

Shri Tulsidas (Mehsana West): May I make a submission, Sir? Will it not be possible to have only half an hour extra plus half an hour for the reply by the Minister on Friday which is the day for Private Members' Bills?

Mr. Speaker: I think I cannot fix the day now. But I can accept this arrangement of meeting each other fifty-fifty.

Shri Tulsidas: Thank you.

Mr. Speaker: Fixation of the day will have to depend upon the convenience of the hon. Minister. My only point is that if the reply is to be effective or to be understood, then there must not be a long gap between discussion and reply. That is why I am particular that it should take place within the course of this week. I shall consult the hon. Minister about his convenience and then fix up a day.

DEMANDS* FOR GRANTS—RAILWAYS

Dr. Lanka Sundaram (Visakhapatnam): About the cut motions, Sir, may I make a submission? Up to the moment, Demand No. 1 is under debate along with the cut motions. There are nearly a dozen Demands, cut motions with reference to which have to be disposed of. At the rate at which the debate is going on, the cut motions which come later will be blocked. A suggestion was made to you. I believe yesterday about the grouping of cut motions so that even the ones at the bottom might come in and be taken together.

Mr. Speaker: I could not follow the last suggestion.

Dr. Lanka Sundaram: About grouping of Demands so that cut motions could be taken up together. I believe a statement was sent to you yesterday; I have got a copy in front of me.

Mr. Speaker: What does he want?

Dr. Lanka Sundaram: Grouping of Demands together into various blocks—into 11 sections.

Mr. Speaker: What about the cut motions?

Dr. Lanka Sundaram: Cut motions will be taken together with reference to the Demands. For example, Demands Nos. 5 and 6 may be taken together; and the cut motions on those Demands can be grouped together.

Mr. Speaker: All the cut motions in respect of those Demands?

Dr. Lanka Sundaram: Where they are related to each other.

Shri K. K. Basu (Diamond Harbour): Those we have selected.

Shri Barrow (Nominated—Anglo-Indians): May I make a suggestion? We decided that certain demands should be grouped together. For instance, 3 and 4, 5 and 6, 9A and 12A and 12B—I am speaking from memory—15, 16, 17 and 18. Now, the suggestion is this, if you will be kind enough to agree, that a certain time be allotted, as for example, to Demands Nos. 3 and 4, and then a certain time for Demands Nos. 5 and 6 and so on so that all the Demands may get a fair share of the time. Only those cut motions will be moved as are on the agreed list.

Mr. Speaker: I am quite agreeable to accept this suggestion. In fact, I would have suggested it myself. Instead of carrying on with one demand without fixing the time, it is better if time is allotted to each demand separately. That was the practice in the predecessor bodies of this House. A specific time was fixed for a particular demand and, of course, if it was not finished, then guillotine was applied. That was the practice. So if the hon. Member's suggestion is acceptable to the Opposition, then it will be for them to fix up the time, not for me. Let them fix up the time up to which Demand No. 1 will go and we may stop at that time.

*Moved with the previous sanction of the President.

Shri Nambiar (Mayuram): We have already made a suggestion day before yesterday that Demands Nos. 3, 4, 5 and 6—as they relate to the administration by Railway Board, and railway staff matters—could be grouped together and 1½ days might be allotted. We have already made a submission in that line. That can be decided now.

Dr. Lanka Sundaram: I sent up to you, Sir, a list of groups. If you can kindly go through it and see if it is feasible, then it would be better.

Mr. Speaker: I think I shall have to see. He wants Demands Nos. 3 and 4 to be taken up along with No. 1?

Dr. Lanka Sundaram: Yes.

Mr. Speaker: Demand No. 1 is already under consideration. I shall place Demands Nos. 3 and 4 also. I believe the hon. Railway Minister has no objection.

The Deputy Minister of Railways and Transport (Shri Alagesan): In fact, many of the subjects under the cut motions have been covered in the hon. Members' speeches under this Demand.

Mr. Speaker: Demand No. 1 is already before the House. So, I place Demands Nos. 3 and 4.

DEMAND NO. 3—MISCELLANEOUS EXPENDITURE.

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 1,32,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of ‘Miscellaneous Expenditure.’”

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION.

Mr. Speaker: Motion is:

“That a sum not exceeding Rs. 28,21,34,000 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, 1955, in respect of ‘Ordinary Working expenses—Administration.’”

The selected cut motions are 96, 98, 225, 227, 239, 37, 39, 44, 100, 107, 108, 246, 255, 264 and 267. They may be moved.

Survey Policy

Shri Sivamurthi Swami (Kushtagi): I beg to move:

“That the demand under the head ‘Miscellaneous Expenditure’ be reduced by Rs. 100.”

Survey of Halyal-Karwar Railway line

Shri Sivamurthi Swami: I beg to move:

“That the demand under the head ‘Miscellaneous Expenditure’ be reduced by Rs. 100.”

Grievances of daily wages labour

Shri S. S. More (Sholapur): I beg to move:

“That the demand under the head ‘Miscellaneous Expenditure’ be reduced by Rs. 100.”

Granting of licenses to caterers

Shri T. K. Chaudhuri (Berhampore): I beg to move:

“That the demand under the head ‘Miscellaneous Expenditure’ be reduced by Rs. 100.”

Work of the Special Police Establishment

Shri P. Subba Rao (Nowrangpur): I beg to move:

“That the demand under the head ‘Miscellaneous Expenditure’ be reduced by Rs. 100.”

Recommendations of the Pay Commission etc. for ministerial staff

Dr. Lanka Sundaram: I beg to move:

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

Shifting of Branch of Central Railway

Shri V. Missir (Gaya North): I beg to move:

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

Inadequate amenities like canteens, etc.

Shri Nambiar: I beg to move:

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

Promotions of Class II officers to Class I

Shri B. N. Singh (Ghazipur Distt.—East cum Ballia Distt.—South West):

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

Reinstating of employees acquitted by Courts

Shri Nambiar: I beg to move:

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

Curtailment of facilities to workers in Erode (S. I. R. Section)

Shri Nambiar: I beg to move:

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

Recruitment to be based in proportion to the population of linguistic States

Shri T. B. Vittal Rao (Khammam): I beg to move:

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

Working expenses of Eastern Railway and Western Railway Administration

Shri U. M. Trivedi (Chittor): I beg to move:

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

Disabilities of Railway staff

Shri B. S. Murthy (Eluru): I beg to move:

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

Increase of posts in higher scales of ministerial staff

Shri Nambiar: I beg to move:

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

Mr. Speaker: These cut motions are placed before the House. Now, what is the time that we are fixing for this?

Shri Barrow: My suggestion is that we may go up to five o'clock for all these three Demands.

Mr. Speaker: Yes. We have taken all these three Demands together and we will go up to five o'clock. The further Demands are Nos. 5 and 6.

Shri Nambiar: Mr. Speaker, I have already submitted in my speeches on the general discussion that the grievances of the staff are mounting and there is growing discontent. I have to add that the staff are not well treated. The concessions which were enjoyed by them during the last 5 years are being withdrawn by the Railway Administration one after the other. I can quote certain instances. With regard to pass facilities, I can say that the quantum of passes already issued are now reduced. For instance, persons who were drawing Rs. 76 on or

before 3rd May, 1948 are considered to have qualified for inter-class passes whereas those who are getting that pay after that day are disqualified for inter-class passes. With regard to the Privilege Ticket Orders, there is curtailment. Another factor is the retired railway employees were getting passes and that is now being reduced to the minimum. Those who have put in 30 years' service only are given one set of passes in 5 years with regard to class IV staff. So also with regard to class III, the concessions they were previously enjoying are being curtailed. With regard to the workshop or loco shedmen who are entitled to take half a day off previously, that right has now been deprived and the Railway Board have said that even if these men take half a day's leave, that will be treated as equal to one day's leave. This is also a curtailment of their rights.

[MR. DEPUTY-SPEAKER *in the Chair*]

With regard to gratuity, there is a new innovation made now. Even if a railway servant retires after putting in 30 years of service, his gratuity may be proportionately reduced according to the whims and fancies of the administration by seeing his service record. This is a very wrong thing and it is a new attack on the railwaymen.

The railwaymen enjoyed medical facilities not only for themselves, but for their wives and children, and even their dependents got the facilities. Now, the right of medical treatment in respect of the dependents is denied, and I do not know the reason for it.

With regard to maternity leave, the Railway Board has issued an order that that leave is to be given to the women staff only once in three years. That means that the Railway Board wishes women employees to produce children only once in three years! I do not know whether this is a part of family planning, but let the Railway Board state it clearly. That order of the Railway Board is ununderstandable

and without sense. Whenever there is a claim for maternity leave, it used to be granted, but why should this be restricted to once in three years? It is absurd, there is no meaning in it. I do not know if it is part of family planning. If it is so, let the Railway Board introduce it at home first before introducing it in the Railways.

Similarly, there is a curtailment of the holiday facilities. Communal holidays are now refused on the occasions of Onam, Diwali, Ramzan and Christmas. Railwaymen used to get fully-paid holidays on these occasions, but they have been denied these holidays now, and are called up for duty on such important festive occasions as these.

I do not understand the difference between matriculation and non-matriculation qualification in the case of the running staff. They do the same work, but why should there be a difference in the pay? A driver who has passed his matriculation gets Rs. 20 more than a driver who has not got that qualification. All the same, both will be doing the same job. I consider this as a discrimination. Last year when I raised this question, the Railway Minister said that a knowledge of Hindi or other vernacular is to be encouraged. In spite of that assurance, the matriculation qualification is still insisted upon, for which there is no justification given.

With regard to the Payment of Wages Act, the Railway Board refuses to accept certain sections of the Act. Whenever a Railway servant is suspended, on reinstatement he is given full pay for the period of suspension. In fact, that was the judgment of the Bombay High Court—any curtailment of full pay during the period of suspension is *ultra vires* and is against the Payment of Wages Act. There is a specific case in which this judgment has been given, and in spite of that, the Railway Board refuses to give full pay for the period of suspension. I have brought many such cases to the notice of the Railway Board. Not only that, but I can also quote an instance

[Shri Nambiar]

with regard to the curtailment of annual increments. For imposing punishment, annual increments are cut and this is quite in violation of the Payment of Wages Act. The Railway Board must also consider this point. A third violation is reduction to a lower scale. I can quote the instance of an instructor who was reduced to the stationmaster's category. He was getting a basic pay of Rs. 115, and as a punishment it has been reduced to Rs. 76. I may, in this connection, bring to his notice the case of one Mr. M. Thomas, an instructor in the Transportation School in Trichinopoly whose pay was reduced from Rs. 115 to Rs. 76 as a punishment. The reply given to his appeal is:

"In accordance with Rule A. 10, Chapter III of G.M.S.O., it is left to the authority imposing the penalty to fix the pay of an employee on reduction from a higher to a lower grade or post."

The rule which is quoted is an old rule which obtained in 1941 before the Railways were taken over from the company and before the new rules came into force. Such reductions of salaries are also a violation of the express provisions of the Payment of Wages Act.

Apart from this there are several instances of withdrawal of concessions and major curtailment of the rights of the railway staff. Previously the loco-sheds were governed by the Factories Act. If the staff work after five o'clock in the evening when routine working hours are over, they are entitled to an over-time allowance, and the staff in these sheds were getting this allowance. Now, very cleverly the loco sheds have been removed from the operation of the Factories Act; thereby the over-time allowances enjoyed by the staff are taken away. This real grievance of the staff was brought to the notice of the Railway Minister during the course of the debate on the Railway Budget last year also; but it has not been redressed, I

would appeal to him to issue orders that these loco sheds and other working depots on the lines should be brought back under the purview of the Factories Act.

With regard to the recruitment of the sons of railway servants, the hon. Minister said that it is against the spirit of article 19 of the Constitution.

The Deputy Minister of Railways and Transport (Shri Alagesan): May I bring to your notice, Sir, that most of the points which the hon. Member is now making are mere repetitions, and were made yesterday.

Shri Nambiar: They may be repetitions—but let him give one answer both to Mr. Anthony and Mr. Nambiar.

Shri Alagesan: I am prepared to reply to every point: I have no objection. But it is a question of the time of the House.

Shri Nambiar: I shall adhere to the time-limit, so far as I am concerned.

What we say is this. Formerly sons of railway employees had a certain percentage of vacancies—say 10, 20, or whatever it may be—reserved for them. The Constitution does not say that you cannot make any reservation for them.—reservation in the sense that when appointments are made certain applications of sons of railway employees may be considered and a certain quota given to them. That does not in any way violate the provisions of the Constitution. It is a wrong ground to deny railway employees' rights. My submission is that their case must be favourably considered. There is introduction of a new literacy qualification for class IV staff. Class IV staff (manual labourers) were recruited without any condition that they must be literates or not. Whether he is a gangman or pointsman, now he must have a qualification, he must be literate in any language. Otherwise he will not be recruited, that is the latest order. There were cases on the South Indian Railway where twelve persons have been issued notice of termination of service in Mangalore. That

matter has been represented to the Ministry. This condition is wrong. We know in our country there are about 90 per cent. illiterates; only 10 or 12 per cent. are literates. It would mean that railwaymen should come only from this 10 or 12 per cent. and the rest 88 or 90 per cent. of the people of this country will not get a chance of recruitment to the class IV category in the Railways. This is a very wrong idea. Therefore, that condition for recruitment to class IV must be withdrawn; that must be cancelled.

Discrimination is also shown with regard to the payment of travelling allowance. Class IV staff are not given travelling allowance taking the dearness pay also into consideration. When travelling allowance is to be considered, dearness pay is also to be taken into consideration; then they are entitled to a travelling allowance of Rs. 1-8-0 per day; today they are paid only thirteen annas. Repeated petitions have been sent by them but with no result.

I have to submit with regard to the ministerial staff as well as the station masters and such other categories, at least 50 per cent. should be in the higher grades—all the higher grades put together;—there may be at least 50 per cent. in that and in the lower category, you may put 50 per cent. That is all my submission.

Mr. Deputy Speaker: I will not allow the hon. Member to go on taking the time of the House....

Shri Nambiar: I have not taken ten minutes, Sir.

Mr. Deputy Speaker: He took part in the General Discussion. I am getting repeated letters saying 'I have had no chance to speak; what is the use of my coming to Parliament?' Shall I read out letter after letter? The Member should not think that he has got a monopoly of all the grievances. Only one more minute will I allow him.

Shri Nambiar: With regard to station masters, and ticket examiners, with regard to that category, let the lowest category have 50 per cent., let all the other categories put together

have 50 per cent; that is a very reasonable suggestion and I think the Railway Minister can accept it; he may please do it.

Regarding the accidents in workshops, in each case where there was an accident formerly, that was treated as an accident and the railwaymen used to get their salary. There is now a committee formed—accident committee—and this committee consists of persons—certain supervisors and certain other persons whom the Administration or the manager likes and that committee says, whatever be the accident, that it is neglect on the part of the worker. Therefore, he does not get the wages for all the days that he is on sick leave even though he had met with accident while on duty. This is a very serious check on his rights and what I submit is that this should be removed.

They say that during the last five years, more wages have been paid to the workers, more concessions have been given to the workers. This is wrong, I have narrated these facts to convince the hon. Minister for Railways that whatever emoluments they have been given during the last five years, are not enough. That is my submission. All these concessions have been withdrawn and the railwaymen are treated very badly. It is high time that the Administration opens its eyes and sees the realities and sees that railwaymen are fairly dealt with. That is my submission and I hope the Railway Minister will consider this submission.

Shrimati Jayashri (Bombay—Suburban): Sir, I thank you for giving me this opportunity to speak a few words on the Railway Administration. The public will appreciate the proposed new travel concessions but it seems that part of that concession is withdrawn as it will only be available for chargeable distances of 150 miles or over. The former distance allowed was 50 miles. Besides this I would request that concessions should also be given to travel on river by boats and steamers.

[Shrimati Jayashri]

The Administration has initiated a policy of elimination of first class in trains and I would request that the same policy should be adhered to. It seems anomalous that this policy is followed in other trains but it is not allowed in Bombay suburban trains. There in the electric section for the daily card tickets, the charges are made according to the first class and not according to the second class. So I request that the daily fares should be charged according to the second class tickets.

Then I would like to say something about amenities to passengers. In the Railway budget a sum of Rs. 3 crores is set apart for amenities to passengers. While appreciating the efforts of the Railway Ministry in this connection I would draw the attention of the hon. Minister to the fact that the cost of many major works or buildings, that is to say expenditure of a capital nature, is debited to this account with the result that a big slice is taken away from this fund. In the Bombay suburban trains the number of passengers is very large, both on the Western and Central sections of the railway. And it is their demand that out of the main provision for passenger amenities a separate provision for the amenities of passengers on suburban railways may be made, and that thereafter a three year plan for passenger amenities on suburban sections in the order of priority may be made. And for the purpose of making such a plan they want that a non-official committee representing the suburban area should be formed.

There is another urgent matter to which I would like to draw your attention. Near the Andheri railway station a sub-way has recently been built by the Bombay Municipality. During rains the *nullah* will be choked and all the rain water will flood the village that is very near the Andheri station. The population of the village is ten thousand and the village people will

experience great hardship. So I would request the hon. Minister to do something in this matter.

Another thing is about the Andheri yard. A few days back a representation was made to the hon. Minister on behalf of the Grass Merchants' Association with a view to make the growth, supply and distribution of grass easy and steady. The Andheri yard requires to be made permanent and central with all necessary facilities according to the programme of shifting Bombay cattle in suburbs. Till then the supply of wagons to the various stations should be so fixed as to feed all cattle nearer to the respective station with a view to save transport. I would draw the attention of the hon. Minister to this also and request that wagon facilities may be given to help in the transport of grass.

The last thing I wish to mention is about the rate of dividends. According to the Convention the Railways at present pay dividends at the rate of four per cent. However, in view of the Central Government's borrowing at the rate of 3½ per cent. it is reasonable to expect that a Committee of Parliament will consider it as a sliding scale from 4 per cent. to 3½ per cent.

I wish to draw the attention of the hon. Minister to these matters.

Shri M. D. Joshi (Ratnagiri South): Sir, I thank you for giving me this opportunity to draw the attention of the hon. the Railway Minister to the need of construction of railways in my part. Last year, at the time of the general discussion of the railway budget, I had taken the opportunity of pointing out the absolute necessity of constructing a railway line through Konkan Area. There was no specific assurance at that time, nor even today have we got any specific assurance to that effect. However, I was very glad to note that in reply to the debate in the Council of States, the Railway

Minister was pleased to make the following statement. I shall quote a few lines from his speech:

"I am also considering the examination of such alignments as Cape Comorin to Bombay on the west coast line which have so far been considered as an 'impossible proposition'. While it is not going to be an easy matter financially or technically, demanding as they did engineering skill and talent of very high calibre, we need not be unduly pessimistic about the availability of such talent.

