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**THE  
PARLIAMENTARY DEBATES**

**(Part II—Proceedings other than Questions and Answers)  
OFFICIAL REPORT**

1585

1586

**HOUSE OF THE PEOPLE**

*Tuesday, 9th March, 1954*

The House met at Two of the Clock

[MR. SPEAKER in the Chair ]

**QUESTIONS AND ANSWERS**

(See Part I)

3 P.M.

**BUSINESS OF THE HOUSE**

**Mr. Speaker:** I have to inform the House that the Business Advisory Committee met on the 8th March, 1954 to consider the question of allocation of time to the various items of business before the House.

The Committee agreed to the timetable for disposal of all the stages of the following Bills:—

- (1) The Press (Objectionable Matter) Amendment Bill—12 hours.
- (2) The Air Corporations (Amendment) Bill—1 hour.
- (3) The Control of Shipping (Amendment) Bill— $\frac{1}{2}$  hour.

As 13 $\frac{1}{2}$  hours are required for disposal of the above mentioned Bills, the Committee recommended that a sitting of the House should be fixed on Saturday, the 13th March, 1954 from 1 to 5 P.M. to make up the time.

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The Committee also recommended that the House should take up the Private Members' Business from 4-30 to 6-30 P.M. on Friday, the 12th March, 1954 and that the House should take up further discussion of the report of the Industrial Finance Corporation Enquiry Committee from 6-30 to 7-30 P.M. on that day.

These are the recommendations of the Committee, and I take it that the House agrees to these recommendations.

**An Hon. Member:** Except for sitting on Saturday.

**Mr. Speaker:** It is all right. So it is agreed to.

**\*DEMANDS FOR GRANTS—  
RAILWAYS—contd.**

**Mr. Speaker:** We will go to the Demands for Grants. I understand Mr. Amjad Ali wanted to raise a point of order.

**Shri Amjad Ali** (Goalpara-Garo Hills): Sir, I rise to a point of order. It is with regard to the making a motion before the House. Rule 222 of the Rules of Procedure and Conduct of Business says:

“The Annual Financial Statement or the Statement of the estimated Receipts and Expenditure of the Government of India in respect to each financial year shall be presented to the House on such day as the President may direct.”

So every year the Financial Statement is placed before the House by

\*Moved with the previous sanction of the President.

[Shri Amjad Ali]

the Finance Minister. And my point is that a formal motion for each demand has got to be made before any refusal of a grant or reduction of a grant comes in. A formal motion ought to be made before the House by the Minister concerned. That is the practice which is followed in the House of Commons. I may be permitted here to refer to a debate on 13th May, 1948 in the House of Commons.

"Motion made"—(it was made in the name of His Majesty)—  
"that a further sum not exceeding a sum...be granted to His Majesty towards defraying charges for the following services relating to the Central Office of Information and the Economic Information Unit, for the year ending 31st March, 1949."

Such a motion ought to have been before the House. And there having been no motion, no refusal of any sum or reduction of any sum or discussion thereof can go on without such a formal motion being made by a particular Minister. The motion is not before the House. So the cut motions for reduction or refusal are irregular if such a motion is not there. I want your advice on this point.

**Mr. Speaker:** Perhaps the hon. Member is not aware of the practice that we have been following. And there are, if I am not wrong, some mistakes in some of his assumptions. If he means that the motion must be placed before the House by a Minister, the point stands differently. The point of order seems to be that no motion has been placed before this House. That, I may say is an incorrect statement, because I have myself placed these Demands before the House, and before we started the discussion on Demands Nos. 4 and 5 yesterday, Demand No. 1 was placed before the House by the Deputy-Speaker and during the course of the discussion, it was suggested that Demands Nos. 4 and 5 should also be taken up. I placed these Demands by way of a motion at the initial stage and then discussion was started. So, that practically knocks out the bottom

of the point of order. The practice in the House has been like this:

"On the 10th of March 1947, in view of the arrangements adopted in the list of general agreed cut motions, the President suggested that all Demands in respect of which there were cut motions might be moved one after the other and then the cut motions might be taken up. On the House agreeing to this, the President further suggested that instead of the Finance Member moving each Demand and then the President reading out the same to the House, the House of Commons practice where the Chairman of the Ways and Means Committee read out the motions, might conveniently be adopted. The House also agreed to this."

That is the practice we have been following and the President referred to in this ruling is the present incumbent of the Chair. This practice has been going on from that time.

Now, before we proceed further with the Demands, I think I shall first place the Demands before the House now. I find that the hon. Members of the Opposition, want a division of the Demands into two groups. One group consists of 9A, 12A and 12B, and the other group consists of Demands Nos. 15, 16, 17, 18 and 20. Are all Members agreeable to have this division of Demands?

**Shri T. B. Vittal Rao (Khammam):** Why not we have the whole thing together?

**Mr. Speaker:** Not the whole thing together. I have already stated that for better discussion, it is advisable to take them up in groups.

**Shri T. B. Vittal Rao:** But, in practice we find that other Demands are also taken up.

**Mr. Speaker:** In practice means while speaking.

So, I take the House as agreeable to the two divisions. I will place before the House, first, Demands Nos. 9A,

12A and 12B. As regards the time limit, we must finish the discussion today by seven o'clock and there will be guillotine at seven o'clock on all the Demands. So let us decide as to what time should be allotted to the first set of Demands and what time to the second set of Demands.

**Dr. Lanka Sundaram** (Visakhapatnam): There is an agreement that there should be a recorded division on cut motion No. 231 relating to Demand No. 9. When you allot time to each set of Demands, you may take into account the time necessary for the division.

**Mr. Speaker:** He means Demand No. 9A.

**Dr. Lanka Sundaram:** Yes, 9A.

**Shri Ramachandra Reddi** (Nellore): There was no such agreement.

**Mr. Speaker:** The result will be that after all, we are going to end the whole thing today by seven o'clock and any number of divisions can be asked for—agreement or no agreement—but within the time. If more divisions are asked for; the result will be that there will be less time for discussion. It is left to the pleasure of hon. Members whether to ask for division or not.

**Shri Barrow** (Nominated—Anglo-Indians): I would suggest that one and a half hours be given for the first set and one and a half hours for the second set and the rest of the time for the Appropriation Bill. But the point is, we have not been able to keep up with the time schedule.

**Mr. Speaker:** Let me first clarify the ground. It has been the practice here that after the Demands are debated upon, the Appropriation Bill is not further debated at all. No discussion or debate takes place on that because all the Demands or whatever it be, are discussed within the time.

**Shri Barrow:** May I respectfully point out that on one occasion certain points which were not raised during

the course of the General Discussion were permitted to be raised on the Appropriation Bill.

**Mr. Speaker:** Where?

**Shri Barrow:** In this House.

**Dr. Lanka Sundaram:** On the General Budget.

**Pandit Thakur Das Bhargava** (Gurgaon): As an exceptional case it was done.

**Mr. Speaker:** I was not present here last year, but hon. Member will see that previous intimation was given of a few points and the time from the Demands was curtailed just to give the hon. Members an opportunity of discussing certain specific points. That is all.

**Dr. Lanka Sundaram:** No, Sir. May I submit that it was your ruling that those items which were not brought up in the General Discussion or on the cut motions may be brought up if a list is given to you in advance and if you approve the list?

**Mr. Speaker:** Anyway, we have not received intimation of any points.

**Shri Barrow:** Shall we send the points now?

**Mr. Speaker:** Order, order. The only point will be this. The discussion on the Demands will go on up to seven o'clock—as the Appropriation Bill is there, say, up to five minutes to seven. Then, the Appropriation Bill will be taken up. Members will get more time in respect of the Demands.

**The Minister of Parliamentary Affairs** (Shri Satya Narayan Sinha): What about Vote on Account?

**Mr. Speaker:** That would be immediate after that.

**Shri Satya Narayan Sinha:** There will be no discussion.

**Mr. Speaker:** No, no. About the Vote on Account, that does not come just now.

**Shri Satya Narayan Sinha:** That would come at the end.

**Mr. Speaker:** That is for a period of one month on the basis of the Budget presented.

**Shri Satya Narayan Sinha:** Yes.

**Mr. Speaker:** The practice is not to have any discussion at all.

**Shri Satya Narayan Sinha:** Yes.

**Mr. Speaker:** I think it was during the time of the Provisional Parliament, when the period was four months, that we followed a different procedure. The point is, the Vote on Account is made to enable the House to have more time for discussing the Demands in full. That is why Vote on Account is passed without a discussion. It is only a month's supply so that the House can sit for a longer time and discuss the Demands. The same points cannot be discussed once, twice, three times, four times. Every time it comes, to have a discussion will mean endless discussion or repetition of the debate. That is why the Appropriation Bill is not discussed after the Demands are passed. That is why the Vote on Account is also not discussed.

**Shri K. K. Basu (Diamond Harbour):** The whole Demand may be refused.

**Mr. Speaker:** Even in the Vote on Account they can vote against.

**Shri K. K. Basu:** Unless there is a discussion, how can there be a vote?

**Mr. Speaker:** If they are determined to vote against, they can. Discussion is not going to help it. If they want to discuss...

**Shri K. K. Basu:** Discussion should be there. Of course the voting is there.

**Mr. Speaker:** The hon. Member is yet new to Parliamentary methods.

**Shri K. K. Basu:** We have to set up new precedents in our Parliament.

**Mr. Speaker:** I am not prepared to set up a precedent for wasting the time of the House.

**Shri K. K. Basu:** The rules permit us to discuss. It is not waste of time.

**Mr. Speaker:** The Chair has got the discretion to allow a discussion or not to allow a discussion.

**Shri Nambiar (Mayuram):** It is there always.

**Mr. Speaker:** The point comes to this. We finish the business before seven. The time may be adjusted now. On the assumption that there will be no discussion on the Appropriation Bill, we shall fix the time. There will be no discussion also on the Vote on Account, because these same Demands are coming up again for discussion. So, what time shall we allot now?

**Shri Barrow:** May I suggest that allowing for 15 minutes for procedural matters—putting up the Appropriation Bill and Vote on Account before the House—we divide the remainder of the time available between these two sets of Demands?

**Mr. Speaker:** We are starting at 3-15, and the discussion will go on up to 6-45. That means we have 3½ hours, or 1¾ hours for each set of Demands. We will proceed on that assumption.

I will now place the Demands before the House.

#### DEMAND NO. 9A—ORDINARY WORKING EXPENSES—LABOUR WELFARE

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 4,50,11,000 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—Labour Welfare'."

#### DEMAND NO. 12A—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 1,24,56,000 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 'Open Line Works—(Revenue)—Labour Welfare'."

**DEMAND NO. 12B—OPEN LINE WORKS—  
(REVENUE)—OTHER THAN LABOUR  
WELFARE**

**Mr. Speaker:** Motion is:

"That a sum not exceeding Rs. 5,38,03,000 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 'Open Line Works—(Revenue)—Other than Labour Welfare'."

So, these are the Demands. We will now proceed. The agreed Cut Motions have been circulated. They may now be moved.

*Inadequacy of labour welfare schemes*

**Dr. Natabar Pandey (Sambalpur):** I beg to move:

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

*Administration of Railway Schools etc.*

**Shri Barrow:** I beg to move:

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

*Creation of a Labour Welfare Fund*

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

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

*Hospitals for railway staff*

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

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

penses—Labour Welfare' be reduced by Rs. 100."

*Management of and defects in  
Canteens etc.*

**Shri Vallatharas (Pudukkottai):** I beg to move:

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

*Relaxation benefits to Railway School  
teachers etc.*

**Shri N. B. Chowdhury (Ghatal):** I beg to move:

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

*T. B. Sanatorium for Railway Workers*

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

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

*Lack of Sufficient quarters to Railway  
staff*

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

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

*Inadequacy of labour welfare schemes*

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

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

*Curtailment of medical facilities*

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

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

*Improvement of labour conditions*

**Shri Kandasamy** (Tiruchengode): I beg to move:

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

*Improvement of sanitary conditions in Golden Rock and Erode Railway Colonies*

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

"That the demand under the head 'Open Line Works—(Revenue)—Labour Welfare' be reduced by Rs. 100."

*Rest room facilities to Travelling Ticket Examiners*

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

"That the demand under the head 'Open Line Works—(Revenue)—Labour Welfare' be reduced by Rs. 100."

**Mr. Speaker**: The Demands and the cut motions moved are now before the House. The discussion on them may now proceed.

**Shri T. B. Vittal Rao**: I have said previously what I had to say regarding the quarters for Railway employees, but I would like to have some clarification from the hon. Railway Minister.

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

In his reply the Railway Minister has said that during the course of the next ten years or 12 years he is going to construct about 1,80,000 quarters, and that at the present rate of construction it would be possible to construct these 1,80,000 quarters. The present rate of construction is about eight to nine thousand quarters per year. At this rate I do not think we will be able to finish the construction of 1,80,000 quarters within the course of ten or twelve years as he has said.

Next I come to the provision of beds in hospitals. In the Western Railway we have got very few beds compared to the other Railway zones. We have about 250 beds in the Western Railway. The route mileage of the Western Railway is about 6,000 miles as against the route mileage of 5,400 of the Central Railway, though the area that is served by the Central Railway is slightly more than the area that is served by the Western Railway. The Central Railway serves an area of 2,10,000 sq. miles whereas the Western Railway serves an area of only 150/1,60,000 sq. miles. What I want to ask the Railway Minister is: while constructing or providing for these hospitals, what is the principle that is taken into consideration? Is it the number of staff employed, or the area that is served by the Railway? Taking everything into consideration, it is really amazing to find that there are less number of beds available for the employees of the Western Railway, as compared with the number of beds provided for the staff of the Central Railway. The railwaymen and their families come to about four millions in number, but we have got hardly 3,000 beds for these people. There is therefore an urgent necessity for providing greater facilities to the railwaymen.

Next, I come to the permanent negotiating machinery. We all know, that in 1952, the All-India Railwaymen's Federation and the Railway Board came to an agreement on this machinery, and this is the first time that a tribunal has been appointed to which, after negotiations which lasted for nearly two years, certain items have been referred. There were about twenty items on which there could not be any agreement with the Railway Board. Eventually, the National Federation of Indian Railwaymen submitted nine items to the Railway Board, for being referred to this one-man tribunal.

I would like to say something about this tribunal also. Originally, it was to be a tribunal consisting of an equal

number of representatives of the Railway Board and the railway workers, and an independent chairman, but somehow, we have been asked to agree to this one man tribunal. \* \* \* \*

The railwaymen submitted nine items for being referred to this tribunal, after whittling down their demands very much, and after deciding against going in for a strike. But what we find is that the Railway Board has thought it fit to refer only five items to that tribunal. The other items are still hanging fire, and nothing has been done by the Railway Board to redress their grievances. The most important items are revision of rules regarding travelling allowance, weightage of service for employees from the former State railways, disabilities of railwaymen belonging to the former State railways for promotion purposes, etc. There has been a great agitation among the railwaymen on this point. The decisions that are applicable to railwaymen in general are not applicable to the employees of these former State Railways.

To cite one instance, the Gadgil Committee recommended that a portion of the dearness allowance should be merged with the pay and treated as dearness pay. This dearness allowance depends upon the cost of living. But this has been denied to nearly 2,500 railwaymen of the former Nizam's State Railway, on the plea that they have opted for the service conditions of the Nizam's State Railway. I cannot understand how this dearness allowance question can be made to depend upon the service conditions of an employee. I would strongly urge upon the hon. Minister of Railways to see that this sort of discrimination is removed.

Now I come to amenities to railway staff. From the habitation point of view, the quarters provided to many of the railwaymen cannot be considered sufficient or adequate. But amenities like water supply, electricity and street lighting are not given. In the

\*Expunged as ordered by the Chair.

Agra Railway Colony they have been asking for a long time for street lighting. But that is not done. Similarly, in Secunderabad they have agitated, they have asked, for street lighting in the Railway colonies. But that also was not done. Instead of spending some money on these measures which would really benefit railwaymen, our Railway Minister thought it fit to tighten security measures. Sir, it is very good that he is going to apply himself this year to the eradication of corruption on the railways. The first thing that the security police, which has been appointed, does is not to detect robberies or corruption on the railways, but to hunt out those railwaymen who militantly take part in the trade union movement.

**Mr. Deputy-Speaker:** The hon. Member is now saying it for the fourth time. All that has been said already.

**Shri T. B. Vittal Rao:** This has not been said.

**Mr. Deputy-Speaker:** With these very ears I heard that the security police is intended to spot out.....

**Shri T. B. Vittal Rao:** It is a fact.

**Mr. Deputy-Speaker:** It may be a fact. But are we to hammer that for one multiplied by a million times?

**Shri T. B. Vittal Rao:** Till such time as....

**Mr. Deputy-Speaker:** A number of people every day in the constituencies are looking forward to their representatives speaking something about their grievances about railways. Therefore, this is a subject on which every hon. Member would like to speak. If there are new points, they may be raised; otherwise, if hon. Members....

**Shri T. B. Vittal Rao:** My point is that if corruption is to be rooted out, it must be started from above. During the course of two years, I brought to the notice of the Railway Minister the case of a Deputy Chief Accounts Officer who was using his peon as a driver to drive his car. Instead of

[Shri T. B. Vittal Rao]

making a thorough inquiry, he went through the files and then exonerated that officer. He should have at least had the courtesy to call for that peon who was drawing his salary in the cash office, who was actually doing the duties of a driver for that officer, and enquired of him. This is a fact which everybody in our railway knows about. All the railway staff in the N.S. Railway (Secunderabad) know about it.

Then there is a case of two class II railway officers on the Southern Railway who have been suspended on charges of misusing the privilege passes and grainshop facilities. Instead of taking drastic action, what has been done? Yesterday only I received a letter from the Deputy Minister of Transport and Railways. What has he done? After an inquiry lasting from 5th May 1953 to sometime in December, the officer has been punished with stoppage of only three increments....

**Shri U. M. Trivedi** (Chittor): Punished with three increments?

**Shri T. B. Vittal Rao:** Three increments were stopped. For such an offence, he should have been summarily discharged. There have been several cases on the railways where for offences action was taken against workers and they were dismissed. But this officer during his period of suspension was paid subsistence allowance at the rate of Rs. 175 per month. Now, for the whole period of suspension, I am sure he will be paid the full salary. This sort of discriminatory treatment for the officers should be put an end to. So, I strongly urge that if the Railway Minister is serious about rooting out corruption, it must be started from above. I know of a case wherein a railway officer who was on deputation to a firm had been given railway passes. This was against the rules. When it was subsequently discovered, the Railway Board Staff Member, said that the amount should be recovered from the particular officer's pay, because he was still an

officer of the railway. What happened? One of the Members of the Railway Board had the gumption to write to that particular officer and ask him to appeal in a particular fashion. So, there are wheels and wheels within the Railway Board. Unless and until these things are taken serious notice of, corruption will not be eradicated from the railways.

Sir, the rates of increment fixed by the Central Pay Commission are very low. I would request the Railway Minister to kindly consider the question of how best to increase the salaries without affecting the maxima and minima. This can be done without disturbing the present pay structure by increasing the rates of increment. This will not involve much expenditure to the railways.

Of late, there has been very strict enforcement of the upper age limit.

**Shri U. M. Trivedi:** Sir, on a point of information; is the time-limit increased for every Member today?

**Mr. Deputy-Speaker:** No.

**Shri T. B. Vittal Rao:** There are so many people who joined service several years ago. Being illiterate, their ages were not correctly given. They want their ages as given originally to be revised and some proper examination should be made and they should be given facilities.

