

[Shri Feroze Gandhi]

Shri Heda and Shri T. N. Singh said that the tanks burst and there was more water. This is wrong. Here is the finding of the Inspector:

"I therefore consider that the bursting of the tanks on the 27th September, 1954, did not materially contribute to the collapse of the bridge".

Those two piers were hanging in the air or resting on sand! Even if a third-rate engineer had gone into it, this could have been found out.

The difficulty is that our officers have become so smug and so complacent. They say, "What are we to do? The men under us do not work. Coolies are not working. What can we do?" I say there are rules regarding the duties of patrolmen and gangmen. Everybody should be made to work. If they are not working, fire them. I say, face a strike on the Indian railways. Have it out. If you think that the workers on the Indian railways are indisciplined, if you say that they are not working, I say, let us face it; we will all support the Minister. We will support the Railway Board. Let us have a general strike on the Indian railways, but no more of this.

Shri Alagesan: Not a very kind intention.

Shri Feroze Gandhi: When we tell you something, take it that we are trying to advise you in the best interests of the country. I say, if you think that there is indiscipline, then face a general strike. Let the workers go on strike. Let things happen like that, but let us not go on like this.

With regard to the bridge itself, there was some mention about whether it was a small bridge or a big bridge. Under the Indian Railway Code, bridges are defined. This particular bridge, No. 393, falls into the category of a major bridge. It is not a minor bridge.

I will make one more request and then sit down. Shri Shah Nawaz Khan, now Deputy Minister of Railways and Transport, was appointed in 1954-55 Chairman of a Committee called the Railway Accidents Inquiry Committee. I demand that the Report of this Committee be placed on the Table of the House. It is very necessary that we must know what are the contents of that Report. Two years have passed since the Committee reported. I would suggest to the Railway Minister that this Report may be placed on the Table of the House.

Mr. Speaker: Does the hon. Minister want to say anything?

Shri Alagesan: If you want me to say a few words, I will.

Otherwise, I do not want to take the time of the House.

Mr. Speaker: That is all right.

Shri Velayudhan: What about the Report of the Committee?

Mr. Speaker: We will go to the next item of business.

COMMITTEE ON PRIVATE
MEMBERS' BILLS AND
RESOLUTIONS

SIXTY-FIFTH REPORT

Shri Raghunath Singh: (Banaras Dist.—Central): I beg to present the Sixty-fifth Report of the Committee on Private Members' Bills and Resolutions.

MESSAGE FROM RAJYA SABHA

Joint Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return

herewith the Terminal Tax on Railway Passengers Bill, 1956, which was passed by the Lok Sabha at its sitting held on the 21st November, 1956, and transmitted to the Rajya Sabha for its recommendations and to state **that this House has no recommen-**

dations to make to the Lok Sabha in regard to the said Bill."

17.35 HRS.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 6th December, 1956.