"I do want, however, that a preliminary examination should be made and I shall advise the Railway Board accordingly."

This statement has given us hopes about the solution of our problem. This is a very old and important request which has unfortunately not been taken note of. I, therefore, thank the hon. Railway Minister for this important pronouncement.

What I have to bring to his notice is that the Diwa-Dasgaon Railway has been taken up for survey. We learn that a survey was made several years ago. But, the present survey will be made from a fresh point of view. What is proposed or contemplated is to have a broad gauge railway. What I want to stress is that we should not tie ourselves down to the construction of a broad gauge railway. I shall state the reasons briefly. If goods have to be taken from Bombay to Belgaum or vice versa, transhipment is necessary at Poona because there is no metre gauge from Poona to Bombay. Now, if the metre gauge railway is constructed from Bombay to Belgaum via Konkan along the west coast, it will solve the problem of carriage of goods from Belgaum or the Southern Maharashtra country and the question of transhipment will not arise. That is one thing. Secondly, a metre gauge railway will cost less. However, this is merely a suggestion for the consideration of the

Railway Minister. We are not insisting upon any particular kind of railway. What is necessary is that a railway must be constructed because my part of the country provides a population of six to seven lakhs of people in Bombay, mainly labourers, and of the middle class, clerks, students, teachers and people in all walks of life. For four months of the year we are practically cut off from Bombay. No doubt, there is an S. T. bus service, but that falls short of the demand of the people. For example, in the days of the Ganpati festival, lots of people have to go to Ratnagiri District and there is no transport. Last year, the steamer company stopped the monsoon service—which was a weekly monsoon service. Then, we had to make representations to the Transport Minister and he was kind enough to instruct the company to start their service. That is one aspect of the problem.

Another aspect is that my region is absolutely undeveloped. The only way to develop the area is to start industries—small-scale as well as large-scale industries. Those industries are impossible of realisation, unless there is a railway. We must not look at it from the point of view merely of profits and losses. No Railway has been a profitable concern in the beginning. Experience shows that All Railways have incurred losses in the first instance, and as the people become railway-minded in course of time, and take advantage of the railway communication, and after that part of the country is developed, it works profitably. Take the case of the Southern Mahratta Railway. It was not a profitable proposition in the beginning. Now, there is development all round. Factories have grown up; there has been industrialisation of that region. Today the Southern Mahratta Railway is very inadequate to satisfy the needs of the people. Therefore, in all humility, I urge on the hon. Minister the necessity of constructing this Railway. This necessity has been pressed even in the Council of States by several Members and I request the hon. Minister to

[Shri M. D. Joshi]

undertake a survey of this line for the construction of a broad gauge or metre gauge railway, with a view to further extend the line up to Mangalore up to which a railway exists, so that our problem may be solved. There is another reason: that is the strategic point of view. The western coast is not provided with any railway. In case of necessity, if there is no railway there, problems of the defence of this coast will arise and we will have to face a lot of difficulties. From that point of view also, a railway is absolutely necessary for my part of the country.

पंडित ठाकुर दास भार्गव (गुडगांव) : जनाब डिप्टी स्पीकर साहब, मैं इस रेलवे बजट के मौके पर आनरेबुल मिनिस्टर साहब को मुबारकबाद नहीं देना चाहता हूँ क्योंकि मेरी मुबारकबाद कुछ बेमानी है। लेकिन मैं बड़ा खुश हूँ कि इस मौके पर मैं अपने दूसरे (opposition) के भाइयों को मुबारकबाद देता हूँ कि उन्होंने आबवियस चीज को देखा और उनकी कद्र की और उनके काम का ऐप्रिसिएशन किया। मैं तो जानता हूँ कि जिस काम में वह हाथ लगाते हैं चाहे वह रेलवे का हो या कोई और, उसमें वह गरीबों से हमदर्दी, नेक नियती और सच्चाई से ज़रूर काम लेते हैं, जैसा कि हम आज भी देख रहे हैं।

इस वक्त मैं यह अर्ज करने के लिये खड़ा हुआ हूँ कि हमारे रेलवे के ऐडमिनिस्ट्रेशन में चन्द उसूल मान लिये गये हैं जो कि गरीबों के मफाद के नहीं हैं। आनरेबुल मिनिस्टर साहब क्या करेंगे? रेलवे बोर्ड ने बड़े अर्से से कह रक्खा है कि नई रेलवे लाइनें वहीं खुलेंगी जहाँ के लिये स्टेट गवर्नमेन्ट हम से कहेगी। और भी एक नया उसूल कायम किया गया है कि रेलों नई वहाँ चलाई जायेंगी जहाँ कि इंडस्ट्रीज के इंटरेस्ट में खुलना जरूरी होगा। मैं कहना चाहता हूँ कि जब तक आप यहाँ पर ऐडमिनिस्टर करते हैं उस वक्त तक इन

उसूलों को भूल जायें। अब्बल तो यह सक्ती कि इलाके इंडस्ट्रियलाइज्ड नहीं हैं..... इंडस्ट्रियलाइज्ड किंग की वजह से नहीं हैं, या तो लोकल गवर्नमेन्ट की मेहरबानी से या फिर सेण्ट्रल गवर्नमेन्ट की वजह से उन पर तबज़ह नहीं हुई.....दूसरे यह कि कुछ ऐसे इलाके हैं जहाँ पर कि स्टेट गवर्नमेन्ट्स तबज़ह नहीं करती और उनको स्टेप मदरली ट्रीटमेन्ट देती हैं। जब स्टेट गवर्नमेन्ट्स उन को नजरअन्दाज करती हैं तो रेलवे बोर्ड भी नजरअन्दाज करता है।

मैं अर्ज करता हूँ दिल्ली के अन्दर, जो कि हरियाना प्रान्त का सब से बड़ा शहर है, चिराग तले अंधेरा वाला मामला है। लड़ाई के दिनों में पानीपत से रोहतक जाने के लिये जो लाइन थी वह डिस्मैन्टल की गई थी जिसको कि आपने अब तक रिस्टोर नहीं किया है। वह रेल गोहाना व उस इलाके में से होकर जाती थी। गोहाना मंडी को इसके न खुलने से बड़ा नुकसान पहुँचा है लेकिन वह सब की सब वैसे ही पड़ी हुई है। पंजाब गवर्नमेन्ट ने उस लाइन की जगह चंडीगढ़ में रेलवे बना दी, जो लाइन बनाना जरूरी था, उस को छोड़ कर नये चंडीगढ़ को प्रायोरिटी देना अच्छी बात नहीं।

मैं अर्ज करूँगा कि भिवानी से रोहतक रेलवे सन् १९२८ या १९३० के अन्दर सर्वे हुई थी, लेकिन उस के लिये लोकल गवर्नमेन्ट की आंख नहीं खुलती क्योंकि हरियाना का इलाका ऐसा है जिसे गवर्नमेन्ट सिन्धुला समझती है।

अब आप जिला गुडगांव का मुलाहजा फ़रमायें, जहाँ से मैं आता हूँ। उस कांस्टीट्यूएन्सी ने मुझे यहाँ मेंबर मुन्तखाब किया है। वहाँ गुडगांव से लेकर अलवर तक कोई रेलवे लाइन नहीं

है, हालांकि उस रास्ते में दो तहसीलें भी पड़ती हैं, नूह, फिरोज़पुर, झिरका। वहां पर रेलों की तो कमी है ही, वहां पर सड़कों भी बहुत कम हैं। पंजाब में यह गुड़गांव जिला ही इस तरह का है जो कि "चिराग तले अंबेरे" की सबसे बड़ी मिसाल है। मैं अदब से अर्ज करना चाहता हूं कि आप इस इलाके को छोड़ देते हैं और इसके साथ दूसरे हिस्सों के मुकाबले बराबरी का दरजा नहीं देते हैं। हमारे कांस्टीट्यूशन में बराबर की इकानामिक जस्टिस की बात लिखी है। वह इकानामिक जस्टिस हम को तभी मिल सकती है जबकि रेलों से किसी इलाके को महत्त्व न किया जाय। तिजारत इकोनॉमिक तरक्की व सम्यता अब रेल की लाईन पर चलती है बेलों की गाड़ी पर नहीं चलती है। इस वास्ते मैं अर्ज करूंगा कि इस इलाके का खास ध्यान रखा जाय।

इसके अलावा मेरी आप के सामने अदब से यह गुजारिश है कि सब जगह तीन तीन रेल जाती हैं, लेकिन हमारे इलाके में सिर्फ दो ट्रेन ही हैं मसलन जाखल से हिसार तक हम को दो ट्रेन ही दी हुई हैं और तीसरी ट्रेन जो लड़ाई के पहले पहले चलती थी, वह अब तक वहां जारी नहीं हुई। रिवाड़ी भटिंडा लाईन पर इन में भी जो एक ट्रेन जाती है वह सिरसा पर ही खत्म हो जाती है और सिर्फ एक ही ट्रेन सिरसा से भटिंडा तक जाती है। सरकारी जो नक़शा है उसमें हम देखते हैं (punctuality) के बारे में कि ८२ परसेंट अब आपकी एफीशियेंसी है। मैं अदब से अर्ज करना चाहता हूं कि यह एफीशियेंसी सब रेलों पर इक्वली डिस्ट्रीब्यूटेड नहीं है। वह इलाका, भटिंडा से गंगानगर तक का और राजपूताना का एरिया, ऐसा पिछड़ा हुआ है कि इसकी तरफ़ ज़रा भी तवज्जह रेलवे वालों की तरफ़ से नहीं दी जाती। आप को सुन कर ताज़्जुब होगा कि रेलवे आफिशियल्स

पैसेजर्स की इस एरिया में कोई परवाह नहीं करते और जान बूझ कर इतनी रेलों को लेट करते हैं कि भटिंड की तरफ़ यह हालत है कि हमारी सारी गाड़ियां लेट होती हैं, कई कई घंटे लेट होती हैं और एक एक स्टेशन पर घंटे घंटे भर तक खड़ी कर देते हैं।

एक माननीय सदस्य : दस दस घंटे लेट होती हैं।

पंडित ठाकुर दास भागंब : मैं गंगा नगर से भटिंडे को जाता था तो मोटर से तीस मील हिन्दूमलकोट को जाता था और वहां से ट्रेन में बैठता था, रेल से सीधे दिल्ली को गंगानगर से नहीं आता था गो कि वहां से दिन को चन्द घंटे पहले ट्रेन चलती थी। मैं उस रेल से सवारी नहीं करता था, क्योंकि उससे कभी वक्त पर नहीं पहुंच सकता था। एक दो बार आया भी और वक्त पर पहुंच गया, लेकिन दिल्ली आते आते फिर गाड़ी लेट हो गयी। रेलें कभी वक्त पर नहीं पहुंचतीं। मैं उम्मीद करता हूं कि राजपूताने की इस लाईन पर खास ध्यान दिया जायगा।

एक और इस मामले में शिकायत है। जब कहत पड़ा हुआ था तो चारे की गाड़ियां आती थीं तो लोगों ने शिकायत की कि कई जगहों पर रेलवे वालों ने चारे की गाड़ियों को जला दिया। मुझे पता नहीं कि यह कहां तक सच है, लेकिन लोगों ने वहां इतने जोर से इस बात को कहा कि मालूम होता था कि कुछ न कुछ सचाई इसमें जरूर है। रेलवे वालों ने भी इसकी इन्वायरी कराई थी।

अब दो बातें और हैं। एक तो यह है कि एक्स-बीकानेर - स्टेट रेलवे का मजूर हुआ, उस वक्त यह एश्योरेंस दिया गया था कि किसी भी एम्प्लॉई के साथ ऐसा सलूक नहीं होगा कि वह किसी डिस्पैचिंग में रहे और पूरे हकूक उन को मिलेंगे। लेकिन जहां तक एकाउंटेंट्स और क्लास वन का सवाल है

[पंडित ठाकुर दास भागव]

और सब हेड्स और एकाउंटेंट्स का सवाल है, उनके बारे में (employees) को शिकायत है। वह यह कि आपने औरों के लिये तो २८ सितम्बर सन् १९५० की तारीख मुकर्रर की, लेकिन इन क्लास वन वालों के लिये आपने वह तारीख नहीं रखी, बल्कि इन को जो २६ परसेंट से ज्यादा थे डी ग्रेड कर दिया गया और पहली अप्रैल सन् १९५० के बेसिस पर उन को ग्रेड जो दिया जाना था वह नहीं दिया बल्कि २८-९-५० की बेसिस लागू कर दी। हालांकि बाक्री हिन्दुस्तान भर के लिये आपने २८ सितम्बर सन् १९५० के हिसाब से रखा था, इन के लिये आपने यह तारीख मुकर्रर की, यह शिकायत गौर करने के क्राबिल है। मुझे उम्मीद है कि आप इस पर गौर फरमावेंगे। मैंने रेलवे मिनिस्टर की सेवा में इस बारे में सवाल भेजे हैं उम्मीद है वह इंसाफ करेंगे।

एक छोटी सी बात और कहनी है और वह यह है कि आपके महकमे में छोटे छोटे जो ला असिस्टेंट्स हैं और ला इंस्पेक्टर हैं, कोर्ट्स में, और चीफ इंस्पेक्टर वगैरह हैं, इन का एक मेमोरेण्डम आपकी खिदमत में आया होगा। मुझे उम्मीद है कि आप उस की तरफ तवज्जह देंगे। वे लोग बी० ए०, एल एल० बी० पास हैं, उन को २०० से ३०० के ग्रेड में रखा जाता है। उन से आप ५ साल की एडवोकेट की प्रैक्टिस मांगते हैं। इस तरह जो क्वालीफिकेशन्स हमने हाईकोर्ट के जजों के लिये और सेशन जजों के लिये रखे हैं वह क्वालीफिकेशन हम उन से मांगते हैं, लेकिन उनकी तनस्वाह हम ने २०० से ३०० तक ही रखी है। वह इससे ज्यादा नहीं बढ़ सकते, क्योंकि ४०० से कम ही उनकी तनस्वाह रहती है और आगे (class I) में नहीं जा सकते। उनकी तनस्वाह ३०० या ३५० पर खत्म हो जाती है। इतने क्वालीफिकेशन

होते हुए भी वह अपनी सारी जिन्दगी में ३०० या ३५० तक ही जा सकेंगे। इस बास्ते मेरी अदब से गुजारिश है कि इनके काडर का आप स्याल रखें और देखें कि इनमें से कम से कम ऐसे अशख्तास जो ब्राइट हैं और अच्छा काम करते हैं, इनको ऊंची जगहों पर बढ़ने का मौका दिया जाय। बस, यही मुझे आप से अर्ज करना था।

Shri Muniswamy (Tindivanam):
At the outset I should like to state that we are not able to understand some of the secrets of the Railway Board, and the policy which they are following. When I say secret, I mean that they have got certain policies and methods, which are not easily understandable by people like us.

There is no proper organisation through which the ordinary railway labourers and their associations could represent their grievances. The hon. Minister was pleased to say the other day that there is the Railwaymen's Federation. But I must tell him that the practical difficulty of all the unions in the Railways is that they are not able to push their case through the Railwaymen's Federation. What alternative source is there for these unions to represent their grievances?

Another thing I would like to point out is that when representations are made to the hon. Railway Minister or the Railway Board, in many cases, we get a suitable reply, and as far as I have seen, we do get a suitable reply, but that is all; they are not schoolmasters to give answers to the questions. I would request the hon. Minister to see that their cases are properly considered, and something is done to them.

The other day, I represented to the hon. Minister and also the Railway Board, the case of the sanitary inspectors. They are classified as supervisory staff. Prior to 3rd May 1948, they were given upper class passes, like other officers, but since that date,

all of a sudden, the upper class passes have been stopped for these people. We do not understand why this discrimination should have been made against these sanitary inspectors. I would request the hon. Minister to see that proper consideration is shown to them, and to remove inconsistencies in this regard.

Even though repeated representations have been made to the Railway Board and the hon. Ministers, the case of the running staff has never been properly considered at all. In the case of 'B' Grade firemen, all of a sudden, the literacy qualification was introduced, and people who have passed the S.S.L.C. examination have been taken directly as firemen. But what about the case of those who entered service before this literacy question was introduced? Some of them have put in more than ten years of service. They were recruited by a staff selection board, after proper examination, and the minimum qualification expected of them was only IV Form. They were never required to pass the S.S.L.C. examination when they entered service. But suddenly, this literacy qualification has been introduced, and their chances of promotion have been reduced. The number of persons affected is very small, and I would therefore request the hon. Minister to look into their case favourably.

Another point is about telegraph inspectors. They are people who look after the maintenance of the telegraph lines. They have been recruited in the normal manner and they are people who have put in a service of more than ten or fifteen years. The question of wireless inspectors came in at the time of war. They are now classified along with telegraph inspectors. Whenever certain appointments or grades are introduced, the cases of the telegraph inspectors are overlooked. The wireless inspectors who are called communication inspectors at present came into the picture only at the time of war. Now, what happens is that the

telegraph inspectors who have put in a service of more than ten or fifteen years and who look after the work which used to be done by the wireless inspectors are neglected and overlooked. I hope their cases will receive the deepest consideration of Government and a proper solution will be found.

I now come to the grievances of travelling ticket examiners. Representations were made by them that they should be classified as running staff. They are not sitting staff. They have been representing that they should be classified as running staff along with drivers and firemen. Their cases have also been overlooked. It is a small case, and the Railway Board can easily understand it, if only they have a mind to look into the matter.

Mr. Deputy-Speaker: What is the meaning of "running" staff—all those who go in a running train?

Shri Muniswamy: Drivers and firemen are classified as running staff and the travelling ticket examiners wanted to be also classified similarly; otherwise, they do not get the benefit of it. As a matter of fact, they do not even have a place to sit whenever they travel. A travelling ticket examiner going from Egmore to Trichinopoly has all the time to keep on standing. He cannot go and sit anywhere. He cannot go into the Guard's van. The Guard does not allow him, because he may have somebody along with him so he refuses.

There are ever so many things, but I do not want to mention them all. I do not understand the secrets of the delay. According to the Railway Board, delay means ten years. That is the minimum. I am not exaggerating. I shall give you an example. An estimate for constructing an overbridge in Cuddalore N. T. was sanctioned ten years ago. Nobody came there. I requested the hon. Deputy Minister to visit that place. He was

[Shri Muniswamy]

pleased to visit it. The moment the hon. Deputy Minister came there, the C. O. S., the C. T. S., the D. T. S., the A. T. S. and all kinds of people came running like ants attacking a sugar candy, and the work was completed. I must thank the hon. Deputy Minister on behalf of my constituency. What happens is that we cannot be taking the hon. Railway Minister or the hon. Deputy Minister to each and every place where a work has to be executed. This is another point which I want the Railway Ministry as well as the Railway Board to bear in mind.