श्री ए० पी० सिन्हा (मुजफ्फरपुर पूर्व)  
उपाध्यक्ष महोदय, मुझे एक बहुत जरूरी काम की ओर रेलवे मिनिस्टर साहब का ध्यान आकषित करना है। यह खुशी की बात है कि उन को उत्तर बिहार की बहुत हद तक उतनी जानकारी है जितनी कि इलाहाबाद डिवीजन या बनारस डिवीजन की है। इस लिये जो कुछ मैं कहूंगा, मेरी जो मांग उन के सामने है, उस के समझने में उन को आसानी होगी।



पूरे उत्तरी बिहार में नार्थ ईस्टर्न रेलवे है, लेकिन यह बड़े दुख की बात है हालांकि इसमें उनका कोई कसूर नहीं कि वहां पर एक भी रेलवे का ओवर ब्रिज नहीं जिस पर वेहिकुलर ट्रेफिक, अर्थात् मोटर, बैलगाड़ी या और कोई सवारी चल सके।

रेलवे तथा परिवहन मंत्री (श्री एल० बी० शास्त्री) : वहां सड़कें भी काफी हैं ?

श्री ए० पी सिन्हा : सड़कें तो बहुत हैं और इस की खबर रेलवे मिनिस्टर साहब को है भी। मुजफ्फरपुर शहर तिरहुत डिवीजन का प्रधान शहर है। वहां भी कोई ओवर ब्रिज नहीं है जिस पर वेहिकुलर ट्रेफिक चल सके। पैदल चलने के लिये काठ बना हुआ एक ओवर ब्रिज है जिसका बहुत कम इस्तेमाल होता है क्योंकि पैदल चलने वाले और तरफ से भी रेलवे लाइन को पार कर जाते हैं। यह बात रेलवे मिनिस्टर और इंजीनियरों को मालूम है। रेलवे मिनिस्टर साहब को पता है कि मुजफ्फरपुर शहर नार्थ ईस्टर्न रेलवे के दोनों ओर बसा है। एक तरफ दो कालेज हैं, वकील लोग हैं, दूसरी तरफ हाई स्कूल, व्यापारी हैं और कचहरी है। कभी कभी जब अच्छे घर के विद्यार्थी किसी सवारी पर पढ़ने जाते हैं तो उन को काफी देर तक रुकना पड़ता है यही हालत दूसरों की भी होती है। चूंकि मुजफ्फरपुर कमिश्नरी का हेडक्वार्टर है इसलिये अक्सर हमारे बिहार स्टेट के मिनिस्टर वगैरह भी वहां जाते हैं और हम लोगों के साथ बिहार के चीफ मिनिस्टर और फाइनेंस मिनिस्टर साहब को भी काफी देर तक इन्तजार करना पड़ा है। दो वर्ष से, जब से कि हमारे शास्त्री जी मिनिस्टर हैं, इस वजह से इन पर हमें काफी रंज भी हुआ है। क्योंकि हम लोगों की बात तो छोड़ दीजिये, हम लोग मामूली आदमी हैं, लेकिन हमारे चीफ मिनिस्टर और फाइनेंस मिनिस्टर

तक को भी बां पुरसां हाल इन्तजार करना पड़ा और वह काफी देर तक सड़क पार नहीं कर सके। आपकी रेलवे आज कल बहुत बड़ा बड़ा काम कर रही है, कभी कहीं कारखाने चलाती है, कभी कहीं पुल आदि बनाती है। लेकिन मैं जो कुछ कह रहा हूँ वह कोई बहुत खर्च की चीज नहीं है। उत्तरी बिहार से रेलवे को जो आमदनी होगी उसका ही खयाल कर के कम से कम जो सब से खास शहर यानी मुजफ्फरपुर में आप ओवर ब्रिज बना दें तो बड़ी कृपा होगी। पिछले बजट के अक्सर पर हमारे मंत्री महोदय से जो कुछ लोगों ने कहा और इस बार जनरल डिस्कशन के जवाब में जो कुछ उन्होंने कहा उस से हमें काफी उत्साह हुआ। हम लोग ऐसी जगहों के हैं जहां कि सामन्तवाह यहां पार्लियामेंट में खड़े हो कर बार बार अपनी मांग पेश करना लोगों को पसन्द नहीं है। हम को राजनीतिक शिक्षा भी इस प्रकार की नहीं मिली है। हम वही बात कहते हैं जिस के लिये मुजफ्फरपुर म्यूनिसिपैलिटी के चेअरमैन हम को लिखते हैं। मुजफ्फरपुर जिला कांग्रेस कमेटी ने मुझसे कहा, शहर कांग्रेस कमेटी ने कहा, मुजफ्फरपुर के व्यापारी, विद्यार्थी, कचहरी के लोग, वकील और प्रोफेसर लोगों ने यह डिमाण्ड आपके सामने रखने को मुझसे कहा है। साथ ही साथ बिहार के वजारत के लोग जिनको तकलीफ होती है उन सब की तरफ से मैं यह बात आपके सामने रखता हूँ। यह कोई ज्यादा खर्च की चीज नहीं है इसलिये इस पर आप विचार करें। इस के अलावा मुजफ्फरपुर, सिलौत और उस के बाद एक छोटा सा स्टेशन है, उस के बाद डोली स्टेशन है, उस के लिये मैंने पत्र लिखा था कि वहां वेस्टिंग रूम की बड़ी जरूरत है। और और बातों के लिये भी लिखा था। मुझे इस हाउस के सामने यह कहने में खुशी होती है कि जब से शास्त्री जी रेलवे मिनिस्टर बने हैं तब से केरे ऐसे नाचीजों पर

[ श्री ए० पी० सिन्हा ]

भी उन की काफी कृपा है, और जो खत मैं ने उन को लिखा था उसका जवाब भी मिला होगा। मैं यह चीज आपके सामने रखता हूँ कि ओवर ब्रिज का सवाल है और इस स्टेशन के मुताल्लिक जो कुछ मैं ने आपके सामने रखा है आप उसका खयाल करें।

एक बात और मैं रेलवे मुलाजिमों के मुताल्लिक कहना चाहता हूँ। जो रेलवे के मामूली मुलाजिम हैं उन के मरने के बाद जो पैसा उन के घर वालों को मिलना चाहिये उस के मुताल्लिक एक आदमी के बारे में मैंने लिखा था। बिहार के इन्डस्ट्रीज मिनिस्टर ने मुझे एक पत्र लिखा था। परन्तु पत्र रेलवे दफ्तर से कहां चले जाते हैं इसका पता नहीं चलता। तो इस सम्बन्ध में कहना यह है कि जो रेलवे के मामूली मुलाजिम मरें उन का पैसा जल्दी मिल जाना चाहिये और मैं मंत्री जी से अपील करूंगा कि वह इस पर खास तौर से तवज्जह करें।

**Shri Barrow:** In moving my cut motion on education under Demand No. 9A, I know I will have the sympathetic attention of the Railway Minister, because he is keenly interested in reforming society on a classless basis. Of course, I do not agree with him that by sandwiching people into compartments for a few inconvenient hours we will be able to create a classless society. Perhaps the idea of Ibsen has seeped down to the Railway Ministry. In one of his plays, Ibsen describes the political party as a sausage-machine. He says: "The party is like a sausage-machine, it grinds all the brains together in one mash". It is probable that the Railway Minister believes that by putting people together into a railway compartment, that the compartment will act as a mental sausage-machine. Seriously, Sir, I do think that by reorganising the administration of education on Railways, the Railway Minister can make a very appreciable contribution

to what he wants, namely, a classless society. I was rather surprised to see that in the revised budget for the current year, 1953-54, there will be a reduction in the amount actually spent on Railway schools—it is about Rs. 50,000. When I go round Railway schools, I find that there is a crying need for new apparatus, new furniture and for new equipment, and I would ask the Railway Minister to see that, if there are no powers to re-allocate money, those powers should be given to the authorities concerned, so that the money which should be spent on education, does not lapse to Government. I am glad however to notice that there is to be an increase in the budget for education in the coming year. Two years ago, Sir, on the floor of the House, I pleaded that the Railways should start junior technical schools. Today I make that plea again, by this time backed by the authority of the Secondary Education Commission. I would ask the Railway Minister to turn to page 212 of the Report of the Secondary Education Commission and he will find these significant sentences:

"In regard to the nationalised industries or concerns, such as Railways and Communications, Posts and Telegraphs, a certain percentage of the net revenue from these should be made available for the promotion of technical education." (This is important) "They should really take the lead in encouraging technical education in all fields, etc."

Sir, I believe that here is an opportunity for the railways to make a real contribution to the pattern of national education. We have too many literary or academic schools and the railway schools are all of that pattern—I am talking of secondary schools. If the Railway Minister now takes the initiative, consults the Education Ministry and devises some plan whereby many of these secondary schools can be converted into technical schools, I believe he will be making

a real contribution to the needs of society. I also believe the sons, and later on the daughters, of railway servants will be given preference because of their education when jobs on the railways are being filled.

Sir, I believe that the administration of schools by the railways requires to be reorganised and overhauled. I say that the administration is cumbersome, the procedure is dilatory and to put it euphemistically, the entire working is unsatisfactory. I am not pointing a finger at the officers who administer these schools. I feel that because it is only part-time work for them all these difficulties arise. The Railway Board are sympathetic when suggestions come to them, but it is in executing these suggestions that difficulties arise. I will only give one illustration of this thesis of mine. I refer to the appointments in railway schools. If a post falls vacant, or is about to fall vacant this is what takes place: The head of the institution informs the Controlling Officer; the Controlling Officer informs the General Manager; the General Manager informs the Railway Service Commission and it takes sometimes six to nine months for the post to be advertised. The vacancy is not filled in many cases for a year. Now this difficulty is made worse if any of the members of the staff happen to fall sick. If a member of the staff is sick for a period of less than six weeks, then no temporary substitute can be put in that place. The result is that the whole work of the school is completely disorganised.

I would make two suggestions to the Railway Minister. The first is that he should call for a comprehensive report of all the temporary appointments and the vacancies that still have to be filled in railway schools. This should be done immediately, because the work of the schools is suffering. The second plea I would make is this: that if the Railway Ministry are conscientious and want to discharge their duty effectively in respect of education, they must reorganise the present system of administration. Let the Railway Minister call a conference of the

heads of schools, and of the Controlling Officers. Let him appoint a committee to go into the difficulties of these institutions. I would also suggest that he should appoint personnel officers who are educationists and who will be concerned only with the task of the educational administration of the railways. Then and then only I believe that these schools will make any contribution to the system of National education.

I believe and I want to emphasise this: that if this scheme which was started some years ago—here, I would like to have some information from the Railway Minister as to what has happened to the scheme for opening hostels in the various large centres where the children of railwaymen can go for education—I say if that scheme goes ahead then the Railways will provide technical education for the children who are suited for it and other children of Railway employees will be able to go to these hostels and will be able to get education which is suited to their aptitude.

I believe that if the literacy drive which was started sometime when the late Shri Gopaldaswami Ayyangar was the Railway Minister, and here, I would like to know what is happening about that drive, whether that is being followed or not; because it is an educational maxim that if in the education of adults, there is no follow-up, then any money expended is thrown down the drain. Sir, I believe that if this literacy drive is followed up, if these hostels are opened,—if the Railway Minister is very keen on making some contribution towards a classless society, and he opens technical schools—I feel, then, that we will have Railway schools and a Railway educational system which will be of some value to the country.

**Sardar Hukam Singh** (Kapurthala-Bhatinda): I thank you for giving me this opportunity and I will be very short in making one or two points. I do realise that there has been a certain amount of progress so far as lessening of overcrowding is concerned. In the report that we have been supplied, it

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has been said that 164 fresh trains have been run on the lines and about 110—or something like that—trains have been extended. In the 164 trains started one train has been left out which is a very important one. I want to bring to the notice of the hon. Minister that during his election tour in PEPSU on the 16th, he announced one train when he was making a speech for the elections and gave it to the people saying that they have been crying for it for a long time and they could not get it. Of course I cannot have this impertinence to call it a 'bribe' because the Minister was very explicit there; he was not offering it as a bribe but he was giving it as in the normal course....

**An Hon. Member:** As a prize.

**Sardar Hukam Singh:** So, I do not say, I do not have that courage to say, that it was a bribe offered to them. Because the Minister said so, I accept it. But we still find these horrible spectacles even now; persons are found even now hanging from door handles and there is danger to their lives when they are travelling. One or two other trains are required on the lines from Ambala to Bhatinda and from Bhatinda to Dhuri and other stations.

**Shri L. B. Shastri:** If they do not wait, this might be treated as a bribe!

**Sardar Hukam Singh:** But not till the General Elections. If he could find a proper opportunity, I think that he will do it earlier lest he might have to supplement it by a proviso that it was not a bribe....

**Shri L. B. Shastri:** Is the hon. Member prepared to wait for a longer period?

**Mr. Deputy-Speaker:** The hon. Member knows that 'bribe' may be even in advance of the work or after the work.

**Sardar Hukam Singh:** I would not call it bribe—only a question of deferment or waiting till the next elections

come. He might give his attention earlier because that is an urgent necessity of the locality and they would be thankful if it is done. Of course, if other people also had been more careful and cautious and vigilant perhaps some more trains might have been promised but that would not be done after the elections are over....

**Shri L. B. Shastri:** The Congress candidate lost from that constituency.

**Sardar Hukam Singh:** In respect of that, I am very sorry.

The second point which I wanted to bring to the notice of the hon. Minister is about the Service Selection Boards. We are certainly hesitant when we have to bring these things to notice, because we are always warned against taking up provincial questions. But the other day we heard the Prime Minister say that all actions must have certain results, even if those who commit those actions do not wish it. That is exactly my position just at present. Let me read to you a few lines about the formation of the Eastern Railway in the regrouping:—

"The Eastern Railway with 5,67,490 route miles was formed by the integration of the Bengal Nagpur Railway with the Sealdah, Howrah, Asansol and Dinapore Divisions and Dhanbad Transportation Division of the East Indian Railway. The remaining parts of the East Indian Railway, viz., the Allahabad, Lucknow and Moradabad Divisions were incorporated into the Northern Railway which in addition included the Eastern Punjab Railway, the Jodhpur Railway, the Bikaner State Railway and the Delhi-Rewari-Fazilka Section of the Western Railway."

The recruitment for the posts in this Northern Railway is done by a Selection Board which is located at Allahabad. It is common knowledge that it is much more convenient for people living in the State where the Board is located to get an opportunity

for being recruited. The local people have many advantages. They do not have to undertake long journeys and spend huge amounts of money to come to Allahabad to appear before the Selection Board. Besides, the environment is such that it is very difficult for any outsider to have himself recruited in that centre, because when he comes from a long distance, he suffers from many handicaps which I do not like to describe in detail at this moment. What I am saying is a fact. Even before partition, I have personal knowledge of a centre in the North Western Railway. The Board was situated in Multan. The complaint generally was that most of the people who were recruited came from Multan, and the other district people were deprived of the opportunity. The young men from other outstation areas could not have the same opportunity as was given to the young men living in the area where the Selection Board was situated.

**Shri U. M. Trivedi:** Could not the hon. Member suggest the issue of free passes to candidates who have to appear for an interview before the Selection Board? That will solve the problem.

**Sardar Hukam Singh:** That might facilitate the candidates coming for the interview, but I am complaining of other circumstances as well as other handicaps. There is the environment and also the attitude of the recruiting authorities. So, it is natural that if an assessment were made ever since the regrouping was effected in regard to the province-wise recruitment, the number of people who have been recruited would be more from the particular State in which the Selection Board is situated. I am sure that if an assessment is made my proposition would be established. If this thing continues, the young men from other States would not have any encouragement and there would be discontent. I am not speaking about my own province—say PEPSU or Punjab—but I am saying that this difficulty must be removed. If there is to be no provincialism, then these

Selection Boards should be asked to go round to different States and recruit men from those States at different places, and thus give them equal opportunities, so that on merits they could also have their share in the service. It is only Government employment that is mostly available to the young men of today. If there were industries and other enterprises, perhaps there would not be this keen competition, but the fact is that only these petty posts are available and our young men have to fight for them. This matter requires calm consideration. Our complaint is that the young men from Rajasthan, PEPSU, Punjab and other areas are not being taken. They have not got the same facilities and opportunities as others, and after a little while we may find that all the posts in the Northern Railway would be in the hands of our province people and the talents of the concerned States would be lost. There is a lot of talent that could be procured from other States. This is the point I wanted to bring to the notice of the Railway Minister.

**श्रीमती सुभद्रा बोशी (करनाल) :**

उपाध्यक्ष महोदय, पहले तो मैं सिन्हा साहब की इस मांग की सपोर्ट करना चाहती हूँ कि मुजफ्फरपुर में ब्रिज बनाया जाये। मैंने देखा तो नहीं है पर जब से यहां हाउस में आई हूँ, हर साल रेलवे बजट के अवसर पर मुजफ्फरपुर की बहुत चर्चा होती है और जो कुछ मैंने सुना है उस से ऐसा मालूम पड़ना है कि सचमुच वहां पर बहुत तकलीफ है, इसलिये मैं भी रेलवे मिनिस्टर साहब से दरखास्त करूंगी कि उस पर ध्यान दें।

दूसरी बात मैं करनाल के कुछ हिस्सों के बाबत कहना चाहती हूँ। जो मुझ से ज्यादा बुजुर्ग हैं और जिन्होंने रेलवे का ज्यादा इस्तेमाल किया है और उन को देखा है उन्होंने बतलाया है कि जैसा करनाल के कई हिस्सों में देखा है ऐसा उन्होंने न तो कहीं देखा और न सुना है। वहां हर वक्त रेल के टिकट खत्म

[ श्रीमती सुभद्रा जोशी ]

हो जाया करते हैं और बार बार कभी वहां से तार आता है और कभी चिट्ठी आती है कि स्टेशन पर टिकट खत्म हो गये और जो मुसाफिर वहां सफर करने जाते हैं उन से रेलवे वाले कहते हैं कि पांच आदमी जमा हो कर आओ जिन्हें एक ही स्टेशन जाना हो तब हम एक पर्ची पर टिकट बना कर दे देंगे। तो होता यह है कि उस बेचारे पहले मुसाफिर को ऐसी पांच सवारियां ढूँढनी पड़ती हैं जो उसी के गांव को जाने वाली हों, तब कहीं जा कर उन को एक पर्ची बना कर दे दी जाती है, और उन पांचों में से अगर एक आध इधर उधर हो गया तो उन को बड़ी मुसीबत पेश आती है। इस के अलावा वहां यह भी होता है कि टिकट खत्म हो जाते हैं तो वह लोग मंगवाते नहीं और मुफ्त में गाड़ी पर मुसाफिरों को चढ़ाते हैं और साथ में अपना आदमी चढ़ा देते हैं जो कि सवारियों से पैसा जमा करता रहता है। इस तरह से आप देखेंगे कि रेलवे का बहुत पैसा मारा जाता है और मुसाफिरों को तकलीफ और परेशानी भी काफी उठानी पड़ती है। मैं अपने रेलवे मिनिस्टर साहब से दरख्वास्त करूंगी कि यह जो बार बार वहां पर टिकट खत्म हो जाने की बात है, यह बिल्कुल एक अनोखी बात है और ऐसा हमने कभी आज तक सुना नहीं है, तो यह बार बार वहां पर टिकट खत्म हो जाने की जो बात है उसकी तरफ तवज्जह दें और अगर रेलवे बजट में टिकटों के लिये कम पैसा रखा गया है तो उस के लिये और अधिक रुपये की ग्रांट हम से ले लें।

**Shri Tulsidas (Mehsana West):** I am referring to Demand Nos. 15 and 16. I have already given notice of cut motions. They are agreed cut motions.

**The Deputy Minister of Railways and Transport (Shri Alagesan):** We are not just now discussing those Demands. He may wait.

