

## General Discussion

me that the system has not worked well in the Southern Railway.

Lastly, I would like to refer to re-grouping. Re-grouping has been effected against so much of criticism and opposition. This re-grouping has not been a success. This was accepted by the ex-Railway Minister. But, he said that he cannot change it all of a sudden, especially in the midst of the Second Plan, and so we must wait for an opportunity. That was his idea. I submit that after the Second Plan, we will have the Third Plan and then the Fourth Plan. More Five Year Plans are coming. If we have to bring about a revision, we will have to do it soon. The Estimates Committee has recommended that the zones must be smaller units. Recently, the Commission or Tribunal which went into the question of freights structure has also recommended smaller units. The Corruption Enquiry Committee also recommended that there must be smaller units. Administrative experience has shown us that these big zones will not help us. Therefore, a review of re-grouping is essential so that we may bring about smaller units and better and efficient administrative control.

I do not want to go into the details of the accidents that occurred, particularly the one at Ariyalur because I had an occasion to discuss that previously and the hon. Minister has promised that he would do his best to see that the victims and their relatives are given due compensation. I would only request him to consider the question of the relationship of the administration and labour, of the authorities and labour on which depends the success of the Railways and the success of the Railways is the success of the Plan. Therefore, this is a vital issue and I hope the hon. Minister will dispassionately look into the question without prejudice. Particularly political prejudices must be cast off. I stress this point because we have been victims of such prejudice. That should not be allowed

to continue, and I hope things will improve.

This is all that I have to submit at this stage.

Shri Raghavachari (Panukonda): I only wish to stress one point, and that relates to the punctuality of trains.

It is unfortunate that in our part of the country, that is Guntakkal and round about, the trains never are known to come on time. I have put questions also. Out of 300 days it has been found to have come late on 260 days. Latterly the thing is further deteriorating and has become chronic, particularly between Bangalore and Guntakkal. Many a time the passengers miss the connecting trains at the junction, and they have to make their own arrangements, go to a wayside station by a bus or some other vehicle and then only catch the through train. It is happening almost every day between Guntakkal and Bangalore. It is unfortunate that such a state of affairs should continue, not for a few days but over years practically. Therefore I would stress this point without giving details as to how this has happened. Personally I myself had to take a motor vehicle to go and catch a through train at Bangalore once because the train came so late; more than once people have to go to Gooty or Tadpatri from Anantapur to catch the mail to Madras. This is the kind of thing that is going on almost every day. Therefore, I would stress the importance of looking into the matter and preventing this chronic unpunctuality on the railways.

Mr. Speaker: Shri Raghavachari may also present his report.

## RULES COMMITTEE

## NINTH REPORT

Shri Raghavachari (Penukonda): I beg to lay on the Table, under rule 306(2) of the Rules of Procedure, the Ninth Report of the Rules Committee.