Now, about accidents, we know very well what happens in an aeroplane. People are nowadays afraid of travelling in aeroplanes, but I think that a reference to the volume of papers supplied to us will show that accidents to trains are increasing gradually. Perhaps a time may come when people will have to insure themselves before boarding a railway train. In 1951 the number of railway servants killed in railway accidents was 185, but in 1952 it rose to 226. Others from the public who were killed in railway accidents amounted to 3,588 in 1952, but this figure rose to 4,153 in 1953. I do not understand how we are getting on with the railway administration and how we can get on with the railway administration in this manner, by which there is an increase in accidents year by year.

Shri Nambiar: Increase in accidents and reduction in wages.

Shri Muniswamy: The accidents involve not only railway servants but also passengers belonging to the public. This sort of thing should not go on, and accidents must be checked.

Now, I want to refer to a matter concerning my constituency. I refer to the Viluppuram Junction. It is a very big junction not only in the Southern Railway, but also throughout India. Some representations were made, and I have also represented

the case to the hon. Railway Minister, regarding a level-crossing on the northern side of Viluppuram Junction. I have a suggestion to make. I do not know whether the hon. Deputy Minister has visited that place. I request him to visit it. Instead of having a level-crossing, I want to suggest to the railway authorities to construct a wall, because the level-crossing gate is closed for nearly eighteen hours in the twenty-four hours of a day. So, it is practically closed. Therefore, why should you at all have a gate? Better have a wall or rather two walls, so that nobody can pass through. It need not be called a gate. When you call something as a gate, it means a gate through which you can go in and come out, but in this level-crossing, nobody is able to go in or come out. That is why I suggested that we may as well put up two walls. This is a serious case, and I would request the hon. Deputy Minister to come and see it.

The Minister of Railways and Transport (Shri L. B. Shastri): But a railway train can break through the wall.

Shri Muniswamy: I request that an overbridge or an underbridge may be constructed. I request some of the officers to visit that place.

Now, I come to the Viluppuram goods shed I do not know whether the hon. Deputy Minister has visited any goods shed, leave alone the goods shed at the Viluppuram Junction. This goods shed in particular is a very small one. It was constructed some years ago, and it cannot accommodate enough goods. Poor clerks working in the parcel office are punished for not being able to give proper discharge for the goods, but then, how could they accommodate a lot within such a small space? One cannot accommodate hundred people in fifty chairs, and this is what the poor clerks are asked to do. If you are not able to accommodate hundred people in fifty chairs, you are condemned. How could that be done

by anybody? That is the situation in Viluppuram goods shed.

I had been to see the railway colony at Viluppuram Junction. There are practically no electric lights. I have seen so many posts without lights. This is a very important junction, and I request the hon. Minister and the Railway Board to take into consideration these points.

Another thing I want to mention is about the social activities that are being done in railway trains. It is not a simple thing. It is most important. There is something like a *bhajan* going on in the railway trains. It creates a lot of nuisance and trouble. There is a train running between Trichinopoly and Lalgudi, and I would request the hon. Minister to visit it. People are not allowed to get into that train. In a carriage where some fifty or hundred people can be accommodated, a few people are carrying on a *bhajan*, and they do not allow passengers to get in. They say, "we are doing *bhajan*"; please get into the adjacent carriage."

Mr. Deputy-Speaker: Are these people passengers?

Shri Muniswamy: Yes, passengers. They conduct *bhajan*, and whenever anybody wants to enter that carriage, they ask them to go to the next carriage. These people are not merely passengers, but they also have among them railway employees. Every day they are doing *bhajans*. They want passengers also to join them. There will perhaps be a time when the driver and the fireman will also join in the *bhajan* and we do not know what will happen to the train then. These people will perform the *bhajan* and the driver and the Guard may put the *thalam*. You can imagine the fate of the train. This will go on without an end to it. I request the hon. Minister to take immediate notice of this. We cannot go and conduct *bhajans* in railway carriages. What would a foreigner think if he sees this sort of thing going on? This

matter should not be treated lightly, as I find some hon. Members laughing.

Before I conclude, I want to refer to another thing. We have already made representations about it. It is high time that the Members of Parliament should be vigilant and go through the country. Therefore, I request that passes should be issued to M.Ps. as early as possible. Otherwise, some of the hon. Members will be very anxious to come and see what happens in the Southern Railway, and they will not be able to do so.

Another thing I forgot to tell you, and that is that there is discrimination in the pay scales. Certain scales are not operating on certain railways. I have already represented the case of sanitary inspectors. There is a scale starting on Rs. 60 operating in the Southern Railway, but it is not followed in some of the other railways. When these people asked for a higher scale, they were refused. In some railways, say, the Western Railway and the Northern and North-Eastern Railway, the starting pay is Rs. 90. Why should only the Southern Railway staff be started on Rs. 60?

Mr. Deputy-Speaker: Because people come.

Shri Muniswamy: People come because you do not pay more. Such discrimination should not be there. This is not company service. This is government service. There should be some uniformity. I think I have represented all the points I wanted to represent.

4 P.M.

Shri N. P. Damodaran (Tellicherry): On a previous occasion nearly two years ago I had an opportunity to bring to the notice of the House the railway requirements of the Malabar coast from Bombay to Cape Comorin. I am glad that since then work on the Ernakulam-Quilon rail link has been started and, as stated by the hon. Railway Minister, the Ernakulam-Kottayam section of the line is going to be opened for traffic in 1955.

[Shri N. P. Damodaran]

I am also glad that the work of replacing the dismantled Shoranur-*Nilambur* line has been undertaken since and it is nearing completion. This line by itself is not going to be a very great achievement. At one time there was a proposal—not long before the line was dismantled—to extend the *Shoranur-*Nilambur** line to *Wynad* to a place called *Bavaly* and to connect *Tellicherry* with *Mysore* through *Coorg* by a railway line, i.e. the *Tellicherry-Mysore* railway line and the *Shoranur-*Nilambur** extended railway line to meet at a place called *Bavaly*. This will throw open all the hill and *Malnad* areas of *Malabar*, *Coorg* and *Mysore* for development. These two railway lines are absolutely necessary for the all-round development of the *Malnad* area.

I have dwelt at length in this House on a previous occasion on the need and desirability of connecting *Tellicherry* through *Coorg* with *Mysore*. Ever since that, public opinion in *Malabar* has been sufficiently well expressed and the leading *Malayalam* newspapers published in *Malabar* and many *English* dailies published from *Madras* have recommended this line for inclusion in the *Five Year Plan*. All the *Municipal Councils* and the *Malabar District Board* have passed resolutions favouring the construction of this line. The *District Rural Welfare Committee* presided over by the *Collector* of that *District* has recommended this line. This line runs through the area now brought under the *National Extension Scheme*. The two States of *Coorg* and *Mysore* are naturally very much interested in the construction of this line. My friends *Mr. M. S. Gurupadaswamy*, who represents *Mysore*, and *Mr. N. Somana*, who represents *Coorg*, are with me in demanding the construction of this line.

Some Hon. Members: We are all with you.

Shri Nambiar: All the Opposition.

Shri N. P. Damodaran: The mass enthusiasm in *Malabar* in favour of

this rail link was evident to the hon. *Deputy Minister for Railways* when he visited *Tellicherry* on the 11th *January* to declare open the re-modelled railway station there. The greatest boon that the *Railway Ministry* can now bestow upon the people of *Malabar*, *Coorg* and *Mysore* is this railway line. This line will galvanise the industrial and agricultural activities of that area. This was a line which was surveyed 30 years ago, and I understand, was recommended. But the line was kept in abeyance when the war broke out in 1914. At present, it looks that what stands in the way of this railway line is the proposed *Mangalore-Hassan* rail link. Let me, for a moment compare the claims and chances of the *Tellicherry-Mysore* rail link with those of the *Hassan-Mangalore* rail link. Till it was mentioned by the hon. *Railway Minister* last year in his budget speech, nobody took the suggestion to connect *Hassan* with *Mangalore* by a railway line seriously. Even now anybody who has seen that area will not take that suggestion very seriously. This proposed line may look very well on a railway map. It may connect *Mangalore* with *Madras* through *Bangalore*, it looks like a straight line running across the *Peninsula* from *Mangalore* to *Madras* through *Bangalore*. But what is the good? It has to run through forests and mountains and uninhabited areas for miles and miles together. We are going to spend a few crores of rupees for this luxury of connecting *Mangalore* with *Hassan*. This line, I am sure, is going to be very costly, unremunerative and not very useful. A new line, I would like to tell the hon. *Minister*, should be chosen with a view to give the maximum benefit to the people and not with a view to please somebody very near and dear to us

An Hon. Member: Who is that somebody?

Shri N. P. Damodaran: The *Mangalore-Hassan* line, will, in my opinion, be a very costly luxury for the

country. On the other hand, if we abandon this completely thoughtless and insensible venture at the cost of the nation and take the Tellicherry-Mysore line instead, we can find solutions for many problems facing Malabar and Coorg, for which we cannot find solutions otherwise. Malabar is a thickly populated area with a very large percentage of its population unemployed and under-employed. To keep them like that is very dangerous for the Government and for the country. Malabar has been a neglected area for a very long time and it is now discontented. The discontentment of the people of Travancore-Cochin with the existing order of things has been very clearly exhibited through the ballot boxes. Malabar is not different from Travancore-Cochin. Unless you bestow some serious attention on Malabar, study its problems and find solutions, Malabar is going to be a troublesome spot for you. Compared with Malabar, the adjoining district of South Kanara is happy and contented. Its population is thin and it has got many projects, big and small, both from the Centre and from the State. At present, South Kanara happens to be a chosen district both of the Centre and of the State. We have no quarrel with that.

So with regard to the proposed Mangalore-Hassan rail link, I would like to tell the hon. Railway Minister that instead of spending a huge sum of money on an unremunerative, unimportant and most difficult project like that, he should choose the Tellicherry-Coorg-Mysore project for inclusion in the second Five Year Plan. This line, along with an extension of the Shoranur-Nilambur line to meet the former at a convenient place in Coorg, will throw open the hill ranges and Malnad areas of Malabar, Coorg and Mysore to the outside world and for development and improvement. If the Shoranur-Nilambur line cannot be undertaken for extension at present, I would suggest that the line should be extended at least 12 miles further up to a place near Vazhikadavu just at the

foot of the Western Ghats so that the hill produce from Mysore, Coorg, Wynad and Nilgiris can have easy access to the railway and to the Cochin Harbour. The railway map of India looks incomplete with a number of gaps existing between Bombay and Cape Comorin. It will be a great day in the history of Indian Railways when one can travel from Bombay in a train to Cape Comorin along the west coast. That great day will definitely dawn if Mangalore is connected with a convenient place near Goa and if the Quilon-Trivandrum line is extended by about 54 or 56 miles further to the south to the land's end of India. I hope we will not have to wait for many years to see that great day.

Another small railway line which we require on the west coast is the Kollengode-Trichur railway line which has also been considered by the Railway Board and the Railway Ministry sometime ago.

Before I conclude, Sir, I would like to mention one or two small things. I would like to thank the hon. Railway Minister and the Prime Minister for having taken quick action on my suggestion to convert the rail bridge near Mahe into a combined rail-road bridge to enable the diversion of the west coast road to steer clear of the French possession of Mahe. It is now my painful duty to bring to the notice of the Railway Minister that in spite of instructions to the contrary, unnecessary delay is being caused to this work at every stage. I have strong reasons to believe that some deliberate attempts to delay the work are being engineered by certain interested quarters. The French authorities are not above suspicion. I would request the hon. Minister to see that this work is completed as expeditiously as possible. I understand that some of the railway officers are not very serious about this matter and some sort of delay under some pretext or other is being caused in the conversion of this rail bridge into a combined road-rail bridge and the diversion of the west coast road steering clear of Mahe.

[Shri N. P. Damodaran]

One other point which I would like to mention is about the desirability of constructing a foot overbridge at the Tellicherry railway station. When the hon. Deputy Minister visited Tellicherry last month, the matter was brought to his notice and, I think, he will sympathetically consider the need to construct a foot-bridge there. The town is just on the western side and the railway station is on the eastern side. So, the foot over bridge is absolutely necessary.

One word about the timings of the trains in Malabar. Almost all the Malayalam papers are publishing very often complaints that the timings of the trains in Malabar are inconvenient to the public of Malabar. The Railway Minister has been complaining that we do not get as much money from the railways as before. But the thing is, in places where the trains are not running for the convenience of the passengers but for their inconvenience, all the loss is being incurred. There is no direct train from Bangalore to Cochin; people have to wait at Shoranur junction for hours together—sometimes 4 to 5 hours—to catch the next train to Cochin or Travancore side. So, direct train services should be introduced between Mangalore and Cochin.

I understand that the District Engineer's office at Cannanore is likely to be shifted to Shoranur. This again is not in the interests of the railway because at Shoranur, I understand, about Rs. 4 lakhs will have to be spent for the construction of new buildings. The plea under which the District Engineer's office is being shifted from Cannanore to Shoranur is that the owner of the building is not prepared to give the building to them, nor is he willing to undertake repairs. But, I have got a printed letter sent to the hon. Railway Minister, in which the owner of the building has not only expressed this willingness to repair the building, but he has also expressed his willingness to sell the building to the Railway at a nominal cost of Rs. 60,000,

which is far less compared with the cost of the new buildings, Rs. 4 lakhs, at Shoranur. So, under some pretext or other, this District Engineer's office is going to be shifted from Cannanore to Shoranur. Cannanore is a central place and, with the coming in of the Hassan-Mangalore line or the Tellicherry-Mysore line, the location of Cannanore becomes more central than Shoranur for Railway proposes.

श्रीमती उमा नेहरू (जिला सीतापुर व जिला खेरी—पश्चिम) : जनाब डिप्टी स्पीकर साहब, मैं रेलवे बजट का स्वागत करती हूँ और मिनिस्टर साहब को मुबारकबाद देती हूँ। केवल हमारी ही तरफ से नहीं, बल्कि अपोजीशन बेंचेज में से भी कईयों ने उनको मुबारकबाद दी है। और सबसे ज्यादा ताज्जुब तो मुझे उस वक्त हुआ जबकि हमारे भाई श्री फ्रैंक एंथनी का व्याख्यान यहाँ पर सुना।

खैर, इसके बाद मुझे तो दो तीन बातें आप को बतानी हैं। एक बात तो यह है कि बजट देखने से तो बहुत ही सुन्दर मालूम हुआ। शुरू ही से उस में आप ने थर्ड क्लास पैसेंजर्स के बारे में फ़िक्र की है। आप ने थर्ड क्लास पैसेंजर्स के वास्ते बहुत सारी सहूलियतें दी हैं। लेकिन मैं कहना यह चाहती हूँ कि जैसे कि आप थर्ड क्लास के लिये सहूलियतें दे रहे हैं, अभी हालत यह है कि उसमें इतने मुसाफ़िर होते हैं कि बैठने की जगह नहीं होती। आपका अब ऐसा विचार है कि आप उसमें ज्यादा जगह बनावेंगे, स्पेस भी उसमें ज्यादा होगी, जिससे कि उसमें ज्यादा पैसेंजर्स बैठ सकें। मुझे इसमें जरूर थोड़ी सी शंका होती है कि अगर आप ने स्पेसिंग ज्यादा दी, तो मुमकिन है कि पैसेंजर्स उस में कम बैठेंगे और अगर इन कोचों में कम पैसेंजर्स बैठेंगे तो फिर जाहिर है कि आप की आमदनी में फ़र्क जरूर आवेगा। लेकिन मैं समझती हूँ कि आपने उस पर भी विचार किया होगा।

थर्ड क्लास के साथ साथ जो फर्स्ट क्लास थीं, इस को तो हमने खुद ही खत्म कर दिया। लेकिन सैकिड क्लास जो अब फर्स्ट क्लास की जगह आई है, उसके लिये मुझे आप को यह बताना है कि हालत यह है कि हम को सैकिड क्लास मिलती ही नहीं है। सैकिड क्लास का तो नाम है, लेकिन हम सफर अब भी फर्स्ट क्लास में करते हैं। जिस फर्स्ट क्लास में हम सफर करते हैं वह फर्स्ट क्लास है जो कि आप के यार्ड में रिजैक्ट होकर पड़ी हुई थी। उन फर्स्ट क्लासों को ला कर आपने अब हमारी ट्रेन में लगा दिया है। यह वह फर्स्ट क्लास है कि जिन में चार चार पंखे हैं और रोशनी भी फर्स्ट क्लास की है। सीट्स भी उसमें चौड़ी फर्स्ट क्लास की हैं। लेकिन लैवेटरी में पानी नहीं है। कभी तो ऐसा होता है कि पानी होता ही नहीं, और अगर कभी पानी भरवाया भी तो यह मालूम होता है कि नल बिल्कुल अन्दर से ब्लाकड है, बन्द है। हमने यह भी देखा है कि अगर नल में से पानी चूता भी है तो बिल्कुल छलनी की तरह से, इस तरह की खस्ता हालत जो फर्स्ट क्लास यार्ड में पड़ी थी वही अब सैकिड क्लास के रूप में हमारे पास आई है। मैं चाहती हूँ कि मिनिस्टर ग्राहब और उनके जो कायकर्ता हैं, वे इस बात को देखें कि यह किस तरह की फर्स्ट क्लास की टूटी फूटी गाड़ियां सैकिड क्लास की जगह इस्तेमाल होती हैं।

यहां पर एयर कंडीशंड गाड़ियों के बारे में भी बहस हुई जिससे मैं सोच में पड़ गयी। मैं तो समझती हूँ कि एयर कंडीशंड गाड़ियों की हम को जरूरत है, क्योंकि मैं यहां देखती हूँ कि एक अजीब तरह की जिन्दगी है। मैं तो यहां खुद एयर कंडीशंड कमरों में बैठी हूँ मेरा रहना सहना भी एक तरह से एयर कंडीशंड तरीके का है। फिर इस रहने के बाद, मैं थर्ड क्लास में सफर करूँ तो कुछ पत्रा नहीं लगता कि मैं अपने आपको या दुनिया को कितन

घोका दे रही हूँ। आप को थर्ड क्लास में सफर करना है तो उसी तरह से हर बात होनी जरूरी है, वरना मैं तो समझती हूँ कि एयर कंडीशंड का आजकल की हाजत में रहना जरूरी है। इससे हम को आमदनी भी है। इसलिये इसका रहना मुनासिब है। पालिटिक्स को इकानोमिक्स में नहीं मिलाना चाहती। मुझे अपनी सरकार की आमदनी की भी ज्यादा फिकर है जिससे कि हमारा फाइव ईयर प्लान अच्छी तरह से चल सके।

