him in a half-conscious or semi-conscious condition; he was drunken.

**Shri L. B. Shastri :** The hon. Member may give his name not here but outside, so that I might be able to take some action against him.

**Shri L. Jogeswar Singh :** I shall do that. But I do not like to disclose the name of that gentleman here. For, why should we harm that innocent and poor man? But he was in a semi-conscious or half-conscious state, when I approached him for reservation of my seat. At least when they are on duty....

**Shri Kamath :** But you got your seat reserved?

**Shri L. Jogeswar Singh :** At least when they are on duty, I repeat again, prohibition should be enforced on railway employees.

**श्री देवयम (चैबसा—रक्षित—अनुसूचित आदिम जातियां) :** मैं आप को धन्यवाद देता हूँ कि आपने एक पिछड़े हुए अंचल से आए हुए एक जंगली प्रदेश से आए हुए सदस्य को यहां पर बोलने का अवसर दिया। मैं सिंगपूर जिले से आता हूँ जो कि एक जंगली प्रदेश है। चाहे वह एक पिछड़ा हुआ प्रदेश है लेकिन वहां पर माइज (खाने) होने की वजह से वह एक बहुत अच्छा प्रदेश बन सकता है। मुझे इसमें भी सन्देह नहीं है कि वह इलाका तरक्की कर रहा है और करता जायेगा।

मुझे इस बात के लिये मंत्री महोदय को भी धन्यवाद देना है कि जो एक पत्र मने उनको लिखा था उसकी ओर उन्होंने ध्यान दिया और मेरे कहने पर उन्होंने ओवर-क्राउडिंग (भीड़-भाड़) को कम करने के लिये राजस्वरसावां गुवा ब्रांच पर पहले एक, और बाद में दो अतिरिक्त डिब्बे लगाने का आदेश दिया। परन्तु मुझे अभी भी यह शिकायत है कि वहां पर ओवर-क्राउडिंग कम नहीं हुआ और मैं आशा करता हूँ कि मंत्री महोदय इसको कम करने के लिये और प्रयत्न करेंगे। मैं यह भी कहना चाहता हूँ कि ओवर-क्राउडिंग के होने से करप्शन (भ्रष्टाचार) भी बढ़ता है और इस करप्शन को दूर करने के लिये भी ओवर-क्राउडिंग को दूर किया जाना आवश्यक है। गाड़ी में बहुत ज्यादा भीड़ होने के कारण जो टिकट कलेक्टर होता है या टी० टी० आई० होता है वह जैकिंग करने के लिये गाड़ी में नहीं जा सकता है और बिना टिकट सफर करने वालों को जैक करना मुश्किल हो जाता है। जब कभी किसी को जो कि टिकट के बगैर सफर करता है पकड़ भी लिया जाता है तो भी जो पैसा उससे बसूल किया जाता है उसके लिए कोई रसीद नहीं काटी जाती है जिसका नतीजा यह होता है कि जो पैसा गवर्नमेंट ट्रेजरी (राज कोष) में जाना चाहिये वह वहां न जा कर जो पकड़ने वाला होता है उसकी जेब में चला जाता है। इस कारण से भी ओवरक्राउडिंग को कम करना जरूरी है।

मैं समझता हूँ कि जो करप्शन होता है वह केवल पैसा बतौर रिस्कत लेने तक ही सीमित नहीं होती है। और भी कई प्रकार की करप्शन