**Mr. Deputy-Speaker:** Yes. We have not come to those Demands.

**Shri B. S. Murthy:** I offer my congratulations to the Railway Ministry for improvements that they have made, and in doing so I also wish to request that they should not stop with what they have done, because there is still a lot to be improved and I do hope that the hon. Minister, the hon. Deputy Minister and the Railway Board will give their earnest consideration to see that railway travel is made as pleasant and happy as possible

The Railway Minister, I must say, does not seem to think about the south of the Vindhya. In the railway map of India, South India does not exist. Whenever we talk we talk only of the places in the north.

**Mr. Deputy-Speaker:** How many miles of railway are there north of the Vindhya and how many south of the Vindhya?

**Shri B. S. Murthy:** If it is a catechism, I cannot stand it.

**Shri T. B. Vittal Rao:** In the north it is 20,000 miles and in the south it is 14,000 miles.

**Mr. Deputy-Speaker:** I am only trying to reinforce the hon. Member's arguments.

4 P.M.

**Shri B. S. Murthy:** Thank you. It is a longstanding complaint and I hope that the hon. Deputy Minister who hails from the south, with all his sweet manners and keen capacity, will use them all to see that the south is not neglected. The Bezwada-Madras line is very much congested and for nearly twenty years there have been plans to make it a double line. But somehow or other they have been tinkering with it here and there and they say: we can do only so far, there are no funds. I say the Madras-Bezwada line, or rather the Madras-Delhi line, that is the Grand Trunk Express line is a life-line, and in times of emergency this line will be brought into heavy use. Therefore it is high

time that the Government of India as well as the Ministry of Railways consider this matter and see that this life-line which connects the north to the south is given top priority. I think it is also high time that a small Commission is appointed to go into this matter so as to see that all bottlenecks are removed, with special reference to the Madras-Bezawada line.

Now there is a regulator *cum* road bridge being constructed on the Krishna river by the Andhra State Government with the help of the Central Government. I want the Railway Ministry to consider whether they cannot think of another road-*cum*-rail bridge so that all the bottlenecks could be easily removed, both as regards the railway traffic as well as motor traffic.

I have given notice of a cut motion (No. 321) to discuss the inadequacy of labour welfare schemes in the Railway Ministry. Sir, practice is better than precept. The Government of India, especially the Labour Minister always says that all employers must give fair wages and be good to the labourers. Here is the railway industry where a number of people are employed. And it is a paying industry yielding crores of rupees every year as profit. I do not know why Government are not thinking of providing sufficient welfare schemes for the good of labour. No sufficient number of schools, no recreation clubs and no amenities are provided for these labourers. Especially when we go to the colonies in the south we see that most of the labourers are denied these amenities. My friend Mr. Barrow has been asking for technical schools. I want only primary and Higher Elementary schools in some places where they are not existing.

And the medical treatment given is very inefficient and inadequate. I have a case wherein a driver was hurt while in action and his eyes were affected. For fourteen days the railway hospital doctor kept him there without any treatment. Afterwards he was asked to go to another place of his own accord to get his eyes treated.

That case has already been brought to the notice of the Ministry. I do not know what action the Ministry is taking in this respect.

Then I would like to say that the vendor system must be given a re-orientation. I am told that in Delhi there are vendor licence contractors who make nearly Rs. 1,500 to Rs. 2,500 every month as profit by being a contractor for several of these licences and then leasing them out to other vendors. This sort of exploitation by the middlemen must be stopped. I request that sufficient thought may be given to this matter, because if there is a contractor who makes nearly Rs. 2,500 as profit by leasing out the licences to several licensees, naturally the food that the travelling public get is much diluted and adulterated.

Then I would like to say something about ticketless travel. I think there must be public opinion backing up this removal of ticketless travel. In this connection I want the Railway Ministry to see that all the people that travel also co-operate with the police or the railway officials. Sometimes a sort of sentimental objection comes in and therefore people are not willing to make the ticketless travellers get down or enable them to be handed over to the police. The Ministry must carry on propaganda in this respect so that the people who travel with tickets may co-operate with the police or the railway officials in seeing that no person travels without a ticket. For this purpose I think placards may also be put in the compartments, and in all stations and some sort of propaganda literature may be distributed.

**Mr. Deputy-Speaker:** Why not offer rewards to those people who catch ticketless travellers?

**Shri B. S. Murthy:** Yes, Sir, that also may be quite welcome.

Then I wish to refer to one important matter. The recruitment of Scheduled Castes, Scheduled Tribes and backward classes in the Railways is very inadequate. Many excuses are given for this and I do not think that I have the time to deal with all of

[Shri B. S. Murthy]

them. But I demand that the Railway Ministry should give sufficient encouragement to the down-trodden of the community.

**Shri Alagesan:** Perhaps you were not here yesterday.

**Mr. Deputy-Speaker:** The hon. Minister said yesterday that 936 or so out of 1,300 were recruited. The rest were not available.

**Shri B. S. Murthy:** There is a case which I brought to the notice of the Minister also. A person was appointed and he was asked to give Rs. 5,000 or Rs. 3,000 as cash security. How can a poor Harijan who was educated by the Harijan Sewak Sangh or with the help of the Government give that money? Instead of cash security why don't we take sureties? I want this question to be examined by the Government. In the case of Scheduled Castes, Scheduled Tribes and backward classes when they are not able to give cash security, the Government should consider whether the taking of sureties will satisfy the requirements of the rules.

There is one point about which my friend Mr. Vittal Rao was also speaking. Fourteen or fifteen years back some sort of age registration was there, and there were illiterate people who gave some age without knowing the consequences. But when they were about to retire they went and found out their exact dates of birth. In Madras, for instance, the Corporation has given a certificate that a certain person belonging to the Scheduled Castes was born on such and such date. But the General Manager and the officers there say: we do not treat this as a certificate. I have also written to the General Manager. Here is a certificate given by the Corporation of Madras, and I do not think a man like this can influence the corporation of Madras. Why don't you accept it? Simply because this man has said something fifteen years back, why do you want to stick on to that? I also said it is something like

a military rule where, it seems, in military camps a doctor comes and says this man is dead', and if the man says 'I am not dead' the doctor says 'No, you are dead, you go down'. This sort of thing must be removed.

And here I would like to say that some of the letters addressed to the railway authorities, even to such a big person as the General Manager, are not acknowledged. Common courtesy demands that when a case is referred to the railway authorities they must immediately respond and say whether the matter is receiving their attention or not. If letters are addressed and no replies are sent thereto, we do not know whether the administrative machinery exists or not.

All these things must be rectified and I want to see that next year we earn more profit by giving all amenities to labour who are the main source for earning all the profit.

**Shri Gadilingama Gowd (Kurnool):** I have tabled cut motions with a view to impress upon the hon. Railway Minister the necessity for implementing four important things, namely, to modify existing rules relating to promotion of railway officers to higher grades, to give proper representation to Chenchus and Valmiki or Boyas in Andhra State; to arrange for more passenger amenities in Kurnool and Adoni railway stations; and for linking Siruguppa in Mysore to Kurnool in Andhra via Adoni and Yemmiganur.

Now, coming to the first point, I learn that the promotions are being made through staff selection committees or Boards constituted under the orders of the Railway Board. I reliably learn that these committees are far from being impartial. Many instances have come to my notice where the just claims of very many honest officers have been turned down. With your permission I may mention here one instance. One officer working in Southern Railway was directed to appear before the selection com-



mittee in the year 1947. He was not selected on the ground that the question of granting his annual increment was under the consideration of the authorities. After correspondence for sixteen months, his annual increment was granted with retrospective effect, but this man was not promoted. He has been appearing for selection from 1947, but up till now he has not been promoted to B grade. I am told that he has got very good confidential reports. Unfortunately, this officer's representation to the General Manager, Southern Railway, was also withheld. Therefore, I appeal to the hon. Minister to modify the existing rules in such a way as to provide appeals against such acts of the selection board, either to the General Manager or to the Railway Board.

As regards the second point, there are over ten lakhs of Chenchus and over fifteen lakhs of Valmikis or Boyas in Andhra State. Though there are many qualified persons, they have not been appointed in any of the railway services.

**Shri Alagesan:** Do they come under Scheduled Tribes?

**Shri Gadilingana Gowd:** Yes, they are hill tribes and they come under Scheduled Tribes.

Now I come to the third point regarding amenities for passengers in Kurnool and Adoni railway stations. You know, Sir, that Kurnool has now become the capital of Andhra State.

**Shri T. B. Vittal Rao:** Only temporarily.

**Shri Gadilingana Gowd:** Not temporarily, it is the Government capital now. Since it is the capital now, there is possibility of more people visiting Kurnool to attend Government offices on some work or other. There are no retiring rooms or refreshment rooms at the station. The hon. Minister has just now informed the House that they are going to make arrangements for refreshment rooms. I would also

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request the hon. Minister to remodel the railway station in a way befitting the capital.

Adoni is a most important commercial centre in the south. It is said to be the second Bombay since its trade in cotton and ground-nut is very great. I, therefore, request the hon. Minister to arrange for construction of retiring rooms here also. I thank the hon. Minister for having arranged to cover the remaining portion of the platform.

Coming to my fourth point—and it is very important—Siruguppa in Mysore State is one of the important jaggery manufacturing centres. It is situated on the banks of river Tungabhadra, but is isolated. It is at a distance of about thirty-five miles from Bellary and about thirty miles from Adoni. There is no proper road transport also. It is on account of that that the jaggery industry is dying out in the country. I, therefore, request you to connect Siruguppa in Mysore State with Kurnool in Andhra State via Adoni and Yemmiganur. Yemmiganur is a very big handloom weaving centre and is only at a distance of forty miles from Kurnool. For want of proper transport facilities people from this place have to go to Adoni and then to Kurnool and thus cover about hundred miles which they can do in about forty miles by a direct route.

**Shri Sinhasan Singh** (Gorakhpur Distt.—South): Sir, the provision for quarters for railway employees made in the Budget is very encouraging. In this connection, I would like to point out that in the Budget the cost of a 'B' type quarter has been shown at Rs. 6,220 whereas in the Low Cost Housing Exhibition I saw a quarter of 'B' type made by the Northern Railway which was said to be costing three to four thousand rupees. I do not understand why in the Budget the cost is one and half times more. Whatever the cost may be, I am reading here with your permission portions from a letter which I have received from a railway employee about the conditions of quarters that have been built at Gonda station.

[Shri Sinhasan Singh]

"There are about two hundred and fifty railway quarters constructed in Semra colony of Gonda in 1948. The quarters were so weak that some of them collapsed on the advent of an average storm the same year. The roofs of all the quarters leak every year as a rule. The doors and hinges are so weakly fitted that staff are reluctant to use them. Only the very helpless who could not get any quarter anywhere are inhabiting these quarters. Out of 250 quarters 130 quarters are still lying vacant without anyone occupying them."

Then he goes on to say :

"Most of these quarters were not fitted with doors and windows and yet final bills were paid. But this is now supported by saying that these windows, bars and doors were fitted but have been removed by miscreants."

The letter also says that the roofs that collapsed were replaced. So, it is no use going on constructing quarters which are not fit for occupation.

In the last session I pointed out a similar case at Samastipur. Then again, there is no provision for water. It is for want of water facilities that the quarters built are not being occupied. Wherever the quarters are built, the railway should see that water is also made available. The Railways are paying very huge amounts as compensation for claims in respect of lost property. I have got a chart showing the figures from 1949 to 1953. In 1949-50, it was Rs. 3,64,21,792. It fell down to Rs. 2,91,52,000. It again increased to Rs. 3,00,18,000. This leakage of good money should be stopped. It has been stated by the Railway Board that this leakage is due to thefts, pilferage and so on. To stop thefts, the hon. Minister has announced that he is going to appoint another batch of officers for the six zones, six officers of the rank of D. I. G., mostly retired men, I suppose.

Shri L. B. Shastri: No; that is not the case.

Shri Sinhasan Singh: I said, mostly retired men. Already one retired man has been appointed at the head. I anticipated that the others also may be retired men. Originally, there were only the Railway Police, the G.R.P. Thefts were less. Then, we introduced the R.R.P. Now, we are having the Watch and Ward. Over and above all this, we are going to have a fourth category. What will all this mean? This will mean further pilferage, I submit. Everybody is living in this world beyond his means. Nobody is depending on his pay alone. Officers who are appointed after retirement have nothing to lose except their good old days. The idea is, in the case of people in service, to keep them honest and efficient; there is fear of promotion being barred. In the case of retired officers that fear is gone and they can go on merrily in their own way.

Now, coming to my own district, I had put a question regarding the decking of bridges on the Rapti river in the U.P. In all other parts of the country, in war time, several bridges were decked and they carried besides rail other traffic passengers also. In Gorakhpur also, the Railways decked three bridges; but they are now being removed. I had put a question because while 22 such bridges are still decked, decks have been removed from these three bridges. These three are lying in an area which is always flooded. During the floods, there is no other way out for the people in the locality to cross over and come to Gorakhpur side except over and through the bridges. In last flood several cattle were drowned in the river because of the removal of the decking. I appealed to the District Magistrate and the General Manager of the Railway. and thereafter temporary decking was done and thus several cattle were saved. If the bridges that are built are continued to be maintained with the decking, that would help the people in these flooded areas. The

only place where they can put all their things safely is on the railway lines and the roads built alongside. When war comes if you want to reconstruct the decking bridges, and such roads it will cost a huge sum of money. It will not at all cost much to maintain them. I suggest that we should maintain them at a minor cost. I would like the hon. Minister to look into this matter because it will help the people greatly, who are undergoing great trouble and loss in the floods. There is no other alternative for these people except these bridges.

I just read in the papers that the Government are going to acquire land in Gorakhpur at a cost of about Rs. 100,000. Large tracts of land are lying there already. The General Manager's bungalow contains 15 acres of land. You are going to acquire new land for building purposes when you have yourself enough land. Only you have to reduce the area of some of the bungalows. In the Gorakhpur officers' colony, each house contains more than five to ten acres. These lands can be utilised for building quarters for the lower grade people, or officers themselves. This sum of Rs. 100,000 which is going to be spent on acquisition could be utilised to build more quarters for the lower class employees.

Yesterday much was said about the first class and second class officers. I find that the Government and the then Chief Commissioner at one time were of the view that there will be no distinction between first class and second class officers. The Chief Commissioner said in 1947, in his evidence before the Central Pay Commission "that the Government and the Railway Board stood committed to amalgamation of class II and class I services as it was not possible in the Railway Administration to differentiate the duties to be allotted to the officers of the junior scale from those assigned to the members of the lower gazetted services". If this was the policy in 1947, I do not understand why this policy has not been implemented. Here, we have a higher class

and a lower class, one being touchable and the other untouchable. The hon. Minister has pointed out that he would give them five years' seniority. But, then, the promotions that are due are not given to them. They have been denied their promotion. I submit we should give them due promotions. We should give promotions to experienced hands if they are found suitable. If they are debarred from promotion, they go the wrong way. If they are to work in the right way, we have to give them their due promotions. I hope the hon. Minister, with the good and kind heart that he has, will look into this matter. He is trying to remove all classifications. Here is a class system which was started originally in the days of the British. We knew this class system in the days of the British: One was black and the other white. Now all are black. Why should there be any classification among the black? All these persons may be put on their proper jobs so that they may work in the interests of the country.

The bell is ringing. In the short time at my disposal, I cannot raise any other point....

**Mr. Deputy-Speaker:** Shri Veeraswamy.

**Shri Sinhasan Singh:**.....except to say....

**Mr. Deputy-Speaker:** I have called upon another hon. Member.

**Shri Veeraswamy (Mayuram—Reserved—Sch. Castes):** I wanted to place before the hon. Ministers for Railways and the House many grievances of the railway employees. But, I am so sorry that I could not get an opportunity either during the course of the general discussion on the Railway Budget or during the first stage of discussions on the cut motions. I shall now try to place before the hon. Ministers at least some of the grievances within the time at my disposal.

Before that, I would like to say that it is true that the Indian Railways are developing in many respects. The hon. Minister Mr. L. B. Shastri and the

[Shri Veeraswamy]

hon. Deputy Minister Mr. Alagesan are interested in the development of Indian Railways. But, I am sorry they are not interested, as they ought to be, in the betterment of the conditions of the workers. The other day, the hon. Minister said in his speech that he is giving his personal attention to the health of the railway employees. That is a very good thing. I appreciate that and I am very happy over it. Just now, my hon. friend Shri B. S. Murthy said that the Railway is paying to the Government crores of rupees every year. These crores of rupees come to the Government because of the hard labour of the workers, but not because of the officers who are drawing thousands of rupees, not because of the General Managers and not because of the Ministers, but because of the labour force in the Indian Railways. So it is incumbent on the Railway Minister, the General Managers and Members of the Railway Board to take as much interest as possible to improve the conditions of the Railway employees, especially those belonging to the lower cadres.

Then I want to bring to the notice of the hon. Minister the fact that in the Railway District Hospitals and even in the Headquarters Hospitals at Golden Rock on the Southern Railway, there are no proper medicines and the patients are asked to purchase medicines from outside. And at times the doctors charge them for giving injections also. This is a general complaint. The hon. Minister knows that there is no lady doctor in the maternity section of the Golden Rock Hospital. I would request him to see that a lady doctor is at once appointed to the hospital, and also to provide proper medicines and issue instructions to the doctors to treat the patients giving them proper medicines, and not to ask them to go to the market for purchasing medicines or to charge them for giving injections. How can poor clerks and labourers afford to purchase medicines?

With regard to the staff working on the open line, they have to travel even hundreds of miles to come to the District Headquarters Hospital for treatment. This creates many difficulties to the employees. So I suggest the introduction of a mobile medical van service. Every District Hospital may be provided with a mobile medical van which may cover the district every day or on alternate days.

Another point I wish to cover at this stage is with regard to the Tamil pandit in the Golden Rock Railway High School. He is drawing only Rs. 85 a month whereas the Hindi pandit is drawing Rs. 120 a month. This I have represented to the hon. Minister already. Both are language teachers, and both have passed, in languages one in Hindi and the other in Tamil. Tamil is the State language. It is our mother tongue. So, the Tamil pandit should also be paid salary on a par with the Hindi pandit. It is an injustice that the Tamil Pandit is paid only Rs. 85 a month.

Last year while speaking on the Railway Budget I referred to the pay structure of the higher grade teachers in Golden Rock High School. The representations are lying with the Minister. So, I request him to give his sympathetic attention to the representations.

As I am the General Secretary of the Southern Railwaymen's Union, I have visited some of the Railway employees' colonies, for example colonies at Golden Rock, Madurai and Coimbatore. Almost all the quarters are in a very deplorable condition. They are not provided with electric lights. There are no street lights as was pointed out just now. There are no gutters and during the rainy season water stagnates all round the quarters. It breeds mosquitoes and the people fall a prey to all sorts of diseases. So, I request the hon. Minister to provide the quarters with lights, taps, and also drainage facilities.

On the Southern Railway in almost all the stations there is no bathing facility for the third class passengers. The upper class passengers stay in the waiting rooms or retiring rooms, and so they can take bath. But the third class passengers do not have any facility for taking bath even if they happen to stay throughout the day and night. In Madras Central and Egmore Stations also there is no bathing facility. So, I request the Minister to see that bathing facilities are provided to the third class passengers on the Southern Railway at least in all the junction stations.

I would also suggest to the Minister to start an industrial school at Golden Rock so that the sons of the Railway employees may be benefited, and they may be trained in various industries. By this, in these days of unemployment and suffering, they will be enabled to seek employment in various trades and industries.

With regard to the representation of the Scheduled Castes on the Indian Railways, I want to say a few words. If I am given time I can narrate a story which will be very interesting to the House and also to the Minister.

