

### BUSINESS OF THE HOUSE

**Mr. Speaker:** Before resuming the debate on the Railway Budget, I would like to make an announcement regarding the modification of the time allotted by the Business Advisory Committee. The Committee have recommended the following revised allocation of time:

1. General Discussion (Railway Budget) : 3 hours
2. Demands for Grants on Account (Railways) .. 2 hours.

**Shri Nambiar (Mayuram):** Why?

**Mr. Speaker:** There is no time. Only tomorrow and day after are left.

**Shri Nambiar:** It was five hours originally.

**Mr. Speaker:** But there are only two or three people.

The hon. Member has spoken for all.

- |                                                                        |           |
|------------------------------------------------------------------------|-----------|
| 3. General Discussion (Kerala Budget).                                 | } 3 hours |
| 4. Demands for Grants on Account (Kerala).                             |           |
| 5. Prevention of Corruption (Amendment) Bill as passed by Rajya Sabha. | 1 hour    |

There is no more time available. Otherwise we will have to sit on the 29th and so on.

I take it that the House agrees with the revised allocation of time.

**Hon. Members:** Yes.

### RAILWAY BUDGET—GENERAL DISCUSSION—contd.

**Shri U. M. Trivedi (Chittor):** I am glad the hon. Railway Minister is present here to listen to the speeches. Most of the points have been really covered by Shri Nambiar, but I join my voice with his. In the case of Communists Shri Nambiar has stated

that those in charge of the railway administration are chary of appointing those who had ever associated with Communists. Similarly, my complaint is that about 1,800 men are still waiting to be re-employed only because they at one time as boys were working in the R.S.S. I see absolutely no reason for this. I had some correspondence with the hon. Prime Minister, and he had agreed to look into it. Not only that. The Home Minister had issued an order that that should not stand in the way of the employment of those who were at any time working in the R.S.S. in their school days or even afterwards. What happens is this. They are in this difficulty. If they write in the beginning that they were at any time associated with the R.S.S. they are not even called for the interview. If they do not put it down and they are called for interview and then it is found that they were in the R.S.S. they are dismissed because they did not disclose it. Therefore, they are on the horns of a dilemma. Therefore, a rule must be made and the railway administration must be warned about this, that this discrimination between citizen and citizen in India should not be made simply on the ground that the man had been in any manner associated with the R.S.S.

Then there is this question of the punctuality of the trains to which attention has been drawn by Shri Raghavachari. I join my voice with his. Somehow or other it happens that in our railway administration the broad gauge trains are always considered important and the metre gauge trains are always considered unimportant. So, whenever at any particular junction a broad gauge train is coming in, the metre gauge train is kept out and the broad gauge train is allowed to come in. If the broad gauge train is coming in, even if it is before time, it is allowed to come in and the punctual metre gauge train is made to stand at out station, and when the broad gauge train steams out, it steams in, to miss the connecting train. This is happening