होती है। अगर कोई उस आदमी को जो कि किसी जगह को डिज़र्व करता (के उपयुक्त) है नहीं रखता है और उसके बजाय अपने बन्धु या मित्र को रख लेता है वह भी एक प्रकार की करप्शन है। मैंने देखा है कि हमारे ट्राईबल एरियाज़ (आदिम जातियों के क्षेत्र) में जो अफसर लोग हैं वे वहाँ के लोकल ट्राईबल पीपल (स्थानीय आदिम वासी) को न रखकर अपने बन्धुओं को रख लेते हैं। आप चाहे जितने रूल्ज़ बनायें लेकिन जब तक उन पर अम्ल नहीं किया जाता इस तरह की करप्शन खत्म नहीं हो सकती। आपने रूल तो बना दिया है कि इतनी जगहें शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राईबज़ (अनुसूचित जातियों और अनुसूचित आदिम जातियों) के लिए रिज़र्व कर दी गई हैं लेकिन इस पर अम्ल नहीं होता। जो लोग पावर में हैं, जिन लोगों के हाथ में ताकत है वे अपने ही भाई बन्धुओं को बुला कर उनको ही नियुक्त कर लेते हैं। मैं चाहता हूँ कि जो लोकल ट्राईबल पीपल हैं उनको ही खाली जगहों पर लगाया जाए और आप से मैं प्रार्थना करता हूँ कि आप इसके बारे में कुछ उपाय करें।

राजखरसावा-गुवा लाइन पर, जब चीजों को बेचने और खरीदने के दिन होते हैं, जो मार्केट करने के दिन होते हैं, उन दिनों बहुत भीड़ रहती है। २८ दिसम्बर को मैंने देखा है कि तिरुल्लडी में और उसके आगे हर स्टेशन पर, जो लोग बेजिटेबल बेचने के लिए ले जा रहे थे, उनको टिकट देना बन्द कर दिया गया था। लेकिन उन लोगों को जगह नहीं मिली और हर स्टेशन पर बेजिटेबल ग्रेअर्स (सब्जी पैदा करने वाले) छूटते गये। जमशेदपुर एक इंडस्ट्रियल एरिया (औद्योगिक क्षेत्र) है और यहाँ पर हाट में बेजिटेबल और खेती की पैदावार बेचने के लिए बहुत लोग आते हैं। इस बजह से गाड़ियों में बहुत भीड़ होती है। ऐसे इंडस्ट्रियल एरियाज़ को जो ट्रेन्स आती हैं उनमें ओवरक्राउडिंग कम करने के लिये ज्यादा बोगियां जोड़नी चाहिएं जिन्हसे किसानों को हानि न उठानी पड़े। जो लोग गाड़ी पर नहीं चढ़ पाते उनके साथ रेलवे अफसर निर्दयता का व्यवहार करते हैं। किसी को तो निकाल देते हैं, किसी की तरकारी बगैरह फेक देते हैं। यह चीज मैंने एक बार डांगवापोस स्टेशन पर खुद देखी और मैंने डी० सी० को इसकी रिपोर्ट दी। उसकी जांच के लिए एस० डी० ओ० भेजा गया। शायद उसकी रिपोर्ट यहाँ पर भी आयी होगी।

चायबासा एक बढ़ता हुआ शहर है और यहाँ पर जो लेवल क्रॉसिंग है उस पर ओवर ब्रिज होना चाहिए क्योंकि इस लेवल क्रॉसिंग को पार करके ७०० हाईस्कूल के लड़कों को जाना पड़ता है और इस प्रकार जाना उनके लिए खतरनाक है। इसके अलावा जमशेदपुर और चायबासा के बीच में बहुत से मोटर कार और टैंकसी आदि चलती हैं। इनके ख्याल से भी ओवर ब्रिज की जरूरत है।

बड़ा जबदा एक बहुत इम्पारटेंट (महत्वपूर्ण) स्टेशन हो रहा है क्योंकि यह एक माइनिंग एरिया है। लेकिन इस स्टेशन पर कोई वर्टीगल रूम नहीं है।

अब मैं कुछ फ्लैम स्टेशनों के बारे में कहना चाहता हूँ। राजखरसावा ब्रांच में सिंहपुरिया और तालाबुरु दो फ्लैम स्टेशन हैं लेकिन इन पर टिकट नहीं बटता। इनको इस प्रकार नहीं छोड़ना चाहिए। इससे हमारी रेवेन्यू (राजस्व) की हानि होती है।