**Shri Nambiar:** We want to hear it.

**Mr. Deputy-Speaker:** The hon. Member is always very eager to exhaust his time and exhaust the time of the House.

**Shri Veeraswamy:** Right, Sir, I do not propose to take the time of the House. I would refer to the representation of the Scheduled Castes in the higher cadres—Class I and Class II posts. To a question I put Mr. Alagesan has answered that there is not even one Scheduled Caste man in Class I posts on the Southern Railway. During my speech last year on the Railway Budget I pointed out that there was not even one Scheduled Caste man as a gazetted officer on the Southern Railway, and the Railway Board was kind enough to reply to me on that point stating that there was one officer belonging to the Scheduled Castes on the Southern Railway, and two Scheduled Caste

officers in the other Indian Railways and altogether three in the whole of India. Out of thousands of Railway officers, Sir, only three belong to the Scheduled Castes. Even recently Mr. Alagesan answered on the floor of this House that out of 20 welfare inspectors, not even one belonged to the Scheduled Castes.

The last point I want to mention is about the Scheduled Caste candidates who apply for Class IV jobs in the Railway. They have to produce a certificate obtained from a gazetted officer either of the Central Government or the State Government, countersigned by the District Munsif of the District to which they belong. How is it possible, I do not understand, for the poor labourers to approach Gazetted Officers and District Munsifs?

**Shri Alagesan:** It is only to prevent others from getting employment in the name of Scheduled Caste. It is in their own interest.

**Shri Nambiar:** Let them get certificates from M.P.s. I will give them easily.

**Shri Veeraswamy:** Even to get hold of an M.P. Scheduled Caste men in villages have to travel a long distance. So, I suggest—it is a very reasonable suggestion, and I think it will appeal to the good sense of the Minister—that Scheduled Caste candidates may be asked to obtain caste certificates either from the Panchayat Board members of their place or from the Village Munsif of their village, or from the Municipal Councillor of the ward to which they belong. That certificate should be enough for getting an interview.

**Mr. Deputy-Speaker:** In that case, many others will join the ranks of the Scheduled Castes.

**Shri Bhagwat Jha Azad** (Purnea *cum* Santal Paraganas): Everybody will become Scheduled Caste.

**Shri Veeraswamy:** I request the Minister to consider the points which I have placed before the House now.

**Shri Alagesan:** I am very glad that hon. Members who have participated in today's discussion have emphasized the necessity for proper conditions of service for railwaymen. It is not a new thing that I am disclosing when I say that the Railways have tried to be model employers in this country. It can be claimed—I am not saying this to cast any aspersions on others—that the Railways are the best employers today in this country. It is for others to come up to the level of the Railways.

Many of the hon. Members, both of this House and the other House had been to Chittaranjan. In fact, they were very much pleased with what they saw. They were pleased not only with the huge workshop which is now turning out engines at the rate of about six per month, but they were more pleasantly surprised at the amenities that railwaymen are enjoying in the Chittaranjan colony. A very unfortunate and unkind remark was made by one of the leaders of the Opposition parties, who said that Chittaranjan is a prison-house. I can throw a challenge to that hon. Member and say that if labourers anywhere in India are given the option to remain in their present employment or to go to Chittaranjan and live in that colony, I am sure they will prefer to live in that colony, which the hon. Member characterised as a prison-house.

This, however, does not mean that we have done everything for our railwaymen. In fact, whenever I went on tour to see our workshops and other things, I made it a point to visit the railway colonies, where our men live. Though everything was not up to the mark, and there were many directions in which improvement was required, I can say, without any fear of contradiction, that the railway colonies, as compared with the other civil localities, always presented a cleaner, better and more prosperous appearance. I am not saying this to extract praise from hon. Members, but to give a balanced view of things. They should know what

has been done and what yet remains to be done.

**Mr. Deputy-Speaker:** How can they know unless they see those places and facilities are given to them to see those places?

**Shri Alagesan:** We are quite willing to provide such facilities. Actually, more and more facilities are being provided.

**Shri Nambiar:** I had been to Chittaranjan. Without police permission you cannot enter into that colony. That is why we said that it was like a prison-house. Remove that disability, and it will be all right.

**Shri Bhagwat Jha Azad:** I had also been there.

**Mr. Deputy-Speaker:** Who is it that has not gone there?

**Shri Alagesan:** It was a very unfortunate and unkind statement that the hon. Member chose to make when he said that it was a prison-house, and no amount of explanation can take away what the hon. Member said. He should be sorry for it. I do not know whether that hon. Member actually went and saw what obtained at Chittaranjan.

I was saying that the facilities provided for railway labour are much better than what the general population enjoys, and I would say, than what any other section of Indian labour enjoys. However, it is true that there are certain very old quarters in our colonies, some very dark quarters without windows etc. I have seen them myself, and I have felt ashamed of those quarters.

**Shri Nambiar:** Hear, hear.

**Shri Alagesan:** But the hon. Member should say, hear, hear, for the other portion of my speech also.

We have got a programme of improving these old quarters, and that work is already going on. If hon. Members just take the trouble of going a little outside the place where our rail-

waymen today live, they will find very vigorous building activities going on, and new quarters coming up. Perhaps, you will also realise that the Railways are building quarters not only at wayside stations, but even in huge cities like Calcutta, irrespective of the cost. Wherever new quarters are built, electricity is provided, separate taps are provided, and all these things are being attended to. If any one visits this House, while hon. Members are complaining against want of those amenities, he will go away with the impression that the Railways are not doing much for labour. It was to dispel that wrong impression, that I had to say these words.

Now I shall give a few figures in this connection. A sum of Rs. 10.04 crores has been provided for the year 1954-55, as against Rs. 8.97 crores during the current year, for providing amenities to railway staff, that is the sum allotted for this purpose during the next year is about a crore of rupees more than what has been provided during the current year.

**Shri B. S. Murthy:** But does it meet the needs?

**Shri Alagesan:** My hon. friend just came into the House, I think. This includes about Rs. 5 crores for staff quarters etc.

As far as medical facilities are concerned, I may give the House some figures. It is an undenied fact that railwaymen enjoy better medical facilities than others. My hon. friend Shri Veeraswamy was talking about the Golden Rock railway hospital. I would like to say that it is one of our best railway hospitals. I am told even the public go to the doctor there and not to the civil hospital, and this is for hon. Members who hail from Thiruchirappalli to confirm.

**Shri Nambiar:** We wanted a lady doctor there.

**Shri Alagesan:** A lady doctor was also appointed there. She took charge there, and worked for some time, but was transferred elsewhere.

**Shri Nambiar:** Why?

**Shri Alagesan:** We shall see to it that a lady doctor is sent there in the near future.

I shall quote a few figures regarding medical facilities. There are 72 well-equipped railway hospitals at important centres, and 387 dispensaries, with 2,789 beds.

**Shri T. B. Vittal Rao:** Those figures we have got.

**Mr. Deputy-Speaker:** This is for the purpose of those who have not read them.

**Shri Alagesan:** It is not as if these figures have not been given. In spite of these figures, hon. Members repeat not only the same arguments over and over again, but they repeat what others have said as well.

**Shri T. B. Vittal Rao:** I said there is less number of beds on the Western Railway.

**Shri Alagesan:** It is true. I agree that compared to the other Railways, the number of beds on the Western Railway is less, but we shall try to make up the deficiency very soon.

**Shri Nambiar:** Thank you.

**Mr. Deputy-Speaker:** Is there an immediate prospect of hon. Members needing it?

**Shri T. B. Vittal Rao:** But we are not allowed there. (*Interruptions*).

**Shri Alagesan:** I might give a few figures regarding educational facilities, but my hon. friends would say that they are also in the papers already circulated; yet, when they speak, they forget these figures, and so I have to remind them of these figures. I shall not labour this point any more.

My hon. friend, Mr. Murthy, was speaking about south of the Vindhyas. It is a fashion, Sir, to say that the south has been neglected and I know it pays good dividends down south.

**Shri B. S. Murthy:** Does the Minister deny that there are less railway lines in the South than in the North?

**Shri Alagesan:** I thought Members from the south at least after coming into Parliament would get a more balanced picture of the country as a whole. In fact, Sir, hon. Members, including himself and other Members have been hearing speeches here. Yesterday a Member spoke very vehemently that Punjab was not on the Railway map. He said Punjab might have rivers, but there were no railway lines. Another hon. Member sitting by his side was perhaps more vehement. When an old gentleman can be vehement, as he was yesterday, the younger gentleman can be more vehement; there are excuses for that. He was saying that his area, the Santal Paraganas—the Adivasi area—was utterly neglected and there was no railway line. It is not as if all other areas, barring the south, are laid with railways and only the south is neglected. I thought Members would forget that slogan and become more realistic after sitting in Parliament because they see here not only their portion of the country but every bit of the country, represented. It is for them to get a balanced view, an overall view, which is a correct and realistic view and not to try to exaggerate the claims or needs of particular areas or regions. It is perfectly natural for Members to voice the grievances or needs of the particular areas or constituencies from which they come. But they should not forget other areas and they should not try to make it appear that that is the only area which suffers and everybody else is cent per cent. satisfied. It is to that attitude that.....

**Shri D. C. Sharma (Hoshiarpur):** Does the hon. Minister think that he is the only realistic person in the House?

**Shri Bhagwat Jha Azad:** He has got the monopoly of realism!

**Shri B. S. Murthy:** Will the Minister be pleased to state comparative figures of railway lines below the Vindhya and above the Vindhyas?

**Shri Alagesan:** We have collected statistics in this regard. I think an answer has been furnished to a question in this House which contains that information—the railway mileage per unit of population or per unit of.....

**Shri Bhagwat Jha Azad:** Will he give the figures for Santal Paraganas also as stated in the House? He is giving a wrong impression to the Members. (*Interruption*).

**Shri Alagesan:** I never said that what the hon. Member said was wrong. In fact I was only replying to the hon. Member, Mr. Murthy, who spoke about the South being without railways, and I was telling him that here was a Member who pleaded for this area.....

**Shri Bhagwat Jha Azad:** You never reply to my question.

**Shri Alagesan:** It was to correct his view that I was quoting the hon. Member there.

**Shri D. C. Sharma:** Give us the picture about Punjab so that we can correct our views.

**Mr. Deputy-Speaker:** The hon. Minister has taken only a portion of hon. Members' speeches. He was answering this point, that the south had been neglected in favour of the north. He then referred with very great authority and tried to reinforce his argument from the statements of hon. Members from the north, that even the north—in many portions—had not been looked after.

**Sardar A. S. Saigal (Bilaspur):** Madhya Pradesh is also neglected.

**Shri D. C. Sharma:** I wish, Sir, he had begun as you have put it.

**Shri Nambiar:** My complaint is that the whole of India is neglected.

**Shri Alagesan:** It is my misfortune that very intelligent hon. Members are not able to put the correct inter-



pretation and construction upon what I say.

**Shri Bhagwat Jha Azad:** Wisdom is the monopoly of the Railway Minister!

**Shri Alagesan:** Mr. Murthy was talking of doubling the Bezwada-Madras line. Works have been undertaken which will increase the line capacity there and even if doubling is necessary at some future date, these works would not be infructuous; they would be useful. He was then talking of another railway bridge over the Krishna. In fact, in regard to the present site, the State Government had a consultation with us. That site was found unsuitable for a railway bridge. So they were asked to suggest another alternative site which may be suitable from the railway point of view. But, Sir, you know they are in a hurry to build the dam which is supposed to be in a condition of disrepair. So the road and the regulator portion have been combined. In fact, the Central Government come in with respect to the road bridge part of it and the railways have been excluded from it for the time being. That is as far as this construction goes. That was what I wanted to inform the hon. Member.

'About Scheduled Castes' representation, both Mr. Murthy and Mr. Veeraswamy spoke, and I have answered that point. We will continue to watch the interests of Scheduled Castes and see that they get their full quota. In this connection, I may also say that the recruitment of Scheduled Tribes through our Service Commissions is still more unsatisfactory, because it is not possible to get young men from those tribes with suitable qualifications.

The hon. Member, Shri Galingana Gowd, was referring to a tribe called Chenchus. Then I interrupted him and asked whether the Chenchus came under the tribes scheduled. He said 'yes' but my information is that, as per the order issued here, that tribe does not find a place. If that is so, I think it is perhaps for the State Government to take up the matter and see

1 PSD.

that that tribe is included. Of course, as far as the other tribes who have been included in the schedule are concerned, 5 per cent. reservation has been made in their interest. But I should say it is not possible to fill this 5 per cent. of seats with candidates belonging to the Scheduled Tribes.

Shri Murthy was referring to the difficulty in altering dates of birth of employees. It is true, Sir, that when a literate employee gives a date of birth, that is taken as the correct date and he is not allowed to alter it. It so happens that some of them discover the mistake just before they are due to retire. Certainly in the case of literate employees, it is not possible to have the dates of birth altered. With reference to illiterate employees, if it is proved that the date of birth has been entered wrongly—if it can be proved that it is a clerical mistake—the date of birth is allowed to be changed.

**Shri B. S. Murthy:** Is literacy a bar to take advantage of real facts?

**Shri Alagesan:** Literates are expected to give correct dates of birth. That is the point.

**Shri Seshagiri Rao (Nandyal):** Why is it that in such cases birth certificates are not relied upon and are refused?

**Shri Alagesan:** When they enter service, they give a particular date of birth. When they give a particular date of birth, they are expected to have taken account of the birth certificate or whatever it is.

**Shri Seshagiri Rao:** When the revenue records show that, why do the authorities refuse to take notice of it?

**Shri Alagesan:** I am sorry the hon. Member did not catch my point. Any literate, when he applies, is expected to give the correct date of birth. If he produces a document regarding the correct date of his birth at a much later date, say, 25 or 30 years later just before he is due to retire, then

[Shri Alagesan]

that only means that he wanted to derive a certain advantage by giving his date of birth wrongly in the beginning.

**Shri Seshagiri Rao:** May I seek a clarification?

**Mr. Deputy-Speaker:** Let him finish.

**Shri Alagesan:** Shri Vittal Rao was referring to the Tribunal. It was after discussion with the Federation that this one-man Tribunal was decided upon. The leaders of the Federation were taken into full confidence in this matter and it was with their concurrence that this Tribunal was appointed.

\* \* \*

5 P.M.

It is true that the A.I.R.U. and I.N.R.U. wanted that 9 subjects should be referred to the Tribunal. But, after discussion with the Railway Board, they agreed to the terms of reference which are now 5. But, when I say, five under each term of reference any number of subjects can be brought and placed before the Tribunal. For instance, I shall read one or two of the terms of reference. I do not want to take the time of the House. The first term is this:

“Re-distribution of grades for various categories of staff decided upon as a result of the recommendations of the Advisory Committee to be reviewed.”

Hon. Members know what are the various subjects that can be brought under this one broad heading.

“2. The revised scales of pay introduced for certain categories of staff in replacement of the scales of pay originally allowed to these categories should be applied with retrospective effect from 1st January, 1947 and promotion should be given accordingly and so on and so forth.”

That will show that the terms of reference are fairly wide and comprehensive as to bring within their scope any reasonable grievances that labour may have.

**Shri Vittal Rao** spoke about the ex-Nizam Railway staff. It is true they have been given the option to elect the C.P.C. leave rules and conditions of service or the ex-N.S. Railway rules and conditions. They have to elect this on promotion. The ex-N.S. Railway staff appointed prior to 1st October 1926 can remain in service up to 60 years of age. They have asked for the retention of this privilege even after electing the C.P.C. leave rules and other conditions of service, appointment and promotion. It is here that the snag comes. They want to have the option to serve till 60 years of age and also the more liberalised leave rules and conditions of service that the others enjoy.

**Shri T. B. Vittal Rao:** What about the Gadgil recommendation?

**Shri Alagesan:** He refers to the Gadgil Committee's recommendation. Sir, the Finance Ministry has said that this will not apply in their entirety to persons who were in receipt of dearness allowance at rates other than those sanctioned by them. That is the principle on which there was some distinction made between the ex-N.S. Railway staff and others. The staff affected on all the ex-State railways number 2,200 of which 1,475,—the majority of them,—belong to the N.S. Railway. The question of extending the benefit of dearness pay to the above category of staff is under the consideration of Government in consultation with the Ministry of Finance.

**Mr. Barrow** mentioned about technical schools. As far as that goes, the difficulty is when we have technical schools in one area and the staff who are liable to transfer are transferred to other places, the education of their children will be dislocated. They may be educated in a technical school

\*Expunged as ordered by the Chair.

at one place and at the other place to which they are transferred there may not be any technical school but an ordinary school. As you are aware, in this respect, we have to conform to the Educational Rules of the Education Departments of the various State Governments. But, as far as workshop staff are concerned, there are training schools where they are given training.

Sardar Hukam Singh spoke about the Railway Services Commission; that they should not recruit from Allahabad alone, that they should go about and recruit at other centres also. That is precisely what the Service Commissions are expected to do. They will recruit from Delhi and Lucknow and also from other places in Punjab and PEPSU.

**Sardar Hukam Singh:** Are they doing it or are they only expected to do it?

**Shri Alagesan:** The Allahabad Commission, which will be recruiting for this Railway, has been set up only recently. They will go round these places and recruit from all the centres. In fact, the Railway Service Commissions have been asked to give a regional bias to a certain extent.

Shri Sinhasan Singh referred to the decking of certain railway bridges. There was a letter from the Uttar Pradesh Government some time ago wherein they wanted six railway bridges to be decked. But the bridges mentioned by the hon. Member, namely, the Rohini river and the Rapti river bridges were not among the bridges mentioned by the Uttar Pradesh Government. The Government are appointing a Committee.....

**Mr. Deputy-Speaker:** The hon. Member who made this suggestion is not very particular; he is not here to hear the reply.

**Shri Nambiar:** He must be sure that the reply would come. I never got a reply to my points.

**Shri Alagesan:** I think many of his points were covered by my reply to Shri Vittal Rao.....

**Mr. Deputy-Speaker:** But they were not Shri Nambiar's.

**Shri Alagesan:** We are appointing a Committee to examine the provision of road decking over existing bridges and the State Governments have been requested to submit proposals for road decking over bridges wherever they are considered urgent. The proposed committee will examine the proposals of the State Governments and make recommendations to the Government. Then, it will be time to take up these projects also.

Again, some of the hon. Members spoke about the provision of over-bridges. This is a sort of continuing headache and the only answer I can give is to repeat what I said in the other House. We have taken initiative in the matter and moved the Planning Commission and the Finance Ministry to provide at least a crore of rupees for being granted as loans to local bodies who have to bear a major portion of the expenditure that will be incurred in the construction of these bridges. I hope the local bodies will avail themselves of this loan provision.

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

**Shri H. N. Mukerjee** (Calcutta North-East): May I clarify a point which the hon. Deputy Minister has raised regarding Chittaranjan. I feel he has distorted what I said about Chittaranjan. I said that Chittaranjan is impressive as far as it goes, but it does not go far enough. He has taken the word 'prison house' as a noun, but I used it only as adjective to the aggressive sort of tactics which the Government are adopting, and I say there is no justification for having a protected area of not only the factory itself and installations adjacent thereto, but also the entire township which extends to about six square miles, and this, I had tried to point out in my hurried speech, has led to lots of difficulties as the Secretary of the Registered Union cannot go into the area where the office of the Union is situated, the reason being that the Secretary has been victimised and he has to stay outside the limits of this area. When

[Shri H. N. Mukerjee]

used the expression 'prison house', I did not wish to malign Chittaranjan as such, but I only said that it does not go far enough. I do wish to say that the Deputy Minister had not understood it, but instead chose to distort what was the spirit and actual content of my speech.

**Shri Alagesan:** We are not used to distorting speeches, and I am glad to see that the hon. Member has thought it fit to modify his statement at least to this extent.