मैं आपको मुबारकबाद देती हूँ कि आपने नयी लाइन्स बनाने की भी चर्चा की है। जहां से मैं आई हूँ, सीतापुर से, वहां की मंडियां मंने देखी हैं और वहां के लोगों को हजारों शिकायतें हैं कि उनका माल आगे जाता नहीं। उनके माल के लिये काफी बैगन्स नहीं हैं। मैं समझती हूँ कि उसमें आप ऐसा इन्तजाम करेंगे कि उनकी बैगन्स की जरूरतें पूरी हो जायें और उनको सब तरह से सहूलियतें देंगे ताकि जो माल पैदा होता है, गड़, दालें, सब आसानी से देश के हर कोने में पहुंच सके। मैं समझती हूँ कि इस बात पर भी आप अवश्य गौर करेंगे।

आपने फाइव ईयर प्लान की भी चर्चा की है। आपको उसकी बहुत चिन्ता और फिकर है। वह हम सब को है। आप को जो इसकी फिकर है तो मैं समझती हूँ कि आपने ऐसा इन्तजाम किया होगा कि हमारे देश में फाइव ईयर प्लान में जितना भी प्रोडक्शन होगा उसके ट्रांसपोर्ट का आप इन्तजाम कर लेंगे। उम्मीद है कि बैगन्स ज्यादा बढ़ेंगे और माल चारों तरफ जा सकेगा।

इन सब बातों के बाद मुझे बड़ी खुशी हुई जब मैंने पढ़ा कि आपने इसमें हिन्दी की भी चर्चा की है। मैं चाहती हूँ कि आप हिन्दी ऐसी फैलायें कि सब मेहकमों में हो जाय। बजट देख कर मुझे खशी हुई कि बहुत दिनों

[श्रीमती उमा नेहरू]

के बाद हिन्दी का बजट देखा । लेकिन क्या ही अच्छा होता कि सारे हमारे जितने महकमे हैं, उन सब के बजट हिन्दी में पेश होते ।

आपने खादी की भी चर्चा की है । मैं समझती हूँ कि खादी के लिये आपना जितना प्रेम है उसके द्वारा आप कम से कम अपने महकमे को तो खादी में लपेट देंगे ।

सबसे ज्यादा खुशी की बात यह है कि आपने रेलवे करप्शन कमेटी बनाई और उसके सदर आपने हमारे भाई कृपलानी जी को मुकर्रर किया है । मैं समझती हूँ कि भाई कृपलानी जी के वहाँ रहने से आप के रेलवे बोर्ड में और महकमे में जितना करप्शन है वह सब अलग हो जावेगा ।

यह सब कहने के बाद मैं आपको मुबारकबाद देती हूँ कि आप का जो बजट है उस के अन्दर सारी चीजें आम आदमी के फायदे के लिये रखी हैं । साथ ही मैं यह जरूर कहती हूँ कि आप मेहरबानी करके इस बात पर जरूर थोड़ा विचार करें कि जो गाड़ियाँ हम को अब मिलती हैं, जिनमें हम सफर करते हैं, वह गाड़ियाँ ऐसी मिलें कि जिन में इसान सफर कर सके । मैं प्राणो बातों हूँ कि अब की दफा जब मैं बुद्धिमत्तापूर्वक गाड़ी का हाल यह था कि रोशनी अच्छी, चार पंखे भी उसमें, लेकिन पानी नदारद । हर जगह पर मने कहा । कहीं पता लगा कि वाटरिंग स्टेशन नहीं है, फिर दूसरी जगह पर कहा । रात भर जागते रहे, क्योंकि हम को पानी नहीं मिला । उसकी वजह यह थी कि उसका नल ब्लाक था ।

यह थोड़ी सी चीजें हैं, जिनका आपको ख्याल करना जरूरी है । आखिर मैं मैं यह कहना चाहती हूँ कि आप के जो भी रेलवे के मुलाजिम हैं, जिनकी सरविस की यहाँ

चर्चा होती है, उनके वास्ते आप का धर्म है कि आप उन को अच्छी से अच्छी हर तरह की सहूलियतें दें ।

आप उनके बच्चों को अच्छी से अच्छी तालीम और शिक्षा दें, आप उनके वास्ते हर तरह की फैसिलिटी दें । मेडिकल एड खास तौर से उनको मिलनी चाहिये, यह ठीक है कि आप देश का विचार करेंगे, फाइव ईयर प्लान भी करेंगे, वह तो सब आप करेंगे ही, लेकिन इन बातों की तरफ भी आपको गौर करना है और आप कर भी रहे हैं ताकि यह कहा जा सके कि कांग्रेस गवर्नमेंट ने देश की दशा सम्हाली यही फाइव ईयर प्लान का विचार होना चाहिये ।

Shri Lakshmayya (Anantapur): I am very happy to have the opportunity to speak, though not in the General Discussion on the Railway Budget, at least on the Demands for Grants. At the very outset, I wish to congratulate the hon. the Railway Minister for having presented a very realistic and a responsible budget for the Railways. It is all very easy to talk and criticise the Budget, but I want the House to consider whether our Railway Minister has done his best in the progress of the railways and whether he has utilised the available resources in the best manner possible. A number of things have been done as set forth in the Railway Budget. Drinking water facilities have been provided, platforms have been extended, ceiling has been done and even the covers to protect the passengers during the rainy season have been constructed. Several things to improve the amenities for the lower class passengers have been done and one cannot expect more from the Railway Minister in this short period. I think what all is humanly possible has been done by him. He has no Aladdin's lamp to trans-

form all overnight. One sentence in the Railway Budget reads as follows. "It will be my endeavour to provide more and more amenities to the third class passengers." and this is still ringing in my ears. This indicates his spirit of human service, and his attitude to the lower class passengers.

He is like Rama, in kindness and generosity. Though short in stature, large in heart, noble in mind, lofty in thoughts, wise in deeds, and the Deputy Minister, like Lakshmana, is helping and aiding him in all the developmental schemes. This is no exaggeration. The other day when the Deputy Minister for Railways visited Guntakal, a number of villagers thronged around him and in order to satisfy them, he narrated two stories from Ramayana, and satisfied them. He said he would consider their representations. Later on they began to question me, "what about our request for the construction of new lines?" The Chairman of Anantapur municipality asks. What about the construction of over bridge at Anantapur. I said, "He will do his best, and he has got a soft corner for the poor in general and for the villagers particularly." They worry me now, day in and day out. I come from Rayalaseema, a poor backward area, as you all know. There are no plans for post-war development in Rayalaseema. The area is thinly populated and the people are poor and backward. A new line may not be remunerative, but it is not a question of remuneration. It should be taken also as a public utility concern. On the other day when my esteemed friends spoke and stressed the needs of double lines and treble lines and of the electrification of existing railway lines, I was very much surprised. It pained me not a little. My humble submission to you is this. When the people in the remote villages are starving for a morsel of food, my friends want extra feasts and double dishes. I do not grudge them having double lines. When all our brethren are provided with third or fourth rate food, let these people

have extra feasts and luxurious dishes, if they so like. While most of the villagers are badly in need of rail transport facilities, what is the good of these people in the towns and cities wanting double lines and other luxuries? I come from the village, I was born and bred up in the village and I know the difficulties and grievances of the villagers in the undeveloped areas. The nearest railway station from some of the villages is sixty to seventy miles away and these villagers have no occasion to see a railway engine, much less an opportunity to travel in a train. Still, our friends want double lining in their areas. I am opposed to this. Is this democracy? Is this the policy of welfare state, I ask. In a welfare-state, everybody should be given equal opportunities to improve. The democracy means, it is not. I am as good as you are, but it means you are as good as I am. There is already a bitter complaint and feeling in the villages that the cities are enjoying all luxuries and facilities, while the villages have been neglected, forgotten and forsaken. Now at least, our Railway Minister being kind and generous, will have sympathy for the poor illiterate villagers and look into their needs. I am very happy to say that he has classified the new lines to be constructed into three categories for the purpose of giving priorities to new lines. The first priority will be given to the area where heavy industries are at work. The second priority is for those parts where there are mineral deposits that have been yet untapped and unexploited but are under proposal of the Government to start opening them. The third is for backward areas. I wonder whether my area will come under category two or three. We had gold mines working at Ramagiri in our district till 1920, but to add to our misfortune those mines were closed—they were managed by a French company and on account of some friction in the company of directors, I learn, they were ordered to be closed. Otherwise, we would have come in the second category itself. Unfortunately, the geological

[Shri Lakshmayya]

survey is not made in my district though there are mineral resources in several places. Without going further, because the time allowed is very limited, I wish to suggest two new lines—it is an old song, not a new one and let me repeat it this year also and see whether our representations will be attended to. The first line, I suggest, is from Guntakal to Tumkur via Vajrakarur, Uravakonda, Belaguppa, Kalyandurg, Kambadur, Pavagada, Madaksira and Madhugiri. Though the distance is large, the returns will be many, several and innumerable. Vajrakarur is noted for diamonds and even now they are available. The next is Uravakonda, which is a commercial centre. It is a centre of black cotton soil, producing the maximum quantity of best cotton and groundnuts. Several groundnut factories and cotton ginning mills are working there. Next comes the Kambli weaving centre; Belaguppa. Then it should pass through Kalyandurg, my native Taluk, and my constituency—where tamarind is available abundantly and being exported. Thereafter comes Kambadur, which is a tanning centre. Later comes Pavagada, which is one of the taluk headquarters in Mysore State. Then it passes through Madaksira, which was said to be the pleasure garden of my District. Lastly comes Madhugiri, which is the taluk headquarters in Tumkur District. This line will be very helpful and useful in promoting economic development. It is true it may not be remunerative at present, but it is equally true that unless transport facilities are provided, the development cannot be hastened in these backward areas. That is why this line should be taken up under the second category and priority should be given. I hope by the time I come for the next session here, the survey will have been made as that would satisfy the people of my constituency.

The next line that I suggest is Dharmavaram-Rayadurg. These two are silk weaving centres and they should be connected, by a new line passing

through Kalyandurg, Noothimadugu and Kanganpalli. The distance is after all fifty miles.

I appeal that the Railway Minister will construct either an under-bridge or overbridge according to the suggestions of the Engineers at the level-crossing at Anantapur. I am very happy to see now that overcrowding in third class passengers' compartments has been reduced much as the Railway Minister has really tried his best in this matter by introducing 190 new trains and extending 126 trains. There is also a remarkable change in the attitude of the Railway officers particularly station masters, conductors and ticket examiners. Of course, there is red-tapism still visible in high officials who are drawing fat salaries. But that is a different matter. That can be wiped out before long.

यथा राजा तथा प्रजा

Our hon. Railway Minister is a mild and noble man. He is courteous to every body. Naturally his officers will emulate his example. I have not the slightest doubt hereafter that the Railway officers will do their best to serve the needs of the common people, with greater interest and enthusiasm, showing courtesy and sympathy to the poor, illiterate lower class passengers. Sir! I have done.

Shri Amjad Ali (Goalpara-Garo Hills): As I rise to speak on the Railway Budget every year, I am reminded of a set of railway employees who are very unfortunate and have been victimised for no fault of theirs. As a matter of fact some of us from this side of the House have been crying hoarse on this subject for the last two or three years. It is with regard to the National Security Rules framed in the year 1949. For the last two years during the Railway Budget discussion the attention of the Railway Minister has been drawn to the provisions of these Security Rules and their evil effects on the railway employees, but it has had no effect.

As many as 330 employees are still under the mischief of these Rules and continue to be under suspension. They are out of employment and swinging as they are between hope and fear their families are starving. Here I may be permitted to mention that in other Government services an employee under suspension gets a subsistence allowance. But these railway employees are victimised and condemned unheard. These Security Rules are worse than the Preventive Detention Act. In the latter all facilities for the detenus and their families are given to live, but in the former they are made to starve for an indefinite period. While there is some semblance of judicial proceedings for ascertaining complicity in a crime under the Preventive Detention Act, under these Rules, the Railway employees are made to suffer unheard, without even an opportunity being given to place their viewpoint before the authorities. On the last occasion the Railway Minister gave an assurance that he would look into these cases personally and see what he could do in the matter. The present position is that about 330 to 350 employees are still under suspension. Let the hon. Minister go into their cases personally and I am sure he will find that the employees suspended are victims of cliques and objects of attacks from party factions.

Then again, Sir, I may be permitted to refer to article 23(1) of the Constitution of India in the Chapter on Fundamental Rights. Article 23(1) says:

"Traffic in human beings and *begar* and others similar forms of forced labour are prohibited and any contravention of this provision shall be an offence punishable in accordance with law."

These are penal provisions for forced labour. But we still find that the Railways and railway contractors of labour do employ labourers as coolies without any payment. This practice still continues in its ugly

form inspite of the fact that it has been brought home to the Railway Minister times without number. It still happens that labourers are made to work for the railways, but are not paid for.

I would here like to refer to the statement made by the Railway Minister regarding the policy which his Ministry wants to follow in the matter of further expansion of the railway system. He has given first priority to those places which have got first-rate commercial and industrial importance. Here again we are reminded of a big controversy as to whether a motor car was built first or a road was built first. We have to remember that an area undeveloped today, but full of potentialities may grow up to be an important trade centre tomorrow. But the potentialities and natural resources recede into nothing. Natural resources of a place gives you an indication that given proper facilities in communication by rails it will develop.

To give an instance, Sir, the mineral areas of Garo Hills with the abundant resources of paper pulp, is a pointer to the new lines. The Railway Minister, the hon. Lal Bahadur Shastri, visited Garo Hills with all the discomfort of a hill journey. He undertook the tour last October. It was made clear to him how a line from the mine areas of the interior of Garo Hills would benefit the course of industrial development of that State of Assam. In building new lines we should also not lose sight of the strategic importance of it. Our vulnerable Eastern border requires a net-work of railways and railway as a means of emergency transport is inevitable. After his Assam tour in October last I had occasion to meet him and he was good enough to mention to me that he had decided to build the line from the mine areas of Garo Hills to the river bank of Brahmaputra. The survey will begin, he says, in March this year. I have no doubt that he will, along with it, see the necessity of connecting this line across the Brahmaputra to the permanent line

[Shri Amjad Ali]

at Bongaigaon from the point at Jogighopa.

Sir, a good deal has been said of loss of passenger earnings in the Assam Link line. Ticketless travel there, as also elsewhere, are only natural. But would it be out of place to mention that I am told, and told by a very reliable source, that no ticket-checking is done at all. It is idle to expect patriotism in every sphere. They would be ticket-minded only when you force them to do so that, "fools that come to scoff remain to pray."

Shri Alagesan: I would like to reply to some of the important points raised by hon. Members during the course of the debate on cut motions. Some of them have already been replied to in the replies of the hon. Minister both in this House and in the other House. Even in this discussion, many hon. Members spoke about new line constructions. The position has been very clearly explained and the hon. Minister has stated the policy that he would like to pursue in this very important matter.

I was hearing Shri N. P. Damodaran—he advocated with great ability the need for the construction of a line from Tellicherry to Mysore; his otherwise good speech was marred by his trying to argue that there is no need for the construction of another line. I would like hon. Members not to make the thing easy for the Railway Ministry. If only we have to consult other hon. Members about the suggestions made by any one hon. Member and if they are going to cancel it certainly we will not progress. So, I hope hon. Members will bear this point in mind. Each hon. Member is anxious for a certain line or a certain area to be developed and it is perfectly natural, but it would not do good to criticise the need for other railway line constructions.

Shri Gurupadaswamy, raised a very new point—an important issue in principle. I do not know whether

he was very serious when he made the suggestion.

Shri M. S. Gurupadaswamy (Mysore): I am always serious.

Shri Alagesan: He said the present State control, State management, should give way to control by means of a corporation. I do not know how he got attracted to this idea of corporation.

Shri K. K. Basu (Diamond Harbour): He is in the air!

Shri Alagesan: Hon. Members will remember only last December there was a very vehement discussion on the floor of the House as to the necessity of Parliamentary control over public corporations. As far as our country is concerned this corporation idea is a new thing and it is a recent experiment; we have yet to watch the results and also learn the lessons. State control, State management of the Railway system which dates back to decades has proved a success. It has met with success and met with approbation. I do not know on what grounds he wants this to be changed. The Railway Ministry is under fire on the floor of this House every alternate day; the number of questions tabled on the Railway Ministry is perhaps the largest; then we have got the discussion on the Railway Budget extended over a number of days, and Parliament has got the fullest control over Railway management and Railway finance. I do not know what more can be achieved by this idea of corporation. Even experience of countries like U.K. has not been conclusive and it has not established the superiority of the method of corporation. This is purely academic.

Shri M. S. Gurupadaswamy: It is not academic.

Shri Alagesan: Since he raised this, I wanted to reply to it and make it clear that his idea is not a progressive one.

Then, let me come to the points raised by my hon. friend, Shri Frank Anthony. He wanted reservation of posts in class III and IV for children of railway employees. Many other hon. Members also made the suggestion. In fact, I am not letting out a secret when I say that I am myself in great sympathy with this suggestion. But, then we have to look to other factors. What has been happening before the new Constitution came into effect? There was a certain amount of preference shown to children of railway employees; certain percentage of marks—10 per cent. or so—was given as bonus to the children of railway employees and that preference was there. After the Kunzru Committee made its recommendations, it was thought that five per cent. of the vacancies in class III can be reserved for children of railway employees with over fifteen years of service. But, hon. Members referred to the Constitution in this respect and said that reference to the Constitution is not tenable. I do not understand that; certainly the Constitution comes in the way and makes it not possible to make such reservation. Hon. Members will also remember that the Railways do not stand alone in this respect; it is not the Railway Ministry alone. Of course Railways are the biggest employers in this country, but there are other departments; other Government departments like Posts and Telegraphs—they also employ a large number of persons. If this question has to be considered at all, it has to be considered in a larger way. There is also another danger why I should not like to go ahead and I should take the opportunity to point it out. Our country is notorious for its caste system. Perhaps we would be adding to the number of castes that are already there by having a Railwaymen's caste, P. & T. caste and so on and so forth. There is the danger and I should like hon. Members to ponder over all these things.

Shri Nambiar: It is not a caste: it cannot become a caste.

Shri Alagesan: In fact, my hon. friend comes from a State which is most notorious for the caste system.

Shri Nambiar: This will not be a caste.

Shri Alagesan: He knows how it has worked to the detriment of our progress and how even now it impedes our progress. One cannot so lightly brush aside and say this would not lead to new castes; my fear is that it will.