रांची और लोहरदगा के बीच में इक्कासी नामक गांव हैं और यहाँ चारों तरफ घनी बस्ती है। यहाँ एक स्टेशन होना चाहिए। मिर्जा चौकी और साहबगंज के बीच में टिकारुंगज में भी एक स्टेशन की जरूरत है।

पहले चायबासा में एक नहर थी। रेलवे के बनने की बजह से यह बन्द हो रही थी। लेकिन रेलवे की तरफ से उसको चालू रखने का प्रबन्ध किया गया था। लेकिन सिल्ट (बालू) बगैरह से वह प्रबन्ध खराब हो जाता है। इसकी ओर ध्यान दिया जाना चाहिए।

बड़ा जमदा एक इंडस्ट्रियल एरिया हो रहा है और यहाँ आयरन और (लोहा अयस्क) और मंगनीज बाहर जाने के लिए बहुत होता है। पर वेगन्स कम मिलने की बजह से इसको कलकत्ता के पोर्ट में भेजने में लोगों को बहुत कठिनाई होती है। इसका प्रबन्ध करना चाहिए।

कभी कभी ऐसा होता है कि एक ही आदमी अलग अलग नामों से मिनरल्स का लीज (खनिज पदार्थों के पट्टे) लेता है। इसलिए उस अकेले को बहुत से वेगन्स मिल जाते हैं और जो वास्तव में अकेले नाम से काम करते हैं उनको कम मिलते हैं। इसकी भी जांच होनी चाहिए।

[श्री० देवगम]

मुगलसराय बोगी विदहू होने से (हटा लेने से) हम एम० पी० लोगों को बहुत कष्ट हो गया है। हमको दिल्ली आने में रिजर्वेशन कराने में बहुत मुश्किल होती है। इस बार हमको रिजर्वेशन के लिए कलकत्ता फोन करना पड़ा। वहाँ से जवाब मिला कि १० तारीख को रिजर्वेशन नहीं मिलेगा, १२ तारीख को मिलेगा। इसलिए पहली फरवरी से १० फरवरी तक मैं अपनी कांस्टीट्यूएन्सी में काम करने नहीं जा सका।

सफाई के लिए हम लोग केवल तीसरे दर्जे के मुसाफिरों को दोष देते हैं। अभी मैं २८ तारीख को जा रहा था तो मैंने देखा कि बिहार सरकार के कुछ कोऑपरेटिव विभाग के बड़े बड़े अफसर रांची अपने मिनिस्टर से मिलने जा रहे थे। लेकिन वे भी अपने डिब्बे में ठीक से सफाई नहीं रख रहे थे। मैंने देखा कि पहले दर्जे के लोग भी यहां वेस्टर्नस (पाश्चात्य देशवासियों) से सफाई के मामले में नीचे हैं। मेरा सुझाव है कि सफाई के लिए हमको सामाजिक शिक्षा दी जानी चाहिए।

अभी अभी मालूम हुआ कि रेल में दिन दहाड़े बिहार बैंक के मैनेजर की मां के ऊपर डकैती हो गयी और उसका सब कुछ लूट लिया गया। इससे एडमिनिस्ट्रेशन (प्रशासन) पर बहुत दोष आता है। इसको रोकने का प्रबन्ध होना चाहिए।

मैंने अपने क्षेत्र के कुछ विषयों की ओर मंत्री महोदय का ध्यान दिलाया है। आशा है वे इन बातों पर ध्यान देंगे। और हमारी इच्छाओं को पूरा करेंगे।

श्री सूर्य प्रसाद (मुरैना-भिंड—रक्षित—अनु-सूचित जातियों) : मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने का अवसर दिया। मैं रेलवे बजट के अनुदानों के सम्बन्ध में कुछ सुझाव देना चाहता हूँ।