**Shri Raghavachari (Penukonda):** Regarding the grant of a crore of rupees for the construction of over-bridges, is it going to be a direct deal with the local bodies?

### Division No. 3

Achalu, Shri  
Amjad Ali, Shri  
Banerjee, Shri  
Basu, Shri K. K.  
Biren Dutt, Shri  
Boovaraghasami, Shri  
Chatterjee, Shri Tushar  
Chatterjee, Shri N. C.  
Chowdhury, Shri N. B.  
Das, Shri Sarangdhar  
Dasaratha Deb, Shri  
Deshpande, Shri V. G.  
Gam Malludora, Shri  
Gidwani, Shri  
Gopalan, Shri A.K.  
Gupta, Shri Sadhan

Abdullahai, Mullai  
Achal Singh, Seth  
Achint Ram, Lala  
Achuthan, Shri  
Alagesan, Shri  
Altekar, Shri  
Alva, Shri Joachim  
Asthana, Shri  
Azad, Shri Bhagwat Jha  
Balasubramaniam, Shri  
Balmiki, Shri  
Barman, Shri  
Basappa, Shri  
Bhagat, Shri B. R.  
Bhakt Darahan, Shri  
Bharati, Shri G.S.  
Bhargava, Pandit Thakur Das  
Bhatkar, Shri  
Bhatt, Shri C.  
Bhawanji, Shri

Gurupadaswamy, Shri M.S.  
Hukam Singh, Sardar  
Kripalani, Shrimati Sucheta  
Krishnaswami, Dr.  
Menon, Shri Damodara  
Mishra, Pandit S.C.  
Misra, Shri V.  
More, Shri S.S.  
Mukerjee, Shri H.N.  
Muniswamy, Shri  
Murthy, Shri B.S.  
Nambiar, Shri  
Namada, Shri  
Pandey, Dr. Natabar  
Raghavachari, Shri;

### NOES

Bhonsle, Shri J. K.  
Bidari, Shri  
Birbal Singh, Shri  
Bose, Shri P.C.  
Brajeshwar Prasad, Shri  
Chandak, Shri  
Chatterjee, Dr. Susilranjan  
Chaturvedi, Shri  
Chaudhary, Shri G. L.  
Chaudhuri, Shri R. K.  
Choudhuri, Shri M. Shafiq  
Dabhi, Shri  
Das, Dr. M. M.  
Das, Shri B.K.  
Das, Shri K. K.  
Das, Shri N. T.  
Das, Shri Ram Dhani  
Das, Shri S.N.  
Datar, Shri  
Deb, Shri S.C.  
Desai, Shri K. K.

Ramaseshaiah, Shri  
Randaman Singh, Shri  
Rao, Dr. Rama  
Rao, Shri P.R.  
Rao, Shri Mohana  
Rao, Shri T.B. Vittal  
Reddi, Shri Madhao  
Rishang Keishing, Shri  
Shastri, Shri B. D.  
Singh, Shri R. N.  
Sundaram, Dr. Lanka  
Swami, Shri Sivamurthi  
Trivedi, Shri U.M.  
Veeraswamy, Shri  
Verma, Shri Ramji  
Waghmare, Shri

Desai, Shri K. N.  
Deshmukh, Shri K.G.  
Deshpande, Shri G.H.  
Dhulekar, Shri  
Digambar Singh, Shri  
Dube, Shri Mulchand  
Dwivedi, Shri D. P.  
Gandhi, Shri M. M.  
Gandhi, Shri V.B.  
Ganpati Ram, Shri  
Gautam, Shri C. D.  
Ghulam Qader, Shri  
Gounder, Shri K. P.  
Hari Mohan, Dr.  
Hazarika, Shri J.N.  
Hem Raj, Shri  
Hyder Hussein, Ch.  
Iyyani, Shri E.  
Iyyanni, Shri C. R.  
Jagjivan Ram, Shri  
Jajwara, Shri

**Shri Alagesan:** Of course, they will have to apply through their respective States.

**Mr. Deputy-Speaker:** There are cut motions to Demands Nos. 9A, 12A and 12B, which will be put to the vote of the House. I have been asked that cut motion No. 321, standing in the name of Shri B. S. Murthy, may be put first and the others together.

The question is:

"That the Demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100."

*The House divided: Ayes, 47; Noes, 168.*

[5-13 P.M.]

Jangde, Shri  
 Jayaahri, Shrimati  
 Jena, Shri K. C.  
 Jena, Shri Niranjan  
 Joshi, Shri Jethalal  
 Joshi, Shri Krishnacharya  
 Joshi, Shri M.D.  
 Kakkam, Shri  
 Kale, Shrimati A.  
 Keekar, Dr.  
 Khedkar, Shri G. B.  
 Khongmen, Shrimati  
 Khuda Baksh, Shri M.  
 Kirolkar, Shri  
 Krishna Chandra, Shri  
 Kurcel, Shri B. N.  
 Lal, Shri R. S.  
 Lallanjil, Shri  
 Laskar, Shri  
 Lotan Ram, Shri  
 Mahodeya, Shri  
 Mahtab, Shri  
 Majhi, Shri R. C.  
 Malviya, Pandit C. N.  
 Masuriya Din, Shri  
 Mathew, Prof.  
 Mehta, Shri Balwant Sinha  
 Mishra, Shri S. N.  
 Mishra, Shri Bibhuti  
 Mishra, Shri L. N.  
 Mishra, Shri Lokanath  
 Mohd. Akbar, Sofi  
 Mohiuddin, Shri  
 More, Shri K. L.  
 Mukne, Shri Y. M.

Musafir, Giani G. S.  
 Muthukrishnan, Shri  
 Shri, Nair C. K.  
 Naekar, Shri P. S.  
 Natawadkar, Shri  
 Nehru, Shrimati Uma  
 Neswi, Shri  
 Pannalal, Shri  
 Patel, Shri B. K.  
 Patel, Shrimati Maniben  
 Prabhakar, Shri Naval  
 Prasad, Shri H. S.  
 Rachiah, Shri N.  
 Radha Raman, Shri  
 Raghubir Sahai, Shri  
 Raghuramaiah, Shri  
 Raj Bahadur, Shri  
 Ram Dass, Shri  
 Ram Saran, Shri  
 Ram Subhag Singh, Dr.  
 Ranbir Singh, Ch.  
 Rane, Shri  
 Raut, Shri Bhola  
 Reddy, Shri Janardhan  
 Roy, Shri Bishwa Nath  
 Rup Narsain, Shri  
 Sahu, Shri Bhagbat  
 Sahu, Shri Rameshwar  
 Saigal, Sardar A. S.  
 Saksena, Shri Mohanlal  
 Samanta, Shri S. C.  
 Sanganna, Shri  
 Satish Chandra, Shri  
 Sen, Shrimati Sushama  
 Sharma, Pandit K. C.  
 Sharma, Shri D. C.

Sharma, Shri R. C.  
 Shastri, Shri Algu Rai  
 Shivananjappa, Shri  
 Shobha Ram, Shri  
 Shukla, Pandit B.  
 Siddananajappa, Shri  
 Singhr, Shri Babunath  
 Singh, Shri H. P.  
 Singh, Shri M. N.  
 Singh, Shri T.N.  
 Sinha, Dr. S. N.  
 Sinha, Shri Anirudha  
 Sinha, Shri K. P.  
 Sinha, Shri Satya Narayan  
 Sinhasan Singh, Shri  
 Somana, Shri N.  
 Subrahmanyam, Shri T.  
 Suriya Prashad, Shri  
 Swaminadhan, Shrimati Ammu  
 Tek Chand, Shri  
 Telkikar, Shri  
 Tewari, Sardar R. B. S.  
 Thimmaiah, Shri  
 Tiwari, Pandit B. L.  
 Tiwari, Shri R. S.  
 Tripathi, Shri K. P.  
 Uikey, Shri  
 Upadhyay, Shri S. D.  
 Vaishnav, Shri H. G.  
 Verma, Shri M. L.  
 Venkataraman, Shri  
 Vidyalankar, Shri A. N.  
 Vyas, Shri Rsdhelal  
 Wilson, Shri J. N.  
 Wodeyar, Shri

*The motion was negated.*

**Mr. Deputy-Speaker:** I will now put to the House the other cut motions relating to Demand No. 9A.

*The cut motions were negated.*

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

"That a sum not exceeding Rs. 4,50,11,000 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—Labour Welfare'."

*The motion was adopted.*

**Mr. Deputy-Speaker:** I shall now put the cut motions to Demand No. 12A. There do not seem to be any cut motions relating to 12B.

*The cut motions were negated.*

**Mr. Deputy-Speaker:** I shall now put Demands 12A and 12B to the vote of the House.

The question is:

"That a sum not exceeding Rs. 1,24,56,000 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 'Open Line Works—(Revenue)—Labour Welfare'."

*The motion was adopted.*

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

"That a sum not exceeding Rs. 5,38,03,000 be granted to the President to defray the charges which will come in course of payment during the year ending

[Mr. Deputy-Speaker]

the 31st day of March, 1955, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'."

*The motion was adopted.*

**Mr. Deputy-Speaker:** The House will now take up Demands Nos. 15, 16, 17, 18 and 20.

DEMAND No. 15—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 2,44,60,000 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 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 2,20,63,64,000 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 'Open Line Works—Additions'."

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 46,30,25,000 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 'Open Line Works—Replacements'."

DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 10,59,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the

31st day of March 1955, in respect of 'Open Line Works—Development Fund'."

DEMAND No. 20—DIVIDEND PAYABLE TO GENERAL REVENUES

**Mr. Deputy-Speaker:** Motion is:

"That a sum not exceeding Rs. 35,49,85,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1955, in respect of 'Dividend payable to General Revenues'."

The cut motions relating to them may be moved.

*Construction of Chamrajnagar-Satyamangalam Line.*

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

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

**Shri M. S. Gurupadaswamy (Mysore):** I beg to move:

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

*Lack of uniform policy in constructing New Lines*

**Shri P. N. Rajabhoj (Sholapur—Reserved—Sch. Castes):** I beg to move:

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

*Construction of Bagalkot-Raichur line via Hatti Gold Mines*

**Shri Sivamurthi Swami:** I beg to move:

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

*Construction of Hospet—Devanagere line via Sandur and Hadagath*

**Shri Sivamurthi Swami:** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Opening of Satna-Rewa Line*

**Shri B. D. Shastri (Shahdol-Sidhi):** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Opening of Rewa-Sengarauli Line via Sidhi*

**Shri B. D. Shastri:** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Opening of Satna-Harpalpur line*

**Shri B. D. Shastri:** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Doubling line between Ahmedabad-Mehsan*

**Shri Tulsidas:** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Expanding the capacity of the Sabar-mati Yard*

**Shri Tulsidas:** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Doubling line between Baroda and Anand*

**Shri Tulsidas:** I beg to move:

“That the demand under the head ‘Construction of New Lines—

Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Laying of Virudhunagar-Manamaduria line via Arruppukkottai*

**Shri M. D. Ramasami (Arruppukkottai):** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Construction of Deoria Sadar to Khadda line via Kasia.*

**Shri Ramji Verma (Deoria Dist.—East):** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Non-restoration of dismantled lines*

**Dr. Rama Rao (Kakinada):** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Linking of Deoria Sadar with Kasia*

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

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Double line between Bezwada and Madras*

**Shri Raghavaiah (Ongole):** I beg to move:

“That the demand under the head ‘Construction of New Lines—Capital and Depreciation Reserve Fund’ be reduced by Rs. 100.”

*Purchase of new locomotives etc.*

**Shri Tulsidas:** I beg to move:

“That the demand under the head ‘Open Line Works—Additions’ be reduced by Rs. 100.”

*Purchase of stores, plant and machinery from indigenous producers*

**Shri Tulsidas:** I beg to move:

“That the demand under the head ‘Open Line Works—Additions’ be reduced by Rs. 100.”

*Inadequate water arrangements for 3rd Class passengers*

**Shri Tushar Chatterjea (Serampore):** I beg to move:

“That the demand under the head ‘Open Line Works—Development Fund’ be reduced by Rs. 100.”

*Passenger amenities*

**Shri N. B. Chowdhury:** I beg to move:

“That the demand under the head ‘Open Line Works—Development Fund’ be reduced by Rs. 100.”

*Covered platforms in Nand Jalna, Maked and Kachiguda stations*

**Shri Waghmare (Parbhani):** I beg to move:

“That the demand under the head ‘Open Line Works—Development Fund’ be reduced by Rs. 100.”

*Electric fans, ashtrays, and bath rooms for III class passengers travelling long distances.*

**Shri Raghavaiah:** I beg to move:

“That the demand under the head ‘Open Line Works—Development Fund’ be reduced by Rs. 100.”

*Payment of dividend to General Revenues*

**Shri Tulsidas:** I beg to move:

“That the demand under the head ‘Dividend Payable to General Revenues’ be reduced by Rs. 100.”

**Shri Mohiuddin (Hyderabad City):** With regard to replacement and addition to capital works on the Railways I am very much satisfied that we are making rapid progress as compared with 1951-52 and 1952-53. The amount provided for renewals and replacements is considerable and it is hoped that the programme of deliver-

ies will be put through in time not only from abroad but also from our own factories in India. We find from the Budget proposals that an order has been placed abroad for 515 engines and it is expected that about one hundred engines or just over a hundred would be available from Chittaranjan factory. The Chittaranjan Locomotive Workshops and the Perambur Coach building Factory are developing so fast that it is expected that in the course of a few years they will be able to supply a large proportion of our requirements from within the country. In this connection, I shall invite your attention to a recommendation—a very important recommendation—that was made by the Kunzru Committee in 1947-48. They said that at that time “the system of accounting at present in force does not show how the cost of articles produced in the workshops compares with the cost of purchasing it from outside, nor is there any satisfactory arrangement for comparing the cost of the same kind of material between one shop and another or between one period and another”. This was the state of affairs in 1947-48 and they had recommended that the system of cost accounting should be introduced.

I find in the Library a report on the action taken on the recommendations of the Railway Enquiry Committee. The report was published by the Government in 1950 and on the item of cost accounting, item 116, the report says:

“A cost accounting unit on modern lines is being set up at the Locomotive Workshop at Chittaranjan. The feasibility of extending the system to other workshops will depend upon the experience gained and the availability of trained staff.”

I have taken pains to find out whether there has been any further progress made since then. I am subject to correction but I find no further progress has been reported. Progress might have been made but I do not



know whether the progress has been reported in the annual report of the Railway Board or otherwise.

This year the Minister has announced the establishment of an Efficiency Bureau. "The Bureau will investigate and eliminate outmoded and costly processes; it will evolve suitable techniques for efficiency measurement in diverse fields of operation and management." These are the words used by the Minister for the functions allotted to the Efficiency Bureau. I do not find in these functions, the word 'cost accounting'. I should like a clarification of the point whether the introduction of cost accounting is included in the functions of the Efficiency Bureau. I hope that cost accounting on scientific lines will be introduced not only in the Chittaranjan and Perambur factories but also in other workshops as well.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

The other important point to which I should like to draw the attention of the Minister is this: now that our supplies for locomotives, wagons and coaches will be based on these two important factories, I should like to see that the Chittaranjan and the Perambur factories are treated as separate industrial units and run on commercial lines. In the detailed account that has been submitted with the Budget papers, there are various items concerning these two factories on revenue account or capital account, for example, structural engineering works, machinery, stores manufactures and so on and so forth. But it is very difficult from these accounts to read into those figures and to know the actual state of affairs of the factory itself. If the accounts of the Chittaranjan and the other factories that are now working for the Railways are placed before the Parliament in the form of balance-sheets as if they are working on commercial lines, they will give us more information. When they are working on commercial lines, on business lines, we should also like Government to have a balance-sheet manufacturing cost, pro-

1 P.S.D.

fit and loss account, and so on for these factories so that we can judge what progress in efficiency these factories are making. I hope that when the collieries are taken over by the Production Ministry, they will also be treated as one unit—one commercial and industrial unit—so that we could have a consolidated balance-sheet of all the Railway collieries to see whether they are also working as efficiently as other collieries are working. I hope that this suggestion about introducing a balance-sheet system for accounting purposes in the factories will be considered by the Minister.

**Shri Tulsidas:** I had tabled cut motions Nos. 334, 335 and 336 on Demand No. 15, cut motions Nos. 369 and 370 on Demand No. 16, and cut motion No. 384 on Demand No. 20 which has been placed in the agreed list.

I would like first to speak briefly about the conditions on the metre gauge lines. I spoke about them two years ago and the hon. Minister gave the assurance that these matters were under consideration. I am very pleased to say that the hon. Minister has accepted the suggestion that the line between Ahmedabad and Kalol should be doubled, but then in the provision that has been made the estimate for the doubling of this line is given as Rs. 1,20,00,000 whereas actually under this scheme only a sum of Rs. 10,00,000 has been provided. I would bring to his notice that this is a very important section. It is a line where bottle-neck arises year in and year out. It is important even from a strategic point of view. The Pakistan border is not very far off from this line. I therefore request that the doubling of this line should be taken in hand as soon as possible.

With regard to the Sabarmati Yard, I find no provision with regard to its expansion. I know that an estimate for about Rs. 1,80,00,000 has been prepared. There has been a lot of bottle-neck on account of the Sabarmati Yard, and transshipment is

[Shri Tulsidas]

very difficult. This Yard was built half a century ago, and no change or expansion has been effected till now. It is high time that it is expanded. The earlier this question is taken up the better it would be for the transport on this metre gauge line.

No mention has been made with regard to the doubling of the line between Baroda and Anand. Between Bombay and Ahmedabad, at almost all the places there is double line, but only for these forty miles there is single line, and it creates a lot of bottleneck. I would request the hon. Minister to look into this matter again, and take up the doubling of the line.

I would now refer to the inadequate provision made for the purchase of locomotives. I would also like to refer to the question of replacement. The hon. Minister's speech is disarming. He has accepted the difficulties of the Railways and has stated that every effort is being made to overcome them. I know that he has all these points in his view, but somehow or other I find that important points are not being properly attended to or expedited. Some of the points I have already mentioned.

With regard to locomotives, somehow or other I cannot help feeling that the transport system of the country cannot improve unless and until the locomotives are replaced and added on afresh. At the beginning of the Five Year Plan, there were 8250 locomotives. We have placed an order for 769 locomotives, and out of them we have received during the years 1951-52, 1952-53 and 1953-54 some 467 locomotives. I found from an answer to a question the other day that the total strength of locomotives is about 8,400. And in his speech the Minister mentions in one paragraph that we shall have to continue the over-aged locomotives for some time to come. So I think the over-aged locomotives will have to be continued for at least the next fifteen or twenty years. Unless

we replace these over-aged locomotives our locomotive power is not going to be increased. It is no use merely bringing coaches; we must have the locomotive power to move them. In reply to the general debate, and even yesterday, the hon. Minister said that the Chittaranjan factory is being expanded to the level of producing 150 locomotives per year, which target will be reached most probably after about five years. Our economy is expanding. Our production, both agricultural and industrial, is going up. Unless we take measures to increase the supply of locomotives in as quick a manner as possible, I am afraid the position is going to become worse.

I do not find any mention with regard to TELCO. I do not know what the intention of the Railway Minister is, but I do not think that TELCO is also required to increase the capacity. I understand that there is a spare capacity in TELCO. I do not understand why that spare capacity is not utilised. When this factory has been started definitely for the purpose of producing locomotives, I do not understand why the spare capacity is kept idle when we are really in need of locomotives. We know we are trying to get as many locomotives as possible from foreign countries. But here is a factory in this country, intended for the purpose of producing locomotives. Spare capacity is there. It is kept idle and is not utilised for producing locomotives. (Shri S. S. More: Who is responsible?) I do not understand this position at all.