My hon. friend, Shri Anthony, referred to overtime to running staff—whether it should be calculated on monthly basis or weekly basis. He said that the Adjudicator's award has said that it should be on weekly basis. When a person of Shri Anthony's reputation or record speaks, people take him to be well-informed especially on Railway matters and he should be more careful in making statements of this kind. In fact the Adjudicator's award has examined this in detail and laid down that the overtime should average over a month. He has also been saying that running staff has been overworked in the first week or the first two weeks and made to sit idle in the later half of the month. I do not know how this has happened. He might have some stray instances, which do not prove the case. He was also referring to another point: for the purpose of reckoning to total hours of duty, overtime is not calculated from the time of signing on to the time of signing off. That is also not so; for the purpose of overtime duty is counted from the time of signing on up to the time of signing off.

Shri Nambiar: What about engine attendants?

Shri Alagesan: It is both for engine attendants and train attendants.

Shri Nambiar: It is not calculated so.

Shri Alagesan: It is so calculated. I do not want to have a running argument with the hon. Member.

[Shri Alagesan]

Shri Anthony again referred to the question of gratuity. Other hon. Members also referred to it. It is paid after fifteen years of service provided the service is without a blemish, as he said. These gratuities are being paid as a matter of course to railway employees. Of course, as the hon. Member knows, the service should be good, faithful and efficient. Provided that condition is satisfied, it is given without any undue difficulty. He mentioned a case in Kanpur where a driver had put in thirty-two years of service and, because he wanted to go on voluntary retirement, gratuity was refused. Sir, we do not have the particulars of the case. He may be a person governed by the old East Indian Railway Company gratuity rules where, irrespective of length of service, gratuity may be denied if the person wants to go on voluntary retirement. If the hon. Member furnishes further facts about this case I can assure him that I shall look into it.

Another matter which he is continuing to agitate and which other hon. Members also made mention of is with reference to the channels of promotion for firemen etc. And in this connection the question of the literacy qualification has also been mentioned. As far as the hon. Member Mr. Anthony is concerned, he has received a reply from the Railway Board, but he said it was not satisfactory. That the application of educational qualifications like matriculation in respect of firemen denied to the non-matriculate staff the prospects that were before them at the time they entered service, was his theme. This was the subject on which he addressed the previous Minister of Railways and also us on a number of occasions. The late Shri Gopaldaswami Ayyangar had also requested him to discuss the subject personally with the then Minister of State Shri Santhanam. But I do not know for what reason the hon. Member did not avail himself of that opportunity. The position is that on the basis of the recommendation of

the Central Pay Commission a higher grade of firemen in the scale of Rs. 75—105 was created for matriculates so as to attract persons with adequate educational background to fill the higher posts eventually in the department. But the ex-M.&S.M. and the ex-S.I. Railway firemen were not required to possess the matriculation qualification. Their grade, on the ex-M. & S. M. Railway, was Rs. 42½—55 and they worked their way up to Rs. 76-3-91, 100, 125, 175 and 225 as drivers. On the ex-South Indian Railway non-matriculates were recruited as second firemen in the scale of 35—41 and later promoted as first firemen in the scale of 45—50. They progressively worked their way up as drivers on Rs. 100, 150, 200 and 250. These non-matriculates have been allotted the C. P. C. scales of 60—80 as firemen and are eligible for promotion as shunters on 75—105 and then as drivers on 80—185, 160—300 and 260—350. It will be obvious that the grades and prospects are considerably better than what they had in the past. The only difference between matriculates and non-matriculates is in the initial grade of recruitment which is Rs. 75—105 in the case of matriculates. This cannot be claimed by non-matriculates when it has been specifically created for persons with higher educational qualifications. I am sure the House will agree with me that there has been no discrimination against any class of persons.

Again, Shri Anthony mentioned about A grade drivers in the Allahabad division. His contention was that certain higher grade posts were kept open exclusively to those drivers before implementation of the Central Pay Commission recommendations under which this exclusive reservation has been done away with. And it is with that that my hon. friend quarrels. This matter was also referred by him to the late Shri Gopaldaswami Ayyangar as early as 1950, and he also had a reply from him as to the conclusions reached. The hon. Member and the House will appreciate that there is no justification for debarring certain sections of staff

from promotion to A grade drivers to which appointments are made by positive act of selection based on merit.

Then he referred to medically unfitted persons and said that when they are medically unfitted they are given jobs much lower than what they held before, and he referred in this connection to a case where a driver had lost his legs and he was put on a much lower job. There is another case where a driver had lost his legs, he was offered an appointment, but he thought he could not do justice to the job and therefore did not avail himself of the offer made.

The hon. Member talked about the seniority of C grade guards on the Eastern Railway and said that some fictitious list has been made and promotion is being denied to them. This also I can take the House through. There is no such fictitious list made. It is only a question of carrying out orders, which was not done previously. He represented on behalf of direct recruits, that they lost seniority. There is another hon. Member who has made a complaint on behalf of the promoted men. I submit that where one or two channels of promotion converge, the allotment of quotas is a fair method of regulating promotion; and that was what was done in this case.

Again, he raised the question of station masters in the scale of Rs. 64—170 having under them clerical staff in higher grades. In all the Railways there were only twelve such cases. These anomalies were removed, and now there is nobody who is in a higher grade serving under station masters with lower grades of pay. The question of S.M's. was also referred to by some of the hon. Members, especially on the Southern Railway. This is a matter which can be taken up with the Tribunal that has been appointed now. It is for the Federation to press their case and

include this also. There is nothing which prevents them from doing so.

Then my hon. friend referred to the running rooms, especially on the Southern Railway, and said the conditions of some of them were bad. I myself have visited some of these rooms and I know the conditions there are not quite satisfactory. We are asking this particular Railway to go into the matter and improve matters.

Then the hon. Member referred to suspension. He quoted as assault case not involving moral turpitude and said that as soon as the police charge-sheeted a particular person he was placed under suspension and that caused hardship. In this matter the instructions of the Home Ministry are quite clear. When a man is involved in any criminal proceedings he should be placed under suspension. But I can promise the hon. Member and the House that we shall look into the case and re-examine the thing, also taking into account the practice that prevails on the civil side. In fact my information is that the practice that prevails on the civil side is a little more stringent than what obtains on the Railways. But still I can tell the hon. Member that we will have this matter examined.

5 P.M.

Many hon. Members spoke about Class II officers. As the House is aware, certain steps were announced, both in the last Budget speech and this time which go to benefit this class of officers, and the House also appreciates what has been done for them. I should like to utter a word of advice, if not warning, to our Class II officers who have made this not a question which has to be considered on its merits, but are trying to convert it into a sort of propaganda affair. I know it is not good for them, their service and for the morale of the railway men. What all could be done, has been done and the hon. Minister's assurances are there, which would also be fairly rapidly implemented.

[Shri Alagesan]

Mention was made about the ex-Mysore State Railway officers. Shri Gurupadaswamy, I think, referred to the treatment meted out to these officers. In this matter, the principle laid down by the Central Government in regard to equating of posts based on their duties and responsibilities were followed. There have been some representations from officers and the departmental committee has been reviewing this subject with a view to determining whether any relief is necessary, and if so, to what extent. We are awaiting the recommendations of that committee and I understand that the committee will be able to report within a few weeks.

Then, I come to my friend Shri Tulsidas Kilachand. He pleaded that a committee should be appointed to examine the rate structure. He has tried to make out that the revision of rate structure has impeded movement. I would like to submit that the progressive increase in the industrial production by thirty-four per cent. since 1946 is a clear indication that the needs of trade and industry in regard to movement, both of raw material and finished products, have been progressively met. With the introduction of the telescopic principles of rating adopted in 1948, it makes for a decrease in the basic rates with increase in the distance. A large number of so-called station-to-station rates became unnecessary. One of the objectives of the revision of the rate structure was to withdraw the special types of rates enforced by making the normal rates realistic. There were a large number of these station-to-station rates before. There could be no justification for the continuance of station-to-station rates which were previously quoted in competition to other means of transport; nor can there be justification for the continuance of old special rates when the industries have sufficiently developed and are able to stand on their own legs, without receiving the assistance accorded by

some of the old railways, as in the case of sugar and iron and steel industry. Railways even now can and do quote concessional station-to-station rates where it is established to their satisfaction that the traffic will not move at normal traffic rates. The Minister has already stated in his reply to the Budget debate that the memorandum submitted by the Federation of Indian Chambers of Commerce and Industry, is now under examination by the Railway Ministry. He has pointed out that there is no case for a general review of the rate structure. The hon. Members are aware that the Railway Rates Tribunal has been formed to deal with the question of unreasonable rates. Sir, you will be surprised to hear that the tribunal has received only fifteen complaints during the last five years. In fact it is suffering for want of work. This fact also lends support to the view that no general review of the rates is called for. As regards a revision in the interest of developmental economy, the Minister has already indicated the policy proposed to be followed in this matter.

Another point raised was as to whether transport will be able to keep pace with the developing industries in the country. We know that production has already increased and certain industries have shown increased production. In fact, transport kept pace with that and also helped in the increase of this production. I have got here certain figures relating to movement of sugar and cement, for the years 1952-53 and 1953-54. B. G. wagons allotted for sugar in 1952-53 were 39,972. This increased to 47,901 in 1953-54. M.G. wagons increased from 52,665 to 68,833. Again, taking cement, the allotment of B.G. wagons increased from 97,365 to 1,11,413. The allotment of M.G. wagons for cement increased from 62,703 to 66,390. This shows that transport has been keeping pace with the development of industry.

Shri T. B. Vittal Rao (Khammam):
Let us have the figures for coal.

Shri Alagesan: I can give the hon. Member those figures also. There has been a slight reduction in the number of coal wagons. But, this has been occasioned not by the inability of railways to provide wagons, but because there was no demand in the industrial region for coal. It is not a question of inability of railway to provide these wagons. In fact, in the coal fields there were more wagons than could be utilised during some months.

Shri Nambiar and others complained about increased in house rents. This question has already been dealt with by the hon. Minister. In fact, the increase has been effected because it became necessary after re-grouping. The low rents that prevailed on the ex-South Indian Railway were in keeping with the low scales of pay that the employees were getting. But, after the re-grouping, the ex-M. S. M. Railway employees paid the standard rates, and on the same Railway it happened that the ex-South Indian Railway employees were paying lower rates of rent. So, the rates of rent were brought up to the standard level. To mitigate the hardship due to increased rents it has also been proposed to recover these rents in four half-yearly instalments.

I think it was Shri Raghavaiah who raised the question of casual labour. I do not know whether he really serves the cause of casual labour, when he says that all casual labour should be confirmed and brought on the regular pay roll of the railways. There are various works which do not extend for a period of more than six months and for these works casual labour has got to be employed. In a huge undertaking like the Railways, you can very well imagine that we cannot dispense with the services of casual labour. In cases where the work extends beyond six months, and the labour have

put in more than six months continuous service, they are converted into temporary labour. Subsequently they are confirmed if they are continued in service. In order to meet the unemployment problem, huge road works are also being undertaken where casual labour are engaged. There is no guarantee that work on a particular road will be extended to the next year also. The railways have to undertake works of a varied nature, and therefore, they cannot be asked to dispense with casual labour.

My friend Shri Kakkan raised the question of allotting railway lands to Harijans. In fact, the actual allotment of railway land is entrusted to the revenue authorities in the various States. It is they who actually allot these lands. As you know, the policy of State Governments is to allot lands to the landless and the poor, including Harijans. It is for them to make these allotments and I shall convey the opinions expressed on the floor of the House for the benefit of the State Governments and I am sure they will take them into account when they allot railway lands.

The question of Scheduled Castes' recruitment in the services was raised. I am glad to inform the House that the position is improving. Out of 1673 vacancies notified, 906 were filled by Scheduled Caste candidates. It is true there is a gap still. But, the Railway Service Commission have been asked to take special measures to recruit the full number of Scheduled Caste candidates. In fact, employment notices only meant for Scheduled Caste vacancies are issued and the response was quite good. I have no doubt that it will not be long before all the seats reserved for Scheduled Caste candidates are filled only by the Scheduled Caste candidates themselves.

My hon. friend Shri C. R. Narasimhan referred to the movement of manages ore and iron ore from

[Shri Alagesan]

Bellary, Hospet and Mysore areas. Now, the position is that these are accepted freely to all ports except from the metre gauge stations served by this area to the Madras port which is made in accordance with the export allotment issued by the Ministry of Commerce and Industry. There has been considerable improvement in the movement of ore traffic both at Madras as well as to other ports from these areas in 1953 as compared with 1952. The following figures will indicate that. To all ports including Madras, in 1952, the number of B.G. wagons was 1,195 and this increased to 5,423 in 1953. The number of metre gauge wagons increased from 19,143 to 28,835. To the Madras port only, B.G. wagons increased from 967 to 4,389 and M.G. wagons increased from 3,747 to 9,243. This will show that more wagons have been made available for the movement of these ores.

One hon. Member, Shri A. N. Vidyalankar I think, said that the Passenger Associations should be directly represented on the Zonal Consultative Committees. It is true that now these Associations are represented only on the Regional Committees. Though the Regional Committees can elect two representatives from among their members to the Zonal Committees, it may happen that among the two, there may not be any representative of the Passenger Associations. I can assure the hon. Member that this question will be gone into when it is time for new nominations to be made to these Consultative Committees.

I think it was Shri S. G. Parikh who said that in the Mehsana station, a sum of Rs. 70,000 has been spent on the construction of a diamond-crossing which was being put to no use. I may assure the hon. Member that he need not fear that any wasteful expenditure has been incurred. I do not want to take the time of the House in explaining how that diamond-crossing, or scissors

cross-over as it is called, is put to use. He also pleaded for the provision of a foot overbridge at Sabar-mati. This work has been included in the next year's programme at a cost of Rs. 1.48 lakhs.

The question of T.A. was raised. T.A. has been raised from thirteen annas to one rupee from 1st January 1954.

Shri Nambiar: Why do you cut even there? Give them Rs. 1-4-0 as per rules because they are getting more than Rs. 50.

Shri Alagesan: It has to be in conformity with what is obtaining on the civil side. In Delhi, Madras and Simla it will be Rs. 1-4-0 and in Bombay and Calcutta it will be Rs. 1-10-0.

My hon. friend Shri Muniswamy made a very humorous speech. He raised the question of sanitary inspectors. In fact, he has been sent a detailed reply. It is another thing if he is not satisfied with the position as explained. The sanitary inspector cannot be treated on a par with other supervisory staff because the duties differ very greatly from those of other supervisory staff. In the case of wireless inspectors versus telegraph inspectors, the higher grade posts that have been created are open to both the branches. In fact, each branch wants reservation of these posts for itself. What has been done is, these posts have been thrown open for selection for the two branches together.

I have nothing more to add.

Mr. Deputy-Speaker: Any single-cut motion which hon. Members want me to put separately?

Shri Nambiar: Not today. We are reserving it for some other occasion.

Mr. Deputy-Speaker: I will put all the cut motions together unless any of them are withdrawn, in respect of Demand No. 1.

The cut motions were negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 38,80,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of 'Railway Board'."

The motion was adopted.

Mr. Deputy-Speaker: I will now put all the cut motions together in respect of Demand No. 3.

The cut motions were negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 1,32,26,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of 'Miscellaneous Expenditure'."

The motion was adopted.

Mr. Deputy-Speaker: Now, Demand No. 4. There are no cut motions.

Shri Nambiar: There are cut motions; the discussions are over.

Mr. Deputy-Speaker: I will now put all the cut motions together in respect of Demand No. 4.

The cut motions were negatived.

Mr. Deputy-Speaker: The question is:

"That a sum not exceeding Rs. 28,21,34,000 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, 1955, in respect of 'Ordinary Working Expenses—Administration'."

The motion was adopted.

Mr. Deputy-Speaker: The House will now take up Demands Nos. 5 and 6.

DEMAND NO. 5—ORDINARY WORKING EXPENSES—REPAIRS MAINTENANCES

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 68,02,98,000 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, 1955, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion is:

"That a sum not exceeding Rs. 44,02,01,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of 'Ordinary Working Expenses—Operating Staff'."

Now the agreed cut motions to these Demands may be moved.

Remodelling of Calicut Railway Station

Shri Damodara Menon (Kozhi-Kode): I beg to move:

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

Administration and maintenance of the Railways

Shri Muniswamy: I beg to move:

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

Island Allowances to Workers

Shri Nambiar: I beg to move:

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

Workshopman to go late in mornings and to leave early in evenings

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

Reduction for gang-length to three miles

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

Vision test of workshop staff and shedmen

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

Disabilities of Railway staff

Shri Frank Anthony (Nominated—Anglo-Indians): I beg to move:

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

Long continued labour for operating staff

Shri H. N. Mukerjee (Calcutta North-East): I beg to move:

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

Conditions of service of running staff etc.

Shri T. K. Chandhuri: I beg to move:

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

Joint Advisory Committee's recommendations on former Mysore State Railway

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

"That the demand under the head 'Ordinary Working Ex-

penses—Operating Staff' be reduced by Rs. 100."

Pay scale allowances of staff

Shri Muniswamy: I beg to move:

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

Fixing of pay scales for Loco running staff

Shri Nambiar: I beg to move:

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

Free house rent benefit to pointsmen

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

Travelling allowance to Class IV staff

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

Mr. Deputy-Speaker: It has been agreed by all the leaders of the various groups that we can devote 1½ hours for Demand Nos. 5 and 6. We are starting at 5-20.

Shri Alagesan: I can reply at 6-50. Then it can be put to the vote of the House.

Mr. Deputy-Speaker: I thought the reply also is included in the 1½ hours.

Shri Barrow: That should be the case.

Mr. Deputy-Speaker: I will call him ten minutes in advance.

Shri U. M. Trivedi: Many speakers before me have congratulated the hon. Railway Minister. I do not know how one can make up one's mind to congratulate the hon. Minister. The Railway Minister and his Deputy are both very amiable persons, no doubt, but amiability apart, whether they deserve any

congratulations for having done something substantial for the good of the Railways is the problem before us.

We used to travel formerly long distances at comparatively cheap rates. Even up to 1938 to go to Calcutta from Delhi used to cost Rs. 9, Rs. 10 or Rs. 11 and a long distance like 1,262 miles could be covered at Rs. 14-0-6. And where have we reached? We have developed a fashion of only singing the songs of the poor labourer, and nobody speaks for the public whom we represent. All of us suffer mutely and we are unable to say anything or open our mouth. Travelling ticket examiners are good persons. I do not stand in the way of their getting proper remuneration. Nobody grumbles a Government servant or a labourer getting his due share or proper wages, but the Railway must do something to provide better facilities to the public also, something to reduce the exorbitant rates which are now collected. We have reached a stage which we can say is the breaking point. People now cannot travel. The various graphs that you have now drawn will indicate to you that we have now reached a super-saturated stage from which it is very difficult to proceed ahead.