पिछले कुछ सालों में रेलवे विभाग में काफी सुधार हुआ है। डिब्बों में सुधार हुआ है, भीड़-भाड़ में भी कमी हुई है और करप्शन (भ्रष्टाचार) में भी काफी कमी हो रही है। लेकिन केवल इतना कहकर ही बैठ जाना ठीक नहीं होगा। हमको इसके आगे भी सुधार करना है।

सबसे पहले तो मैं आपका ध्यान बिना टिकट चलने वालों की तरफ आकर्षित करना चाहता हूँ। पिछली बार भी जब मुझे बोलने का मौका

मिला था तो मैंने इसका जिक्र किया था। मैंने देखा है कि जो लोग बिना टिकट सफर करते हैं वे अधिकांश स्टाफ (कर्मचारियों) से मिल कर सफर करते हैं। मैं एक बार का अपना अनुभव आपको बतलाना चाहता हूँ। मेरे पास टिकट था पर जगह न होने से मैं खड़ा रहा, और एक आदमी पूरी सीट पर लेटा हुआ था और अपना सामान सीट पर रखा था। जब मथुरा में टिकट चैकर आया तो मालूम हुआ कि उस आदमी के पास टिकट नहीं था। तो मैंने उससे कहा कि एक तो इस आदमी ने टिकट नहीं लिया और दूसरे यह सारी सीट घेरे पड़ा रहा। इससे यह होता है कि जो लोग टिकट लेकर चलते हैं उनको परेशानी होती है। यह चीज मिटनी चाहिए। स्टाफ के लोगों को भी इस बात का निश्चय करना चाहिए कि वे इस तरह से रेलवे की आमदनी को कम नहीं होने देंगे। अगर इस तरह लोग चलेंगे और टिकट नहीं खरीदेंगे तो रेलवे की आमदनी घटती चली जायेगी।

हमारे यहां ग्वालियर से शिवपुरी तक एक छोटी लाइन चलती है। जब इस लाइन को ब्राडगेज (बड़ी लाइन) करने का सवाल आता है तो कहा जाता है कि यह डेफिसिट (घाटे) में चल रही है। यह बात सही है लेकिन इसका कारण क्या है? इसका कारण यह है कि यहां पर स्टाफ से मिल कर लोग बिना टिकट चलते हैं। जहाँ किराया ५ रूपया कुछ पैसे हैं वहाँ से स्टाफ को दो ढाई या तीन रूपये देकर सफर करते हैं। मैंने पिछली बार मंत्री जी को इस बारे में एक पत्र लिखा था और उन्होंने बम्बई से कुछ अफसर इसकी जांच के लिए बुलाये थे। चैक (जांच) करने पर मालूम हुआ कि इस लाइन पर आधे से ज्यादा मुसाफिर बिना टिकट चल रहे थे। इसको रोकना चाहिए। यही तो रेलवे की आमदनी का जरिया है। इसको जब हम रोकेंगे तभी आमदनी में सुधार होगा।

मेरा सुझाव है कि जिस प्रकार आपने पहले और दूसरे दर्जे के लिए कंडक्टर्स का प्रबन्ध किया है उसी प्रकार तीसरे दर्जे वालों के लिए भी होना चाहिए, जो कि यह देखें कि किस के पास टिकट है, कहां भीड़ ज्यादा है, आदि। एक बार मैं सफर कर रहा था। मैंने देखा कि एक स्टेशन पर एक डिब्बे में इतनी भीड़ हो रही थी कि लोगों का सामान गिर रहा था, औरतें और बच्चे चिल्ला रहे थे पर कोई देखने सुनने वाला नहीं था। मैं समझता हूँ कि तीसरे दर्जे के मुसाफिरों की

सुविधा के लिए तीसरे दर्जे के डिब्बों के साथ भी कंडक्टर रखे जाने चाहिए। आजकल होता यह है कि बिना टिकट वाले बहुत चलते हैं और टिकट वालों को जगह नहीं मिलती। इसलिए तीसरे दर्जे के लिए भी कंडक्टर रखने की सख्त जरूरत है।

ग्वालियर का स्टेशन आपने लाखों रुपया खर्च करके नया बनाया है। लेकिन वहां की संडास अभी भी पुराने तरीके की ही है। जो लोग उसमें जाते हैं वे कहते हैं सरकार ने लाखों रुपया लगाकर इतना बड़ा स्टेशन तो बनाया फिर भी पाखाना फ्लश का नहीं बनाया। अगर यहां फ्लश का पाखाना बना दिया जाये तो यह स्टेशन वास्तव में सुन्दर हो जायेगा और सफाई भी अच्छी तरह रह सकेगी।

कभी कभी छोटी छोटी बातों का ख्याल न रखने से लोगों को कष्ट हो जाता है। अभी आपने दिल्ली की नुमाइश के मौके पर जो स्पेशल गाड़ियां चलाईं, वह उस समय चलाईं जब कि वह खत्म होने वाली थी। मैं ग्वालियर से आ रहा था तो मैंने देखा कि कोई दो सौ या तीन सौ आदमी जो दिल्ली आ रहे थे वे दिल्ली से कुछ दूरी पर जहां कि लाइन में कुछ काम हो रहा था उतर गये। वे बिना टिकट आ रहे थे। जब आप कोई इस तरह का फंक्शन (समारोह) करें तो उसके लिए आपको ठीक व्यवस्था करनी चाहिए। जब कहीं मेला आदि हो तो वहां पर ज्यादा गाड़ियां चलाने का इन्तजाम पहले से होना चाहिए। और यह भी देखना चाहिए कि लोग बिना टिकट न बैठ सकें। जो लोग मेरे साथ बिना टिकट आ रहे थे मैंने उन से पूछा कि तुम बिना टिकट क्यों चल रहे हो तो उन्होंने कहा कि हमको टिकट मिलने में कठिनाई थी और हमको बूलगानिन साहब को देखने दिल्ली आना जरूरी था। आपको यह सारी चीजें देखनी चाहिए। सबसे बड़ी बात तो यह है कि आप को पहले यह चीजें देखनी चाहिये।

**श्री एल० बी० शास्त्री :** वह आप को कैसे मालूम हुआ कि एग्जिबिशन (प्रदर्शनी) के खत्म होने पर या खत्म होने के नजदीक स्पेशल गाड़ियां चलाई गईं ?

**श्री सूर्य प्रसाद :** मुझे तो . . . . .

**श्री एल० बी० शास्त्री :** सही बात का पता लगा कर ही कोई बात कहनी चाहिये। गलत बातों को कह देना तो ठीक नहीं है।

**श्री सूर्य प्रसाद :** आप ने चलाई होगी। मुझे तो यही इत्ला थी कि स्पेशल गाड़ी देर से चली, इसलिये मैंने कहा कि इस के लिये देर नहीं करनी चाहिये थी। जब मैंने स्पेशल गाड़ी के सिलसिले में पता किया तो कुछ लोगों को तो इस के बारे में मालूम तक नहीं था जिसके कारण परी की पूरी गाड़ियां खाली गईं।

पिछले समय में मैंने अर्ज किया था कि दिल्ली से आगरे तक जो तेज पैसेन्जर चलती है उस को आप झांसी तक क्यों नहीं कर देते हैं, इस का भी कोई जवाब नहीं दिया गया।

दूसरे ग्वालियर से इयोपुरकलां को जो गाड़ी चलती है उस का किराया अधिक है इसके लिये बताया जाता है कि यह ट्रेन पहाड़ी इलाकों में चलती है। मेरी तो समझ में नहीं आता कि यह पहाड़ी इलाका कैसे है। इस का माइलेज भी बहुत कम है, लेकिन इस का किराया बहुत ज्यादा है, इसलिये इसको कम करना चाहिये।