With regard to the purchase of stores and machinery I would like to mention that recently most of the stores, machinery and plant were purchased through the D.G., I.S.D. I understand that recently the policy has been changed and tenders were being called from London. We are now trying here to increase the purchase of indigenous products. I do not understand this new change in the policy with regard to the purchase of stores, machinery and plant. When

we are today trying to increase the engineering capacity of the country and when we have a spare capacity, why do we invite tenders in London? I cannot understand this. If I am wrong I may be corrected, and I will be very happy if the position is not what I have stated.

Sir, only one more point with regard to this dividend. The paper *Capital* expresses the position very clearly on this question of dividend to the general revenues. It says:

"The dividend to general revenues can be counted on to grow, because it is fixed as a percentage of the capital at charge...The Indian Railways are the only commercial concern in the land in which the owner of the assets is guaranteed four per cent. of the capital as an annual dividend, come what may."

I know that the Government of India is a shareholder, and a very canny shareholder because if insists on the four per cent. dividend. I understand from the speech of the hon. Minister that a Committee is going to sit and review this position. But I would like to mention this. On the one hand we take a four per cent. dividend. On the other we have again to spend and give the money to the Railways to expand. And the money that is required for the Railways is much more. Therefore in ordinary commercial practice when a company is not making any profit you have got to spend money for putting the factory in a proper shape. I would rather feel that the railway should first expand, spend as much money as is available at their resources and then go in for further resources. I would, therefore request that when this committee revise the position, they should take this point into consideration. Why I am suggesting this change is that sometimes it does happen that a particular programme is mentioned and if we are not able to stick to that programme and spend the money in that particular year, the money lapses. If this system as suggested by me is there, the money can be spent even in the next year. Therefore, I

would request that when the position is reviewed, this point may be taken into consideration.

**Shri T. N. Singh** (Banaras Distt.—East): Sir, my justification for intervening in this debate is that I have had occasion only recently to visit some of the important factories and production centres of the railways. I have listened with great interest to the remarks of our business friend sitting on my right and I find that somehow, whereas we would not object to certain business principles, when it comes to our State industries we would object to the application of those principles. As far as the railway industry is concerned, what objection can there be to the provision for capital at charge, if at the same time adequate provision is being made for depreciation, replacement, renewals etc? After all, the same railways were made to pay interest to the British owners. Now, because the interest comes to the general revenues and the general revenues are always prepared to advance any sum of money to the Railways, you object. This is a logic which I cannot understand. Moreover, this principle was accepted after due consideration. Members of this House were associated with that decision and therefore, I think it would be improper to raise that issue at this stage. Another committee is going to sit on this issue. Let it decide. That will be the proper attitude to take.

With regard to our engineering capacity I am one of those who firmly believe that, if possible, we should not import a single thing from outside. I believe also that we have got enough technical skill and enough engineering capacity to carry on without importing anything. In that context I would not be misled by the arguments advanced for importing more and more locomotives, because from this, the next step of importing coaches will arise. We have been crying hoarse that we should not import coaches. Once we import locomotives as power is scarce imports of all those things which one complains of

[Shri T. N. Singh]

will follow. I see no reason why our old locomotives cannot be made to work. During the war period, we all know, very old cars were made to run and they did run—the nation ran on an emergency basis,—and they are even now running. If we apply our mind, if necessary skill is used and if all our resources are made use of, our railway engines could be made to run. Of course, the operating cost would be slightly higher, but I think we can put up with that rather than import from abroad. Probably, according to the previous speaker, we have to import two thousand locomotives. Are you prepared to do so? I say no. Let us do with a slower service. Let us put in our best efforts and prolong the life of our old engines. That would be my suggestion. From that point of view, Sir, I am not very happy about the contract entered into with M/s Schlieren for the manufacture of coaches. I speak very frankly. I am not happy because we will probably have to import the steel sheets for them and for many more years to come this commitment will be there. Therefore, according to me this is a very unhappy contract. But, probably, we cannot help it. The contract has been entered into. We have no say in the matter at this stage. Here, I would be failing in my duty if I do not record my appreciation of the work that I saw being done at Chittaranjan. Ninety-nine per cent of our staff there is Indian. That is one of the very few factories run by the Government, which is almost wholly run by Indians. I have seen so many other factories. There are many Americans and Europeans running them, bossing over us. That is the cause of the discontent that I saw at some other places. Our Indian technicians feel it. They are paid Rs. 500 and the other man gets Rs. 5000. I think that if this factor were not there, they will continue to work on Rs. 500 without any discontent. The existence of foreigners on high salaries for a longer period, I say, is not desirable in the interests of our industrial production.

I shall finish in two minutes, which, I believe is the time left for me. As regards the Hindustan Aircraft factory, I have seen it, and they are doing a good job and a very efficient job. They deserve a better treatment at the hands of the Railways in regard to the orders for coaches than have been given to them.

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

**Shri T. N. Singh:** Underframes. I am coming to that. My predecessor has pleaded the cause of TELCO and Tatas. That is, the place from where underframes are supplied. They are always not able to supply the required number of underframes. Our production capacity in the Hindustan Aircraft factory suffers because of that. About the TELCO also, I have a sorry tale to relate. I must take the House into confidence and tell it frankly that in TELCO we have not got what we expected. Probably, the Ministry may not say that. But I can say with confidence that we have not got a proper deal. There, even today we have paid the dividend. I want to know what justification is there for this. The stages C, B, A have all not been completed and the dividends are to be due only at a particular stage. Till then, it should not have been paid. But, here they have been paid dividend. That is wrong. At TELCOS production has been lower than planned. Only 35 locomotives have been produced so far. Instead of producing equipment and locomotives, they have diverted their capacity for other purposes and other lines of manufacture.

**An. Hon. Member:** Why should you allow that?

**Shri T. N. Singh:** Why was it allowed, I want to know. I do not see any reason. Nothing has been mentioned here. I think, there is not much cause to be proud of the achievements of Telcos. I have all admiration for the pioneers of the steel industry. But, I want them to fit into the spirit of the times and try to do their best.

If we lag behind in metre gauge engines, if we do not manufacture them, our production is lop-sided. Something should be done about it. With these remarks, I shall resume my seat. I believe I have not taken a minute more than was allotted.

**Shri Barman** (North Bengal—Reserved—Sch. Castes): I come from a part of the country, the Railway system of which was most shattered finally by the Partition. I must say that the Railways have, after that, built the Assam Rail link with notable rapidity and efficiency. Though there is much to be done yet, I hope and I know that the Railways are doing their best to improve the system. I stand here today to say a few words on Demand No. 15 i.e., new construction. When I look at the budget provision for it, I am at once reminded of the fact that deficiency in finance does not permit us to go ahead too fast, but still I have to bring to the notice of the hon. Minister and the Railway Administration the unhappy and most unsatisfactory position that my part of the country, viz., North Bengal and Assam, stands in today.

6 P.M.

There was the other day some criticism by an hon. Member as to why the Eastern Railway is suffering a loss. I shall state some facts which will explain to the House why it is so. There are two considerations. One of them is political, and as I have no time, I shall simply satisfy myself by saying that if an emergency arises as it came in the course of the second world war, the eastern frontier will absolutely collapse. Let alone that. I shall state the present freight carrying position of that system. Roughly, I can say at present 80 per cent. of the tea grown in India is grown in North Bengal and in Assam. About 60 lakhs maunds of tea are transported from that region to Calcutta. An equal quantity of jute is produced in that part of the country. That also goes to Calcutta. The present Railway system handles only 20 per cent of it, and the rest is carried by the British India Steam Navi-

gation Company, a British concern, that plies through Pakistan. If any time an emergency arises not only will there be difficulty in defending the eastern frontier, but the whole of Assam and North Bengal will collapse. Even at present we find that while the North-Eastern Railway—the Assam portion of it—is suffering a loss to the tune of Rs. 2½ crores annually, the British India Steam Navigation Co., is carrying these goods and getting a freight of more than Rs. 5 crores. Should we allow this any longer? Should we depend upon an arrangement which is most hazardous for us, especially when the international situation is not clear? I would therefore urge upon the hon. Minister to take early steps, and especially in the next Five Year Plan to make provision so that we can make up this deficiency as fast as possible.

My suggestion is that at least the line which runs from Maniharighat to Amingaon should be doubled. My own idea is that it should be doubled from Maniharighat to Siliguri. The line from Alipurduar to Amingaon should also be doubled. In the Railway link which passes through my district of Jalpaiguri, there may be another new line constructed down below. Since the 1950 floods, the present line is dislocated during the rainy season every year. The flood washes out either a bridge, or the main route is breached here or there, and accidents happen. And as I said already, in case of an emergency, if it arises in the rainy season, not only the military situation, but the civil supply position will also collapse.

This year I think our tea industry will bring at least Rs. 100 crores of foreign exchange. Equally important is our jute industry. Why should we allow these to be entirely dependent upon a foreign company to carry them, and upon foreign territory to pass through? That is a broad point I want to impress upon the Administration and the hon. Minister. I hope in the next Five Year Plan they will make provision for it.

[Shri Barman]

Then I want to mention a simple fact, viz., the present difficulty that is being experienced by North Bengal as regards coal. The other day a Member from North Bihar also put the same question, but he did not get a satisfactory reply. The hon. Deputy Minister simply replied that so many wagons had been sent to Bihar. When the Member asked whether they were sent to South or North Bihar, he could not give the details. I am getting letters from North Bengal, not only from the tea industry, but also from the civilian population, that there is not enough coal there. I am told there is difficulty about steamer ferries at Maniharighat. In that case, I hope the Administration will at least try to procure some country-boats and carry as much coal as possible to that area.

श्री अलगू राय शास्त्री (जिला आजमगढ़—पूर्व व जिला बलिया—पश्चिम) : सभापति जी, मैं आपका बड़ा उम्मीदवार मानता हूँ कि आपने इस मौके पर मुझे थोड़ा समय दे दिया ।

मैंने रेलवे बजट पर पिछले वर्ष भी कुछ नहीं कहा और इस साल भी कुछ बोल नहीं सका । मैं चाहता था कि पूर्वी जिलों के सम्बन्ध में कुछ थोड़ी सी बात मिनिस्टर साहब की सेवा में निवेदन कर दूँ और वह मुझे इस लिये आवश्यक मालूम होता है कि यह जिले बहुत दिनों से बहुत पिछड़े हुये हैं । अंगरेजी हुकूमत में इन जिलों के साथ बहुत विमाता का बर्ताव हुआ और उनका विकास बहुत रूका हुआ रहा । मेरा निवेदन यह है कि अगर यह संभव हो सके कि बनारस से बड़ी लाइन की एक गाड़ी आजमगढ़ हो कर अकबरपुर को चालू की जाये । वह चंदवक स्थान पर गोमती को पार करेगी । वहाँ पर एक पुल बना कर इस नई लाइन को बड़ी लाइन से अकबरपुर में मिला दिया जाय तो इस क्षेत्र का बड़ा विकास हो सकता है ।

इसी तरीके से दोहरीघाट तक जो छोटी लाइन जाती है उस दोहरीघाट बड़हलगंज लाइन के ऊपर एक पुल बना कर उसको गोरखपुर के साथ मिला दिया जाय तो उस क्षेत्र का भी बड़ा विकास होगा और बाढ़ से जो यह क्षेत्र परेशान रहता है, उससे भी इस की बचत हो जायेगी ।

इन दो प्रार्थनाओं के अतिरिक्त एक तीसरी प्रार्थना मुझे यह करनी है कि इलाहाबाद से गोरखपुर जाने वाली लाइन मऊ स्टेशन से हो कर गुजरती है । मऊ जंक्शन एक बहुत बड़ा जंक्शन है मऊ नाथभंजन कपड़े के व्यापार का बड़ा केन्द्र है । उस जगह बहुत सी रेलें दिन में और रात में आती हैं । वहाँ पर मुसाफिरों को इसलिये बड़ी कठिनाई पड़ती है कि वहाँ पर कोई ऊपर से आने वाला पुल नहीं है । मुसाफिरों को इस पुल के बिना बड़ा कष्ट पहुँचता है । तो मैं यह प्रार्थना करूँगा कि यदि यह सम्भव हो तो इसको अपनी योजनाओं में स्थान दिया जाय और जहाँ तक सम्भव हो उसकी पूर्ति जल्दी की जाय ।

मुझे यह निवेदन करने का उत्साह केवल इसलिये हुआ कि मैंने यह देखा कि माननीय मंत्री महोदय की उदारता से सब को लाभ पहुँचा है । ऐन्थनी साहब का भाषण इस दिशा का बड़ा भारी द्योतक था । वह बराबर आलोचना, और कटु आलोचना करते थे, किन्तु इस बार उन पर भी यह प्रभाव पड़ा है कि हमारे मंत्री बड़ी उदारता से और बड़ी योग्यता से अपना कार्य सम्पादित करते हैं । मैं इसीलिये उत्साहित हो कर आया और कहना चाहता हूँ कि :

गुल फके हैं औरों की तरफ, और समर भी ।  
ऐ खानए बरअन्दाजे चमन कुछ तो इधर भी ।।

मैं अपने भाई अवधेश प्रसाद को भी धन्यवाद देता हूँ जिन्होंने अभी कुछ बातें कही हैं और यह शेर भी उन्हीं का दिया हुआ है। मैं आशा करता हूँ कि इस की मदद से हम दोनों को फायदा पहुँचेगा। मैं उनका भी शुकु-गुजार हूँ और आप का भी, सभापति महोदय, समय देने के लिये।

**Shri N. Somana (Coorg):** Sir, in the short time at my disposal, I will not burden this House with any remarks either on the Railway Budget or on any specific Demand, but only on one Demand that has been moved for the opening of new lines. I would state in this connection that there is only one State in the whole of India which has not seen a railway and that is my State—Coorg. (*Interruptions*) A reference was made by Mr. N. P. Damodaran yesterday to a railway line that was to pass through Coorg—i. e. the Mysore-Coorg-Tellicherry line. I may mention in this connection that this line was surveyed as long as 50 years ago; it was surveyed and I do not know for what reason it was given up. It was found that it was a useful line—a very productive line.

Now, Sir, you may remember that the hon. Minister for Railways stated that the industrial areas would be taken up for connecting railways in the priority list. I must state in this connection that Coorg is an industrial area so far as forest products are concerned. We produce a large quantity of timber, very good quality timber, teak, sandal and other products; we also produce a very large quantity of coffee—nearly 50 per cent of the coffee that is produced in the whole of India. Though it is a small State, I have to state that we produce about 50 per cent. of the coffee. Then there is already the orange crop. The orange crop—as of course hon. Members of this House are aware—is liable to decay very soon, and unless there is proper communication, this commodity cannot be conveyed to the State of Mysore and also the west coast. So it is absolutely necessary that there

should be a railway line through Coorg. In this connection, I have to state that the hon. Member, Mr. N. P. Damodaran, made a statement to the effect that he was not supporting the Hassan-Mangalore line and he quoted my name also in support of that proposition. I have to make my position absolutely clear that I am not certainly against the opening of that line, because the Government has decided upon that line and sufficient progress has been made on that.

**Shri N. P. Damodaran (Tellicherry):** May I explain? I did not use Mr. Somana's name against the opening of the Hassan-Mangalore line. I quoted Mr. Somana and Mr. Gurupadaswamy as favouring the opening of a line connecting Tellicherry, Coorg and Mysore. (*Interruption*)

**Shri N. Somana:** I am thankful to hon. Member for the correction. Anyhow, I have to state here in this connection that the Hassan-Mangalore line will certainly open up a connection between Mysore and the coastal town of Mangalore. But I would state that this line does not anywhere touch our State of Coorg. So a line connecting Tellicherry and Mysore which will pass through Coorg will be very useful for the reasons I have already stated. I hope this will be borne in mind—though, of course, the new line to be opened has already been mentioned—at least for inclusion in the second Five Year Plan as one of the lines. It is not merely a necessity from the point of view of communications, but also as a productive line so far as the industry point of view is concerned, I, therefore, make an earnest appeal to the hon. Railway Minister to bear this in mind and see that this request is granted.

**Shri Boovaragasamy (Perambalur):** Sir, I would like to speak a few words regarding the construction of new railway lines. While selecting new routes for the construction of railway lines, the Railway Administration have completely failed to select the South. In selecting the routes the Railway Administration and the Plan-

[Shri Boovaraghasamy]

ning Commission are not considering remunerative lines. One or two lines which are selected in the South are minor works and only for the purpose of an eye-wash, while several major works have been selected in the North. (An Hon. Member: Question.) If you refer to the statistics you can find out the large amounts utilised in the North and the small amounts spent on the South. The Railway Administration and the Planning Commission are not considering the remunerative lines. There are several places in Tamil Nad which have no connection with other parts of the country even though they are producing cash crops and goods. In the name of the Nation, in the name *khadi*, in the name of democracy, and other things, our Government is exploiting the South. There are several places, especially in Tamil Nad which are most backward—my constituency is one of those—which are most backward and have no connection with other parts of the country even though they are producing large quantities of cash crops and goods. My constituency is one of the areas producing the largest quantity of groundnuts. In my constituency large quantities of firewoods are produced, large quantities of superior quality limestone are mined and it is also famous for its handloom industry. But, for want of transport facilities all these are very much handicapped to find an outlet to the outside markets to fetch high prices. As my constituency is frequently affected by famine, railway conveyance is most essential to import foodgrains from surplus areas on such occasions. Several representations were sent to the Government and all of them were confined to the waste paper basket. Therefore, I suggest the construction of two railway lines, (i) connecting Nidamangalam and Vriddhachalam, via Kumbakonam, Palur, Jayankondan and Andimadam and (ii) connecting Ariyalur and Sankaridrug or Erode via Perambalur, Thurayur and Mettupalayam in the Southern Railways.

Shri Nambiar: It is a part of my constituency also.

Shri Boovaraghasamy: The construction of these two lines is the long-felt need of the people of my constituency. I can assure you that these lines will yield very good revenue. Therefore, I request the hon. Railway Minister again to consider the grievances of my constituency and to give top priority to the lines which I have suggested and to include them in the Second Five Year Plan.