[PANDIT THAKUR DASS BHARGAVA
in the Chair]

From the way we have arranged this debate, it unfortunately becomes rather difficult to concentrate oneself on the various particular Demands and certain repetitions are likely to occur in the way we are proceeding.

I will now take up a few points that I want to bring to the notice of the House.

The first increase about which I have already spoken is the increase in the fares. The second which is very salient is the increase in the rates of demurrage. A question which I put in the last session brought out an answer that the increase in demurrage is nearly 300 per cent. I know that in the particular locality from which I come there are certain commission

agents who carry on the business of पक्का आदतियाँ. Practically several of them have been ruined on account of this demurrage. It so happens that orders are placed from dealing areas and taking advantage of this high rate of demurrage, the merchants at the destination refuse to take delivery, and with this coercive force acting upon the poor merchant, he is either made to sell away his goods at lower rates or he is made to suffer by the Railway by paying heavy demurrage. There must be some way by which it must be seen that these merchants are not ruined. The small traders in order to earn their livelihood run from village to village, collect and despatch goods and at the end they are completely ruined on account of this demurrage charges.

Then, I will draw the attention of the running of the goods trains. The goods trains which run on the broad gauge are always connected with vacuum pipes. That is to say, vacuum breaks are provided on the broad gauge. But you will be surprised to find that on account of the insistence of the late O.T. Railway, vacuum pipes are not provided on the O.T. Railway. And that is why on all goods trains on the metre gauge section the trains run without vacuum breaks. This creates operational difficulties. On account of their being non-vacuum, even when they stand still at stations and other trains have to pass them, they cannot pass without being brought to a dead stop. If broad gauge wagons can be manufactured with these vacuum pipes why should not all the metre gauge wagons also be manufactured in the same way? If all the wagons on the Western Railway have this mechanism why should it not be made compulsory and applicable to all the wagons that are manufactured?

Unfortunately, mine will not be a coherent speech because it is some sort of complaining business, and you will excuse me for the incoherent speech that is being made by me.

[Shri U. M. Trivedi.]

Now comes this watch and Ward and G.R.P. Last year also I drew attention to this subject. Either keep the Watch and Ward or keep the G.R.P. The two cannot go on together. Some sort of arrangement must be arrived at because both of them try to squeeze money not only from the public but also from the Railway employees. You go all along the Railway lines and you will find that every Railway employee is in terror of every Railway Police officer. I remember that one head train examiner was narrating to me that he sits in his office afraid of the various things that can be put upon his head, even falsely. When any Railway Police Officer comes to him, he says:

अरे साहब यह कांच तो बहुत अच्छा है,
हम ले जायेंगे ।

That mirror which is to be used in the Railway compartment is carried away by the Police Officer. Anything he likes he takes away, including rubber goods. And the poor train examiner dare not open his mouth lest he should be implicated in something. I remember the case of a guard at Jaipur Station. There was a lot of smuggling going on with the knowledge of the Railway Superintendent, and others, and the Railway Police was making tons of money. They were making at the rate of Rs. 10,000 per month. Because this Railway guard objected to this sort of smuggling, he was arrested at the Railway Station on the flimsiest and falsest of charges. He was handcuffed and carried along the station to be shown as an example to all the Railway employees that such a thing should not recur again. Nobody dared to raise his head against omnipotent Railway Police officials. Therefore, some arrangement must be arrived at to do away with the uselessness of this Railway Police.

Shri R. K. Chaudhuri (Gauhati): When did this incident take place?

Shri U. M. Trivedi: Very recently. And the man has been now acquitted

by the Jaipur City Magistrate, only last week.

I will now come to another wonderful thing. You are providing amenities for the passengers before you provide more trains. Nobody is found of waiting at a station. As soon as the train arrives, every one wants to go away. Nobody wants to remain there in the waiting room. Instead of providing these waiting rooms and other amenities, you should provide some more trains where the people want them.

I can give the illustration of Kotah station. It is a big junction and it was built in 1857 or so. At that time, there was a small shed which was built for third class passengers. That has not been extended at all. At that time the waiting room for upper class passengers was also built.

Shri Veeraswamy (Mayuram—Reserved—Sch. Castes): On a point of order, there is no quorum in the House.

Shri U. M. Trivedi: There is quorum.

Shri S. S. More: Let us take a count.

Mr. Chairman: Now there is quorum.

The wonderful part of it is that the upper class waiting room for gentlemen is on the side on which the city lies, while that for the ladies is on the opposite side, where no people are living. You can go from the one side to the other only by an overbridge. I do not know what object is there in having provided the ladies waiting room on the opposite side...

Shri R. K. Chaudhuri: On a point of information. Is it the hon. Member's contention that the ladies waiting room should be on the same side as the gentlemen's waiting room? They are known as opposite sexes always. So what is the point in objecting?

Shri U. M. Trivedi: One thing more.

Mr. Chairman: I have already rung the time-limit bell twice, and I have given nearly ten minutes to the hon. Member. May I request the hon. Member to finish his speech?

Shri U. M. Trivedi: I have lost five minutes on this quorum business.

Mr. Chairman: No. That was only for about two minutes. Usually, only five minutes are given to an hon. Member. Even assuming two minutes have been lost due to want of quorum, the hon. Member has got more than seven minutes already.

Shri U. M. Trivedi: I will not take more than two minutes. I would request the hon. Minister to look into the condition of the Godhra station. It is a big junction, but it is the worst type of station that was ever built. If you go and have a look at it, you will be surprised to know how such a dungeon has been in existence for such a long time. There is no single facility available for the poor passengers. The latrines there are in the most dirty condition, and although people have been clamouring for better amenities, nothing has been done so far. A lot of money is made on stations between Godhra and Anand, but no station on this section has been provided with a platform. The same is the case on the narrow gauge section between Godhra and Lunavada. The ordinary illiterate people who have no approach even to a newspaper, in this region, cannot bring their grievances to the notice of Government. I hope the hon. Minister would do well to apply his mind to this matter.

Another thing I would like to draw the attention of the hon. Minister to is this. Last time also, I had occasion to refer to this matter, and that is that there should not be discrimination as between different trains. I have been seeing for the last six years that the train timings at Neemuch and Mhow are so arranged, that if passengers have to catch the Frontier Mail, they go with throbbing hearts as to whether they would be

in a position to catch the Frontier Mail to Bombay. In fifty out of hundred cases, it generally happens that only such a small margin is left that often the passengers miss that train. Why should not a bigger margin be provided, wherever you have to provide for connections? A safe margin should always be provided, so that the passengers are not put to great inconvenience.

Another funny thing that happens at Ratlam is this. The train coming from Neemuch is not allowed to enter the Ratlam station yard, even though when the Frontier Mail has come before time, it is allowed to enter and this Neemuch train is allowed to enter only after the Frontier Mail leaves Ratlam, with the result that the passengers from Neemuch are not able to catch the Frontier Mail at Ratlam, and the railway staff are all laughing at the discomfiture of the passengers. I would suggest that this sort of thing should be stopped immediately.

Now that we have adopted Hindi as our national language, the practice of writing the names of the stations on the Malwa section in Urdu should be stopped. Nobody in that region reads Urdu, and why waste time, energy and money in writing the names in Urdu? If you have adopted the practice of writing the names in Hindi in the whole of the Punjab and Uttar Pradesh, what fascination is there for keeping the names on this section in Urdu? I would suggest to the hon. Minister that the practice of writing the names in Urdu be dispensed with. I will suggest one other thing.

Mr. Chairman: That 'one thing' should stop somewhere. I would request the hon. Member to conclude now, as I have a very long list with me.

Shri U. M. Trivedi: I will finish with just one more remark. If you look at the map of Rajasthan, you will be surprised to find that there are several

[Shri U. M. Trivedi]

places which are miles away from the nearest railway station. When the Mewar State was in existence, it was the desire to have a railway link between Kotah and Chittor, but this line, you have dropped altogether out of your programme, and you have provided a sum of Rs. 8,000, for a re-survey of the whole thing. This kind of a joke must stop here, and you must do something to provide railway lines connecting Kotah with Chittor, and Neemuch with Barisadri.

Shri Sadhan Gupta (Calcutta South-East): While I do agree with the speaker that has preceded me, Shri U. M. Trivedi, that there is nothing to congratulate the hon. Railway Minister in regard to this Budget, and while I also agree with him that the fares should be reduced, and that enhanced fares have continued for too long a time, yet I am very much pained to find that in regard to the reduction of fares, he has spoken in a manner which is likely to lead to misunderstanding between passengers and the railway staff. It is very unfortunate that he did not realise that if we want to get any benefit as passengers, we should never do it at the expense of the workers or by posing our case as against the workers'.

The railway workers' case has been represented, and it does need representation, because the millions of our railwaymen all over the country are being exploited in a very bad manner, and therefore I hold no apology for bringing up their case further in the course of my speech.

I would like to point out two very glaring instances of injustice done to the railway staff. The first is regarding railwaymen who had opted for Pakistan, and the second is regarding the Safeguarding of National Security Rules.

Regarding employees who had opted for Pakistan, the Railway Administration has been following a policy which

is very unfair. Their policy is simply this, that if people who had opted for Pakistan, had gone to Pakistan, and then have come back, they would not be accepted in service at all. Secondly in the case of people who had opted for Pakistan, but had not gone, their applications would be sent to the police for verification, and only after that, they would be accepted. This policy is not only wrong on principle, but it is a positive injustice, and it is not only an injustice, but it is positively mischievous. It is wrong on principle because the mere exercise of option to go to Pakistan should not be taken as hostility to this country. We all remember the situation in those days. There was communal bickering, and the common man, whether he was a Hindu in Pakistan, or a Muslim in India was not sure of his position in either country, was not sure of what would happen. Even his very security was threatened. Under these conditions, the attachment to his hearth and home was weighed against the sense of self-preservation. If in such a context, the sense of self-preservation had got the better of it, we cannot help it, and that is what happened at that time. So, many Muslims who opted for Pakistan and went to Pakistan when they found that they could remain here, and if they could get back their old employment, they could make a good job of it, did come back. Some people changed their minds even after opting for Pakistan, after a good deal of hesitation, and did not go at all. I submit that it is not just that they should be treated as out-castes. They should not be treated on any different footing from other citizens. It is important to realise that they are citizens of our country and deserve a fair deal like other citizens. It is an injustice because it entails hardship. It is a mischief because it puts one particular community in great doubt about whether it is going to be allowed to live in our country as its own people. There have been many cases of discrimination, and this

kind of discrimination only adds to the sense of insecurity in a minority community.

The second thing I want to focus attention upon is regarding the Safeguarding of National Security Rules. The Railway Minister has made no reply to that point. These Rules are a positive blot on the Railway Administration. Militant Trade unionists who champion the cause of the railway workers are victimised by resort to the Safeguarding of National Security Rules. The police become the arbiters. It is only on the reports of the police—that police whom we have inherited from a past reactionary administration—it is only on their report that victimisation takes place. That is very unfair. There is no doubt a hearing given, but that is a travesty of a hearing, because the arbiter is really the Advisory Committee which is dominated by the representatives of the police. We cannot leave the fate of our employees to the police who are not very conspicuous for their sense of justice and fairness. Therefore, I would urge upon the Railway Minister to do away with these vicious Safeguarding of National Security Rules and reinstate the victimised employees. Three hundred and sixty employees were victimised and only thirty have been reinstated. I have got telegrams and I am sure the Railway Minister has received copies of them. Here is a bundle. From it, he will see that there is a universal request for reinstatement of these victimised employees, and I must with all the emphasis at my command urge the Railway Minister to reinstate these victimised employees.

Shri G. H. Deshpande (Nasik—Central): I thank you for this opportunity you have given me.

Mr. Chairman: May I request hon. Members not to start with a thanksgiving to me? After all, I am doing nothing to need thanks. I am your spokesman, and if I call upon hon. Members to speak, there is nothing which I am doing which really merits

thanks. It really embarrasses me when everybody thanks me. I need no thanks.

Shri G. H. Deshpande: I have never participated in railway discussions in this House, and at this late stage if I am doing so, I am doing so only because I have received a number of letters from my constituency and my voters want me to press some of the important demands regarding the railways in that region.

In my constituency, there is a town—Malegon. It is a very important centre in Bombay State. There are over 7,000 handlooms and 4,000 powerlooms, and every day some 20,000 saris are woven there and brought to the market. Raw material in the form of yarn is required to be imported there, and every day the manufactured stuff is being sent to various markets. There is no railway nearby. There is a demand that Malegaon should be joined to the junction Manmad by railway line on the Central Railway and on the other side to Narhana on the Tapti Valley Railway. This is a very very old demand. Besides this industry, there is a sugar mill just near Malegaon and there is a possibility of having one or two more sugar mills very soon, because more and more area there is coming under irrigation.

Then, Sir, regarding the railway station at Nasik Road, its remodelling has been demanded since long. Nasik Road is an important railway station; there is the India Security Press, there is the distillery; there is a big central jail. It is an important religious centre where every year thousands of pilgrims are attracted. Since long there is a demand that the station should be remodelled. There is no level-crossing at Nasik Road. Out of 24 hours, the railway gates on that road are closed for 20 hours and only for 4 hours people are able to cross. It is on the national highway; it is on the Nasik-Poona road. Since long this demand is being made and every year it is put off for the next year. It is better to have a railway crossing

[Shri G. H. Deshpande]

there as early as possible. Even land has been acquired and price has been paid and I do not know why the work is withheld. So also with regard to Manmad. That is also an important railway station. It requires remodeling and a bridge for crossing the railway line there is absolutely essential.

Then, Sir, from Nasik Road to Manmad all that area—most of it—is under irrigation and that is one of the biggest onion producing centres in India. A large quantity of onion is produced there, as also sugarcane. These require more transport facilities. Something ought to be done for remodelling the railway stations at Nasik Road, Manmad and Nangaon. Something must be done to take a new railway line joining Malegaon with Manmad on the one side and with Narhana on the other.

Shrimati Tarkeshwari Sinha (Patna East): Sir, I listened very attentively to the hon. Minister's speech when he was dealing with Damand No. 4, and I found that regarding the employees, specially the Class II, he had rather a very very cold tongue. I shall not exactly say sharp tongue, but he was more sharp than cold. I wish that the hon. Deputy Minister will try to cultivate the sweetness of his senior colleague. Even if he does not want to do certain thing, when presenting his facts before the House he puts his limitations and tries to convince the House that there are some limitations in not implementing those things.

I found that the hon. Deputy Minister said that the Class II employees were making their case a propaganda issue. Now, it is very unfair, Sir, to these employees who are suffering. It is a question of their prestige, it is a question of their life, it is a question of their work and it is a question of their whole existence and I do not understand how this attitude can be adopted by the Minister himself when in this budget session he has come to formulate a policy.

Now I would like to mention a few facts for your consideration and for the consideration of this House. The hon. Minister may think that I am repeating my facts. But I am not repeating my facts; rather I am expressing the feeling in this House, that the hon. Members of this House—so many of them—are conscious of the facts that discriminatory treatment is being meted out to these employees. The hon. Minister of Railways is perhaps aware of this fact that Class II officers and Class I officers on the railways perform the same duties and with the same responsibility, but in regard to their pay scale, in regard to their service conditions and in regard to their chances of promotion, some discrimination is being shown between them. I do not understand the reason. The hon. Minister himself time after time has accepted and said that it is a fact that these two classes of officers are performing identical and analogous duties. It was also mentioned by the Chief Commissioner of Railways. But I do not know the reason for this attitude of the whole Railway Ministry. It was back in the year 1947 (in April) when it was decided by the British Government to amalgamate the two services. What have we done after 1947—I want to ask the Railway Board and the Railway Minister. We have become independent and we know that this distinction between Class II and Class I was being maintained at that time because more or less all the Indians were in Class II and the Europeans were in Class I. I do not know why this should continue today when 7 years have elapsed since we attained independence. For the information of the House, I want to say here that, in almost all the countries of the world, recruitment to the officers' cadre on the Railways, is generally done from the services and not direct. There may be exceptions, but it is not the rule. This fact was brought to our notice by the members of the delegation that went to U.K., U.S.A. and other countries. They had

been sent by the Railway Ministry itself. The delegation went to all those countries and they studied the employment and service conditions on the railways there and these facts were disclosed by that delegation. I cannot understand why we are following the policy of direct recruitment here. The Appleby Report also points out the existence of such class distinctions and says that they have a very adverse effect on the efficiency of the administration. I believe the Prime Minister has also issued directives in this matter.

The hon. Minister announced two concessions to the Class II officers in his speech. The impression that was created by his speech was that perhaps these disabilities were there from time immemorial. But, I want to submit to you that the age ban of 50 years was imposed only on 1st April, 1952. It is good that the Railway Ministry have realised their fault. I congratulate them for that. Secondly, the weightage formula put forward by the Minister is a retrograde step. Now why is it retrograde? Because, prior to the advent of independence, 6 to 8 years' seniority was given, which was reduced to 5 years after the attainment of independence, and now this formula will further whittle down this weightage and will adversely affect all Class II officers with less than 10 years' service. These officers could get five years before and now for every two years they will get one year.

Another point which I want to touch upon is this. The hon. Minister has told us that the due share of Class I posts for Class II officers comes to 59. I think the hon. Minister is making a mistake here. I would request the hon. Minister to take the trouble of looking again into the figures published by the Railway Board in their annual reports of the years from 1946-47 to 1952-53. He will find that this number comes to 70 and not 59 as he has mentioned. This report is the Railway Board's charter which is published every year by them as an official document. I cannot understand why the Railway

Board has tried to mislead the hon. Minister in this respect.

Sir, this state of affairs, which I have brought to your notice and to the notice of this august House, gives the impression that we are still maintaining the Lloyd Georgian steel frame, although the panels have changed. This has come to the surface so much that it is very painful. It is more painful because it is being tolerated.

I should thank you, Sir, not only because you have given me this opportunity but for the special reason that Demand No. 5 does not take this aspect of the question and also because I am repeating my facts and figures. Before concluding my speech, Sir, I would ask the hon. Minister why the recommendations of the Kunzru Committee for representation of 25 per cent. of the posts in the senior scale has been turned down by the Railway Board and also why the Railway Board has not given effect to the recommendations in their memorandum that Class I junior scale officer, unless he has put in 11 years' service will not be promoted to the senior scale.

Mr. Chairman: Prof. Sharma.

Shri D. C. Sharma (Hoshiarpur):
Mr. Chairman:.....

Shri Debeswar Sarmah (Golaghat-Jorhat): Which Sharma, Sir?

Mr. Chairman: I called Prof. Sharma.

Shri D. C. Sharma: There is only one Sharma here and that is D. C. Sharma and I repeat it, Sir.

Shri Debeswar Sarmah: I am sorry for Mr. Balkrishna Sharma.

Shri D. C. Sharma: I am sorry for every one of you, but what can I do?

Sir, it is a very very long tale that I have to tell within the short time at my disposal. I am an indefatigable traveller and I travel constantly from Delhi to Amritsar *via* Saharanpur as well as *via* Karnal. While I go about, I have no feeling of elation when I look at the railway station. Almost 7 years have passed after we attained inde-

[Shri D. C. Sharma]

pendence, and I find that the Punjab portion of the Northern Railway is as neglected as ever.

Whatever has been done in the Punjab portion by the Railways was done under our old masters, the British people. After Independence I do not think much attention has been paid to the Punjab sector of the Railways. Of course, I will be told that we have built new railway lines which go upto Pathankot or that we are going to build new lines linking Chandigarh with some other stations. There are the necessities of administration and it is these which have compelled our Railway authorities to undertake them. By and large nothing has been done for the Punjab and there has been no improvement in any field so far as the Punjab is concerned. I have been asking so many gentlemen that they should do something for the Punjab, but they say that the Punjab Government does not take up my case. If the Punjab Government does not take up the case, at least the Members of this House, who represent the Punjab, do bring the case to the notice of the Railway Ministry, but I must say that the cold-shouldering, which has been done to the Punjab during the last six years, is an example of its own kind. Even though my friends from other States say that there are some members of the Railway Board that belong to the Punjab, I must say that they have done very little for the Punjab. First of all, when the New Five Year Plan is undertaken, the Punjab should be given its due share for three seasons. In the first place, the Punjab is a strategic area, being a border province. What is our Government doing for this border province? Secondly, the Punjab is a surplus area and it was the granary of India at one time and it is fast becoming so now. What is the Railway Ministry doing for this surplus area? Again, there are certain parts of the Punjab which are very rich in mineral resources, rich in other things, in historical associations and sacred associations. Some of my

friends have been urging that new lines should be opened up because there are temples in the area. Kangra and Hoshiarpur are full of temples and historical places, and if they are opened to the tourists, there will be a good deal of traffic, but I must say that our Ministers perhaps do never go beyond Delhi to this Punjab side, and even if they do, they do not care to go very far. I find, therefore, that the Punjab is neglected and it is a poor cousin of the Railway Ministry. I come from a backward area and I was glad when the Railway Minister said that he was going to do something for backward areas. I have the honour to represent the backward area of Hoshiarpur. Kangra is a poor area.

Mr. Chairman: One more minute.

Shri D. C. Sharma: Please do not ring the bell, Sir, as I am just getting into form.

Mr. Chairman: Unfortunately time moves forward even if backward areas are discussed.

Shri D. C. Sharma: I am a teacher and the unit of time for a lecture is 45 minutes. Please, therefore, give me at least 15 minutes. There should be a line connecting Mukerian with Hoshiarpur. I do not see any reason why there should not be a line connecting Una with Nangal, a distance of only eight miles. Nothing has been done, and I would urge that something should be done in this respect now.

6 P.M.

The hon. the Deputy Minister was very eloquent when he talked against casteism. I was very happy to hear that—we want to abolish casteism. But I may tell you that there is no Ministry, there is no Department in the Government of India which is such a specimen of casteism and sub-casteism as the Railway Department. At the bottom stand the porters; then there are the Class IV, Class III and Class II officers—then come the overlords of the Railway, the class I officers. It is high time that something

as done to put matters aright. I may in this connection bring to the notice of the House that recently the Railways observed a "Courtesy Week". They asked the station masters to be courteous; they asked the railway guards to be courteous to the public. But I would say, Sir, that the "courtesy week" should be celebrated at all levels of Railway administration. Is it known, Sir, that very few of those who write letters to these high officers ever receive a reply. I go about the country and I meet persons. They tell me that it is very difficult to get a reply from the Railway Ministry. I would, therefore, say, Sir, that before you abolish casteism anywhere, you should try to abolish it where it exists most. Only when inequality is ironed out and equal opportunities are given, with due differences here and there, will improvement be possible.

To the Frontier Mail the Railway Authorities attach—I do not know what to call them, those wonderful things which perhaps are Swiss-made. I do not know from where they have got them manufactured. I do not know by what name to call them. I asked some of them to give me the names of those particular compartments, and they told me they call them corridor compartments. I tell you, Sir, that in a compartment meant for four you cannot put any luggage. I say it is a disgrace for the Railway Department to have these corridor trains. It is a common sight to see people showering abuses on these trains. I would request the Railway Ministry, in the interest of its own good name, to withdraw these bogies. Only last night when I was travel- the Frontier Mail the amount of abuse that people were showering on Government on account of these corridor trains is unimaginable. I have also to share a portion of these abuses, because they know that I am a Member of the House of the People. I would therefore suggest to the Railway Ministry that they should forthwith withdraw these bogies. Unless they do so, they will be rendering a great

disservice not only to themselves, but also to the country.

People judge us by small things. They do not bother about big things. It is these small things about which the Railway Ministry does not care that bring a bad name to the Ministry. I suggest that these small things should be taken note of.

श्री सुय्यं प्रसाद (मुरैना-मिडर-क्षित अनुसूचित जातियां) : सभापति जी, मुझे आपन समय दिया इसके लिये धन्यवाद । मैं रेलवे के एडमिनिस्ट्रेशन के बारे में कुछ सजेसन्स देना चाहता हूँ और उनको माननीय मंत्री जी और उपमंत्री जी की सेवा में उपस्थित करना चाहता हूँ ।

हम लोग थर्ड क्लास के यात्रियों के सम्बन्ध में कहते रहते हैं परन्तु जो सुवार होना चाहिये उतना सुवार नहीं हुआ है । नये कोचेज बने, पंखे लगे और और भी सुवार हुए, परन्तु थर्ड क्लास में अभी भी धक्कम धक्का होता रहता है । लोग सोने के स्थान पर तो सोते ही हैं, परन्तु बैठन की सीटों पर भी सोते रहते हैं । एक व्यक्ति चार व्यक्तियों का स्थान घेर कर सोवे और चार व्यक्ति खड़े खड़े सफर करें यह ठीक व्यवस्था नहीं । इसकी देख भाल होनी चाहिये । पिछले समय अप्रैल में मुझे हरिद्वार जाने का मौका मिला । पहाड़ पर लोग जा रहे थे, जेनल टिकट भी चल रहे थे । तीर्थ यात्रियों की भरमार थी । गाड़ी में ठूस ठूस कर लोग भर रहे थे, मारपीट, गाली गलौज, हाथा पाई डिब्बों में हो रही थी, इन सब की देख भाल करने वाले गाई, टी० टी० ई० तथा रेलवे पुलिस के लोग सिगरेट के कश खींचते हुए तमाशा देख रहे थे । डिब्बों में महिलाओं की पुकार और बच्चों की चीखें निकल रही थीं । मुझे आश्चर्य है कि जेनल टिकट जारी करते समय रेलवे ने कोई विशेष गाड़ी नहीं चलाई । इस समय में जिन मुसा-

[श्री सूर्य प्रसाद]

फिरों ने सफर किया उन्हें छठी का दूध तो याद आ गया होगा। और पता चल गया होगा कि उन्होंने किस भुसीबत से सफर किया। रेलवे को ऐसे विज्ञे अवसरों पर स्पेशल ट्रेनें अवश्य चराननी चाहिये।

दूसरी बात में बिना टिकट सफर को रोकने के सिलसिले में अर्ज करना चाहता हूं। बिना टिकट सफर रोकन के लिये पचासों बात कही जाती है, लेकिन मुझे यह दीखता है कि उनमें से एक भी कारगर नहीं हुई है। मैंने कितनी ही दफ्ता सेफ्टल रेलवे में सफर किया और हर दफ्ता मैंने देखा कि प्रत्येक कम्पार्टमेंट में दो चार बिना टिकट वाले तो जरूर बैठते हैं। तो यदि लाखों व्यक्ति बिना टिकट हर साल सफर करें तो रेलवे की आर्थिक स्थिति में कितना अन्तर आ सकता है। रेलवे स्टेशनों पर जो पुलिस है वह ठीक काम नहीं कर सकती है। वे गाड़ी में शान्ति व्यवस्था करने के बजाय अपना उल्लू सीधा करने की टोह में रहते हैं। गाड़ी आते ही रेलवे पुलिस के कानिस्टबिल इधर उधर बिना टिकट यात्रियों को पकड़ने की टोह में रहते हैं। जो यात्री रुपया, दो रुपया थमा देता है आराम से निकाल दिया जाता है। मैं एक घटना सुनाता हूं जो कि भोपाल की है। पिछले समय भोपाल जाने का अवसर मिला। मैं इन्दौर जाना चाहता था। भोपाल में इन्दौर की गाड़ी में सवार होने के लिये मुझे कुछ समय तक रुकना पड़ा। वहां एक कानिस्टबिल ने एक आदमी को पकड़ा जो कि बिना टिकट था। उस यात्री के पास एक पोटली थी जिसमें हाथ से बनी हुई कंधियां बनी हुई थीं। कानिस्टबिल ने उस यात्री से टिकट मांगा, उसके पास टिकट नहीं था। उसने यात्री को घौस दी कि मैं तुम को पकड़ कर बन्द कर दूंगा

जब उसके पास कोई पैसा नजर नहीं आया तो उस कानिस्टबिल ने १५, २० कंधियां लेकर अपने जेब में डाल लीं और उसे बाहर निकाल दिया। यह हालत बिना टिकट सफर करने वालों की है।

नौकरियों की शिकायत के सिलसिले में भी मैं एक अर्ज करना चाहता हूं। वह हरिजनों की है। छोटे छोटे स्थानों पर कंठ लंगोट चारी अपने घर नौकरों को भर्ती करते हैं, इसकी देख भाल की जाय। हरिजनों को भर्ती करते समय उनके साथ भेदभाव, पेचीदे क्लस और रेगुलेशन्स अमल में न लाये जाय। उन की गरीबी, बेकारी और भूखमरी को दूर करने के लिये उन को नौकरियों में प्राथमिकता दी जाय।

नई लाइनों के सम्बन्ध में मैं थोड़ी सी बात अर्ज कर देना चाहता हूं। वह हमारे मध्य भारत से सम्बन्ध रखने वाली है, जहां से कि मैं चुन कर आया हूं। पिछले समय में भी मैंने माननीय मंत्री जी की सेवा में कुछ सजे-रेशन्स दिये थे कि उत्तरी मध्य भारत में रेलवे लाइन खोलनी चाहिये। भिंड से इटावा अथिःक दूर नहीं है, भिंड लाइन को अगर इटावा से मिला दिया जाय तो उधर जो ५० मील का हिस्सा पड़ता है उसका बड़ा लाभ हूं। भिंड एक बहुत बड़ी मंडी है, वहां आमद रफ्त भी है और उत्तर प्रदेश और मध्य भारत को इा हिस्से से मिला देने से वहां का जो एक बीच का एरिया पड़ता है वहां आमद रफ्त हो सकती है। वह एरिया बड़ा बीहड़ है। आप को मालूम होगा कि मध्य भारत के बीहड़ इलाके में होने से डकैतों से लोग बहुत आतंकित रहते हैं और साल में सैकड़ों वारदातें होती रहती हैं। इस तरह से वहां की यह समस्या

भी हल हो सकती है यदि मंत्री जी इस रेलवे लाइन को बनाने की व्यवस्था कर।

श्री बी० डी० शास्त्री (शाहडोल-सिद्धि) : आदरणीय सभापति जी, प्रति वर्ष की भांति इस वर्ष भी रेलवे मंत्री ने रेलवे का वार्षिक बजट उपस्थित किया। मैं सोचा था कि प्रति वर्ष जिस प्रकार विध्य प्रदेश का स्थान रिक्त रहता है, शायद इस मर्तबा उसका स्थान रिक्त न रहे। किन्तु दुर्भाग्य की चीज है कि हम उनके इस नक्शे में विध्य प्रदेश का नाम नहीं पाते हैं। बड़े दुःख की बात है कि कई बार रेलवे मंत्री से विध्य प्रदेश का शिष्ट मंडल मिला, उन्होंने आश्वासन दिया, वहाँ की सारी स्थितियों पर प्रकाश डाला गया और उन्हें बताया गया कि आज विध्य प्रदेश की आर्थिक व्यवस्था इसलिये गिरी हुई है कि वहाँ रेलवे यातायात की सुविधा नहीं है। वहाँ बहुत से खनिज पदार्थ हैं, खनिज पदार्थों की इतनी प्रचुरता है कि जिस से मौजूदा समय में प्रदेश की जो आमदनी है, उससे दूनी, तिगनी हो सकती है। आज विध्य प्रदेश को आर्थिक दृष्टि से पीछे माना जाता है और पीछे मानने का कारण यह है कि उसमें असंख्य अगुलित सम्पत्ति भूगर्भ में पड़ी हुई है।

लेकिन उसे निकाला कैसे जाय ? कैसे कोई इंडस्ट्री वहाँ क्रायम की जाय ? कैसे कोई व्यवस्था वहाँ, फ़ैक्टरी वगैरह खोलने की जाय, जब तक कि रेलवे यातायात की कोई सुविधा वहाँ न हो। मैं अभी एक और सज्जन इस सम्बन्ध में रेलवे मंत्री महोदय से मिले। रेलवे मंत्री महोदय ने आश्वासन भी दिया और कहा कि विध्य प्रदेश के विषय में हम गम्भीरता से विचार कर रहे हैं। कई बार यहाँ सदन में तारांकित प्रश्नों के जवाब में भी कहा गया कि विचार किया जा रहा है और सम्भव है कि उस विचार का सन्तोषजनक फल जल्द ही

निकलेगा। लेकिन मैं समझता हूँ कि उनका आश्वासन वैसा ही है, जैसे कहा गया है कि :

अहं डफोरशङ्कोऽस्मि वदामि च ददामि न।

आश्वासन तो बहुत अच्छा है, शब्द भी उसके बड़े मञ्चुर हैं और हृदय भी उनका बड़ा उदार है परन्तु उन सब से विध्य प्रदेश का स्थान तो हम अब तक रिक्त ही पाते हैं।

मैं यह कहूँगा कि इस बजट के निर्माण काल में उन्होंने बड़ी सहानुभूति, समानता और उदारता से काम लिया है। लेकिन इस समानता और उदारता के बीच विध्य प्रदेश इसलिये नहीं आ पाया कि वह स्वतः ही एक तृतीय श्रेणी का राज्य है। मैं तो यह कहूँगा कि यह समानता के स्थान पर अगर हम विषमता को लिखें तो कोई बुरी बात नहीं होगी। आज कांग्रेसी सरकार इस दावे पर है कि हम क्वासलैस और कास्टलैस सोसायटी का निर्माण करने जा रहे हैं, हम एक वर्ग-विहीन समाज का निर्माण करने जा रहे हैं। लेकिन मैं यह कहूँगा कि जो वर्ग अब तक मानवीय श्रेणी में था वह वर्ग का दायरा अब मानवीय श्रेणी से हट कर राजकीय श्रेणी में आ गया है। आज यह ए० बी० और सी० श्रेणी का, तीन तरह की श्रेणियों का वर्गवाद इस का जीता जागता प्रमाण है। मैं यह कहूँगा कि ए श्रेणी के राज्यों का जितना ख्याल किया जाता है तथा बी० श्रेणी के राज्यों का जितना ख्याल किया जाता है, सी० श्रेणी के राज्यों का उतना ख्याल नहीं किया जाता है। और यह इसलिये कि वे तृतीय श्रेणी के राज्य हैं। इसलिये अस्पृश्य-वत हैं और चूँकि वे अस्पृश्यवत हैं, इसलिये उनको कोई स्थान नहीं दिया जा सकता। तो वर्गविहीनता के समाज की रचना न मालूम किस विधि के अनुसार की जा रही है। हम सब लोग इस के बारे में बड़ी चिन्ता में हैं।

[श्री बी० डी० शास्त्री]

मैंने कई बार प्रश्न किये और कहा भी कि अगर विध्य प्रदेश में आप रेलवे निकालें तो वहां उससे स्थिति बहुत अच्छी हो सकती है।

विध्य प्रदेश के सम्बन्ध में लोग कहते हैं कि वहां पिछड़ा हुआ एरिया ज्यादा है। तो पिछड़ा हुआ एरिया वहां होना स्वाभाविक है जहां पर कि लोगों के लिये यातायात की सुविधा न हो। विध्य प्रदेश एक तो कुछ पहाड़ी प्रान्त है। वैसे खेती के लिये वहां पर्याप्त भूमि है, लेकिन वहां ऐसे इलाकों में लोग रहते हैं कि सौ सौ और डेढ़ डेढ़ सौ मील दूर तक रेलवे का नाम तक नहीं है। वे ऐसी एरिया हैं कि जो रेलवे की लाइन से १५० मील की दूरी पर हैं और वहां लोग आबाद हैं। वे लोग कैसे आ जा सकते हैं। उनमें मानवीय व्यवहार और सामाजिक ज्ञान कैसे हो सकता है। कैसे देश और दुनिया का नकशा उन के सामने आ सकता है, जबकि उनको जाने के लिये रेलवे ही न मिले जिससे कि वे मनष्यों के सम्पर्क व व्यवहार में आ सकें। इसलिये वह स्थान और भी पिछड़ा हुआ रह जाता है। मैं तो यह कहूंगा कि आदमी को शिक्षा से उतना अच्छा ज्ञान नहीं होता, जितना कि भ्रमण से होता है। इस सम्बन्ध में मैं एक बहुत अच्छी मिसाल बताऊँ कि प्राचीन काल में भारतवर्ष के इस नकशे में एक तरफ दक्षिण में रामेश्वरम्, उत्तर में बद्रीनाथ, पूर्व में जगन्नाथपुरी और पश्चिम में द्वारिकापुरी, इस तरह हिन्दू संस्कृति के आधार पर इन पुरियों की स्थापना हुई है। यह स्थापना महज इसलिये हुई कि हर एक व्यक्ति धर्म के नाम से बंध कर इस सारे देश का भ्रमण करे और इस तरह भ्रमण करने से वह प्रत्येक राज्य का, प्रत्येक समाज का, प्रत्येक संस्कृति का,

प्रत्येक सभ्यता का, और प्रत्येक भावना का अच्छी तरह संकलन करे, वह अपने ज्ञान में विकास करे और वह देखे कि देश और दुनिया किस तरह बढ़ रही है।

इस लिये मैं यह कहता हूँ कि जब तक यातायात की सुविधा लोगों के सामने नहीं आती तब तक लोग कभी भी उत्थान के मार्ग में आज अग्रसर नहीं हो सकते और उन्हें समाज और देश से दूर ही रहना होगा। इस कारण विध्य प्रदेश में रेलवे लाइन का निकालना बहुत आवश्यक है, ताकि वहां की जो पिछड़ी हुआ एरिया है उस को सामाजिक स्रोत मिल सके।

अब मैं आप से आर्थिक विकास के सम्बन्ध में कहता हूँ। एक किताब "विध्य प्रदेश का खनिज विकास" सरकार की ओर से निकाली गई है। इसमें लिखा हुआ है :

"भू-तत्त्व परीक्षण-मंडली की रिपोर्ट के अनुसार यह प्रदेश सभी प्रकार के खनिज पदार्थों से भरा पुरा है। यहां अभिन-प्रतिरोधक मिट्टी, फ़्लैसपार, स्फ़टिक, चुम्बकीय लोहा, एल्यूमीनियम घातु, हरसोठ, तांबा, चूने का पत्थर, रामरज, गरु, छुई, अभ्रक, हीरा, लोहे का घाऊ, सफ़ेदा घातु, तूफ़ा चून का पत्थर, बलुआ पत्थर, शीशा बनाने की बालू, बर्तन बनाने वाली मिट्टी अथवा चीनी मिट्टी पाई जाती है।

यह बहुत इम्पोर्ट है। यह सारी चीजें विध्य प्रदेश में खनिज पदार्थों के सम्बन्ध में पाई जाती हैं। और साथ ही ये वहां कोई थोड़ी तादाद में नहीं हैं, बल्कि बहुत अधिक तादाद में हैं।

कोयले के सम्बन्ध में भी यह विध्य प्रदेश सबसे प्रसिद्ध है और कम से कम यह तो सभी जानते हैं कि रेलवे के लिये कोयला कितना

उपयोगी है। केवल सीधी ज़िला में ही ६०० वगंमिल के एरिया में कोयला है। मैं अज्ञ कर्हंगा कि.....

Mr. Chairman: Order, order. The hon. Member should know that I am ringing the bell for the third time. When I ring the bell for the second time, hon. Members should resume their seats. The hon. Member has already taken eight minutes. I am allowing only five to six minutes, otherwise this long list would not be finished.

श्री बी० डी० शास्त्री : विन्ध्य प्रदेश से अभी एक को भी बोलने का मौका नहीं मिला और विन्ध्य प्रदेश रेलवे की दृष्टि से बहुत महत्व का स्थान है।

Mr. Chairman: Vindhya Pradesh is very important, but unfortunately, here Members are not allowed to speak province-wise. The hon. Member has had his say. He can put in a memorandum detailing all his points.

Shri Balakrishnan (Erode—Reserv- ed—Sch. Castes): Sir, I am getting this chance after one year and therefore, I must thank you. Through you I congratulate the Railway Minister and the Deputy Railway Minister. Both of them are taking much interest to improve our railway system. They are taking much interest to improve the amenities of third class passengers.

Being a representative of Coimbatore District, I want to bring one important point to the notice of the Railway Minister. Palani is considered to be the most important sacred place of pilgrimage in South India and every day thousands of pilgrims, mostly from Coimbatore District, come to Palani. There is only one railway line from Coimbatore to Palani. If an Erode man or a Tiruppur man wants to go to Palani, he has to make a round of about one hundred and twenty miles, even though the distance between Tiruppur and Palani is only sixty miles. Therefore, a new railway is very very necessary from Tiruppur to Palani. In this connec-

tion many petitions were sent by the people and local bodies of Palani, Darapuram and Tiruppur.

Very recently, when the hon. Deputy Minister visited Tiruppur, and Coimbatore, people represented this matter to him. I understand that in the year 1930, a survey was made about this line. I request the hon. Minister to take up the construction of this line between Palani and Tiruppur. I am sure this line will be very remunerative because Tiruppur is a very important business centre and cotton market.

I understand that not even a single Harijan has been put in either in the State Railway Advisory Board or in the Central Railway Advisory Board. I would request the hon. Minister to have at least one Harijan Member both in the State Advisory Board and the Central Advisory Board.

In the Palani Railway station, there is no proper waiting room for second class and first class passengers. The hon. Deputy Minister himself knows this because he recently visited Palani. I request the hon. Minister to provide a waiting room for second class and first class passengers in Palani. In the Dindigul station, on account of water scarcity, every train is being delayed. I request the hon. Minister to see that something is done to improve the water facilities in the Dindigul Junction. Of course, many amenities have been provided to the third class passengers. But, I find one great difficulty in the third class compartments. Mugs are not provided in the lavatories. I think, ten years ago mugs were provided. I would request the hon. Minister to see that mugs are provided in the third class compartments.

With these words, I support the Demand.

Shri Jethalal Joshi (Madhya Saurashtra): I have only a short time at my disposal and therefore, I shall not go through the formality of giving compliments or congratulations to the hon. Minister. But, I must say that we cannot shut our eyes to the definite, visible marks of achievement and pro-

[Shri Jethalal Joshi]

gress that the Railways have made. I must also say that much of the credit goes to the hon. Minister of Railways.

Coming to the points which relate to my constituency of Saurashtra, I may say that I have received reports that about 300 railway employees in Saurashtra have received notices of discharge from service, and that they are to be discharged in a very short time. They have put in four years of service in the Railway department and some of them have undergone departmental training also. I do not know the reasons which have prompted the Government to discharge these people. They are all from the middle class and they are all educated people. I think we shall be adding to the number of displaced unemployed persons by discharging them. Another factor is that since they have put in four years' service in the Government, and in the Railway department, if they were to seek employment in other departments, their age may come in their way and they may not be able to get any appointment in the services. I therefore request the Government to have a humanitarian outlook and a human touch in dealing with this problem and continue them in service, and make them permanent and useful limbs of the department.

The second point is about the shortage of wagons. I received numerous complaints regarding the shortage of wagons. Some of the factories and business firms are hard pressed. I have received a complaint especially from Parsuram Pottery at Morvi. Some of these factories are passing through great hardships on account of the short supply or delayed supply of wagons. Their finished products are accumulated, their finances are blocked and some of them are compelled, by force of circumstances, to notify that they will be closed in a short time. The result of this will be an adverse effect upon labour. Today also I have read in a paper from Saurashtra that in Porbunder trade and industry are suffering on account of the shortage of wagons. I therefore request the Mini-

ster in charge to take this into consideration.

The third point is there are no spare coaches in reserve at important junctions such as Surendranagar. It was done previously in order to meet emergency demand because it so happens that sometimes there is a pressure of traffic and the passengers have to be packed. I think this difficulty also should be removed as far as possible.

The fourth point is that it is the accepted policy of Government to reserve a certain percentage of posts in the Railways for Harijans. I have today received a complaint from the Secretary of the Harijan Sevak Sangh at Rajkot stating that the Western Railway is a little bit slow in carrying out this policy.

Then, coming to the most important point we know that Dwaraka and Somnath are both ancient places of pilgrimage to which Forbunder is added being the birthplace of Mahatma Gandhi. We know thousands of pilgrims are visiting these places. Now-a-days tourists from foreign countries are also showing keen interest and are visiting these places in increasing numbers every year. But from Dwaraka to Forbunder and from Forbunder to Somnath, although all these three are in a direct straight line on the extreme West coast of Saurashtra, there is no straight railway and one has to pass from Dwaraka to Jamnagar, Rajkot, Jatalsar and Forbunder; and then again from Forbunder to Junagadh and then Verawal. Therefore I suggest that a direct Railway line should be constructed so as to connect all these three places.

Shri Debeswar Sarmah: Before I come to the point I have to state that when my friend Shri D. C. Sharma claimed that there is only one Sharma in this House, it reminded me of certain dubious medicines which are advertised in the Calcutta Bengalee papers as *Adi* and *Akrittim*, i.e. original and unadulterated. I am happy to hear that we have also got a Sharma

here who is *Adi* and *Akrittim*—
(unadulterated and original).

Coming to the point, I would like to invite the attention of the Government to the pitiable case of the law inspectors or court inspectors, whatever they are called. They are in the scale of Rs. 200-10-300. The qualifications which are required of these officers are that they should be law graduates and should have put in at least five years of practice in a court of law. Their duties are also those of an advocate: That is to say, they have to appear in court, and defend or prosecute in the name of the President of India. They have to conduct cases on behalf of the Government of India or defend in law suits. In their offices, they have to do the job of solicitors, drawing up complaints, petitions etc. and advise Government on claims matters. As I understand it, in a civilised administration, the scale of pay is fixed in consonance with the responsibility of an officer. These law inspectors are officers, and their qualifications are as high as,—I may say, perhaps, without any fear of contradiction—that of anybody in the administrative ranks of the Railways, because they are not only university graduates, but after having graduated from the university either in arts or science, they have to graduate themselves in law also; and after having done that, they have to put in one year's apprenticeship, and after this, they have to put in five years of practice. The nature of the task entrusted to them is in all conscience a very responsible and heavy one, because they have to advise the Railway Administration on claims, draw complaints, defend Government in suits, or institute or prosecute suits. Still they have been given a salary of only Rs. 200 basic in the scale of Rs. 200-10-300. This scale is very meagre and inadequate. In the Central Government, advocates of five years standing and with the same qualifications have been recruited as public prosecutors in the Special Police Establishment, with gazetted status, in the scale of Rs. 500-30-800. But persons with the same qualifications and the same res-

ponsibility are given a starting salary of only Rs. 200, in the Railways, which is another branch of the Central Government. It is difficult to find what justification there can be for these different scales of pay. If the hon. Minister of Railways seeks to abolish classes in the Railways, it is quite understandable, and we on this side of the House appreciate it very much. But if law graduates with five years standing are given a starting salary of only Rs. 200, while others with the same qualification and the more or less equal responsibility are given a salary pay of Rs. 1000, Rs. 2000 or even Rs. 3000, and the members of the Railway Board Rs. 4000/- it is surely something ununderstandable, and how does the hon. Minister of Railways propose to reconcile these contradictions on the part of the Railway Administration? I would submit that this aspect of the matter must be gone into.

In Dibrugarh and Bongaigaon, there are railway workshops, which, I understand, are proposed to be abolished. When the hon. Minister of Railways recently went to Assam—I was not there, but I am told—he gave assurances to the people that these workshops will not be abolished. But while his assurances are very soothing, the people there find that the machinery are being transferred to Gorakhpur workshop, one after the other. Do Government really propose to transfer disabled engines or heavy rolling stock from that end of India, viz. Assam across the Brahmaputra to Gorakhpur, for repairs, and again take them back to Assam? I submit that that would be very uneconomic, and it will not be in the best interests of the Railways. I would request the hon. Minister to look into this matter.

श्री भागवत झा आजाद (पूनिया व
संथाल परगना) : मैं अपने को बन्धुवाद देता
हूँ कि साढ़े तीन घंटे की प्रतीक्षा के बाद मुझ
को अवसर मिला है कि मैं अपने आनरेबुल
मिनिस्टर साहब के सामने अपने क्षेत्र के कुछ
श्रीवान्सेज को रख सकूँ ।

[श्री भागवत झा आज्ञाद]

यह मेरा दुर्भाग्य रहा कि इतने बड़े बड़े प्रश्नों में, या छोटे छोटे प्रश्नों में इस सभा में जवाब देते वक्त मुझे गलत समझा गया। मैं यह जानता हूँ कि जब विरोधी पार्टी मिनिस्टर पर प्रहार करती है तो उस की भावना यह रहती है कि वह सरकार को उलटायें। लेकिन इस तरफ के व्यक्ति जब सरकार की आलोचना करते हैं तो उसमें गणतन्त्र के सिद्धान्त के अनुसार अपने समर्थकों की या अपने मंत्री महोदय का समर्थन करने की भावना रहती है। मैंने पहले भी कहा था संथाल परगना एक बैकवर्ड जिला है, यों तो सभा में सभी लोग अपने को बैकवर्ड कहते हैं, लेकिन मेरा कहना है कि यह जिला ऐसा है जहाँ कि ४० फीसदी लोग अब भी ऐसे हैं जिन्होंने अब भी रेल गाड़ी नहीं देखी है। इस जगह के दो सिरों पर गाड़ी जाती है। संथाल परगना की उत्तरी सीमा पीर पेंती में लाइन है और दक्षिणी सीमा जसीडीह में। दोनों के बीच का स्थान लगभग १५० मील लम्बा है, वहाँ कोई लाइन नहीं जाती है। इस क्षेत्र के लिये मैंने सुझाव रखा था। संथाल परगने का हेडक्वार्टर दूमका है जिससे नजदीक से नजदीक स्टेशन ५० मील है। इस लिये पीर पेंती को भाया गोड्डा दूमका से मिला दिया जाय और दूमका को देवघर (जसीडीह) से तो इसमें मैंने कोई अनौचित्य नहीं किया। मैं माननीय मंत्री महोदय के समक्ष फिर यह निवेदन करूँगा कि वह इस को मिला दें।

इसमें पहले सेंटिया से मधुर को मिथुलाने का या रामपुर हाट से जसीडीह को मिलाने का सर्वे अंगरेजी सरकार ने किया था। लेकिन उस समय जो ब्रिटिश डाइहाईड कमिश्नर थे उन्होंने कहा कि अगर संथाल परगने में रेलवे लाइन बनी तो यहाँ के संथाल सरकार के जल्म को बर्दाश्त नहीं करेंगे। और इसके

फलस्वरूप, सर्वे हो जाने के बावजूद भी उस स्कीम को छोड़ दिया गया और उसके बाद संथाल परगने में जो कि सम्यता से बहुत दूर है रेलवे लाइन का प्रबन्ध नहीं हो सका। इसलिये मैं समझता हूँ कि जब हर सदस्य इस हाउस में अपने बैकवर्ड होने का क्लेम करता है और अगर उस में भी एक और जुड़ जाता हूँ तो इसलिये नहीं कि मैं मंत्री महोदय का बोझ भारी कर दूँ, बल्कि इसलिये कि वह सचमुच देखें कि वास्तव में नई रेलवे लाइन का अधिकारी कौन है।

दूसरी बात मुझे यह कहनी है। पिछली बार मुझे समय नहीं मिला था मैंने केवल दो एक मिनट में अपने अफसरों से पीर पेंती स्टेशन की बात कही थी, और मैं कहता हूँ कि मुझे गलत समझा गया। मैंने हाउस के सामने जो रखा था वह यह था कि मेरे पास जो चिट्ठी आई थी उससे मुझे यह लगा कि शायद मुझे भाषण दिया जा रहा है, इस सम्बन्ध में कि मेरे घर में क्या है। इसलिये मुझे दुःख हुआ। मैं इस स्टेशन को पांच वर्ष की उम्र से देख रहा हूँ। जहाँ पर आदमियों के बैठने की जगह नहीं है, अगर उस कोराइडर को वेंटिंग रूम कहा जाता है तो मैं रेलवे विभाग से वेंटिंग रूम की नई परिभाषा सीखता हूँ। मैं उसे वेंटिंग रूम नहीं कह सकता। पीरपेंती स्टेशन के उत्तर में रेलवे जमीन बेक्वर पड़ी है। उस पर एक सुन्दर वेंटिंग रूम बना दिया जाय। वर्तमान वेंटिंग रूम नामक मकान से काम नहीं चलेगा।

इसके बाद मैं दूमका आउट एजेंसी की बात कहना चाहता हूँ। सन् १९३८ से १९४३ तक दूमका में आउट एजेंसी थी, उसके बाद १९४३ में वार कैम्प होने के कारण उसको बन्द कर दिया गया। उसके बाद सन् १९४८ में रेलवे अध्यापिका ने फिर इस सवाल को उठाया। उसके लिये अधिकारियों के पास

टेंडर्स आये । लेकिन जो कि पुराना टेंडर वाला था अर्थात् आटो एक्सप्रेस लिमिटेड, उसको टेंडर नहीं दिया गया, कलकत्ते की एक कम्पनी का टेंडर माना गया जिसके पास अपना परमिट भी नहीं था, इसके फलस्वरूप बिहार सरकार ने उसको नामंजूर कर दिया । सन् १९४८ में जिस आउट एजेंसी को ठीक करने का काम शुरू हुआ था वह अब तक सफलीमूल नहीं हो सका है । पूरे ११ साल से वह आउट एजेंसी बन्द पड़ी है लेकिन आज तक वह पूरा नहीं हो सका ।

मैं आशा करता हूँ कि आप यह मांग देखेंगे । सबसे नजदीक स्टेशन जिला हैडक्वार्टर हुमका से ४० मील की दूरी पर है, लेकिन मैं यह आप से कृपा नहीं मांगता हूँ, मैं आप से यह इंसालफ़ के नाम पर मांग करता हूँ । अगर आप इस संथाल परगना की हालत को देखेंगे तो आप यह मांग अवश्य पूरी करेंगे ।

मैं समझता हूँ कि हमारे अलगेशन साहब अंग्रेजी के बहुत बड़े विज्ञाता हैं, इसलिये मेरी हिम्मत नहीं हुई कि मैं अंग्रेजी में बोलूँ, क्योंकि मेरी अंग्रेजी कमजोर है । लेकिन मैं आशा करता हूँ कि जबकि हमारे श्री लालबहादुरजी यहां मौजूद हैं तो अब की बार मुझे गलत नहीं समझा जायगा । इन शब्दों के साथ मैं इन मांगों को रेलवे मन्त्री के सामने पेश करता हूँ ।

STATEMENT RE RICE DEAL WITH BURMA

Mr. Chairman: The hon. Minister for Food will make a statement with regard to the rice deal with Burma.

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): The deal which has been made between the Government of India and the Government of the Union of Burma will give us a quantity of 775 P.S.D.

9 lakh tons of rice during the present year. Part of this will be given to the deficit States for utilization by them to maintain their present scale of rice rations. The balance will be used in rationed areas in the said States to make supplies to consumers without any quantitative limitations. These availabilities will be in addition to whatever quantities the deficit states have themselves procured or will procure and the quantities received by them from surplus States in the country. By this means rice-eaters in the entire country will now have the opportunity of securing their full requirements of rice.

The surplus rice in the country will go into a Central Reserve. The present inter-State restrictions on movement of rice will, however, continue. I am considering advising surplus State Governments to give up their procurement of rice as soon as a certain figure is reached. If, however, there is any tendency for prices to go below economic levels and surpluses are voluntarily offered for sale to Government agents, Government will buy such quantities.

Before controls were introduced, and though during that time there was a net import of rice into the country between 2 and 2½ lakh tons of rice, specially the finer varieties, used to be exported from the country. In view of the great improvement in our rice situation, I propose to take steps to see that those people in foreign countries who had developed a taste for some varieties of rice produced in India have the opportunity of having them again. For this purpose, however, Government will be the only authority for sale of such rice for export.

Shri K. K. Basu (Diamond Harbour): I do not think a discussion is allowed now? May I request that this statement be circulated to us tomorrow in the afternoon?

Shri M. V. Krishnappa: We will circulate it at the earliest possible opportunity.