इस के बाद मैं नई रेलवे लाइनों के बारे में कहूंगा। यह तो मालूम ही है कि हमारे यहां डाकुओं की बड़ी भारी समस्या है, कम्यूनिकेशन और रेलवेज (संचार और रेलें) न होने की वजह से इस एरिया में आवागमन के साधनों की बड़ी कठिनाई है। इसलिये यहां पर नई रेलवे लाइन अवश्य बनानी चाहिए। मेरी राय तो यह है कि सोनी से अम्बाह और मोरेना, यह एक नई रेल चलनी चाहिये ताकि जो पहाड़ी वीहड़ का एरिया है वह ठीक हो जाये। ऐसा करने से वहां कम्यूनिकेशन के साधन भी ठीक होंगे और लोगों की आमद रफ्त भी बढ़ेगी, साथ ही वहां बिजिनेस (व्यापार) भी बढ़ेगा। अम्बाह में जो आवादी एक मंडी है उस को सामान आदि भेजने की बड़ी दिक्कत है, इसलिये वहां पर एक आउट एजेन्सी भी होनी चाहिये जिस से लोगों को सामान आदि भेजने की सहूलियत हो।

**Shri C. Bhatt (Broach) :** I would like to take this opportunity of congratulating the hon. Minister for presenting a Budget which is of a democratic and socialistic pattern. I would like to come at once to Demands Nos. 4 and 5.

In between Baroda and Surat there is Broach station and on the off platform there is no urinal. Last year, I wrote a letter to the department and then the reply was given to me that it has already been sanctioned. A year has lapsed, the sanction is there but the urinal is not on the off platform.

**Mr. Chairman:** The hon. Member may continue tomorrow. Before we adjourn I have to make an announcement.

The following are the selected Cut Motions relating to Demands Nos. 4 and 5 which have been indicated by Members to be moved subject to their being otherwise admissible.

Demand No.	Cut Motion No.				
4	65,	66,	67,	68,	69,
	70,	71,	72,	73,	75,
	163,	164,	165,	166,	207,
	209,	211,	212,	307,	308,
	309,	310,	353,	354,	360,
	361.				
5	83,	84,	85,	86,	87,
	173,	176,	177,	179,	180,
	214,	215,	216,	366,	367.

*Inefficiency and corruption in the Railway Security Force*

**Shri U. M. Trivedi:** I beg to move:

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

*Inefficiency in the Locomotive Department*

**Shri U. M. Trivedi:** I beg to move:

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

*Corruption in the Railway Service Commission, Bombay*

**Shri U. M. Trivedi:** I beg to move:

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

*Inefficient method of recruitment by the Railway Service Commission, Bombay*

**Shri U. M. Trivedi:** I beg to move:

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

*Theft of the damage to carriage fittings*

**Shri U. M. Trivedi:** I beg to move:

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

*Confirmation of temporary staff*

**Shri U. M. Trivedi:** I beg to move:

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

*Maintaining of the flying squad of I.R.C.A.*

**Shri U. M. Trivedi:** I beg to move:

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

*Non-provision of concession fares for the Pushkar Fair at Ajmer*

**Shri U. M. Trivedi:** I beg to move:

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

*Necessity to merge the dearness allowance with pay*

**Shri T. B. Vittal Rao:** I beg to move:

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

*Inadequate medical relief given at Bezwada to a delegate from Poona who was assaulted while attending Railway-men's Federation Convention in November 1955*

**Shri Nambiar:** I beg to move:

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

*Disregard of seniority in the promotion of T.T.Es. on the S.E. Railway*

**Shri P. Subba Rao:** I beg to move:

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

*Unfair selection by the Railway Service Commission, Calcutta*

**Shri P. Subba Rao:** I beg to move:

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



*Protection of house rent allowance and arrears thereof to Railwaymen due to cut effected on merger of half dearness allowance with pay in 'C' areas*

**Shri Nambiar :** I beg to move :

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

*Punishment to and transfers of Railway Security Force Personnel*

**Shri Nambiar :** I beg to move :

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

*Formation of a separate zone for Andhra and Hyderabad States, comprising former M.S.M. and N. S. Railways*

**Shri Ramachandra Reddi :** I beg to move :

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

*Equation of posts and fixation of seniority of ex-State Railway officers vis-a-vis Indian Government Railway Officers*

**Shri Ramachandra Reddi :** I beg to move :

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

*Six hours' duty for loco and workshop clerks*

**Shri Nambiar :** I beg to move :

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

*Grant of island allowance to the employees working in the Willingdon Island, Cochin*

**Shri Nambiar :** I beg to move :

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

*Inconvenience suffered by passengers due to three tiers sleeping berths in third class and failure to provide ladders for getting into upper berths in all classes*

**Shri K. K. Basu :** I beg to move :

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

*Appointment of Chief Security Officer, Northern Railway Zone*

**Shri T. B. Vittal Rao :** I beg to move :

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

*Paying casual labour at market rate instead of the minimum recommended by the Central Pay Commission*

**Shri T. B. Vittal Rao :** I beg to move :

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

*Delays in the disposal of representation made to the railway administration*

**Shri T. B. Vittal Rao :** I beg to move :

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

*Urgency of having an efficient health policy for the Indian Railways*

**Shri V. P. Nayar :** I beg to move :

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

*Necessity for health propaganda through the medium of Railways*

**Shri V. P. Nayar :** I beg to move :

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

*Allotment of more wagons for betel leaves and fish from the West Coast and Malabar*

**Shri V. P. Nayar :** I beg to move :

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

*Need to start a sleeper making plant with arrangements for treating wood at Kallai in Malabar*

**Shri V. P. Nayar :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Administration’ be reduced by Rs. 100.”

*Slackness in the maintenance of locomotives*

**Shri U. M. Trivedi :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Maintenance of carriages on the Khandwa-Ajmer Section of the Western Railway*

**Shri U. M. Trivedi :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Dirty condition of railway carriages run between Rewari and Hissar*

**Shri U. M. Trivedi :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Non-provision of auto-A.V.B. brake on the metre gauge section of the Railways*

**Shri U. M. Trivedi :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Maintenance of narrow-gauge and metre gauge engines on the Western Railway*

**Shri U. M. Trivedi :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Inadequacy of leave reserves in workshops and loco sheds*

**Shri Nambiar :** I beg to move :  
“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Question of making the Post-War Reconstruction Electrical Works at Golden Rock, Southern Railway permanent*

**Shri Nambiar :** I beg to move :

“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Making the reinforced concrete cement depot at Golden Rock permanent*

**Shri Nambiar :** I beg to move :

“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Running of trains between Masulipatam and Guntakal without proper lighting arrangements*

**Shri Gadilingana Gowd :** I beg to move :

“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Reduction of gauge length to three miles for safety working*

**Shri Nambiar :** I beg to move :

“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Delay in the construction of Nellore Railway Station, Southern Railway*

**Shri Ramachandra Reddi :** I beg to move :

“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Delay in the remodelling and electrification of Gudur Railway Station, Southern Railway*

**Shri Ramachandra Reddi :** I beg to move :

“That the demand under the head ‘Ordinary Working Expenses—Repairs and Maintenance’ be reduced by Rs. 100.”

*Revision of the Schedule of Rates for Works on Railways*

**Shri Ramachandra Reddi :** I beg to move :

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

*Necessity of improving the communication system in Indian Railways*

**Shri V. P. Nayar :** I beg to move :

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

*Necessity of pooling all Railway Scrap for conversion into steel for the use of Railways*

**Shri V. P. Nayar :** I beg to move :

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

**Mr. Chairman :** All these cut motions are now before the House for discussion.

*The Lok Sabha then adjourned till Half Past Ten of the Clock on Friday, the 9th March, 1956.*