श्री उइके (मंडला—जबलपुर दक्षिण—  
रक्षित—अनुसूचित आदिम-जातियों) :  
सभापति महोदय, शायद समय कम है, इस-  
लिये मैं पहले अपने महत्व का विषय ले लेता  
हूँ। जिन आदिवासियों का मैं प्रतिनिधित्व  
करता हूँ उन आदिवासियों के बारे में मैं रेलवे  
मंत्री जी का ध्यान आकर्षित करना चाहता  
हूँ। रेलवे मंत्री जी की ओर से जो आदि-  
वासियों को पांच फी सदी स्थान सुरक्षित  
दिये गये हैं उस के सम्बन्ध में एक किताब  
प्रकाशित की गई है। इस पूरी किताब में  
एक भी आदिवासी किसी भी नौकरी में किसी  
भी जगह नहीं है। हमारे इतने कार्य दक्ष  
मंत्री के होते हुये भी जब रेलवे महक्रमे में जो  
हम इस भारत में सब से पिछड़े हुये और हीन  
लोग हैं, हमारे सुरक्षित स्थानों की भी पूर्ति  
किसी प्रकार नहीं हो सकी तो मुझे उम्मीद  
नहीं है कि हम आदिवासियों का उत्थान किसी  
भी प्रकार से हो सकेगा। यह असम्भव सी  
बात दिखाई दे रही है, तो इस बात की तरफ  
खास ध्यान हमारे मंत्री जी रखेंगे।

दूसरी बात मंत्री जी के भाषण में जो यह  
थी कि पिछड़े हुए क्षेत्रों में रेलवे दी जायगी,  
यह सुन कर हमें बड़ी खुशी हुई, किन्तु यहाँ  
पिछड़े हुये हिस्से तो शायद दिल्ली,  
कलकत्ता, मद्रास और बम्बई के आसपास  
ही हैं, क्योंकि जितने भी रेलवे के काम  
दिख रहे हैं वे सब काम उन्हीं स्थानों में



देखने को मिल रहे हैं। रेलवे का नकशा देखने से मालूम होगा कि मध्य प्रदेश, उड़ीसा, बिहार का कुछ भाग और विन्ध्य-प्रदेश का कुछ भाग जो एक दूसरे से मिला है ऐसा है जिस के अन्दर पहाड़ और जंगल भरे हुए हैं और रेलवे व्यवस्था बिल्कुल नहीं है। इस क्षेत्र के अन्दर लगभग डेढ़ करोड़ आदिवासी रहते हैं। मैं आदिवासियों के लिये हर जगह रेलवे लाइन नहीं मांग रहा हूँ। तो इस भूभाग में जंगल पड़े हुए हैं, पहाड़ों में खनिज पदार्थ पड़े हुए हैं, सरई (जिसके स्लीपर होते हैं) के जंगल के जंगल खड़े सूख रहे हैं, बांस के जंगल वैसे ही जल कर खत्म हो रहे हैं, सागौन के पेड़ वैसे ही वहाँ खड़े हैं, इतनी कीमती लकड़ी वहाँ है पर उसको बाहर निकालने का कोई साधन नहीं है। मैं आपको बताना चाहता हूँ कि बस्तर के जो एम० पी० आते हैं वह २२५ मील दूर से आते हैं और मध्यप्रदेश सरगुजा के एम० पी० २५० मील से रेलवे स्टेशन पर आते हैं। आपको आदिवासियों का ख्याल अवश्य करना चाहिये क्योंकि भारत के विधान में पिछड़े हुए लोगों की ओर पूरी तरह ध्यान देने का निर्देश है और जब तक यहाँ पर रेलवे लाइन का इस भाग में विस्तार नहीं होगा तब तक उन आदिवासियों का उत्थान नहीं हो सकता। मैं यहाँ पर केवल उन रेलवे लाइनों के लिये सुझाव रखूंगा जिनका सर्वे हो चुका है। ये नये रेल मार्ग बनाये जाने चाहिये। चिराई डोंगरी से बिलासपुर तक, नागभीड से विजगापटम पोर्ट तक, चिरमिरी से वर्वाडीह तक, चांदा से आदिलाबाद तक, चांदा फोर्ट से चांदा तक। इस के अलावा रामटेक एक ऐसा रेलवे स्टेशन है जिसका धार्मिक महत्व है, यह राम का स्थान है, साल में लगभग एक डेढ़ लाख यात्री इस स्टेशन पर उतरते हैं, यह स्टेशन शहर से दो मील दूर है, मेरी समझ में नहीं आता कि जब इतने अधिक यात्री इस स्थान पर आते

हैं तो उसका स्टेशन शहर से दो मील दूरी पर क्यों रखा गया है, यहाँ पच्चीस हजार जनसंख्या का शहर है। चांदा फोर्ट और चांदा स्टेशनों में एक फर्लींग का अन्तर है, दोनों को मिला कर एक स्टेशन बना देना चाहिये।

इस के अलावा दूसरी बात मैं यह कहना चाहता हूँ कि मध्य प्रदेश से इस मार्ग से जो भी माल भेजा जाता है, उसको २५० मील का चक्कर काट कर दक्षिण में जाना होता है और इसका नतीजा यह होता है कि वह माल बूक ही नहीं किया जाता है और भेजा ही नहीं जाता है। चांदा फोर्ट और चांदा स्टेशन एक करके जबलपुर से चांदा तक नौरो गेज की एक एक्सप्रेस गाड़ी चलाना बहुत जरूरी है इस से उत्तर प्रदेश, विन्ध्य प्रदेश और निजाम, मद्रास का सीधा सम्बन्ध होगा और ऐसा होने पर मध्य प्रदेश जो कि बहुत पिछड़ा हुआ है, उसका उत्थान भी होगा और रेलवे की आमदनी में भी काफी वृद्धि होगी। इस के अलावा छपारा आउट एजेंसी के लिये बहुत सी दरखास्तें दी गई हैं, लेकिन अफसोस है कि अभी तक इस की तरफ ध्यान नहीं दिया गया, छपारा आउट एजेंसी का होना बहुत जरूरी है। नयनपुर रेलवे स्टेशन के प्लेटफार्म के एक तरफ चार रेलवे लाइनें हैं और पांच रेलवे लाइनें दूसरी तरफ हैं, इस के अलावा उस के आस पास चारों तरफ बस्ती काफी घनी बसी है और वहीं पर दिन रात शॉटिंग होने के कारण जान का खतरा बना रहता है, वहाँ पर कोई ओवरब्रिज नहीं है, वहाँ पर एक ओवरब्रिज बनाने की अत्यन्त आवश्यकता है। वैसे ही जबलपुर—मदनमहाल स्टेशन, और हाऊबाग—नवारीवाट स्टेशनों के बीच छः लाख आबादी के जबलपुर शहर में छोटे बड़े लाइन पर आधे फर्लींग में दो गेट्स हैं, वहाँ गेट्स बन्द होने पर सैकड़ों गाड़ियां, टांगे और मोटरें घंटों रुकती हैं, इसलिये इस दोनों जगह ऊपरी पुलिये होना जरूरी है।

[श्री उडके]

मंडला और नयनपुर के बीच फर्स्ट क्लास रोड ६ जगह क्रास करता है, वहां गेट्स नहीं हैं, इस तरह की अव्यवस्था हिन्दुस्तान में कहीं और देखने को नहीं मिलेगी, वहां पर गेट्स का होना निहायत जरूरी है। चूंकि यह नैरोगेज लाइन है इसलिये उसकी तरफ शायद मिनिस्टर साहब ध्यान नहीं देते, हालांकि उसकी लम्बाई करीब सात सौ मील की है और ४५ पैसेंजर ट्रेनें वहां पर चलती हैं और करीब ५२ मालगाड़ियां चलती हैं, उस नैरोगेज रेलवे लाइन पर इतनी पैसेंजर और माल गाड़ियां चलती हैं, लेकिन यह अफसोस की बात है कि वह टेलीफोन लाइन से कनेक्ट नहीं है और जिसके अभाव में रेलवे के वर्किंग में बहुत सी बाधाएँ आती हैं, इसलिये नैरोगेज पर भी एडमिनिस्ट्रेटिव टेलीफोन लाइन का होना जरूरी है। उस लाइन पर ४५ पैसेंजर ट्रेनें चलती हैं, वो सब ट्रेनें कम से कम डब्बों से चलाई जाती हैं और भीड़ बहुत ज्यादा होती है। उन में सिर्फ आठ एक्सट्रा थर्ड क्लास कैरिजेज हैं जो कि भीड़ को देखते हुए बिल्कुल अपर्याप्त हैं, वहां पर और डब्बों के बढ़ाने की तत्काल आवश्यकता है और इस नाते मैं अपने रेलवे मंत्री महोदय का ध्यान नैरोगेज की तरफ दिलाता हूँ और आशा करता हूँ कि वह मेरे सुझावों पर सहानुभूतिपूर्वक गौर करेंगे।

**Shri Laskar** (Cachar-Lushai Hills—Reserved—Sch. Castes): Sir, I wish to draw the attention of the hon. Minister to the demands and grievances of an area which comprises the Cachar and the Lushai Hill districts in Assam. My hon. friend Mr. Barman has spoken something about our condition and I wholeheartedly endorse his views and his suggestions about improvement of Assam Link Line.

Sir, I come from an area which is very unfortunate and very much neg-

lected,—unfortunate in the sense that as a result of the Partition of the country this area is bounded on three sides by Pakistan and Burma and segregated from the rest of Assam by ranges of hills. We are therefore almost completely isolated for want of any communications by rail, road or river, from the rest of India. The life-line of this area is the railway line running through the hill sections from Badarpur to Lumding Junction. Even this line remains dislocated very often by frequent land-slides. For keeping this line alive all throughout the year I would request the hon. Minister to find out some means to prevent this and to make some diversions of lines wherever land-slips generally occur. The most of the locomotives, coaches and wagons still working on this line left by the Pakistan Government, in our share, are worn-out and old. These should immediately be replaced for maintaining punctuality of passenger trains and also for providing more facilities to the people of the locality.

As regards amenities for passengers, I would draw the attention of the Railway Minister to the recommendations of the *ad hoc* committee appointed last year on the *ex-Assam* Railway and suggest that effect should be given to them without any delay. The existing Railway Time Table is not at all to any advantage to the people of this area. This should be immediately replaced and adjusted accordingly so as to enable office, school and college-goers and also the litigant public to attend the offices, educational institutions and courts in time. About the opening of new lines—I would like to draw the attention of the hon. Minister about the urgency of connecting the Tripura State and Lushai hill District by rail. Tripura has no communication either by road; river or rail. The people of Tripura State can be designated as "human birds": if they want to come out of their nest they have no other alternative but to fly. I request the hon. Minister to consider and allow

them to move on earth by opening a new rail line from Kalkalighat to Agartala via Dharmanagar.

Another thing I would like to remind the hon. Minister is that we are very unlucky and our unfortunate area could not find place in his last Assam tour programme. This should be kept in view in framing his future programme so that we can get the advantage of his august visit in our area. My humble submission to the hon. Minister is that although we are out of sight, at least we should not be kept out of mind.

**श्री हेम राज (कांगड़ा):** सभापति महोदय, मैं भी अपने लोकप्रिय मंत्री का ध्यान एक लाइन की तरफ दिलाना चाहता हूँ और एक ऐसे इलाके की तरफ दिलाना चाहता हूँ जो कि पिछड़ा हुआ है। उन्होंने ने एक बड़ी कृपा की है कि जो जोगेन्द्र नगर की लाइन थी उस को पूरा कर दिया है। लेकिन जो कुल्लू की घाटी है वहाँ तक पहुँचने के लिये अब भी जो फासला है वह १५० या २०० मील है, और कुल्लू के मुतालिक आप जानते हैं कि वहाँ के जो फल हैं, वहाँ का सेव है, नाशपाती है, वहाँ की चेरी है, वह दिल्ली को भी और भारतवर्ष के प्रत्येक स्थान में आ कर हर एक के दिल को लुमायमान करती है। इस के साथ ही मैं उनका ध्यान इस ओर भी आकर्षित करना चाहता हूँ कि यहाँ पर गोमा और दरंग मंडी की नमक की खान हैं और यह एक ही खान ऐसी है जो कि राक साल्ट की है और जब से राक साल्ट का इलाका पाकिस्तान में चला गया है और कहीं पर भी भारतवर्ष में राक साल्ट नहीं होता है। ऐसी हालत में अगर यह जो राक साल्ट की माइन्स हैं इन तक रेल पहुँच सके तो लाखों मन नमक पंजाब और भारतवर्ष के और भागों में पहुँच सकता है।

मैं मंत्री महोदय की तबज्जह इस तरफ भी दिलाना चाहता हूँ कि जो हमारी पंच

वर्षीय योजना है उसमें भी इन माइन्स को डेवेलप करने के लिये एक करोड़ का बजट रखा गया है और अगर आप की रेलवे लाइन वहाँ तक लाई जाये तो यह माइन्स और भी जल्दी डेवेलप हो सकती हैं। इस से पहले भी जोगेन्द्र नगर से कुल्लू तक रेलवे लाइन का सर्वे आप के डिपार्टमेंट में हो चुका है। लेकिन अगर यह लाइन जोगेन्द्र नगर से कुल्लू घाटी तक नहीं जा सकती तो कम से कम इस लाइन को जोगेन्द्र नगर से ले कर दरंग मंडी तक चला दी जाय। ऐसा करने से यह जो इलाका है उसमें आमद रफ्त की काफी सहूलियत हो जायेगी।

मैं आप की तबज्जह इस तरफ भी दिलाना चाहता हूँ कि यह जितना भी इलाका है, वल्कि पंजाब के जितने जंगलात हैं वह सारे के सारे इसी इलाके में हैं। और जो मेरी कान्स्ट्रुक्शन्सी है उस से लाखों करोड़ों की तादाद में स्लिपर रेलवे लाइन के लिये आते हैं। अगर आप की रेलवे लाइन दरंग मंडी तक चली जाय तो इन जंगलात की जो लकड़ी सड़ रही है वह सारी की सारी रेलों के जरिये से नीचे आ सकती है।

मैंने पिछले साल भी आप की तबज्जह इस तरफ दिलाई थी और आज भी दिलाता हूँ कि जो कांगड़ा और ज्वालामुखी रोड स्टेशन हैं वहाँ पर लाखों यात्री आप के यू० पी० से जाते हैं, आप के राजस्थान से जाते हैं और भारतवर्ष के बाकी प्रांतों से भी जाते हैं। यह पहाड़ी इलाका है और उन लोगों को बरसात में और सरदी की ठंड में बहुत ज्यादा तकलीफ होती है। मैं ने आप से अर्ज किया था कि इन दोनों जगहों के वैटिंग हाल्स काफी बड़े होने चाहियें ताकि जो यात्री वहाँ जाते हैं उन को सहूलियत हो सके।

साथ ही मैं जो आप की रेलवे लाइन बन रही है उसके मुतालिक दो स्टेशनों की तरफ

[ श्री हेम राज ]

आप की तवज्जह दिलाऊंगा कि अनुर और मंगवाल के दम्यान दस मील का फासला है और पहाड़ी इलाकों में दरिया बहुत होते हैं। इस लिये लोगों को बहुत तकलीफ होती है। इन दोनों स्टेशनों के दम्यान एक स्टेशन और होना चाहिये। इसी तरह दो स्टेशन परोर और पालमपुर पंजाब में हैं, इन के भी दम्यान के स्टेशन के मुतालिक आप के पास बहुत ज्यादा रिप्रेजेन्टेशन आये हैं। इस दम्यान के स्टेशन का नाम है सुल्ह। वहां थोड़े खर्च में आप का काम हो सकता है। यह जो आप के दम्यान के स्टेशन हैं वह बहुत फायदेमन्द हो सकते हैं। मैं तो कहूंगा कि इन से ज्यादा फायदेमन्द स्टेशन और कोई नहीं हो सकता है। बल्कि अगर आप वहां फलैंग स्टेशन बना दें तो और भी ज्यादा फायदा हो सकता है। जो स्टेशन आप ने जंगल में बनाया है जहां दरख्तों के सिवा कोई चीज नहीं है वह इस तरह से ज्यादा फायदेमन्द नहीं हो सकता है।

एक बात मेरी कान्स्टिट्यून्सी के मुतालिक है जिसका जिक्र मैं आप के सामने करना चाहता हूँ। आप की पांच साला प्लान की तरफ जनता ने बहुत ज्यादा उत्साह दिखाया और लोकल रोड्स बनाने के लिये जनता को उत्साहित कर के आप ने बहुत सड़कें बनवा लीं और उन को मोटरबुल बनाने की कोशिश की है। लेकिन आप के जो रेलवे के रूल्स हैं उनके मुताबिक जो सड़कें होती हैं और जो लेवेल क्रॉसिंग उन पर होती हैं वहां पर जो गैंग मैन रखे जाते हैं उन का सारा का सारा खर्च डिस्ट्रिक्ट बोर्ड या विलेज पंचायतों को बर्दाश्त करना पड़ता है। जो हमारे जिले का बोर्ड है या जो हमारी विलेज पंचायतें हैं उन्होंने खासा काम किया लेकिन उन की सड़कें अधूरी पड़ी हुई हैं क्योंकि यह ज्यादा खर्च बर्दाश्त नहीं कर सकतीं। मैं

आप से प्रार्थना करना चाहता हूँ कि आप रेलवे रूल्स में इस हद्द तक तब्दीली करें कि जिन सड़कों को जनता ने इतनी मेहनत करके और अपना वक्त दे कर बनाया है उन पर जो लेवेल क्रॉसिंग हों, उन का सारा खर्च गैंगमैन वगैरह की तन्ख्वाह का रेलवे डिपार्टमेंट अपने ऊपर ले ले।

इस के बाद मैं एक और बात आप के सामने रखना चाहता हूँ और वह यह है कि देहरागोपीपुर जो है वह सड़क के किनारे वाक्य है और काफी इम्पार्टेंट जगह है साथ ही तहसील का हेडक्वार्टर है। इस लिये काफी से ज्यादा दर्खास्तें वहां आउट एजेन्सी बनाने के लिये आप के पास आई हैं। मैं यह नहीं समझता कि वह आउट एजेन्सी क्यों नहीं बनाई जाती जब कि बिल्कुल ऐसी जगहों पर जहां पर उनकी बहुत थोड़ी जरूरत है आउट एजेन्सी कायम हो गई हैं। इस के साथ ही साथ डेरा गोपीपुर में भी आउट एजेन्सी कायम होना जरूरी है।

आखिर में मैं एक चीज आप की नोटिस में लाना चाहता हूँ कि हमारे पहाड़ी इलाके के बहुत से लोग हैं वह तीन जगहों पर जाते हैं, यानी हरद्वार, अमृतसर और दिल्ली। जो आप की नंगल डैम एक्सप्रेस चलती है उसके साथ सिर्फ एक थर्ड क्लास का डब्बा होता है। बाकी इन्टर और सेकेन्ड के होते हैं जो कि दिल्ली तक आते हैं। ऐसा होना चाहिये कि नंगल एक्सप्रेस के साथ एक डब्बा थर्ड क्लास का हरद्वार के लिये और एक अमृतसर के लिये और लगा दिया जाय। इसी तरह से अगर एक और डब्बा दिल्ली के लिये लगा दिया जाय तो वहां के लोगों को काफी सहूलियत होगी।

इन शब्दों के साथ मैं सभापति महोदय आप का धन्यवादी हूँ कि आप ने मुझे बोलने का मौका दिया।

**Shri L. B. Shastri:** Sir, as I have to speak only for about ten or twelve minutes, if you will permit me, I shall speak in Hindi.

**Mr. Chairman:** Certainly.

**श्री एल० बी० शास्त्री :** चेअरमैन महोदय, मुझे बहुत सी बातें कहनी हैं क्योंकि जेनरल डिबेट में जो बहुत सी बातें कही गईं करीब करीब उन सब पर विचार हो चुका है और उन पर मैं जवाब भी दे चुका हूँ।

श्री तुलसीदास जी ने जो अहमदाबाद कलोल लाइन के बारे में कहा है, उस में मैं मानता हूँ और मुझे खुद इस का थोड़ा अफसोस है कि इस अहमदाबाद-कलोल के डेवेलपमेंट का काम इस साल नहीं लिया जा सका। मैं इस को काफी जरूरी समझता हूँ और मैंने खास तौर पर रेलवे बोर्ड को इस बात की हिदायत दी है कि इस काम को उन्हें इसी साल शुरू करना चाहिये। इस के लिये बजट में रुपया थोड़ा कम रक्खा गया है, इस वजह से कि इस के एस्टिमेंट्स वगैरह जो तैयार हुए हैं वह अभी आखरी तरीके पर नहीं तैयार हुये। इस वास्ते इस में रुपया कम रक्खा है। लेकिन अगर और ज्यादा रुपये की जरूरत पड़ी तो मैं सप्लि-मेन्ट्री डिमान्ड में इस के लिये हाउस के सामने रुपया मांग सकता हूँ।

साबरमती यार्ड के बारे में जरा और सोच विचार की जरूरत है। करीब एक करोड़ ८४ लाख रुपये का इसका एस्टिमेंट है और हमारा फौसला है कि हमें साबरमती यार्ड को बनाना है और इसे नये सिरे से बनाना है। लेकिन यह स्कीम ऐसी है जिसको अच्छी तरह जांच पड़ताल होने के बाद ही हाथ में लिया जाना चाहिये। मगर मैं यह विश्वास दिला सकता हूँ कि अगर मुमकिन हुआ तो हम इस को इस साल ही अपने हाथ में लेंगे और जितनी जल्दी इस काम को पूरा कर सकेंगे, पूरा करेंगे।

आप ने टैल्को के बारे में कहा और कुछ श्री टी० एन० सिंह जी ने भी कहा। मैं यह तो कहने को तैयार नहीं हूँ कि मुझे पूरा सन्तोष और इतमीनान है। जितना काम कि टैल्को में हुआ है या टैल्को का जितना प्रोडक्शन है वह सन्तोषजनक है, यह कहना तो मेरे लिये मुश्किल है, लेकिन मैं इस के बारे में शिकायत भी नहीं करना चाहता, और वह इस वास्ते कि टैल्को की अपनी भी दिक्कतें हैं, कठिनाइयाँ हैं और हमें उम्मीद है कि ५० इंजिन, वह बना सकेंगे। मैं आशा करता हूँ कि वह अपने काम को तेजी से आगे बढ़ावेंगे और मीटर गेज के इंजिन पचास देने की जो हम उन से आशा करते हैं, वह आशा वह पूरी कर सकेंगे।

श्री टी० एन० सिंह जी ने यह कहा था कि हम शायद टैल्को की तरफ ज्यादा रियायत बरतते हैं। बात ऐसी नहीं है और लगातार पिछले एक साल हमारी बातचीत टैल्को से होती रही है। हमारे फायनैन्शियल कमिश्नर उन से मिलते रहे हैं और जो एक दो सवाल, एक दो गुत्थियाँ, पड़ी हुई हैं, जिनको हम हल नहीं कर सके, उनके बारे में बात करते रहे हैं। हमारा यह पूरा इरादा है कि हम किसी तरह से भी कोई ऐसी बात टैल्को की नहीं मानेंगे कीमत के बारे में या कार्स्टिंग के बारे में, कि जिस से हमको, रेलवे को, किसी तरह नुकसान पहुँचे। दूसरी बात मैं यह भी कहना चाहता हूँ कि टैल्को के यहां जो दूसरी चीजें बनी हैं उनमें से अनेक गवर्नमेंट के ही दूसरे आर्डर्स की चीजें बनी हैं। जैसे गवर्नमेंट ने अन्डर फ्रेम्स का और रोड रोलर्स का आर्डर दिया उन्होंने इन को बना कर गवर्नमेंट को दिया। कुछ परसेंट तो उनको अपना बनाने का अधिकार है। लेकिन इस में भी आप देखेंगे कि उन्होंने गवर्नमेंट के ही आर्डर के मुताबिक और चीजें बनाईं। तो यह जो टी० एन० सिंह जी ने कहा कि उन को कुछ ज्यादा आजादी

[श्री एल० बी० शास्त्री]

दे दी गई है और वह और चीजें बनाते रहे, यह एक हद तक ठीक नहीं है ।

श्री बर्मन ने हमारे और आसाम के एक दूसरे मेम्बर ने आसाम के बारे में और कटिहार अलीपुर दुआर जंक्शन के बारे में कई बातें कहीं और यह कहा है कि हम को इस बारे में और ज्यादा ध्यान देना चाहिये । मैं उनको यह बताना चाहता हूँ कि कटिहार-अलीपुर दुआर जंक्शन और कटिहार-सिलीगुरी संक्शन, दोनों में हम एक्सपैंशन का काम, रेलवे के बढ़ाने का काम, कर रहे हैं । उस में चाहे क्रासिंग स्टेशन बना कर, या लूप लाइन बना कर, या कहीं डबलिंग करने की जरूरत हो तो डबलिंग करके या मार्शलिंग यार्ड बढ़ा कर, यह सब काम जो भी होंगे, वह सब करके हम उस रेलवे की जो माल ले जाने की शक्ति है, कैपैसिटी है, वह बहुत बढ़ा देंगे । इस के द्वारा जहां हम अभी कटिहार-सिलीगुरी संक्शन में २२५ वॉगन्स एक दिन में ले जाते हैं, वहां आयन्दा इस काम के पूरा होने पर ४२० वॉगन्स हम रोज ले जा सकेंगे । इस तरह से यह क़रीब क़रीब दुगनी शक्ति हो जाती है ।

[MR. SPEAKER in the Chair]

इसी तरह से सिलीगुरी-अलीपुर दुआर में जहां हम अभी १६५ वॉगन्स ले जाते हैं, वहां अब इस तरह से ३५० वॉगन्स आयन्दा ले जा सकेंगे । हम इस काम को सन् १९५६ तक पूरा कर सकेंगे । वैसे काम तो बराबर होता जा रहा है और हमारी यह शक्ति बढ़ती जाती है, लेकिन हम सन् १९५६ तक इसको पूरा कर सकेंगे ।

एक माननीय सदस्य : डबल लाइन नहीं बनावेंगे ?

श्री एल० बी० शास्त्री : डबल लाइन का सावल इतना आसान नहीं है जैसा कि

माननीय सदस्य समझते हैं । आप जानते हैं कि इस लिक के बनाने पर कितना खर्च हुआ । डबलिंग के माने यह होंगे कि हम क़रीब क़रीब उतना ही और खर्च करें । लेकिन उतना खर्च करने की जरूरत अभी नहीं है अगर हम इन और जरियों से अपनी शक्ति और ताक़त बढ़ा लेते हैं, जैसे मैं ने आप को अभी बताया कि हम अपनी शक्ति को क़रीब क़रीब दुगनी कर लेते हैं, यानी हम १६५ की जगह ३५० वॉगन ले जायें और २२५ की जगह ४२० ले जायें, तो मैं समझता हूँ कि जो काम डबलिंग से हो सकता है, उसका एक बड़ा हिस्सा इस तरह भी पूरा हो जायगा । इसलिये हम को पहले इस की तरफ ध्यान देना चाहिये ।

मैं और ज्यादा समय नहीं लेना चाहता । कुछ कास्ट अकाउंटिंग के बारे में कहा गया था । एक माननीय सदस्य चाहते हैं कि कास्ट अकाउंटिंग का तरीका रखा जाय । हमने चित्तंरजनलोकोशाप मॉकास्ट अकाउंटिंग का ही तरीका रखा है । शुरू में जरूर नहीं रखा गया था, उस में कुछ दिक्कतें थीं, कठिनाइयां थीं, लेकिन अब हम नें वह तरीका मान लिया है और वही तरीका वहां चल रहा है । इस के अलावा और भी जो हमारे बड़े कारखाने हैं, उनमें भी हमने एक सीधा सादा तरीका कास्ट अकाउंटिंग का रखा है और उस के ही मूताविक हिसाब रखा जाता है ।

बहुत से सदस्यों ने नई नई लाइनों का जिक्र किया । अब उन में से हर एक के बारे में तो इस वक्त मेरे लिये कह सकना बड़ा मुश्किल है । लेकिन त्रिपुरा के बारे में जो अभी एक माननीय सदस्य ने कहा था उसके लिये मैं सिर्फ यह कहना चाहता था कि हम इस चीज को अभी देख रहे हैं, यानी त्रिपुरा के रेल या सड़क की बात को । अभी

हमारे डिप्टी मिनिस्टर साहब खास तीर पर वहां गये थे। उन्होंने सारी बातें देखी हैं। पहला काम जो हम फौरन् पूरा करना चाहते हैं वह अगरतला-आसाम रोड को पूरा करना, ताकि त्रिपुरा का आसाम से सीधा सम्बन्ध बन जाये। लेकिन जहां तक रेलवे लाईन्स का ताल्लुक है, उस के बारे में हमें अभी ओर जांच पड़ताल करनी पड़ेगी। आप ने लुशाई कचार हिल्स का जिक्र किया कि वहां नयी लाइनें खोली जाय तो पहले हम ने गैरो हिल्स का क्रदम उठाया है। इस के बारे में मैं आपको बताऊं कि अभी तक यह समझा जाता था कि इस क्षेत्र का खोलना मुमकिन ही नहीं है। वह क्रदम हमने उठाया है और हम चाहते हैं कि गैरो हिल्स का सरवे पूरा कर लें और उस का अन्दाजा कर लें। फिर उसके बाद हम लुशाई कचार हिल्स के बारे में देखेंगे कि उनकी क्या सम्भावना है। अगर उन्हें लेना मुमकिन हुआ तो हम उसको जरूर करेंगे।

कुछ बातें सन्थाल परगना के बारे में भी कही गईं और शिकायत की गई कि उसके सम्बन्ध में बिहार में हम ने कभी कुछ सोचा ही नहीं है। यह सही है कि हमने सन्थाल परगना के बारे में अभी तक ध्यान नहीं दिया। मैं यह तो नहीं कहूंगा कि वहां के माननीय सदस्य ने हमारा ध्यान नहीं दिलाया। लेकिन इस बात की जरूरत है कि वहां की भी हम जांच पड़ताल करें। मैं रेलवे बोर्ड से कहूंगा कि उस इलाके के बारे में जो जानकारी है, उसे वह हासिल करे और एक रिपोर्ट बोर्ड के सामने और मेरे सामने पेश हो।

मुजफ्फरपुर के बारे में भी कहा गया। श्री अवधेश्वर सिंह जी से मैं इतना ही अभी कह सकता हूँ कि मुजफ्फरपुर के स्टेशन और वहां के रेलवे के क्षेत्र को, फिर से बनाने

पर हम यथा समय विचार करेंगे, क्योंकि मुजफ्फरपुर एक बढ़ती हुई जगह है। रेलवे का काम भी वहां बढ़ेगा, क्योंकि वहां एक रीजिनल हेडक्वार्टर कायम होने वाला है। इस वास्ते वहां थोड़ा आपको इन्तजार करना होगा। वहां के लिये जो ओवरब्रिज वगैरह का जिक्र किया गया तो उस के लिये भी हम उस प्लान के सिलसिले में ही विचार करेंगे।

**Shri A. P. Sinha (Muzaffarpur East):** Thank you.

**श्री एल० बी० शास्त्री :** साथ ही साथ श्री अलगू राय जी ने भी सोचा कि वह भी अपनी आवाज कुछ उठावे और उन्होंने कुछ शेर वगैरह से भी मेरा स्वागत किया।

**श्री अलगू राय शास्त्री :** लेकिन मिलेगा कुछ नहीं।

**श्री एल० बी० शास्त्री :** जी, हां, आसान नहीं मालूम होता है।

**श्री अलगू राय शास्त्री :** मेरी किस्मत का हाल मुझको मालूम है।

**श्री एल० बी० शास्त्री :** लेकिन यह खुशी की बात है कि उन्होंने आजमगढ़ के साथ साथ गोरखपुर की भी ज्यादा फिक्र की, यह सही है कि गोरखपुर के बारे में हमको कुछ जांच पड़ताल करनी होगी, क्योंकि जैसा एक सदस्य ने कहा वहां भी कई जगह सत्तर सत्तर और अस्सी अस्सी मील के फासले पर रेलवे स्टेशन हैं। दूसरी पंचवर्षीय योजना के सिलसिले में हम उस पर विचार करेंगे। यह तो मुमकिन नहीं है कि यह सब चीजें उस में शामिल हो जायेंगी, लेकिन इद की जांच करनी होगी और हम को इन में प्राथमिकता देनी होगी।

**श्री अलगू राय शास्त्री :** मऊ का ओवरब्रिज तो एक साधारण बात है।

**श्री एल० बी० शास्त्री :** [ओवरब्रिज मामूली बात इस माने में नहीं है कि अगर महज रेलवे का ओवरब्रिज हो तब तो हम उसे बना दें। हालांकि जहां तक कि उसमें सड़क वगैरह बनाने का सवाल होता है, उसमें प्रदेशीय सरकार और रेलवे विभाग दोनों का एक मिलाजुला खर्च होता है तो अगर श्री अलगू राय जी उत्तर प्रदेश सरकार से भी उस के लिये कुछ हिस्सा दिलाने की मेहरबानी करें तो मैं उस काम को लेने को तैयार हूँ।

आदिवासियों के बारे में कहा गया और हम पर ऐतराज किया गया कि हमने मध्य प्रदेश को कोई रेलवे लाइन नहीं दी, यह शिकायत सुन कर मुझे कुछ ताज्जुब हुआ। वह लाइनें आदिवासियों के हलके से होकर न जाती हैं लेकिन मैं आपको बतलाऊं कि इस समय मध्य प्रदेश में हमारी दो बहुत बड़ी रेलवे लाइनें बन रही हैं, एक तो शुरू ही गई है। चापाकोखा और खंडवा-हिंगोली सत्तरह तारीख को शुरू होने वाली है। पिछले का साढ़े दस करोड़ रुपये का प्राजेक्ट है। इसलिये उनका यह कहना कि मध्य प्रदेश की तरफ ध्यान नहीं गया, यह बात ठीक नहीं है। अब वह लाइन आदिवासियों के हलके से गुजरे या न गुजरे, या कितना हिस्सा उसका उधर से जायगा, यह मैं नहीं कह सकता। लेकिन फिर भी यह काम ऐसा है जो एक दर्जे बदर्जे हो सकता है, एकदम से सारा काम पूरा हो जाना मुमकिन नहीं है।

मैं अब और कुछ विशेष कहना तो नहीं चाहता लेकिन अगर आप इजाजत दें तो एक मिनट में मेरे अपोजिशन के दोस्त कम्प्यूनिस्ट पार्टी के एक खास मेम्बर श्री एच० एन० मुकर्जी ने जो शिकायत की है उस के बारे में कुछ कहूँ। मुझे उन की शिकायत सुन कर थोड़ा रंज हुआ, यों तो कुछ न कुछ कमजोरी किस

आदमी में नहीं होती, लेकिन उन्होंने मेरे बाबत यह कहा कि मैं रेलवे के काम में कम बक्त दे पाता हूँ और यू० पी० पालिटिक्स में कुछ ज्यादा दिलचस्पी लेता हूँ।

**श्री अलगू राय शास्त्री :** यह उस से ज्यादा गलत है।

**श्री एल० बी० शास्त्री :** मैं समझता हूँ कि अगर उनको ऐतराज करना था तो किसी और चीज पर करते तो बेहतर होता। हमारे प्राइम मिनिस्टर साहब कहते हैं कि वे अपने फंक्ट्स में कामजोर होते हैं। मैं समझता हूँ कि इस मौके पर भी उन्होंने कुछ इसी तरह की बात की है। मैं तो उन को दावत देना चाहता हूँ कि जब भी वह चाहें सुबह नौ बजे से ले कर दस घंटे तक सेक्रेट्रियट में अपनी रेलवे मिनिस्ट्री में काम करते हुए मुझे पा सकते हैं। दस घंटे से ले कर चौदह पन्द्रह घंटे तक अपनी मिनिस्ट्री के काम पर अकसर मशगूल रहना पड़ता है, हालांकि यह कुछ बहुत मुनासिब नहीं मालूम पड़ता। मैं किसी अपने स्टाफ को तकलीफ नहीं पहुंचाना चाहता लेकिन काम अगर आ जाता है तो उस को करता हूँ। इसलिये मेरे बारे में उन्होंने जो बात कही वह मेरे साथ ज्यादाती है और एक ऐसी बात है जो सही नहीं है। मैं कुछ नहीं कहूंगा वह खुद जांच कर के देखें कि उन्होंने सही बात कही या गलत।

**श्री आर० एस० तिवारी (छतरपुर—दतिया—ठीकमगढ़) :** दो शब्द विन्ध्यप्रदेश के बारे में भी कह दीजिये।

**श्री एल० बी० शास्त्री :** ठीक, विन्ध्य-प्रदेश के बारे में आपने याद दिलाई। इस बारे में मैं आपको इतमीनान दिला सकता हूँ कि विन्ध्यप्रदेश को हमारे दूसरे चवर्षीय योजना में एक रेलवे लाइन निश्चित रूप से मिलेगी,



क्योंकि विन्ध्य प्रदेश इस में काफी पिछड़ा है ।

**Shri Lakshmayya (Anantapur):** What about Rayalaseema?

**Shri K. K. Basu:** It may be decided by lottery.

**श्री एल० बी० झास्त्री :** रायल सीमा के और कुर्ग के बारे में दो सदस्यों ने कहा था । कुर्ग के लिये माननीय सदस्य श्री सोमना ने स्वयं कहा कि वह सेकेंड फाइव इयर प्लान तक प्रतीक्षा करने को तैयार हैं, मुझे उन से यह सुन कर बड़ी खुशी हुई और मैं समझता हूँ कि अगर सब लोग उसी समझदारी और धीरज से काम लें तो बहुत अच्छा ही । रायल-सीमा के बारे में मैंने माननीय सदस्य से उस समय कहा था कि मुझे वह लिख कर दे दें। आन्ध्र के नये प्रदेश में किस हद तक रेलवे की जरूरत है, इस प्रश्न पर विचार करते समय हम सहानुभूतिपूर्वक देखेंगे कि हम किस हद तक इस को पूरा कर सकते हैं ।

**श्री उद्दक :** आदिवासियों के लिये सुरक्षित स्थानों के बारे में भी तो कुछ कह दीजिये ?

**Mr. Deputy-Speaker:** Everything has been said already. I will put all the Cut Motions relating to Demand Nos. 15, 16, 17, 18 and 20.

*The cut motions were negatived.*

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

“That a sum not exceeding Rs. 2,44,60,000 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 ‘Construction of New Lines—Capital and Depreciation Reserve Fund’.”

*The motion was adopted.*

1 P.S.D.

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

“That a sum not exceeding Rs. 2,20,63,64,000 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 ‘Open Line Works—Additions’.”

*The motion was adopted.*

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

“That a sum not exceeding Rs. 46,30,25,000 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 ‘Open Line Works—Replacements’.”

*The motion was adopted.*

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

“That a sum not exceeding Rs. 10,59,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of ‘Open Line Works—Development Fund’.”

*The motion was adopted.*

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

“That a sum not exceeding Rs. 35,49,85,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of ‘Dividend payable to General Revenues’.”

*The motion was adopted.*

**Mr. Deputy-Speaker:** I shall now put all the other Demands to the vote of the House.

The question is:

“That the respective sums not exceeding the amounts shown in

[Mr. Deputy-Speaker]

the third column of the Order Paper in respect of Demands Nos. 7, 8, 9, 10, 11, 13 and 19 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 the corresponding heads of demands entered in the second column thereof."

*The motion was adopted.*

[The motions for Demands for Grants which were adopted by the House are reproduced below.—Ed. of P. P.]

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

"That a sum not exceeding Rs. 35,35,68,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

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

"That a sum not exceeding Rs. 15,54,98,000 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—Operation other than Staff and Fuel'."

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

"That a sum not exceeding Rs. 51,00,76,000 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—Miscellaneous Expenses'."

**DEMAND NO. 10—PAYMENTS TO WORKED LINES AND OTHERS**

"That a sum not exceeding

Rs. 32,49,000 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 'Payments to Worked Lines and Others'."

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

"That a sum not exceeding Rs. 30,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1955, in respect of 'Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 13—APPROPRIATION TO DEVELOPMENT FUND**

"That a sum not exceeding Rs. 5,14,04,000 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 'Appropriation to Development Fund'."

**DEMAND NO. 19—CAPITAL OUTLAY ON VIZAGAPATAM PORT**

"That a sum not exceeding Rs. 77,84,000 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 'Capital Outlay on Vizagapatam Port'."

**APPROPRIATION (RAILWAYS)  
NO. 2 BILL**

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1954-55 for the purposes of Railways.

Mr. Deputy-Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment