

must be deemed *ipso facto* to be within the competence of this House. I am bringing this point to your notice because there have been occasions where different decisions and rulings have been given by the Chair in the two Houses and a sort of conflict has been involved.

**Mr. Speaker:** We are not concerned with the other House now. Let me have the authority of the Constitution which vests this House with the power to interfere with the discretion or the power exercised by the Rajpramukh.

**Shri S. S. More:** My submission to you is that the Constitution will have to be interpreted as a whole, and there is no particular section. (*Laughter*). I cannot understand the rhyme or reason for the laughter in the House.

**Mr. Speaker:** It is quite easy to understand, although the hon. Member may not like it. (*Laughter*).

**Shri S. S. More:** They are laughing in an unconstitutional manner.

**Mr. Speaker:** The hon. Member will resume his seat. I do not want to hear him any further on this question. Has the Law Minister to say anything about this?

**The Minister of Law and Minority Affairs (Shri Biswas):** If I may say so with respect, the hon. Member has not answered the question which you were pleased to put to him. He has gone into matters which, I submit, are irrelevant. The short point is whether this House is competent to question the exercise of discretion by a Governor or Rajpramukh in the matter of nomination, or in other matters. There is nothing, so far as I can see, either in the letter or in the spirit of the Constitution which vests this House with that authority.

**Mr. Speaker:** I do not want to hear more on this question. The constitutional position is very clear and I cannot consent to this kind of motion.

PAPERS LAID ON THE TABLE  
STATEMENTS SHOWING ACTION TAKEN BY  
GOVERNMENT ON VARIOUS ASSURANCES  
ETC.

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):**

I beg to lay on the Table the following statements showing the action taken by the Government on various assurances, promises and undertakings given by Ministers during the various sessions shown against each:

- |                                      |  |
|--------------------------------------|--|
| (1) Supplementary Statement No. I    | Fifth Session, 1953 of the House of the People.      |
| [See Appendix V,                     | annexure No. 16]                                     |
| (2) Supplementary Statement No. VI   | Fourth Session, 1953, of the House of the People.    |
| [See Appendix V,                     | annexure No. 17]                                     |
| (3) Supplementary Statement No. XI   | Third Session, 1953, of the House of the People.     |
| [See Appendix V,                     | annexure No. 18]                                     |
| (4) Supplementary Statement No. XII  | Second Session, 1952 of the House of the People.     |
| [See Appendix V,                     | annexure No. 19]                                     |
| (5) Supplementary Statement No. XIII | First Session, 1951 of the House of the People.      |
| [See Appendix V,                     | annexure No. 20]                                     |
| (6) Supplementary Statement No. VI   | Fifth Session, 1952 of the Provisional Parliament.   |
| [See Appendix V,                     | annexure No. 21]                                     |
| (7) Supplementary Statement No. X    | Fourth Session, 1951, of the Provisional Parliament. |
| [See Appendix V,                     | annexure No. 22]                                     |

DEMANDS \* FOR GRANTS—RAILWAYS

**Mr. Speaker:** Now, the House will proceed with the second stage of the Railway Budget—Voting on Demands for Grants. Has the Opposition come to any arrangement about the cut motions?

**Shri H. N. Mukerjee (Calcutta North-East):** The final selection in regard to the Demands has been made, but in regard to the individual

\*Moved with the previous sanction of the President.

[Shri H. N. Mukerjee]  
cut motions, we have not been able to come to any understanding.

**Mr. Speaker:** Let me have the Demand numbers.

**Shri Nambiar (Mayuram):** Numbers 1, 4, 5 and 6 together.

**Mr. Speaker:** Do I take them first?

**Shri Nambiar:** Yes.

**Mr. Speaker:** About the cut motions?

**Shri Nambiar:** All the cut motions may be deemed to have been moved for the purpose of the discussion.

**Mr. Speaker:** As I have stated, formally or informally, the very object of a cut motion is defeated if all of them are huddled together. The proper procedure is to take a cut motion, have a discussion on that, dispose it of and proceed further. The debate then can have some kind of use about it. At the moment, to my mind, it will be a repetition of the same general debate that had taken place once, in a much larger or wider form. The procedure that I would like to adopt is to take up cut motions separately, so that Government also may be in a position to concentrate their attention and give a reply. Apart from Government, I have always felt that it is better in the interests of Members who want to move cut motions, to invite attention to the particular point which they raise in the cut motion, instead of considering the whole thing together and making the debate again as a general one, as I said. Therefore, I wanted to know if the opposition had agreed on the cut motions that should be taken up. If they could not be, then the only alternative would be to take the Demands and go one by one in respect of the cut motions.

**Shri T. B. Vittal Rao (Khammam):** This question came last year also. Generally, we move cut motions on matters of public importance, and during the course of the reply, the

Minister is not able to cover the whole ground. The Deputy-Speaker therefore allowed such of the cut motions on which the Members desired to have a statement by the Minister. That was the understanding given last year.

**Shri Nambiar:** To formally move all the cut motions, the time allowed will never be sufficient. We require much more time. Therefore, what we say is that all the cut motions may be taken as formally moved. We have our particular grievances and there are more than 300 cut motions; it will help considerably if the Members, who have tabled their cut motions, refer to their cut motions in their speech.

**Mr. Speaker:** I do not think there is any particular charm in taking all the cut motions as moved, when the hon. Member himself says that he will raise only a few for discussion to which the hon. Minister may reply. If on record the cut motions go as moved, it is necessary that the replies also should be there.

**Pandit Thakur Das Bhargava (Gurgaon) rose—**

**Shri S. S. More (Sholapur):** May I make one suggestion, Sir?

**Mr. Speaker:** Order, order. Pandit Thakur Das Bhargava wants to say something. Let me hear that.

**पंडित ठाकुर दास भार्गव :** मैं आपकी इजाजत से एक सजेशन हाउस के सामने पेश करना चाहता हूँ। चार दिन हो चुके और तकरीबन ३० या ४० मੈम्बरान ने जनरल डिस्कशन पर तकरीरें कीं। अब जनाब के रूबरू कट मोशन को पेश करने का मौका आया है जिस वकन भी इतनी दिक्कत मालूम होती है कि पता ही नहीं चलता कि कितने कट मोशन हैं, कितने सूब होंगे और किस बारे में। हाउस में जितने मैसेजर्स मुहालिफ़ कांस्टीट्यूंसीज से आये हैं, उन में से ४०

को जनाब व डिप्टी स्पीकर साहब ने बोलने की इजाजत दी और इससे उपादा को इजाजत दी भी नहीं जा सकती थी, क्योंकि टाइम लिमिटेड है। १५, १५ मिनट उन को बोलने को मिलते हैं। लेकिन इस तरह से सारे देश भर की जो ग्रीवासेज हैं वह हाउस के सामने नहीं आईं। हमारे यहां इतने मंम्बर हैं कि उन सब को कुछ अर्ज करने का मौका नहीं मिल पाया। रेलवे सरविसेज का एक ऐसा मामला है कि जिसके अन्दर सब ही कांस्टीट्यूएन्सीज के मंम्बर ऐसे होंगे कि जिन को कुछ न कुछ रेलवे मिनिस्टर साहब की खिदमत में अर्ज करना होगा।

इसलिये चूंकि यह मुमकिन नहीं है कि सब मंम्बरान को इत हाउस में यहां बोलने का मौका मिले मैं यह सजेसन हाउस के सामने पेश करना चाहता हूं कि ऐसा तरीका एडाप्ट कर लिया जाय कि जिससे जो मंम्बर चाहें वे अपनी कांस्टीट्यूएन्सी के मुतालिक ग्रीवासेज हाउस के अन्दर दे सकें, मेज पर रख दें, और उसका जवाब थोड़े अरसे के अन्दर हमारे रेलवे मिनिस्टर साहब दे दें।

रेलवे बजट व जनरल बजट के वक्त भी मैं आपको याद दिलाना चाहता हूं कि रेलवे मिनिस्टर साहब और फ़ाइनेंस मिनिस्टर यह फ़रमाते रहे हैं कि जिन बातों का जवाब हमने नहीं दिया है, उनकी फ़ेहरिस्त बना ली है और हम उन पर गौर करके जवाब देंगे। मैं अदब से अर्ज करना चाहता हूं कि आनरेबुल मंम्बर साहबान के ग्रीवान्सेज और उनके जवाबात हमारी प्रोसीडिगज के अन्दर छप जायं ताकि वह एक कंटीनुअस चीज हो जाय। मैं अदब से अर्ज करना चाहता हूं कि अगर आप इस साल्युशन को मान लें, तो फ़िर्क मैं आपको शुक्रगुजार ही नहीं हूंगा बल्कि सारे हाउस को इससे सैटिसफ़ैक्शन होगा और हर एक मेम्बर को यह संतोष होगा कि उसकी कांस्टीट्यूएन्सी

के ग्रीवान्सेज यहां पर बराबर रखे गये और उनके बारे में कुछ न कुछ जवाब दिया गया। मेरी गुजारिश है कि मेरे इस सजेसन पर गौर करके इसको मंजूर फ़रमाया जाय।

**Mr. Speaker:** That practically comes to what I believe **Shri Vittal Rao** has suggested. I think we shall have to settle one kind of procedure and not waver from one kind to another, or change from year to year. At the same time, we should not adopt a procedure which has no meaning, if discussions have any meaning at all.

**The Deputy Minister of Railways and Transport (Shri Alagesan):** The hon. Member made a reference to a memorandum. I could not catch it properly.

**Mr. Speaker:** I am just clarifying that. I could catch it all right, but I cannot vouchsafe that I have understood the hon. Member correctly.

**Shri Alagesan:** The hon. Member's statement is not quite correct.

**Mr. Speaker:** His statement may not be correct. I am only taking the substance of his suggestion and that is why I said that it practically means the same thing as was suggested by Pandit Thakur Das Bhargava. So, what I was thinking of was that, any Member who wants to make a suggestion or point out a grievance, whether it relates to his constituency or is general, in respect of these Demands, whether he has moved or tabled a cut motion or not, may give a small memorandum, say of about ten lines at the most, mentioning that point, and the hon. Railway Minister might then give a reply to that. (*Hear, hear*). I am just suggesting; I have not decided. So, the position will be this. We shall have about three days for discussion on Demands. All these notices must come by the end of the third day and then at leisure the replies may be given and placed on the Table of the House.

**Shri S. S. More:** Sir.....

**Mr. Speaker:** Hon. Members seem to be in a hurry to anticipate.

**Shri S. S. More:** We are not anticipating.

**Mr. Speaker:** That also is an anticipation! I would suggest this procedure. It is entirely in the hands of the Members of the House to decide. I am not keen this way or that way. What I was particular about, I have stated. After all, these suggestions, requests or criticisms, whatever you may like to call them, come in and the replies are given—say, it may take about a week or eight days—then they will go into the proceedings as memoranda.

**Shri Alagesan:** Is it your desire, Sir, that both the memoranda and the replies shall form part of the proceedings.

**Mr. Speaker:** Yes, otherwise the replies are meaningless without the memoranda and mere memoranda without the replies will also mean nothing. The point is, whatever information is given to the House and whatever information is called for should be available to all the Members of the House as well as the public outside irrespective of as to who raised that particular point.

**The Minister of Railways and Transport (Shri L. B. Shastri):** Why should every Member be interested in every constituency? If we send replies to each Member and he comes to know the Government's point of view and what the Government is prepared to do in the matter, that should be enough.

**Mr. Speaker:** I differ from the hon. Railway Minister. The House functions as a whole and therefore it is interested in everything that comes before the House, just as in the matter of questions. If a question is put in the House, though generally I give preference to the Member putting the question to ask his supplementaries, I do not debar other Members from putting supplementary questions.

**Shri L. B. Shastri:** This is a new practice altogether. This has never happened before. During the last two years I had myself stated that as I was not able to cover several points I assured Members that I shall look into each and every point and send replies to them, and that was done. I thought the same thing would be done this year. But, if you consider that this change in procedure will be beneficial to the House and Members, I have no objection.

**श्री गणपति राम (ज़िला जौनपुर-पूर्व रक्षित-अनुसूचित जातियाँ) :** सभापति जी, जनरल डिस्कशन के समय भी हम हरिजन सदस्यों को बोलने का मौका नहीं मिला, इसलिए मैं आपसे इस्तेदुआ करूंगा कि इस विषय पर हम लोगों को कुछ बोलने का मौका दिया जाय। आज के मेमोरेण्डम में हम हर एक चीज मिनिस्टर साहब के सामने नहीं रख सकते। वैसे मैं स्पीकर महोदय की रूनिग का पूर्णतया समर्थन करता हूँ कि मेमोरेण्डम दिया जाय, लेकिन हमें हरिजनों को नीकरियों के विषय में कुछ कहने का अवसर तो अवश्य दिया जाय।

**अध्यक्ष महोदय :** बोलने का मौका देने की बात अलग है, वह तो सब को मिलेगा, सब का मतलब यह है कि जिनको दे सकते हैं और देना चाहते हैं उनको मिलेगा, हर एक को तो नहीं मिल सकेगा।

**Shri Ramachandra Reddi (Nellore):** If the suggestion, as it now came from the Chair, is adopted, there will be no real discussion on the floor of the House. As far as possible, if the cut motions are moved, discussed and replied to by the Minister in charge of Railways in the House, then there will be some satisfaction, both from the individual point of view and also from the Parliament's discussion point of view. If there are still some more amendments that have not been

covered and Members could not have opportunity of moving them or speaking on them, in such cases I think the Minister might come forward with his replies though they have not been spoken upon on the floor of the House.

**शंति ठाकुर दास भार्गव:** जनाब वाला, शायद रेड्डी साहब ने मैंने जो सजेक्शन दिया है, उसको पूरी तरह से समझा नहीं है। मैंने कभी यह नहीं कहा...

**Mr. Speaker:** I do not want the hon. Member to make a speech on what Mr. Reddi has said.

**Pandit Thakur Das Bhargava:** I only want to add that my suggestion is an additional right to the cut motions procedure and all the discussions thereon. After that a stage will arise when every person will have the opportunity to raise his grievances.

**Mr. Speaker:** The point which I am driving at is this.

I do not mean to suggest that there will be no speeches or that no cut motions shall be moved. That is not the idea. What I say is, I have got this bundle of cut motions, and to huddle up all these together will practically mean covering the whole ground again which we have already done. As we are now trying to establish our procedure, let us try to establish it in a proper manner. Therefore, I was suggesting that instead of huddling all these things together, now that we have had a general debate, we shall have a discussion in respect of each Demand and specific discussion in respect of cut motions. Within the limited time, some selected cut motions may be taken up and only those cut motions should be moved;—not that I should take all the cut motions as moved, which is a meaningless thing, because then, all those cut motions will go into the proceedings without any reply. It is hardly fair or proper to say that all such things, in respect of which hon. Members have not spoken or in respect of which they

did not want to invite pointed attention, should be covered by a separate volume and the Railway Minister should give his reply in respect of each of the cut motions tabled. That is not a proper procedure. That is why I was suggesting that we should take selected Demands,—if there is time, we may take further Demands,—and then in respect of those Demands have selected cut motions. That has been the convention.

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** Yes, Sir, and why should it be broken now?

**Shri Ramachandra Reddi:** In regard to the selection of Demands, there has been no common agreement or selection.

**Mr. Speaker:** Let us start with Demand No. 1. I have no objection. We may take up one after another Demands Nos. 1, 2, 3, and 4. I understand that the Communist Party wants a discussion on these Demands.

**Shri L. B. Shastri:** It would be better if you give the Members of the Opposition and the other Members of the House time to discuss and decide within fifteen minutes the cut motions which they would like to move.

**Mr. Speaker:** I am prepared to do that. All that I want is a really good discussion, instead of a rambling discussion. If the House is agreeable—and the Opposition particularly—we might reassemble at 4 o'clock after having a brief adjournment.

**Shri Nambiar:** We have no objection to pointing out certain cut motions on which a discussion may take place, but we have objection to ruling out certain cut motions which we want to move even though we may not get a reply to them for want of time. The reason is that we have a grievance, and that grievance must be recorded.

**Mr. Speaker:** It would be perfectly competent for the Member to put it

[Mr. Speaker]

in his memorandum, instead of having it as a cut motion. Let us have selected Demands.

**Shri K. K. Basu** (Diamond Harbour): Even if your suggestion is accepted, and selected cut motions are moved, I take it the memorandum idea is still there.

**Mr. Speaker:** Yes.

**Shri K. K. Basu:** I am asking because the hon. Minister seemed to be against memoranda being given.

**Mr. Speaker:** No. Even after cut motions are moved, memoranda can be submitted.

**Shri Alagesan:** Regarding this question of memoranda, I would respectfully urge that the Railway Ministry cannot be treated differently from other Ministries. After all, it is for the Opposition parties to come to an agreed settlement as regards the cut motions on which they would like to have a discussion in this House. For their failure, you cannot be calling upon each and every Member to submit memoranda, and also call upon the Minister to submit replies in order that they may form part of the proceedings. In that case, I can as well suggest: why waste the time of the House for these three days? Every Member can send up a memorandum and can have the reply, and both the documents will form part of the proceedings.

**Mr. Speaker:** Let us clarify that point, because any time taken on this is time put to a good use. I had suggested that the memoranda shall not exceed ten lines each. That is one limitation. The other limitation is that one Member should submit only one memorandum—not more than one. That will automatically limit the number. The point is that we must evolve some procedure for having a better discussion.

**Shri S. S. More:** With your permission, this formula of one-memorandum-one-Member—may I point out

—will be a handicap to us, because we represent quite a large area.

**Mr. Speaker:** I understand that point, but all that a Member wants cannot be conceded. Then the only procedure that I shall have to adopt—if this be the attitude of Members—I would say, let us take each Demand and each cut motion thereon in the order in which the cut motions have been printed. Let only such of them as are actually discussed in the House go into the proceedings.

**Shri V. G. Deshpande** (Guna): No, Sir. We accept the Chair's recommendations.

**Dr. Lanka Sundaram** (Visakhapatnam): The suggestion about giving memoranda and getting a reply is really good, but there is one difficulty. Any parliamentary discussion must be available and accessible to the Press and the public. I am therefore making a suggestion to you for your consideration, namely, that these memoranda and the replies thereto may be made readily available to the Press also.

**Mr. Speaker:** Yes. When they are placed on the Table, they are the property of the House and the public. My only point was with regard to the objection raised by others and sought to be reinforced by Mr. More, namely, that all the cut motions should be replied to fully, and all that kind of thing. Now, I am not agreeable to that procedure. It cannot be done; it is impossible. Therefore, if you want to curtail the discussion and have attention drawn pointedly to certain subjects, then—I am repeating it—select your cut motions; let them be discussed. In addition to that, I have suggested a small facility of bringing to the notice of the Railway Minister some specific and important grievances of a particular locality—not the general grievances.

**Pandit Thakur Das Bhargava:** They are not in the nature of cut motions at all nor do they provide a substitution for the cut motion procedure.

**Mr. Speaker:** Quite true. It is not the idea, however, that if cut motions cannot be moved in large numbers we shall discuss half a dozen of them at full length for two days and then send in hundreds of memoranda in respect of all and sundry things. That cannot be done. One cannot have it both ways.

**Shri Nambiar:** Can the memoranda contain the points already raised in the cut motions moved in the House?

**Mr. Speaker:** That will not be conducive to the carrying out of the procedure suggested in regard to this matter. If Members want to have an agreed list of cut motions, I am prepared to adjourn the House. Let us adjourn for half an hour and then meet. Meanwhile, Members can select their cut motions, whatever they may be.

**Shri Frank Anthony** (Nominated—Anglo-Indians): Fifteen minutes would be enough.

**Mr. Speaker:** I think Members should have at least some twenty minutes.

**Shri Nambiar:** Without adjournment of the House itself, we are prepared to agree among ourselves regarding certain cut motions.

**Shri N. C. Chatterjee** (Hooghly): I submit that we should agree to your suggestion for the sake of having a really effective discussion. It is advantageous both from our point of view as well as from the Government point of view that we should focus our attention on certain selected cut motions, without taking away the right of a Member to bring to the attention of the Minister a particular grievance. Therefore, the course you have suggested will meet that point of view, and I submit that there should be a short adjournment, so that we may put our heads together and make a selection of the cut motions.

**Shri Raghavaiah** (Ongole): You said just now, Sir, that one Member can submit only one memorandum and that memorandum too should not

exceed ten lines, in which case the Member will not be able to raise all the subjects that he wants to raise. So, should the memorandum contain only one subject or can it contain more subjects within that length?

**Mr. Speaker:** That would defeat the object of this procedure. Now, for how long shall we adjourn? For twenty minutes?

**Some Hon. Members:** Till quarter to four.

**Mr. Speaker:** Very well.

*The House, then adjourned till a Quarter to Four of the Clock.*

*The House re-assembled at a Quarter to Four of the Clock.*

[MR DEPUTY-SPEAKER in the Chair]

**Dr. Lanka Sundaram:** Sir, in the light of the direction given by the Speaker before the House adjourned, spokesmen of the Opposition met together and they have arrived at the following agreed cut motions, as far as Demand No. 1, is concerned:

No. 1, 5, 11, 26, 32, 64, 74, 78, 87, 93, 160 and 167.

These will be moved in the name of the Opposition. The other Demands are now being looked into. In order that the proceedings of the House may not be delayed, there are three speakers available now who can carry on the debate on this side at least. Meanwhile, the other Members may complete the work and join us. Mr. Anthony will open the debate, Sir, on Demand No. 1, and others will follow.

**Mr. Deputy-Speaker:** What is the object of having so many cut motions? It is only for the convenience of the Opposition?

**Dr. Lanka Sundaram:** There are as many as 442 cut motions. As it has been submitted earlier, I believe Demands No. 1, 4, 5 and 6 will occupy the greater portion of the time in this debate, and on each Demand about eight or ten special points will be focussed in this debate.

**Shri L. B. Shastri:** The Speaker said that hon. Members will present memoranda and that replies to them should be placed on the Table of the House in eight or nine days' time. I am afraid that the time of eight or nine days that he has fixed will not be adequate. I would therefore suggest that the time should be left to us. We will of course try to reply as early as possible.

**Shri K. K. Basu:** It should be within the session.

**Mr. Deputy-Speaker:** In as reasonable a time as possible within the session. Now I will place the Demand before the House.

#### DEMAND No. 1—RAILWAY BOARD

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

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

#### Recognition of Trade Unions

**Dr. Lanka Sundaram:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Policy with regard to staff

**Shri Frank Anthony:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Short supply of wagons for transporting coal from collieries

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Review of cases victimised under Safeguarding of National Security Rules

**Shri Nambiar:** I beg to Move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Representation of Scheduled Castes

**Shri Veeraswamy (Mayuram—Reserved—Sch. Castes):** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Representation of Chenchus (Hill Tribes) of Andhra

**Shri Gadilingana Gowd (Kurnool):** I beg to move:

"That the demand under the head 'Railway Board' be reduced Rs. 100."

#### Reduction of pay of high officials to a maximum of Rs. 2,000

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Passenger amenities

**Shri Damodara Menon (Kozhikode):** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Expenditure on foreign technicians etc. at Chittaranjan

**Shri H. N. Mukerjee:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Recruitment of 'Casual labour'

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

#### Strictures passed by Public Accounts Committee etc.

**Shri S. S. More:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."



*Creation of a Committee to examine rate structure*

**Shri Tulsidas (Mehsana West):** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

**Mr. Deputy-Speaker:** All these cut motions have been moved and are now placed before the House. Now are speeches going to be confined to cut motion No. 1?

**Shri Frank Anthony:** They will be confined to Demand No. 1. My cut motion refers to the policy of the Railway Board.

**Mr. Deputy-Speaker:** How much time hon. Members would like to take? There are a number of hon. Members who have been saying during the General Discussion that they have no time. I will give opportunities to hon. Members who did not participate in the discussion then and of course to leaders or spokesmen of the Groups for whom also I will give an opportunity. Members other than the leaders may speak for ten minutes.

**Shri Nambiar:** On the Congress side, there is nothing to speak; they have no cut motions. (*Interruptions*)

**Mr. Deputy-Speaker:** Now, it is fifteen minutes for the leaders of those Groups, and for others, ten minutes, and if possible five minutes.

**Shri Frank Anthony:** My cut motion refers to the policy of the Railway Board with regard to staff. In the very limited time at my disposal, I propose to deal with as many problems as quickly as possible.

First of all, I would particularly like to request the Railway Minister to reconsider the decision with regard to giving priority to the children of railwaymen in respect of employment on the Railways. I know that this plea has been turned down by the Railway Administration on the ground that it offends the Constitution. But I respectfully submit that the view taken by the Administration is neither a valid nor, in my opinion, a tenable one.

I am not asking for preferential treatment. Today the Railways do have reservation for certain categories of people; for instance, there are reservations for war service candidates, for refugees. All I am asking for is that at least 25 per cent. of the appointments in Class III and IV be reserved for the children of railwaymen and I say that this will go a long way to rehabilitate the morale of the railways. It is a recognised fact that much of the loyalty to traditions, much of the loyalty to service, the *esprit de corps*, was due to the fact that in the past children of railwaymen did get some priority and I would underline this by referring to what a railwayman himself told me. We put it graphically even picturesquely; he said he had come from such a long line of railwayman that if somebody cut his veins, steam engines would come out of them. That is what you had got in the past: men who had served, their sons, grandsons and great grandsons—they developed certain hereditary aptitude, hereditary traditions of service.

My next point refers to a serious matter. I think the Railway Administration is depriving the railwaymen of overtime. The Minister knows that the Adjudicator's award laid down that hours of duty for overtime would be calculated on a weekly basis—a 48 hour a week or a 54 hour a week. The limit of human endurance was calculated on a weekly basis. I regret to say that the Railway Administration is calculating the hours of duty and overtime not on a weekly or a fortnightly basis. What is the result? Today particularly the running staff are overworked, very much in the first week or the first fortnight. They may have to put in about 100 to 120 hours in one week; for the first two weeks they are overworked, for the remaining two weeks they are given excessive rest.

There is another aspect of the Adjudicator's award. It is very categorical and lays down that running staff must be deemed to be on duty from the time of signing on till the time of signing off. It is on page 84. I want

[Shri Frank Anthony]

to ask: what is being done in respect of this? Overtime and duty are not calculated from the time of signing on to signing off.

4 P.M.

There is another point; it is an important point. I would ask the Minister to apply his mind to this. I feel that railwaymen are being illegally deprived of gratuity by the Railway Administration. The Minister knows as well as I do that we have a plethora of industrial court decisions in this country, all bearing on one point, namely that where a man has put in fifteen years of service, if he is not dismissed or removed from service for misconduct, even if he resigns he will be eligible for gratuity; it is no favour. I can give to the Railway Minister many cases where men after more than fifteen years of an unblemished record of service, were not given their gratuity; and recently there was a case from Kanpur where after 32 years of service a man could not get gratuity because he wanted voluntary retirement; the authorities said that he will not be entitled to gratuity. This is not an instrument of oppression and the Railway Administration cannot use the grant of gratuity as an instrument of coercion.

Then, Sir, I would refer to another long standing grievance which is a matter that I have already raised with the Railway Board and in respect of which I have received no satisfactory reply. I am talking of the deprivation of the channels of promotion in respect of loco staff on the former M. & S.M. Railway and 'A' grade drivers of Allahabad division. I would ask the Minister to pay particular attention to this. They were recruited many years ago, some of them as far back as 1943. They were recruited and they were guaranteed certain channels of promotion. The S.S.L.C. was the qualification for recruitment, the middle school examination was accepted as an equivalent. They had certain guaranteed channel of promotion, namely, apprentice firemen, firemen 'A'

grade, shunter, driver. But what has happened. In 1948, the Railway organisation brought in some new rule, but tragically they have brought it in with retrospective effect, classifying staff as literates on the one side and semi-literates or illiterates on the other. These men who were in the upper rungs with certain guaranteed channels of promotion, they have now been lumped with the illiterate and the semi-literate; as an anaemic compromise, my representing the matter, they were told that they would be put out as 'B' grade firemen; but that is not right. They had guaranteed channels of promotion according to the terms and covenants when they entered into service; they were guaranteed apprentice fireman, fireman grade 'A', shunter, and driver. I respectfully submit that what is now being done should not be done.

The 'A' grade drivers in the Allahabad division are also in a similar position. They were men who had this guaranteed channel of promotion—apprentice fireman, fireman grade 'A' shunter and driver. Today they have been lumped together with the illiterate and semi-literate staff and seniority is to be determined purely on the length of service. A man who was recruited into a particular category of promotion has now been lumped with the lowest category and may be superseded by the most illiterate person in the lowest category of staff. I have already represented the matter to the General Manager of the Northern Railway and I propose to represent it to the Minister of Railways in greater detail. Similarly the senior staff on the Ferozpur division have also been made to suffer. These are the anomalies they are suffering from by being lumped together with semi-literate staff.

There is a grievance which requires the immediate attention of the Railway Minister. It is the casual and unsympathetic way in which alternative employment is sought to be given to railwaymen. The Railways have admitted that it is their duty to find reasonable alternative employment for men who have been rendered medically unfit but

not altogether unfit for service; they have laid down their own definition of 'reasonable alternative employment'. You will find that in the case of running staff 'reasonable alternative employment' means this: that a man, if he is a driver, should get his basic salary plus half of his allowances. What has happened? I can illustrate it with two examples. One is the case of a mail driver who lost his leg because his train was sabotaged. He was a confirmed mail driver. His total emoluments were in the region of Rs. 645, i.e., Rs. 350 basic pay plus allowances. What has he been offered?—a post of a clerk on Rs. 130 a month. There is another driver from Arkornam by the name of Alexander. He was a confirmed mail and express driver getting altogether Rs. 545 a month. On the Railway's own interpretation of "reasonable" he should have been offered alternative employment in the region of Rs. 400. He is now offered a job completely out of his line as a telephone clerk on Rs. 120. And the tragedy is this, that if they refuse these niggardly, unreasonable offers of alternative employment they stand in danger of not receiving their gratuity. This is a serious matter and I would ask the Railway Minister to see that reasonable alternative employment, as laid down by the Railway circulars, is given.

Then there is this question of drastic, unnecessary punishments. I have been reared in a very strict school of discipline, but today I regret to say in some quarters of Railway officialdom discipline is confused with oppression. Sometimes young or inexperienced officers think that they can command the respect of their men by tyrannising over them. Another aspect of this drastic, unnecessary punishment is this. There seems to be no uniformity in meting out punishment. I know of several cases of railwaymen committing the same mistakes. One man is warned and the other man, for making precisely the same mistake, is degraded from a passenger to a goods driver. He loses about Rs. 200 a month, and his increment is stopped for two years.

Then there is this question of suspension. I would ask the Minister to pay personal attention to this. It is a matter which has created and continues to create considerable resentment among the men. To begin with, the Minister is aware of the rules, as I am. When a man is prosecuted by the police, he may be suspended. The discretion is vested with the officials, but the average official does not apply his mind to the case. As soon as the police present a challan—it may not involve moral turpitude or misconduct—but merely because a challan has been presented, the man is suspended; and the case may take four years. The employee is first on half pay, then on one-third pay. His family is virtually starved. I will give the Minister an example of a senior railwayman of Villupuram. He was caught up in an altercation with a bus conductor. It was a case of common *mar peet* or assault, at the most a case under section 323, but because the police were in league with the conductor they made it some kind of a cognizable offence. Promptly that man was suspended. The man may have slapped the bus conductor because the latter is alleged to have insulted his wife, but it did not involve moral turpitude or misconduct with regard to his job. He was suspended because the police put up some kind of a pettifogging cognizable case. There is this discretion given, and it should be exercised properly.

And then an even more serious position is this where men are suspended not on alleged police charges, but where they are charged departmentally and suspended arbitrarily. There is the case of one driver Reneaux. His ballast wagon is supposed to have been derailed. He said: "It is not my fault". No explanation was called for, no charge-sheet was given. He was immediately suspended. He may have to waste two or three years before the Railway red-tape comes to a decision, and in the meanwhile he has to live on one-third wages. These matters, I submit, should not be allowed to be carried on in this way.

[Shri Frank Anthony]

Then there are these running rooms. I have seen some of these running rooms, and to describe them as disgraceful is to use a euphemism. The running rooms, for example, at Macherla, Dronachallam, Tadapelli and Bezwada are unfit for human habitation. On an average they accommodate 15 persons. There are four dirty cots, dirtier linen, and still dirtier water—so-called drinking water. The sanitary conditions beggar description. How does the Minister expect the men to give even partially of their best under these conditions? The conditions on the other Railways are not nearly as bad: they are particularly bad on the Southern Railway running rooms: the conditions are absolutely disgraceful.

Then I have a reference to make to the *ad hoc* Tribunal. I feel that the terms of reference have been unduly restricted. With what result? You will find that there are several categories—I have sent them to Shri Shankar Saran, but I do not think he will be allowed to consider them because of the restricted terms of reference of the *ad hoc* Tribunal. There is also a case which I have sent to the Minister. It was passed on to the Railway Board, and I got an utterly unsatisfactory and unimaginative reply. Look at the position of the 'C' Grade guards of the former East Indian Railway. They were men who had certain channels of promotion. Suddenly in 1950, some weird rule was brought out, and retrospectively what has happened to these 'C' Grade guards? Men junior to them, men recruited long after them, men confirmed long after them are superseding them because the Railway Board suddenly took it into its head in 1950 to have a fictitious list for this new type of recruits. It is absolutely indefensible.

**Dr. Lanka Sundaram:** Fictitious list?

**Shri Frank Anthony:** Yes. They have fictitious or 'shadow' lists which are not filled for ten years, but after the men are recruited, they are put on these fictitious 'shadow' lists, and they

get five or ten years credit in seniority. The whole thing is fantastic, and yet I got this wooden-headed reply from the Railway Board that there is nothing wrong with it.

**Shri N. C. Chatterjee:** What is fictitious?

**Shri Frank Anthony:** It is a fictitious 'shadow' list in the sense that the Railways say that in this 'C' Grade, there will be a fictitious list; the men are not available, but 25 per cent. of jobs, say, will have to be kept for men to be recruited from certain cadres. Those men are not recruited for ten years, but the fictitious list is started earlier. Suppose the fictitious list is started in 1945, and the first man is available in 1950, he gets his superiority in the grade, from 1945 for the fictitious list was started in 1945. His superiority is dictated by the fictitious list started in 1945, although he was not working in 1945. This is a fantastic position. But there it is, and I have got this reply from the Railway Board.

Then there are the stationmasters. I would ask the hon. Minister to look into their case. Their anomalous position is undermined by the fact that they are in the grade of Rs. 64-4-170. Now what is the anomaly? A stationmaster has under him and subordinate to him booking clerks, parcel clerks, ticket collectors and others getting different and higher scales of pay. The position is obviously anomalous.

May I say a word about the section controllers and the class II officers, and I will have done. The case of the section controllers also went by default at the hands of the Central Pay Commission. Their case was bad initially, but the revised scales start at Rs. 30 less. To make their bad case worse, today their expected channels of promotion have been further circumscribed. I shall send further details to the hon. Minister.

Finally I want to say this about the class II officers. I have always maintained that the class II officers—I know my class I friends may smirk a little

with incredulity when I say it—are the linchpin of the railway service. They are the men who held your railway service together under the impact of all the ravages brought about by Partition, but they have received and they continue to receive a raw deal. I do not think the hon. Minister has had the time to apply his mind to their case. I propose to send him details of the case, but I would just indicate two things. The hon. Minister announced certain annual vacancies, but even these annual vacancies, meagre as they are, are not being filled, I would say this that the class II men have their greatest grievance because the overall percentage of class II officers promoted is only 4 per cent. or 5 per cent. But what is the position with their counterparts in the Posts and Telegraphs Department? In the Posts and Telegraphs Department, the class II man has a mandatory reservation of 50 per cent. in the senior scale, and he has absolutely imperative reservation of about 25 per cent. in the administrative scale. Today on the Railways, your class II men may sneak into the senior administrative scale. I remember in the Central Pay Commission we laid down as our aim that in this new democracy in India, even the humblest railwayman, if qualified by character and ability should become the Chairman of the Railway Board. But what has happened? Under the rules evolved by your class I officers,—men who want to keep class I as their close preserve, a subordinate can never rise to the junior administrative rank, he can never dream of becoming a deputy, and he can never in his wildest dreams become the head of the department. This is quite wrong, and it is because your class I men have so evolved the rules as to make it impossible even for the most brilliant class II officer to rise even to junior administrative rank.

**Shri Tulsidas:** I have moved a cut motion with regard to the necessity of setting up a committee to examine the rate structure. From a reading of the Budget speech and the reply to the debate given by the hon. Minister, it appears he feels that the

present rate structure does not require any change. The hon. Minister gave certain figures and said that our rates have only been about 90 per cent. while the operating cost has gone up by 238 per cent. and therefore there is no reason why the rate structure should be revised at present.

But I would like to draw the attention of the hon. Minister to one fact, viz. that during the last three or four years, there has been an average increase in the rates in different places, and the rates have gone up by three or four times. Now the rates have been fixed on what they call a telescopic basis. Formerly, there were certain freight rates which were different for different industries, and had been fixed on a flat or horizontal basis. There were special rates between stations as well. But now the rates have all been fixed on a telescopic basis, with the result that they have increased by three or four times.

I shall give a specific instance in point, viz. the case of the sugar industry. Formerly, sugar was transported from the north to the south, at a flat rate of Re. 1 per maund or a little over that. But now it is nearly Rs. 3 per maund. Therefore it is no good saying that the rates have been increased only by about 90 per cent. on the whole. I have given only one instance, but there are many other cases, where the rate structure has gone up much more.

When the hon. Minister said that only a 90 per cent. increase had been made, he gave us the figures for 1938-39, when the cargoes and goods available were not to the full carrying capacity of the Railways. Plenty of wagons were available always, and the Railways used to carry only about 65 per cent. or 70 per cent. of the goods. But now they do not have enough wagons, and they carrying much more than they used to carry before. From this point of view also, if we consider the rate structure, we find that it is really a burden on the economy of the country.

It was stated that the operating ratio has increased by 238 per cent. as compared with that in 1938-39. I

[Shri Tulsidas]

would like to remind the hon. Minister that when the company-managed railways were there, even up to the year 1946-47, they had an operating ratio of only 55 to 60 per cent. The hon. Minister has given us the figures in respect of the other countries as well, where the ratio is much higher. I quite agree with him that the operating ratio is higher in other countries. But we must remember that in other countries the Railways carry only a very small percentage of the cargo. In America, only 14 per cent. of the total cargo is carried by the railways, while the rest is all carried by road transport. But in our country, as road transport has not yet properly developed, we have to depend mostly on the Railways, and it is therefore very necessary that the Railways have to be amenable to the conditions in our country, and full facilities should be given for the transport of the goods. Until that is done, there is no use saying that in America, it is 105 per cent. in England it is 103 per cent. or that it is 100.5 in Germany. But from the way in which we are rehabilitating the railways, and the way in which we are buying new rolling-stock, I feel that it will not be possible for the Railways to carry the entire goods traffic of the country. That being the position, the hon. Minister has to think in terms of providing more road transport facilities. Till then, the transport bottleneck in the country will be a great problem to tackle with. Even though I have not participated in the general discussion, I do not want to go into the general question, but as I said earlier, the development of transport is really the key to the development of our industries, and unless the Railways are in a position to meet the entire transport needs of the country in respect of carriage of goods, our development plans will be a great failure.

I could give just one example in this connection. The steel factory is going to be shortly set up, and just imagine the transport facilities needed to carry the raw materials and other stores first to the site of the factory. After the factory starts production, the steel

produced will have to be transported to the distributing centres. All this will require increased transport facilities. At the rate at which we are rehabilitating our Railways, we shall never be able to cope with the problem either of carrying the raw materials to the factory, or of carrying the steel produced or other manufactured goods to the distributing centres, unless we have a properly developed road transport system.

Next I come to travel concessions to hill stations. Though concessions have been given to the lower class passengers, still, the abolition of the highest class, and the increase of the distance from 50 to 150 miles have really taken away a certain part of the concessions. Formerly the concession was available for hill stations, for distances greater than 50 miles, but now the distance has been extended to 150 miles, and thereby the concession has really been taken away to a certain extent. I shall just give one or two examples. If a person wants to go from Bombay to Matheran or Mahabaleshwar, or from Ahmedabad to Mount Abu, he will not get any concession, because the distance has now been increased to 150 miles, whereas the distance between these places is less than 150 miles. Sir, that is what I feel.

**Mr. Deputy-Speaker:** Go to Otacmund—pay a little more.

**Shri Tulsidas:** To second class and third class, to all classes the concession is given. It was over 50 miles but it is now over 150 miles. The concession that is given is no concession at all. If a concession is granted, it should be granted uniformly.

With regard to passenger traffic, you will observe when you travel in the railways, that a full load of passengers is carried. The carrying capacity of the coach may be a certain number but you always find that there are at least 50 per cent. more. Therefore, when the passenger fares are increased they may not be more as compared to the rise in working costs—the increase in revenue to the railways must be much more. As I

pointed out, even in the case of the goods, the railways are carrying more than their capacity. What I find is that the operating cost is not much more. We are not allowing depreciation to a large extent, the depreciation we are allowing is very small. If you really charge proper depreciation, in my opinion, the railway budget will be a deficit one. We are only charging Rs. 34 crores at present on a capital at charge of Rs. 850 crores or so. If you do it at the replacement value, then this Rs. 30 crores would be nothing. It would cost at least three or four times. If you see from the strictly accounts point of view, this is a surplus budget but, if you see from the point of view of the real value, it is a deficit budget. If that is the position, it is much more important that we shall have to think in terms of the road transport. It is not possible for the railways to cope with this, because we have not been able to rehabilitate the railways in the way the transport of the country would require. I would like to know from the Railway Minister the amount of increase in staff as compared with the goods or passengers carried, the tonnage carried or the number of passengers carried. The passengers carried are less in number but the increase in staff is more.

**Shri Venkataraman** (Tanjore): There are more trains.

**Shri Tulsidas:** I would like to know the ratio of the increase in the number of trains to the increase in staff. I do not grudge more staff. What I am trying to say is that with regard to operating ratio, the efficiency is so low that work which formerly one person used to do requires now two persons. That is one of the reasons for increase in staff. It is not because of the extra trains. I would like to know from the Railways and Transport Minister whether my presumption is correct or not. I feel, Sir, with proper dearness allowance and all the amenities having been provided, the staff must put in work that is necessary to keep the railways in proper shape.

772 PSD.

There are one or two other points which I would like to touch upon but I will deal with them when I speak on my cut motions.

**Shri Raghavaiah:** The cut motions which I have tabled under Demand No. 1 relate to the confirmation of casual labour, the reinstatement of railway employees who have been discharged from service, the removal of the grievances of A.S.Ms and S.Ms. in the Southern Railway and the question of the house rent allowance, which should be increased instead of being cut, and such other grievances relating to the employees in the railway department.

At the outset, I would like to draw the attention of the House to the excellent and glowing tributes paid by the Railway Minister to the staff of the railway department. This will be welcomed by all sections of the railway employees provided it is translated into rupees, annas and pies. Until and unless that is done, there is no reason why the employees of the railway department should not have any grievances against the Railway Administration as such.

Coming to the grievances of the staff, who are the basis of the efficiency of the railways in our country, the first tribute that is paid by the Railway Ministry is in the shape of house rents. From 10 per cent. the railway employees are now given a reduced figure. There has been a cut. I do not have the actual figures for the whole country, but taking for instance the Golden Rock Workshop, it comes to a cut in the wages of the railway employees to the extent of Rs. 23,000. This is the first tribute paid by the Railway Minister. Today we find something like 9 lakhs of workers in the railways of the country. Calculating this 10 per cent. towards the house rent, it runs into some tens of lakhs of rupees. This has been cut from the wages of the employees.

Secondly, I come to the question of confirmation of casual labour. Let us see the condition of this casual labour that is taken for the construction or

[Shri Raghavaiah]

repair of tracks or other miscellaneous work. Everybody knows what an ordinary contractor does. If he has some work, he gets a cooly for 8 annas or 6 annas or 4 annas per day. It depends upon the pressure of demand of labour. You just get them for so much a day and then send them off. They have no dearness or other allowance. Similarly, these people are employed and sent out. Like this, lakhs of labourers are working in the railway department. My suggestion to the Railway Minister is to increase the approved list instead of taking a large number of labourers as casual. In fact, the workers who are classified as temporary or casual work for about 11 months in the year. They do not have any of the facilities which the ordinary railway workers get. There is no dearness allowance or house-rent allowance or anything like that. They are just utilised and kicked off. My suggestion is that if you increase the approved list and grade them and give them all facilities, then you will be really translating your tributes into rupees, annas and pias.

Coming to the question of the reinstatement of railway workers. Railway workers in the whole of this country have been discharged not because they did not discharge their duties properly. The hon. Minister for Home Affairs, discussing last time the question of victimisation of these workers with regard to the resolution moved by my hon. friend, Mr. Nambiar, said that none of the workers in the railways, Northern, Western, Southern or North-Eastern, have been discharged from their duties for political reasons or reasons like that but because they did not discharge their duties. Here is a typical example of how these workers were discharged. These workers are from Nagpur. This is an official document and I think the hon. Minister will certainly appreciate the contents of this official document—it is not a document of any trade union or of any Member of the Opposition, but it is from Ellis Harris,

Nagpur, and it is a brief letter addressed to K. Ramachandran.

"I am sorry that the information required in your D.O. No. .... dated ..... could not be sent earlier.

The following is a list of those who are suspected of indulging in communist activities, all but the last five being given by the Secretary, Indian Labour Union, Nagpur Branch."

He means that these workers are engaged in communist activities and should therefore, be victimised.

**Shri L. B. Shastri:** Will the hon. Member kindly give the date?

**Shri Raghavaiah:** It is dated 2nd November 1948. This is how workers are discharged. They are sent away for communist activities. The hon. Minister of Home Affairs said in the course of the debate on a Resolution the other day that none of the workers were discharged for political reasons, but they were discharged because they did not discharge their duties properly. That is exactly what the Home Minister said.

**Shri L. B. Shastri:** Since the present Home Minister took over, there was no such discharge. He was not talking about the period 1948 or earlier.

**Shri Raghavaiah:** Whether he was Minister at that time or not, he replied in that manner and we have to go by the official reply.

In respect of employees on different Railways in the country, cases were foisted on some of them on false charges, and even those foisted charges were exposed because they went to the courts and sometimes even to the Supreme Court. Still, they have not been reinstated. From time to time Government say that they are just considering the question—they are going on considering for years together. When an employee is acquitted by a court of law, it is the duty of the department to see that he is reinstated, because there is nothing



wrong with regard to the discharge of his duties. The Railway Department did not reinstate them and did not even give their provident fund accumulation. On the other hand, if the Railways do not want to keep them in service, they should have paid off their provident fund amount and have declared that, though they had been acquitted by the court, they should not be employed in future as there is suspicion on their conduct. Why do they not come with a categorical statement of policy defining their attitude towards these workers, who are starving? A modicum of humanitarian feeling on the part of the administration will certainly make them understand that without reinstatement or without getting their provident fund amounts, the workers will be starving. I hope the hon. Minister will give a patient hearing and show a generous attitude and see that those employees are reinstated.

Coming to the grievances of the stationmasters and assistant stationmasters, this question has been referred to by my predecessor, Shri Frank Anthony. Suffice it for me to read one of the memoranda from the assistant stationmasters and stationmasters. This is what they say.

A committee has been recently appointed to go into the upgrading of assistant stationmasters and stationmasters. That committee has given certain wonderful proposals. The feelings of the assistant stationmasters and stationmasters have been expressed by themselves, which is better than my expressing them.

A clerk who is recruited to a post is placed in the scale of the stationmaster. An increment of Rs. 4 is added to the stationmaster's starting salary just to show a difference. The direct recruitment of stationmasters was, of course, tried on certain Railway stations, but it was found that such staff were not competent.

The committee has graded these assistant stationmasters and stationmasters in a certain way. The demand of the assistant stationmasters and

stationmasters is briefly this—50 per cent. of the A.S.Ms. to be posted in the grade Rs. 100—Rs. 185. 40 per cent. to be posted in the grade of Rs. 150—225, 10 per cent. in a certain higher grade according to the Administration's convenience. They have also got a simple grievance. In certain Railways, the stationmasters are divided or designated as I, II and III, which really causes some confusion and gives scope for the misapplication of the scales. All that they want is that they should be broadly categorised as stationmasters and assistant stationmasters as that would facilitate the application of the scales of pay. I hope the hon. Minister will certainly bear in mind the good services that have been rendered by these employees, because on them depend the efficiency of the Railway Administration generally, and I trust that he will translate his tributes into rupees, annas and pies and see that justice is done to the employees so that they may be enabled to continue their good service for the Railways in future.

**Dr. Jaisoorya** (Medak): I thank you for the kindness in allowing me to speak. I wish to limit myself, as much as possible, only to certain specific aspects. The Railway Minister has read out on page 21 of his speech—

"The negotiating machinery at all levels has functioned well. Many issues including complicated ones have been ironed out successfully. I wish there were more frequent meetings and talks at Divisional or Regional and Zonal levels which would help in resolving many problems in the initial stages."

I am fully in sympathy with this and I wish to support him whole-heartedly with regard to the point, "I wish there were more frequent meetings and talks at Divisional or Regional and Zonal levels which would help in resolving many problems in the initial stages". The misfortune is that they are not taking place, and if they are not taking place, items (i) and (ii)

[Dr. Jaisoorya]

of his statement are also incorrect. He has been misled. Now, I want to know the reason for this. There is good will; the Railway Minister sincerely wants something to be done, and why is he not succeeding? The misfortune is, that though I am not a railway man circumstances have brought me in contact with the Railways for the last fifteen years and I happen to know the inside facts which are not so flattering, with the result that I am not able to agree with the hon. lady Member who went into a poetic effusion, obviously on the material supplied to all. We are concerned here with a huge organisation, the biggest investment of the Government of India and the people of India, one single organisation which is the biggest employer and which also has to earn money. Therefore, it is our major industry. We would all like to see that it functions well. There is no question of difference of opinion on that point. Since this is one of the huge organisations that the British built, it is peculiarly British in its outlook, and that British outlook, that steel frame has not yet changed. It is changing in other departments, or is on the point of changing. But, why these things are not successful? There are on one side nine lakhs of workers and on the other the Railway Administration. Whether right or wrong, we want to go into the merits of the case. There is a tremendous discontent among the workers. In fact I have not seen so much discontent before as in the last three years. We have to analyse what is wrong. Either the workers are at fault or there is something wrong with the machinery, and machinery means the men that run the machine. I may for instance, beg leave of you, Sir, to quote from Mr. Paul Appleby's report:

“Personnel administration here has too much feudalistic heritage, too much academic and ‘intellectuality’ orientation, too little administrative action and human relations orientation, and is too de-

fensive of the ‘rights’ of existing personnel. There are too many forms of class, rank and prerogative consciousness, too much insistence on too uniform concentration of communication in formal channels, too much cross reference including too many reviews of administrative papers by legal officers, too much control of detail, too much pre-occupation with ‘saving’ rupees and too little with larger effectiveness. Clearance is slow and laborious. Responsibility is diffused and concealed rather than concentrated and clearly identified. Action is retarded before the fact, and insufficiently evaluated in course and after the fact.”

This is an American Expert. Take our own Mr. Gorwala:

“Despite the statements of politicians in Governments and the comments of short-term foreign touring experts, there is little reason to doubt the oft-expressed public view that corruption has increased greatly. Not very many men will adhere to high standards on all those points that constitute corruption when the standards of most of those above them are not particularly high.”

I want to connect up “Action is retarded before the fact, and insufficiently evaluated in course and after the fact” given in Mr. Appleby's report with Mr. Gorwala's statement. “Some of the defects of character in the second category may be timidity, desire to please unjustly those in power or those having influence with the holders of power, unwillingness to face the consequences of proper action, ambition. Of instances there is little lack.”

That is one aspect. My anxiety is this. It is a fact that efficiency has gone down. It is a fact that efficiency even of the working class has gone down. I must admit that as an honest

trade union leader. I happen to be only a small trade union leader, but after all, we have to think. This Government may go sooner than we expect (*Interruption*). It does not matter which Government comes. The anxiety will be to have higher efficiency. I have always argued that we have to fight for our rights, but we have to undertake responsibilities also as it is not the case now. Why is it that so much discontent is there? After what I have seen, it is because there is a vast gap between the working class and the Administration, or the officials who are running this Administration. Here is what Ernest Bevin has said:

"I have learnt over a long period of years from leading men—and I do not apologise for the words 'leading men'—both here and abroad, that two things are absolutely essential. One is that you can lead men where you cannot drive them; and the other is that no laws and regulations can accomplish your objectives unless you carry with you a feeling of confidence in your own integrity and a feeling that you are trying to achieve a great objective."

When I see these things, and from my personal experience, I must say that there is tragic delay at all levels. Can you deny that I have not got any personal experience? Although for two years people have been asking for minor things, no reply has yet been given. My own personal experience is that some of the officials are too swell-headed. Others who know a great deal have not got the courage to carry it out. Last time, at Bombay—I think it was at the inauguration of the Central Railway—I heard one of the officers from the Railway Administration say that the Railway Board is composed of experts. It is only a first class expert who knows his limitations. One of the limitations that a first class expert knows is that he knows the "know-how" but not the "know-what". It is because of that, that such huge mistakes have been made. The German Army experts in the First War said that tanks were ab-

solutely impossible. The British Army expert said that the Japanese cannot come from the rear and therefore open our guns to the sea, but the Japanese came. Similarly our experts commit mistakes because they know only the "know-how". The "know-what" has to be supplied to them by the people. Therefore, they must be in contact with the people and there should be co-operation. Without that the expert gets isolated which results in so many mistakes. After all, very soon a situation may arise,—let us hope it will not arise—an emergency situation, considering what the international situation is on our very border itself. Who will run the railways? Certainly not the experts. It is the vast masses of workers who are dissatisfied and who have no trust in the Administration. How can you have trust in these people when the worker sees so many special facilities provided to the inspecting officers? I will give you one example. This is the Divisional Circular 4th January, 1954 issued from the Office of the D.V.S., Secunderabad. I shall read some portions of the circular only:—

"SMs shall stable the Special Train in a convenient and quiet siding and arrange watering, sanitation, cleaning etc. of the inspection carriages and other coaches by this special train during its stay at theirs."

The circular forgets to add that the bath room should also be perfumed with Coty Perfumes. Then again:—

"The Inspection Special, except where otherwise notified, will take precedence over Express and Passenger trains."

Then again:—

"Hot water for about 18 baths will be arranged. The SMs shall arrange for the water to be kept ready well in advance and be supplied in buckets to the servants of the Officers travelling by the Special Train in the morning between 7 and 8 hours and in the evening between 19 and 20 hours.

Then again:—

[Dr. Jaisoorya]

"All concerned must watch carefully the running of the Special Train. The Dy. Controller must arrange for the crossing of the Special Train with the other trains as required.... The Chief Controller will watch the running of the Inspection Special personally and keep the DVS informed of the running of Express and Passenger trains."

All this is done as if the Viceroy of India is coming. "Even when the Viceroy used to come", one of the old workers has told me, "Sahib, we have never seen such a *tamasha*; an ordinary General Manager of a zonal railway coming like this!"

**Shri Nambiar:** He is more than a King now.

**Dr. Jaisoorya:** What hurts the workers is this. In Hyderabad, last October the Railway Minister and the Deputy Minister of Railways in spite of their programmes being full had time. had the decency to make time available, to receive the workers, but the Chairman of the Railway Board, coming on Government duty, had no time to receive the workers, but he had the time to go to Nizamsagar, one hundred miles away, on a picnic! How do you expect the workers to have trust in these people? There are volumes and volumes of complaints. What is the good of my presenting them to you? For two years I am not getting a reply, and if I get a reply, it is that the matter is being considered. These are not very big problems. They are small and insignificant problems. They are very small things which at the zonal level or at the level of the General Manager can be settled. But they are not settled. They are small points, but to the poor man, they are big points. For us, they are not big points and therefore, they are not the subject of academic debate. I tell you, this is what exactly is causing the great lack of trust, the great lack of confidence in the minds of the workers regarding the men sitting there with the "tie-and-collar mentality" which Shri Jawaharlal Nehru is so

much fighting against. That mentality is remaining there more than in any other place. This, I want to be changed. Should a crisis come, in spite of these officials, the working class will stand up, not because of love for these gentlemen there, but because of their love of the country. This is what I want.

**Shri Kakkan** (Madurai—Reserved—Sch. Castes): I wholeheartedly express my thanks to the hon. Minister and the Railway Board for taking a Harijan in the Northern Railway Service Commission, and I am also very thankful to the Government for giving more posts for Harijans in the Railway Administration.

First of all, I want to speak about railway lands. Our slogan is, "Produce or perish". Yet, we are not encouraging our people to produce more. The railway lands are let out in public auction. Rich people and people who already have a lot of land get those lands in auction, but the poor people who want to produce more are unable to get these lands. I request the hon. Minister and the Railway Board to consider this matter, and allot a portion of the lands for Harijans, and thus help them to produce more. These lands are let out by the Collectors, and Collectors are given instructions to give the lands on lease. I request the hon. Minister to instruct all Collectors to allot a portion of the lands to Harijans and let them produce more. The Harijans can pay the deposit and they may be given the lands on lease or for *varam*.

5 P.M.

Secondly, I want to bring to the notice of the hon. Minister that some of the posts, especially higher posts, are reserved for Harijans, but most of them are not filled up. During the *viva voce* examination, poor Harijans are not able to fare well even though they have done the written examination well. So, they are not allowed to pass. In such cases, I ask hon. Minister to see the required qualifications and the marks obtained in the

written examination. Then only the poor Harijans can get promotions and good pay. I also request the hon. Minister and the Railway Board to give promotions liberally to the Harijans. Even for small mistakes, some of the Harijans are removed from service. In such cases, I request the hon. Minister and the Railway Board to give suitable advice to the Harijans concerned and direct them to work properly and get promotions. Even in the matter of promotions, Harijans are not given enough promotions. So, I would request the hon. Minister to see that promotions are given to Harijans, and they get more promotions and more posts.

Then, I come to the most important subject, namely, the railway line from Madurai to Karaikudi. I think the Railway Board has failed to include this railway line in the first Five Year Plan. I am glad that the Government of India have taken up five new lines. I request the hon. Minister and the Railway Board to include this line also along with these five new lines. After all, it is only about forty-five or fifty miles long. It is a very important line. In that area, most of the people are backward community people. Their students are not able to receive their college studies at Madurai or Karaikudi. During the last Railway Budget also, I requested the hon. Minister on the floor of this House to take up this important line. It is well known that the people who are near the railway lines, are able to get all facilities, including college studies and they are coming forward, but people who are in the area of this particular line, especially Kallars and Harijans are not able to go to Madurai or Karaikudi. Therefore, this is a very important line. Further, people who are living there are not getting enough work, especially from June to October. Government can take it up as a famine relief work and start this line. It can be included in the Five Year Plan. If this line is opened, it will help the people who are in that backward area.

There is another point also. The present mail vans running with the

Trivandrum Express between Trivandrum and Madras are too small. The work in the vans is not also satisfactory. Therefore, I request the hon. Minister to consult the Posts and Telegraphs Department and construct new vans and supply them for being run with the Trivandrum Express from Madras to Trivandrum.

The Chairman of the Madurai Municipality has requested the hon. Deputy Minister to construct over-bridges at Subramaniapuram and Thirupparangunram Railway gates. It is a longstanding request. It has not been complied with. So, I request the hon. Minister to take up that work also and finish it within a year. Further, in the Southern Railway, at the Dindigul station, the water scarcity is always there. I request the Railway Board to find out a remedy for this water scarcity and supply water to the passengers without any difficulty.

With these words, I again congratulate the hon. Minister for helping the Harijans in the Railway Department.

श्री ए० ए० विचालंकार (जालन्धर) :

उपाध्यक्ष महोदय, जहाँ तक रेलवे के जेनरल एडमिनिस्ट्रेशन का ताल्लुक है, इस में कोई सन्देह नहीं कि वर्तमान रेलवे मंत्री महोदय ने उस में इस बीच में काफी उन्नति की है। लेकिन अगर रेलवे के जो आम काम करने वाले हैं उन की दृष्टि से या जो तीसरे दर्जे के मुसाफिर हैं, उन की दृष्टि से, देखा जाय तो अभी काफी शिकायत मौजूद हैं और काफी उन्नति की आवश्यकता है। प्रत्येक तीसरे दर्जे के यात्री को और प्रत्येक साधारण मजदूर को यह अनुभव हो, ऐसा महसूस हो कि हम एक बदले हुए जमाने में रह रहे हैं, और रेलवे के तमाम मोहकमों की स्पिरिट कुछ बदल रही है। इस बात की आवश्यकता है जोकि पूरी नहीं हो रही है। मैं यह अनुभव करता हूँ कि जहाँ तक मंत्री महोदय का ताल्लुक है, उन के भाषण से भी और उन की तमाम बातों से इस बात

[श्री ए० एन० विद्यालंकार]

का पता चलता है कि वह इस ओर प्रयत्नशील है, लेकिन ऐसा होता है कि वह काफी कोशिश करते हैं इस स्पिरिट को बदलने की, लेकिन जहाँ तक बाकी आफिसर्स का ताल्लुक है, हमें इस बात की शिकायत है कि अभी तक जिस को अंगरेजी में आफिसर्स की स्नाबिश मेन्टैलटी कहते हैं, वह नहीं गई है, और अभी तक जो तमाम उन के तरीके हैं, बात चीत करने के या काम करने के, उन को बदलने की आवश्यकता है। जो छोटी छोटी शिकायत रहती है उन में बहुत बड़ी वजह यह होती है कि एक सामान्य व्यक्ति या एक सामान्य मजदूर की दृष्टि से, उस की तस्वीर को सामने रख कर विचार नहीं किया जाता। हमारे राष्ट्रपिता ने एक दफा कहा था कि जब हम किसी पालिसी का या किसी खास बात का निर्णय करने के लिये चलें तो हमें एक सामान्य गरीब से गरीब आदमी की तरवीर को सामने रख कर सोचना चाहिये कि हमें क्या करना है और क्या नहीं करना है। हमारा रेलवे बोर्ड या जो हमारे रेलवे के आफिसर्स हैं वह इस दृष्टि से सोचें कि गरीब से गरीब मजदूर और गरीब से गरीब यात्री को सहूलियत पहुंचानी है, तो रेलवे के मौहकमे में काफी उन्नति हो जायगी।

कभी कभी ऐसा होता है कि काम किया जाता है लेकिन ठीक से नहीं किया जाता है। अभी कुछ दिन पहिले में जगाधरी गया था। वहाँ रेलवे में काम करने वालों के लिये मकान बनाये गये हैं, उन के काफी अच्छे डिजाइन हैं और अच्छे मकान बन रहे हैं, लेकिन उन मकानों में, जोकि दो-दो कमरों के बनाये जा रहे हैं, मैं ने देखा कि उन के दो-दो हिस्से कर दिये गये, बीच में एक पाटशन डाल दिया गया और ए

एक कमरे में ५-५, ६-६ आदमी रहने के लिये मजबूर किये गये। अगर आप नये मकान बनायें और नये डिजाइन के मकान बनायें और उन को दो दो हिस्सों में बांट दें तथा उन में ज्यादा से ज्यादा आदमी रखें तो इस से क्या फायदा होगा? उस का तो सारा फायदा ही जाता रहा। इस तरह की शिकायतें मैं ने कई जगह देखीं। जहाँ तक रेलवे क्वार्टर्स का ताल्लुक है, मैं समझता हूँ कि अगर आप ने रेलवे क्वार्टर्स नये डिजाइन के बनाये हैं तो इस बात की ओर ध्यान दीजिये कि अगर कोई अपनी मर्जी से ही कई आदमियों के साथ रहना चाहे तो दूसरी बात है, लेकिन किसी को इस तरह रहने के लिये मजबूर न किया जाय। जिन को आप मकान देते हैं उन को पूरी ऐकोमोडेशन दीजिये जो उन के ही लिये मुकरर की गई है।

इसी तरह से प्रमोशन और सेलेक्शन का मामला है। अभी तक इस मामले में कोई एक उसूल आप ने तय नहीं किया। कहीं पर तो मेरिट का सवाल रक्खा जाता है और कहीं पर सीनियारिटी, जूनियारिटी का सवाल रक्खा जाता है। इस चीज में या तो आप मेरिट ही रख दीजिये या फिर सीनियारिटी जूनियारिटी को ही रख दीजिये। सारा काम मर्जी से होता है। फ़ेवरिटिज्म और सिफारिशें भी इस तरह से खूब चलती हैं और जो काम करने वाले हैं उन को मालूम नहीं होता कि उन्हें कहां पर प्रमोशन मिलेगा और कहां पर नहीं मिलेगा। आप एक उसूल तय कर दीजिये और उस पर पक्के रह कर काम कीजिये। यह चीज, कि कभी एक और कभी दूसरी चीज, ठीक नहीं है। डिस्केशन इस में हो सकता है लेकिन डिस्केशन इस्तेमाल करने के लिये वजूहात होनी चाहिये। इस चीज को ले कर लोगों में काफी हार्ट

बनिंग है कि उन के प्रमोशन और सेलेक्शन के बारे में कोई एक उसूल नहीं है और आफिसर्स अपने मनमाने तरीके से काम करते हैं जिस से लोगों को काफी नुकसान होता है। फिर जब उन को इस की शिकायत करनी होती है तो भी वह डरते हैं। वह कहते हैं कि हम किस के पास जायें और अगर वह शिकायत करते हैं तो उन को थू प्रापर चैनल से जाना होता है जिस से कि वह जिन अफसरों तक अपनी शिकायत भेजना चाहते हैं उन तक पहुंच नहीं पाती है। इस से काफी हार्ट बनिंग होती है जिस को माननीय मंत्री जी को ठीक करना चाहिये।

हायर ग्रेड्स में प्रमोशन के लिये कुछ परसेन्टेज उन लोगों के लिये रक्खा गया है जोकि रेलवे के छोटे दर्जे के मुलाजिम हैं। इस में जो लोग अफसरों और जेनरल मैनेजर के पास रहते हैं वह अपनी मर्जी से जिस को चाहते हैं हायर ग्रेड्स देते हैं। आप को चाहिये कि आप उन को रिस्ट्रिक्ट कर दें। या तो जो आप की रीजनल रेलवेज हैं उन के हाथ में यह काम सौंप दें या फिर जो मुख्तलिफ इलाकों के आफिसर्स हैं उन के जरिये से आप प्रमोशन करें। ऐसा न हो कि जो लोग आप के हेडक्वार्टर्स में रहते हैं उन की मर्जी से यह काम हो। जिस में ऐसा न हो कि कहीं तो सारी हायर ग्रेड्स एक ही जगह को दे दें और कहीं पर बिल्कुल न दें। कोई ऐसा उसूल होना चाहिये कि किन को हायर ग्रेड दिया जाय और किन को न दिया जाय। इस बारे में आप को अच्छी तरह से विचार करना चाहिये।

रेलवे यूजर्स कन्सल्टेटिव कमेटीज बनी हैं। बड़ी अच्छी चीज है, लेकिन मुझे इस की शिकायत है कि उन में देहाती लोगों और थर्ड क्लास के यात्रियों का कतई रिप्रेजेंटेशन नहीं है। जो कारंबाइयां उन की होती हैं उन में मुझे दिखाई देता है कि इन

लोगों की जरूरतों को पेश करने वाला कोई नहीं होता। चूंकि उन की दिक्कतें सामने नहीं आती हैं इसलिये उन पर सही दृष्टि से विचार नहीं हो पाता। उन का नुमाइन्दा उन कमेटियों में जरूर होना चाहिये। इस वक्त रेलवे के मेन्टेनेन्स के बारे में आम शिकायत है। हम यहां पर रोज ऐक्सिडेंट्स की बातें सुनते हैं। मैं कह नहीं सकता कि यह कहां तक ठीक है, लेकिन जहां तक मेरी इत्तला है, खुद रेलवे के मुलाजिम बतलाते हैं कि पूरी तौर से जांच पड़ताल और मरम्मत के काम ध्यान दे कर नहीं किये जाते। कोई इन्स्पेक्ट करने वाला नहीं होता है। और जो इन्स्पेक्ट करने वाले होते हैं वे अगर लिखते हैं कि अमुक गाड़ी में यह खराबी है और इस का रिपेयर होना चाहिये, अथवा रेलवे लाइन में नुक्स है तो उस पर तुरन्त ध्यान नहीं दिया जाता। गाड़ियां चलती रहती हैं और मरम्मत वगैरा पर कोई विचार नहीं किया जाता कहां क्या क्या खराबी है। मैं यह महसूस करता हूं कि जितने नये रेलवे के डब्बे बने हैं वह खासे अच्छे हैं लेकिन उन का मेन्टेनेन्स ठीक न होने से जनता उन नई सहूलियतों का पूरा फायदा नहीं उठा सकती। खराबियां सभी जगह हैं, लेकिन आम तौर से थर्ड क्लास के डब्बे हैं उन में कहीं टट्टी खराब है, कहीं पानी नहीं मिलता है और कहीं बिजली खराब होती है। जब कभी किसी छोटे स्टेशन पर बिजली की खराबी की रिपोर्ट भी की जाती है तो चूंकि वहां गाड़ी बहुत कम देर ठहरती है इसलिये वह ठीक नहीं हो पाती। मैं कहता हूं कि अगर रेलवे के डब्बों का मेन्टेनेन्स ठीक नहीं होता, यदि उन पर ध्यान नहीं दिया जाता तो इससे ज्यादा सीरियस कोई और चीज नहीं हो सकती है। चाहे रेलवे की लाइन हों, चाहे उस के डब्बे हों, हर एक का अपना खास

[श्री ए० एन० विद्यालंकार]

स्थान हैं, अगर उन की पूरी तरह से देख भाल नहीं होती तो इस से इन ऐक्सिडेन्ट्स की तादाद और ज्यादा बढ़ती है। मैं चाहता हूँ कि रेलवे बोर्ड इस तरफ खास तवज्जह दे और इस बात की तहकीकात करे कि रेलवे में मेन्टेनेन्स के स्टैंडर्ड में कमी क्यों आई है? क्यों इस में इन्डिसिप्लिन है और क्यों बेपरवाही बरती जाती है। मंत्री महोदय को भी इस की तरफ खास तवज्जह देनी चाहिये।

इसी तरह से मैं ने देखा है कि रेलवे के काम करने वाले मजदूरों की आम शिकायत है कि जहां तक मेडिकल फेसिलिटीज का ताल्लुक है वह सिर्फ उन्हीं लोगों को मिली हुई है, जोकि बड़े बड़े आफिसर्स हैं और जो मामूली मुलाजिम हैं उन को इस से महरूम रहना पड़ता है। आप रुपया भी पास करते हैं, और सब कुछ करते हैं लेकिन अगर उन को इस का पूरा फायदा नहीं मिलता है जिन्हें वस्तुतः इस सहायता की सब से अधिक जरूरत है, और जो रेल को चलाने वाले लोग हैं, जिन के लिये यह सब चीज है, और जिन को आप पूरा फायदा पहुंचाना चाहते हैं, अगर उन को इस का फायदा नहीं पहुंचता है तो इस सब का क्या लाभ? आप इस के लिये राय इकट्ठी करें तो आप को पता चलेगा कि मेडिकल फेसिलिटीज गरीब मुलाजिमों को नहीं मिल रही हैं।

जो कुली लोग हैं उन को भी काफी शिकायतें हैं। वह शिकायत करते रहते हैं कि उन का खयाल नहीं किया जाता। मैं महसूस करता हूँ कि कुलियों के रेट्स को, जैसे जैसे महंगाई बढ़ती है, उसी तरह बढ़ाना चाहिये। इस वक्त कुलियों के रेट्स बहुत कम हैं। हम महसूस करते हैं कि अगर इस में एक आध आना बढ़ा दिया जाय तो इस से बहुत ज्यादा फर्क नहीं पड़ता।

हर एक स्टेशन पर कितन यात्री आते हैं और कुलियों की आम तौर पर औसत कितनी आमदनी हो सकती है इस का अन्दाजा लगाते हुए कुलियों के रेट्स को बढ़ाना चाहिये जिस में कि हर एक कुली को अपने गुजारे के लायक काफी पैसे मिल जायें।

इस के बाद मैं स्टेशन पर खाने पीने की चीजों के मिलने के बारे में कहना चाहता हूँ। जो खाने पीने की चीजें मिल रही हैं वे मुसाफिरों के काम की नहीं होती और बहुत महंगी भी होती हैं। इस की काफी शिकायत है। यहां एक दो दफा इस पर सवाल किया गया तो कह दिया गया कि दरअसल चीजें बहुत अच्छी हैं और जो वेन्डर्स लोग हैं या ठेकेदार लोग हैं वह शर्तों को पूरी तरह निभाते हैं, और ठेके दूसरे को बेचे नहीं जाते। लेकिन यह फैक्ट है कि ठेके बेचे जाते हैं और जो ठेके देने का यह सिस्टम है वह बड़ा गलत है। मुझे मालूम है कि हमारे मंत्री महोदय का इस तरफ ख्याल था कि बजाय कंट्रैक्ट सिस्टम के कोई ऐसा इन्तजाम करें कि कोआपरेटिव सोसायटीज बनायें और जो लोग खुद काम करते हैं वही ठेका पा सकें।

और ऐबसेंटी लैंडलाडिज्म की तरह, गैर हाजिर जमींदारों की तरह यहां गैर हाजिर ठेकेदारों को क्रायम न किया जाय। इस वक्त ठेकेदार कितना कितना रुपया कमाते हैं? मैं आप को एक स्टेशन की मिसाल देता हूँ। जालन्धर स्टेशन के बारे में मैं जानता हूँ और दिल्ली के बारे में भी जानता हूँ। लेकिन आप को एक ही मिसाल देता हूँ। जालन्धर स्टेशन पर एक ठेकेदार के पास आठ वैंडर्स के लाइसेंस हैं। हर लाइसेंस के बदले वह साढ़े सात रुपया महीना रेलवे को पे करता है, जिस के हिसाब से



६० रुपया हर महीना वह रेलवे को देता है। उस के बदले वह हर बंडर से ३२ रुपये प्रति दिन लेता है और इस तरह ९६० रुपये हर महीना उस को मिलते हैं। ६० रुपये वह रेलवे को देता है और ९६० रुपये महीना लेता है और इस तरह से वह ९०० रुपये हर महीने कमाता है। यह जालन्धर में ही नहीं और कई जगहों पर होता है। मैं उन का नाम दे कर हाउस का वक्त जाया नहीं करना चाहता लेकिन आप को लिस्ट दे सकता हूँ कि रेलवे को यह ठेकेदार कितना धोड़ा देते हैं और कितना ज्यादा कमाते हैं। यह चीज नहीं चलनी चाहिये। लेकिन उस की बड़ी वजह यह है कि यह जो कांट्रेक्टर्स हैं वह दुनिया में मशहूर हैं, वह काफी रुपया चढ़ाते हैं और ठेकों से काम करते हैं। इसलिये यह कांट्रेक्ट सिस्टम जितना जल्दी खत्म हो उतनी ही आसानी पब्लिक को हो जायगी, उस को अच्छी खुराक मिलेगी और स्टेशनों पर अच्छी चीजें मुहय्या हो सकेंगी।

मैं ने सुना है कि मंत्री महोदय ने इस बात की तजवीज की कि इस तरीके को कोआपरेटिव सोसायटी से या और किसी तरीके से बदला जाय। साथ ही मुझे यह इत्तिला मिली, पता नहीं कि यह कहां तक ठीक है या नहीं, कि रेलवे बोर्ड इस बात पर तैयार नहीं होता। अगर रेलवे बोर्ड की यह पालिसी है कि कांट्रेक्ट सिस्टम को जारी रखना है और वह कांट्रेक्टर्स का फेवर करते हैं तो मैं समझता हूँ कि उन्होंने लोगों की जरूरतों का सही अन्दाजा नहीं लगाया और इस बात का भी सही अन्दाजा नहीं लगाया कि इस सिस्टम से कितना करप्शन और भ्रष्टाचार चलता है। मैं अनुभव करता हूँ कि कांट्रेक्ट सिस्टम को फौरन् खत्म कर दिया जाय। इससे रिस्कवत बढ़ती है और मुनाफा-खोरी बढ़ती है। और यह मुनाफाखोरी कस के सिर पर होती है, यह सब मुसाफिरों

के सिर पर होती है। आम तौर पर यह शिकायत की जाती है कि बंडर्स से हमें चीजें मंहगी मिलती हैं। लेकिन यह चीजें बंडर्स को किस रेट पर दी जाती हैं? मैं इस की तक़ज़ील में नहीं जाता और यह सब रेट्स आप को सुना कर आप का वक्त नहीं लेना चाहता। आप को मालूम ही है कि हम स्टेशनों पर दूध चाहते हैं तो पानी मिला हुआ मिलता है। अगर चाय वहां मिलती है तो अजीब किसम की और हर एक चीज निकम्मी मिलती है। बाज़ार में वह चीजें और भाव पर मिलेगी और स्टेशन पर और ही बड़े भाव पर। इसलिये यह सिस्टम एक-दम खत्म होना चाहिये, क्योंकि इस की बड़ी भारी जरूरत है कि लोगों को सही चीजें ठीक दामों पर मिलें। आज बच्चों के लिये दूध चाहिये तो दूध नहीं मिलता है, पानी मिलता है। मुसाफिर खाना खाना चाहते हैं तो ठीक खाना नहीं मिलता। मैं तो अपने अनुभव से कहता हूँ कि लम्बे सफर पर मैं जाता हूँ तो मेरा तो जी नहीं करता कि मैं स्टेशन पर खाना खाऊँ, क्योंकि इतनी निकम्मी चीजें वहां मिलती हैं।

जहां हमारे मंत्री महोदय प्रयत्न कर रहे हैं और बड़े जोर से प्रयत्न कर रहे हैं कि रेलवे में तरक्की हो और वह मासेज की चीज हो जाय, जनता की चीज हो जाय, उन के अन्दर जो यह जबरदस्त स्पिरिट है, उस का मैं चाहता हूँ कि वह इस ओर भी जोर से इजहार करेंगे, और रेलवे बोर्ड को और तमाम रेलों का काम करने वालों को इस बात के लिये मजबूर करेंगे कि वे उन की स्पिरिट को अपनावें। साथ ही हर मामले में रेलवे का तमाम महकमा उन्नति और सुधार की ओर तेज़ी से कदम उठाये क्योंकि आजकल दुनिया बहुत तेज़ी से तरक्की कर रही है। हमारी रेलों ने स्पीड में तो तेज़ी करने की कोशिश की है और कर रही हैं,

[श्री ए० एन० विद्यालंकार]

लेकिन रेलवे के निजाम में और इन्तजाम में भी हमें जतनी ही तेजी लाने की कोशिश करनी चाहिये ।

इन्हीं शब्दों के साथ मैं समाप्त करता हूँ ।

**Shri C. R. Narasimhan** (Krishnagiri): I missed the bus in the general debate.

**Shri Nambiar**: Now you are in the bus.

**Shri C. R. Narasimhan**: I am getting the train all right.

**Mr. Deputy-Speaker**: The bus will speed up.

**Shri C. R. Narasimhan**: Sir, the Railway Board has come under severe fire. It is natural because they happen to be the brain trust of the great national undertaking and have a heavy burden to bear. But we have to remember that the Railway Board in running this great concern has to play a dual role; on the one hand they have to see that the concern is run on very sound commercial lines and on the other hand, they have to see that the entire scheme is kept within the concept of the welfare state that we want to usher in. I am of the opinion that they have done exceedingly well—thanks to the very valuable guidance they have been receiving from the Minister and his colleagues, Deputies, because they are men of sincerity, understanding...

**Shri Nambiar**: What not!

**Shri C. R. Narasimhan**:...and sympathy. I want to ask for one or two explanations. How is it that the Railway Board has not thought it fit to start a mechanical engineering college, say, in places like Chittaranjan where there are ample facilities; where large undertakings are being installed? The country needs high class engineers, mechanical engineers. There being all kinds of facilities in a place like Chittaranjan, I think it would be desirable for them to start a large-scale mechanical engineering college there. They will have a good supply of quali-

fied engineers and will also be able to spare more engineers for the other sections of the State's activities.

Regarding the Integral Coach Factory in Madras, I learnt the proposal is that after the coaches are made there, they have to be sent to Bombay for being upholstered, painted or something like that. I wonder whether that is necessary, and whether it will not be better if the whole thing, the entire construction, takes place in the same place. What is the necessity for despatching these coaches, after they are built, to Bombay? Is it necessary to give them sun-and-rain treatment at Bombay? I think it would be quite simple if the entire work is done in Madras itself. Otherwise, it could not be called 'Integral'; it would be integral only in name.

I am sorry that in the case of the Bangalore-Guntakkal section, the Railways failed to fulfil the needs of the Manganese ore trade there. The Railways have failed to meet needs of the manganese export industry of Mysore State. They had built a good foreign market and at the crucial stage, the Railways having failed to supply wagons, the export market is lost and other foreign countries have captured it.

The report of the Director of the Geological Survey of India shows—I want to read an extract and place it, through this House, before the Railway Minister and the Railway Board that:

"The Shivarerys contain several million tons of workable bauxite of various grades and perhaps close upon a million tons of high grade ore. The working of the deposits will be easy and transport best arranged by means of an aerial rope-way to the Railhead."

If and when the occasion arises, I request the Railway Administration to carefully consider this. (*Interruptions*). It is in my District but it does not form part of my constituency.

"The availability of electric power in the same district makes the utilization of these ores for

metallurgical and chemical purposes are attractive proposition."

So says Dr. Krishnan of the Geological Survey.

I wish to refer very briefly to my pet subject—the dismantled line. I hope the Minister will not find it wearisome.

**Shri L. B. Shastri:** A full answer has been given.

**Shri C. R. Narasimhan:** I have another aspect to discuss; the economic and financial aspect of the dismantled lines. I know these are 800 miles of dismantled lines. Rehabilitation of Railways will be a "farce", if dismantled lines are not properly attended to. On these 800 miles crores of rupees have already been invested. Simply because for the time being you are not able to collect a little more money to keep the concern going, you allow the entire money spent to lie idle. It is just like collecting crores worth of cement in a place and then postponing construction of the dam. The bridges, the culverts, whole Railway stations and the buildings are going to decay. As a matter of fact, I have a grievance against the Railway Administration. We have not been told how much property was there, how much was spent on these 800 miles of Railway lines dismantled. What is the present book value of these things. What is the care taken of the buildings? All these things we have not been told. And that is a serious remissness on the part of the Administration. I would have been happy if a certain amount of information on the financial aspect of the position had been placed before us. They are themselves not having this picture before them, and that is why they are ignoring the case of the dismantled lines. Otherwise, I think they would have gone about it more quickly. Though their report says that they have satisfactorily dealt with the problem of the dismantled lines, my own feeling is that they have been broad-minded in taking up broad-gauge and metre-gauge lines, and they have become narrow-minded in the case of narrow gauge lines.

**Mr. Deputy-Speaker:** That is why the narrow gauge was dismantled!

**Shri C. R. Narasimhan:** All the lines were dismantled. They consisted of broad gauge, narrow gauge and metre gauge, but in the case of the restoration of the broad gauge, the Railway was broad-minded. Metre-gauge also went with broad gauge, but narrow gauge has suffered. But I am very glad the Railway Minister has, in the general discussion, promised to consider the practicability of restoring 75 miles of the Salem Branch lines. But let him not, in dealing with that question, be afraid that the line may not be economical and so on. I can assure him the place is not what it was before. Actually, a Rs. 2 crore irrigation project has been sanctioned in the area. Apart from that, lignite is being developed which will be followed by the development of bauxite, magnesite, chromite and other rich deposits of minerals. Within the current and succeeding Plan periods all this will be exploited, and therefore, for the Railway to come in there simultaneously with the metre gauge between Salem and Bangalore, will not mean a loss to them. They can boldly go ahead with the scheme. That is what I want to impress on them now. I will also add that there should not be delay in the restoration of the Salem dismantled line, since justice delayed will be justice denied.

श्री वाघमारे (परमणी) : उपाध्यक्ष महोदय, मैं आप को धन्यवाद देता हूँ कि आप ने मुझे अपनी तक्रारी शुरू करने का अवसर प्रदान किया लेकिन मेरी प्रार्थना है कि उस के लिये पांच मिनट का जो आप ने समय प्रदान किया है, वह नाकाफी है और मैं चाहूँगा कि मुझे हर एक प्वाइंट पर दो २ मिनट और समय देने की मेहरबानी करें।

सबसे पहले मेरी शिकायत यह है कि हैदराबाद स्टेट में रेलवे में कोई सुधार नहीं हुआ, रेलवे बोर्ड का ध्वर ध्यान नहीं गया।

## [श्री बाघमारे]

दूसरे यह जो बरसी लाइट रेलवे को गवर्नमेंट ने अभी लिया है, इसको ब्राडगेज लाइन बना देना चाहिये और इसको बोधन से मिला देना चाहिये। दूसरी रेलवे लाइन शोलापुर से होते हुए तुलजापुर, उम्मानाबाद, बीड़ और जालना तक ले जाना चाहिए। इन दो जिलों को मिला देने से बहुत फायदा होगा और इन दो जिलों में माल पहुंचाने में जो असुविधा और कठिनाई होती है, वह दूर हो जायगी और इन दो जिलों में बहुत काफ़ी माल पहुंच सकेगा। इसलिये इन दोनों रेलवे लाइनों को बढ़ाना बहुत जरूरी और लाभप्रद सिद्ध होगा।

इस के अलावा रेलवे के जो मजदूर चौथी श्रेणी के रेल कर्मचारी हैं, उनकी तरफ़ खास ध्यान दिया जाना चाहिये क्योंकि रेलवे इन चतुर्थ श्रेणी के कर्मचारियों की मेहनत पर ही चलती है, रेल पटरी पर नहीं चलती है, बल्कि यह उन की मेहनत पर चलती है। आज रेलवे लाइनों पर जो गैंगमेन और मेट काम करते हैं उन की तरफ़ कोई ध्यान नहीं दिया जाता। हमारे मंत्री महोदय ने कौंसिल आफ़ स्टेट में अपने भाषण में कहा कि इन के तरफ़ ध्यान दिया जायेगा, इस लिये जल्दी से हुकम जारी हो।

मंत्री महोदय को यह भी पता नहीं कि इन के काम का एरिया कितना कर दिया गया है, वे अपने भाषण में तीन या चार या पांच मील का बताते हैं, फिर भी कोई ठीक से नहीं बताया कि इन गैंगमनों पर कुंजरू कमटी ने एक इनायत की है, उन का जो पहिले तीन मील का एरिया काम करने का था उस को उस कमटी ने चार मील कर दिया है, यह क्या इन्साफ़ उन के साथ किया जा रहा है कि उन के एरिया को तो बड़ा कर तीन के बजाय चार कर दिया लेकिन आदमी उतने ही है जितने पहले तीन मील के एरिया में काम

करते थे और उन के लिये न बरसात के कपड़ों का प्रबन्ध है और न ठंड से बचने के लिये कपड़े हैं, उन बेचारों को चाहे बारिश हो गर्मी हो या जाड़ा हो उसी अवस्था में काम करना पड़ता है।

सुबह तड़के पांच बजे उठ कर गैंगमेन, कीमैन और मेट को काम करना पड़ता है, गैंगमेन को अपने चार मील के एरिया में काम करना पड़ता है, और आप जानते हैं कि उन का काम कितना इम्पोर्टेंट है, अगर उन के काम का इन्तज़ाम माकूल और ठीक न हो तो रेल का चलना मुश्किल हो जायगा। यह जो छोटे छोटे रेल्वे एक्सीडेंट्स होते हैं यह मशीन का इन्तज़ाम अच्छा न होने की वजह से नहीं बल्कि इन कर्मचारियों को सर्दी और बरसात में माकूल कपड़ा न मिलने की वजह से अगर थोड़ी सुस्तो हो गई या अगर ठीक तौर पर अपना चार मील का एरिया कवर नहीं कर पाने से हो जाते हैं इसलिये और मेरी यह मांग है कि उन का एरिया चार मील के बजाय फिर से तीन मील कर दिया जाय और बरसात और जाड़े के लिये उन को पर्याप्त कपड़े दिये जायें। इस दिशा में हमारे रेलवे मंत्री ने हमें आश्वासन भी दिया है कि वह इस ओर ध्यान देने की कोशिश करेंगे और मैं उम्मीद करता हूँ कि रेलवे के और दूसरे जो बड़े अफ़सरान हैं, वह इस ओर ध्यान देंगे और उनकी दशा सुधारने का प्रयत्न करेंगे।

रेलवे में जो भी मजदूर यूनियनों होती हैं उन की मंजूरी के लिये आजकल रेलवे बोर्ड ज्यादा ध्यान नहीं देता और यह अक्सर देखा गया है कि अगर किसी रेलवे में कोई मजदूर यूनियन है तो उस को मंजूरी देने के लिये बोर्ड हमेशा ही हिचकिचाता है। जैसे मैं आप को बतलाऊँ कि रिप्रापिंग के बाद ये दोनों रेलवे ओ० टी० आर० और आसाम रेलवे

इन दोनों रेलों को मिला कर एक नार्थ ईस्टर्न रेलवे बन गई है, अब इन दोनों रेलवों में जो ओ० टी० आर० स्टाफ वेलफेयर कमेटी और आसाम रेलवे क्वार्टिनेटिंग कमेटी काम करती थीं, उन दोनों यूनियनों को मिला कर एक नार्थ ईस्टर्न रेलवे लेबर यूनियन बना दी गई है, लेकिन उस को अभी तक रेलवे बोर्ड की ओर से मान्यता प्रदान नहीं की गई है। इस यूनियन को अभी तक रेलवे बोर्ड में मंजूरी नहीं दी है जिस का नतीजा यह होता है कि वहां पर उस सेक्शन में जो भी मजदूर काम करने वाले हैं उन के जो भी ग्रीवियासेज और मतालबात हैं वह पेंडिंग में पड़े हुए हैं। वहां के रेलवे मजदूर यूनियन ने लाचार हो कर जनवरी सन् ५४ में स्ट्राइक का नोटिस दिया जिस पर बोर्ड ने एक कमेटी बैठाई, उस कमेटी की रिपोर्ट भी ३० जनवरी सन् १९५४ को पेश हुई है और उस ने मजदूरों के यह जो एरियर्स, कपड़े और ओवरटाईम के मतालबात थे, उन को मंजूर भी किया है। इस के अलावा चौथे दर्जे के रेलवे कर्मचारियों को तबदीली के वक्त उन को वैगन पास मिलता था जिस से वह अपने जानवर और माल इत्यादि एक स्थान से दूसरे स्थान को ले जा सकते थे, अब उस में यह जो पहले दरखास्त देने की बंदिश कर दी है, उस का नतीजा अक्सर यह होता है कि यह दरखास्त वैगन पास के लिये जो अब देना जरूरी हो गई है वह महीने के अन्दर अन्दर अफसरान के पास पहुंच ही नहीं पाती तो आप ही बालाइये वह बेचारा कैस अगर उस के पास जो दो एक जानवर और सामान है दूसरी जगह ले जाय ? जब उस को वक्त के अन्दर यह सुविधा वैगन पास की नहीं मिलती तो उस को मजबूरन अपने जानवर और सामान इत्यादि को उल्टे सीधे बेच देना पड़ता है। मैं चाहता हूं कि मंत्री महोदय और रेलवे बोर्ड इस ओर विशेष ध्यान दे और यह जो एक महीने पहले अरजी देने की क़द रक्खी है, इस को हटा लिया जाय

और जैसे पहले वैगन पास की उन को सुविधा प्राप्त थी, वह उन को मिलनी चाहिये। इसी तरह से इस में तीसरे और चौथे दर्जे के आदमियों को जो डेली एलाउंस मिलता है उस के अन्दर नाइंसाफी होती है। तीसरे दर्जे के जो लोग हैं वह अगर आठ घंटे काम पर रहते तो उन को डेली एलाउंस मिल सकता है, लेकिन चौथे दर्जे के आदमी जो अपने रहने की जगह से पांच मील पर रह कर १२ घंटे काम करने पर ही उन को डेली एलाउंस मिलता है। इस को भी दूर किया जाय। मैं पहले ही कह चुका हूं कि रेलवे के जो चौथे दर्जे के काम करने वाले हैं रेलवे उन की मेहनत पर ही चलती है, उन की तरफ बोर्ड को ज्यादा ध्यान देना चाहिये और मंत्री को भी देना चाहिये। जो भत्ता उन को मिलता है वह भी उन को आठ घंटे से मिलना चाहिये। और जो उन को महंगाई भत्ता मिलता है उस को तन्स्वाह के साथ जमा कर के जो रकम होती है उस पर डेली एलाउंस मिलना चाहिये। जिस तरह से तीसरे दर्जे के एम्प्लायोज के साथ होता है। मगर चौथे दर्जे के लोगों का फूडिंग एलाउंस नहीं जोड़ा जाता, सिर्फ असल तन्स्वाह पर ही डेली एलाउंस दिया जाता है। मेरी यह मांग है कि उन की तन्स्वाह में फूडिंग एलाउंस मिला कर ही उन को डेली एलाउंस मिलना चाहिये।

इस के बाद मैं ए० ई० आर० में जो इंजीनियर वर्ग है उन के बारे में कहना चाहता हूं। उन को जंगल एलाउंस, तराई एलाउंस और दूसरे जो एलाउंस हैं वह उन को देना चाहिये। उन बेचारों को जंगलों में रहना पड़ता है, लेकिन उन को जो एलाउंस मिलने चाहिये वह उन को नहीं मिलते हैं। जो लोग तराई में रहते हैं वह भी रेलवे के नौकर हैं, उन को भी वह एलाउंस नहीं मिलता। इस तरफ भी रेलवे मेम्बर को

[ श्री बाघमारे ]

ध्यान देना चाहिये। रेलवे बोर्ड को देखना चाहिये कि उनके जो अहकाम जारी होते हैं उन पर अमल भी होता है या नहीं। अगर वह अमल में नहीं आते हैं तो रेलवे बोर्ड के वजूद की कोई जरूरत नहीं है, मैं ऐसा खयाल करता हूँ। तीन तीन साल हो जाते हैं लेकिन उन के अहकाम की पाबन्दी नहीं चलोती। उन्होंने नेशनल हुक्म के जरिये से यह तय किया था कि शन्टर और फायर-मैन का फिक्सेशन किया जाय। रेलवे बोर्ड का जनरल आर्डर है जिस का नम्बर है ई/आर/५० जे एसी/८ तारीख २८-११-५० थी। इन्होंने यह तय भी किया कि इन फिक्सेशन १-१-४७ से किया जाय और १-१-४९ से उन का सारा बकाया दे दिया जाय लेकिन अभी तक एन० ई० आर० में इस पर अमल नहीं हुआ है। आखिर इस तरह का हुक्म निकालने से क्या फायदा हुआ? मेरा कहना यह है कि अगर अहकाम जारी होते हैं तो उन पर रेलवे बोर्ड को पूरा ध्यान देना चाहिये वह ऐसा क्यों नहीं करता या मंत्री महोदय उस पर ध्यान क्यों नहीं देते?

इसी तरह से जो जो वहां पर एक्सपर्ट इंजीनियर और ड्रायव्हर काम करते हैं उन के लिये भी इसी तरह का हुक्म था कि उन का भी फिक्सेशन १-१-४७ से हो जाय और उन को भी बकाया १-१-४९ से मिल जाय, लेकिन उस पर भी अमल नहीं हुआ। वहां पर एक्सपर्ट ड्राइवर और इंजीनियर काम करते हैं, अगर वह रेलों की रक्षा न करें, अगर वह बड़े एहतियात से काम न लें तो हजारों जानें चली जा सकती हैं। उन को बड़ी ऊंचाई से और तंग रास्ते से गाड़ों को लाना पड़ता है, अगर उस में थोड़ी भी खराबी आ जाय तो रेलों का तो नुकसान होगा ही, सैकड़ों जानें चली जायेंगी। मेरा

यह सुझाव है कि पे कमिशन की तरफ से फिक्सेशन के लिये जो हिदायत की गई और जिस के लिये आप ने भी अपना आर्डर निकाला है, उस पर पूरा पूरा अमल हो जोकि अभी तक अमल में नहीं आया है; इन इंजीनियरों और ड्रायव्हरों की पे का फिक्सेशन १-१-४७ से हो और बकाया १-१-४९ से दिया जाय।

दूसरी बात . . . . .

उपाध्यक्ष महोदय : दूसरी, तीसरी बात क्या? आप ने पांच मिनट मांगे थे।

श्री बाघमारे : मैं दो मिनट में खत्म कर दूंगा। मैं ने ट्रेन एग्जामिनर्स के बारे में कई सवाल यहां पेश किये, लेकिन वह सवालालत नामंजूर हुए। अभी मेरे दोस्त ने कहा कि किसी गाड़ी में लाइट नहीं होती, किसी में पानी नहीं होता, आखिर इस की क्या वजह है। इस की वजह मैं बताता हूँ। वजह यह है कि ट्रेन एग्जामिनर को पूरे हथियार और सामान नहीं दिया जाता। साथ ही उन को कई कई गाड़ियों को देखना पड़ता है। पहले यह तय हुआ था कि उन की आठ घंटे की ड्यूटी में जितनी गाड़ियां छिटेल एग्जामिन हो सकती हैं करें। लेकिन अब रेलवे डिपार्टमेंट उन को हर तरफ दौड़ाने की कोशिश करता है। आखिर यह कैसे मुमकिन हो सकता है कि वह आठ घंटे की ड्यूटी में तीस तीस गाड़ियां एग्जामिन कर के उन में रोशनी और पानी का इन्तजाम करे? यह नामुमकिन है। इसलिये जो वक्त मुकर्रर हुआ है उस को अपने वक्त में उतनी ही गाड़ी को एग्जामिन करने के लिये कहा जाय और सामान व हथियार दिये जायें।

अब मैं दूसरे मामले की तरफ आता हूँ। जब से हमारे रेलवे बोर्ड ने हैदराबाद रेलवे को अपने कब्जे में लिया है, उस में

कोई सुधार नहीं हुआ । हमारे यहां को रेलवे में तीसरे दर्जे में चलने वालों को भीड़ की वजह से जो तकलीफ होती है उस की तरफ मंत्री महोदय ने कोई खयाल नहीं किया है कि उस को कैसे कम किया जाय । मनमाड से सिकन्द्राबाद रेलवे लाइन पर पहले से जो दो गाड़ियां चलती आ रही हैं, उन की जगह पर अब कम से कम तीन गाड़ियां चलनी चाहियें तो भीड़ कम हो सकती है । दूसरे इसी तरह से जो नई गाड़ी पूर्णा से आदिलाबाद दिन में एक ही बार चलनी है उस को दो बार चलाने का इन्तजाम करें ।

१. शोलापुर से तुलजापुर, उस्मानाबाद, बीड आलना तक नई लाइन;

२. कूरडवाड़ी से लातूर, बड़ी लाइन कर के वही बोधन तक बढ़ायें;

३. परली से परभणी लाइन बड़ी लाइन में बदल दें ।

मेरी मांग है कि कम से कम गाड़ियों के जिस विभाग से जिस इलाके से मैं आता हूं, उस में ये नई लाइनें चलनी ही चाहियें ।

**Mr. Deputy-Speaker:** The hon. Member is going on as long as a goods train. I am sorry he will have to finish his speech now. Before proceeding further, I would like to announce the agreed cut motions on Demands Nos. 3, 4, 5, 6, 9A, 15 and 20. These will be taken up on the next day, and before that, they will be circulated to hon. Members. The cut motions are as follows:

**Demand No. 3**

Cut motions Nos. 96, 225, 227 and 239.

**Demand No. 4**

Cut motions Nos. 37, 44, 107, 108, 100, 246, 264, 255, 267, and 39.

**Demand No 5**

Cut motions Nos. 112, 274, 277, 280, 282 and 286

**Demand No. 6**

Cut motions Nos. 47, 115, 290, 293, 291, 294, 298 and 302.

**Demand No. 9A**

Cut motions Nos. 49, 121, 125, 316 and 426

**Demand No. 15**

Cut motions Nos. 59, 60, 138, 139, 337, 338, 341, 350 and 358.

As regards Demand No. 20, hon. Members have stated that either cut motion No. 156 or 384 may be taken up. Hon. Members must choose either the one or the other. I shall choose the bigger number, namely cut motion No. 384. Both of them seem to relate to the same matter.

These may be typed and hung up on the notice-board.

**Shri Venkatraman:** May I suggest that these may be circulated to hon. Members along with the agenda?

**Mr. Deputy-Speaker:** Yes. After all, it is a small list, and let it be circulated to all hon. Members. This is the agreed list of cut motions.

**Shri Nambiar:** We have agreed cut motions only up to Demand No. 6. As for the others, we shall be supplying the list tomorrow.

**Mr. Deputy-Speaker:** I would not allow any further agreed or non-agreed cut motions tomorrow.

**Shri Nambiar:** We have agreed cut motions only up to Demand No. 6. There is no agreement as yet in respect of the other Demands. The different parties have given their list, and we shall be giving the list in respect of the other Demands tomorrow. We have given agreed cut motions only up to Demand No. 6, because we were told that we are going to discuss only up to Demand No. 6.

**Mr. Deputy-Speaker:** But hon. Members may make up their minds.

Unless the list is ready, I cannot circulate it. And moreover, how are Government to get ready for their replies?

[Mr. Deputy-Speaker]

Tomorrow is also Sunday. Hon. Members do not seem to appreciate the implications. They think it is merely a matter of sitting together and spending some 15 minutes, and that the rest is all the duty of the Chair, as if it is not that of the Members of the various Groups. If no list is ready with regard to the other cut motions. I shall start with the earliest cut motion appearing on the list in respect of a particular Demand, allow all Members to talk on it and when the guillotine comes to be applied, put all the Demands together in the guillotine.

**Shri K. K. Basu:** We shall give the list by 7 P.M. today.

**Mr. Deputy-Speaker:** In addition to what I have read out, if any more cut motions are proposed to be moved, hon. Members may give it before 7 P.M. I shall not allow any other cut motions to be moved on Monday or Tuesday next.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

श्री शुनभुनवाला (भागलपुर मध्य) : जेयर मॅन साहब, यह रिवाज सा है कि कुछ कहने के पहले लोग मंत्री महोदय को धन्यवाद देते हैं और कहते हैं कि उन्होंने जो कुछ किया है उस के लिये वह धन्यवाद के पात्र हैं। मैं धन्यवाद देता हूँ, लेकिन वह उस रिवाज को अदा करने के लिये नहीं, बल्कि इसलिये कि जब से हमारे मंत्री महोदय आए हैं वह हर एक तरफ सुधार करने को देख रहे हैं। यद्यपि अभी बहुत कुछ करना है और जो कुछ करना है उस में से एक आना दो आना भी नहीं हुआ, फिर भी नज़र डाली गई है और उस ओर तरक्की हो रही है। यही देख कर मैं मंत्री महोदय को धन्यवाद देता हूँ और केवल रिवाज अदा करने के लिये नहीं देता हूँ।

इस के साथ ही दो एक बातें हैं जो मेरी समझ में बहुत ज़रूरी हैं और उन की

ओर मंत्री महोदय ज़रूर ध्यान दें। यदि उन की ओर ध्यान नहीं दिया जायगा तो मुझे पता नहीं कि थोड़े दिनों के बाद इस रेलवे की आर्थिक दृष्टि से क्या स्थिति होगी। यह जो रेलवे का कनसर्न है, इस को हम लोगों को दो दृष्टि से देखना चाहिये। एक तो यह है कि यह कामशियल कनसर्न है और दूसरे यह कि यह पब्लिक यूटीलिटी कनसर्न है, अर्थात् व्यापारिक ढंग से भी हम को इस को देखना पड़ेगा और इस ढंग से भी देखना पड़ेगा कि सर्वसाधारण को इस से लाभ हो। जैसा कि मैं ने आरम्भ में ही कहा, यह बात ज़रूर है कि मंत्री महोदय की इस ओर नज़र गई है और यह काम जो हो रहा है वह सर्वसाधारण के लाभ के लिये हर एक दृष्टि से कुछ न कुछ हो रहा है। अभी तक हुआ होगा एक आना या दो आना ही, परन्तु उस ओर दृष्टि गई है और यह एक अच्छी बात है। परन्तु यदि ऐसा हो कि हमारा जितना पैसा है, रेलवे बोर्ड की जितनी आमदनी है, उस आमदनी में से कुछ पैसा निकाल कर अथवा और भी कहीं से पैसा निकाल कर यदि हम केवल लगाते जायें और बाहरी फ़ायदा दिखलाते जायें कि हम ने यह आराम दिया वह आराम दिया, और यदि हमारे फ़ायरनेंसेज खराब हो जायें और बराबर ही वह खराब इस प्रकार से होते जायें कि एक दिन हम ऐसी अवस्था में पहुँच जायें कि आगे कुछ भी तरक्की जो करना चाहते हैं वह नहीं कर सकें तो यह ठीक नहीं होगा। रिपोर्ट को पढ़ने से और समूचे बजट को देखने से यह पता चलेगा और सभी लोग कहेंगे कि हाँ, फ़ायदा हुआ है। इतने रुपये, ३० करोड़ रुपये, डिप्रिसियेशन में दे दिये गये हैं। डिबिडेंड का भी जो जनरल रैवेन्यू में देना चाहिये वह दे दिया गया है। परन्तु हम को यह दृष्टि भी रखनी है कि हमारा यह कनसर्न १०० करोड़



का है। जब हमारा यह कनसर्न ९०० करोड़ रुपये का है तो मैं आप से यह पूछना चाहता हूँ कि जितना हम डिप्रीसियेशन की तरफ देते हैं, उस से क्या हमारा रिप्लेसमेंट हो सकता है? जो कुछ हमारा बिसाई हुई है, जो कुछ उस में हमारे टूटि हो गई है, उस को सुधारने के लिये जितना रुपया हम डिप्रीसियेशन फंड में निकालते हैं, उस से क्या वह पूरी हो सकती है? यदि हम इस दृष्टि से देखें तो मैं कैसे कहूँ कि यह जो हमारा बजट है इस में लाभ होता है। मैं रेलवे मंत्री महोदय से कहूँगा कि वह इस दृष्टि से इस के ऊपर विचार करें।

यह तभी ठीक हो सकता है जबकि हमारे यहां बेशी पैसेंजर आवें, और उस से हम को बेशी आमदनी हो, आमदनी बेशी हो और जो हमारा खर्चा है उस में हमारे कमी हो। हम यह नहीं कहते कि मजदूरों के प्रति हमारा हृद नहीं है, मन्वियार साहब का जितना है उस से भी बेशी हमारा हृदय है, और मजदूरों को जितना भी मुभीता दिया जाय वह कम है। परन्तु उस के साथ साथ हम को यह भी देखना चाहिये कि वे लोग एफ्रीशियेंसी के साथ काम करते हैं या नहीं। पहले जो कुछ भी हम लोगों को कागज दिये जाते थे उन में यह दिखलाया जाता था कि लेबर की एफ्रीशियेंसी कितनी है, हर एक चीज की एफ्रीशियेंसी कितनी है। यह सब बातें हम को बतलाई जाती थीं। परन्तु अब वह सब चीजें इस में नहीं हैं। मैं यह चाहूँगा कि रेलवे मंत्री महोदय हम लोगों को यह बतलायें कि इस चीज में हम ने इतना अधिक खर्चा किया है, परन्तु उस के बदले में हम को इतनी एफ्रीशियेंसी मिली है। यदि हम खर्चा करते जायें और एफ्रीशियेंसी हमारी कम होती जाय और इसी तरह हम चलते जायें, तो मैं मंत्री महोदय से यह पूछना चाहूँगा कि कुछ वर्षों के बाद आप

कहां से रुपया लावेंगे और किस तरह से इस काम को चलायेंगे।

बहुत से जरिए हैं कि जिन से हम लोगों का खर्चा कम किया जा सकता है, जैसे मैं आप को बताता हूँ कि स्टोर परचेज है। उस में खर्चा बहुत कम किया जा सकता है। परन्तु अभी हम लोगों का तरीका क्या है? बाहर से करोड़ों रुपये का स्टोर आता है। रिपोर्ट से आप को पता चला होगा कि दो दो सौ वर्ष से स्टोर पड़ा हुआ था। वह किन दामों में आता है, इस का कुछ भी हम को पता नहीं चल सकता। हम देखते हैं कि जो कुछ थोड़ी बहुत चीजें यहां पर खरीदी जाती हैं, उस का हाल दूसरा ही है। मेरे पास एक केस आया था कि एक फर्म से रेलवे ने करीब साठ सत्तर लाख रुपये का अन्न खरीदा और एक अफसर ने उस पर साइन किया। उस आदमी के सिगनेचर पर वह सब माल खरीद लिया गया, कोई झगडा नहीं। फिर बाद में पांच सात हजार रुपये के लिये झगडा उठा। उस पर रेलवे ने यह आबजेशन लिया कि फंडों से कतन के अनुसार उस रेलवे अफसर को अयोरिटी नहीं थी कि वह दस्तखत करता। यहां पर मेरे कहने का मतलब यह है कि यदि रेलवे इस प्रकार से चलती है तो यह ठीक नहीं है। इस तरह के मामलों में रेलवे को व्यापारिक नीति अस्तियार करनी चाहिये। यदि आप ने इस तरह से नहीं देखा और वही नीति अस्तियार करी तो जो आप को माल सप्लाई करेंगे उन के सामने बड़ी भारी दिक्कत पेश आवेगी। इस का नतीजा यह होगा कि आप को दाम बेशी लगेंगे।

**Mr. Chairman:** I have got a long list of Members and I will have to be strict in apportioning time. Otherwise, I will not be able to give a chance to a number of Members. I am afraid the hon. Member will have to finish at once.

श्री मन्मथनवाला : एक मिनट ।

**Mr. Chairman:** The hon. Member is a senior Member and he must now finish. I know the hon. Member has got something important to say, but I have to observe the time limit.

**Shri Ganpati Ram** (Jaunpur Distt.—East—Reserved—Sch. Castes): All the Members must be given chances to speak.

में जोनपुर और गोरखपुर डिविजन की कुछ स्थानीय बातें रखना चाहता हूँ ।

**Shri S. G. Parikh** (Mehsana East): I have a few points to make. Regarding the difficulties experienced by passengers between Ahmedabad and Mehsana, several representations have been made by the passengers associations and in one of the booklets I find that the matter will be taken up, but till now nobody knows when it is going to be taken up. Of course, it has been promised that their difficulties will be looked into and set right.

The next point is that the detention of railway trains on that section is very great. Sometimes, a goods train takes about six to eight hours to travel a distance of 40 miles, which in normal time it will hardly take three hours. The intensity of passengers is also great; the train is overcrowded. If a double line is there, more trains can run and it will relieve the traffic congestion. The housing problem of Ahmedabad also can be easily solved, so that it can run as suburban traffic. Last year when the hon. Minister visited both Sabarmati and Mehsana railway stations, he himself examined the position and promised that an overbridge would be constructed as early as possible. At that time some prominent Members of Parliament were also with him. At Sabarmati station, the broad gauge station is on the other side and the traveller who has to go to the broad gauge station, has to cross the railway line where shunting is going on almost all the time. I think about half a dozen fatal accidents occur in

a year at this station. At Mehsana, the position is most difficult. Most of the Railway employees are saying on the other side of the station. Their children and womenfolk and people who go for social calls have to cross the Railway line where shunting goes on all the time. So, the position at this station is even worse.

Another point about Mehsana station. In the last session I had put a question on the diamond-crossing and asked whether it was working or not. The reply then was that it was working, whereas the real fact is that it is not working. A sum of Rs. 75,000 or so has been wasted. I have personally seen this station, because that is my constituency and I have to go several times that way. Replies given to me when I made enquiries on the spot were to the effect that the construction was faulty, that is, that the platform is short and that is the reason why they cannot have double trains on one platform. Not only the diamond-crossing is not working, but a staff of eight to ten watchmen has to be maintained. Money is wasted in this way and it creates great hardship because people, who through oversight cross those parts, are held up and fined by the court. Further, it causes considerable hardship for the people travelling from Ahmedabad and Bombay because when they trespass inadvertently they are caught and produced before the court and as such detained. If they are not going to work the diamond-crossing let it be fenced at least.

I would particularly request the hon. Minister to have more inter class accommodation on that section, as at present inter class compartments are overcrowded. If this facility is given, probably some middle class people can travel by inter class and the congestion in second class compartments also can be relieved.

Another point.

6 P.M.

**Mr. Chairman:** I would request the hon. Member to bring his remarks to a close.

**Shri S. G. Parikh:** I would endorse the views expressed by my friend, Shri Khandubhai Desai that the fares for air-condition travel should be increased considerably, at least two and a half times as suggested by him, and let there be no more construction of air-conditioned coaches.

**Mr. Chairman:** The bell has been rung twice or thrice. I am afraid the hon. Member has to stop. Now, I call upon Shri Gurupadaswamy.

**Shri M. S. Gurupadaswamy (Mysore):** I have not got sufficient time to make a long speech and so I shall confine my remarks to a very few items. I can only give a catalogue of them. More than that, I cannot do justice to the matter.

The main trouble with the Indian Railways is that it lacks imaginative and inspired leadership. I have got a paper with me—Eastern Economist—which is well known for its moderation and also known for its pro-Government views. That paper says that the Budget of the Indian Railways introduced by Shri Lal Bahadur Shastri on February 19th, was one of the most colourless records of work that has ever been placed before the Indian Parliament. The root cause for this is due to lack of imagination, as I said, on the part of the Ministry who is running it. I ask whether the time has not come to revise our opinion with regard to the method of managing the Railways. It would seem to me better to scrap the existing way of managing the Railways and have a corporation instead. We have been having a bad experience of the way the Railway Board has been working. The members of the Board think that they are the guardian angels who can give expert advice on anything concerning the Railways and they themselves need not take advice from others. This complacency on the part of the Railway Board is rather very unfortunate and it is increasing more and more nowadays. I suggest therefore that a corporation would be better than the existing method for managing the Railways and the corporation may be

given full control over the Railway system.

The next question I want to urge is about the policy of the Government with regard to the opening up of new lines. I suggest that in the priorities, which have been catalogued by the Minister—I do not say that they are not proper—South India is comparatively neglected. The first priority should be given to the development of South India. I submit also a few local demands that have been made by people from Mysore from time to time. There is a great necessity now for a rail link between Satyamangalam and Chamarajanagar. The Government of Mysore promised to take up this line, but unfortunately it could not fulfil its promise because the Railway system was handed over to the Centre. Even the Central Government promised us that this line would be taken up, but unfortunately this promise has still not been fulfilled.

My next point is about class II officers. There has been too much of discrimination between Class I and Class II Officers. This discrimination should be stopped. These two classes of officers perform the same duties and shoulder the same responsibility, but still the discrimination is made in their pay, status and conditions. It is a blot on our Constitution. We talk of equal opportunities. We say that there should be equal pay for equal work. Well, these two classes of officers perform the same duties and responsibilities, but why should there be a discrimination? I repeat that this goes against the spirit of our Constitution. This should be stopped.

Then I come to the question of ex-MSM Railway officers. There are various cases pending before the Railway Board. These cases have not been satisfactorily settled. Unfortunately, there is a feeling among these officers that they are receiving very bad treatment after integration. I referred one case to Shri L. B. Shastri some time back and he promised that the case was a just and genuine one and that it will be looked into

**Shri L. B. Shastri:** I certainly promised to look into the case, but I did not say that it was a just and genuine case. How can I say that unless I had examined the papers?

**Shri M. S. Gurupadaswamy:** Unfortunately the memory of the Minister is very short. I have again referred the matter to him, and as I know that he is a man who keeps his word, I feel that justice will be done. There are other cases as well—nearly thirty-five cases. All these cases should be satisfactorily settled.

Lastly, I submit that there are so many complaints regarding the purchase policy of Government. We are not having any definite policy for purchasing railway stores. Of course, tenders are called, but these tenders are not opened in public. They are opened in secret. Therefore we want that all tenders should be opened in public so that the public may understand whether their tenders are properly treated. There is a certain amount of suspicion in the minds of many people that this tender system is working very badly and there has been a lot of corruption and nepotism. Therefore, Sir, I feel that this purchase policy should be changed and all the tenders should be opened in public.

**श्री जांगड़े (बिलासपुर—रक्षित—अनुसूचित जातियां):** सभापति महोदय, चूकि समय कम है इसलिये मैं सारांश में ही थोड़ी सी बातें कहना चाहता हूँ।

सबसे पहले मैं चिरमिरी बरवाडीह लाइन के सम्बन्ध में कहना चाहता हूँ। मैंने यहां पर प्रश्न रक्खा और प्रश्न के उत्तर में मंत्री महोदय ने बताया कि इस पर एक करोड़ ६९ लाख रुपया खर्च हुआ। मैं पूछता हूँ कि खर्च होने के बाद इस लाइन को क्यों छोड़ दिया गया? यह एक ऐसा एरिया है जिसमें सैकड़ों मील तक कोई रेलवे लाइन नहीं है। सरगुजा जिला बीच में पड़ता है

और मध्य प्रदेश और बिहार दोनों को जोड़ने के लिये यही लाइन हो सकती है। इस पर इतना खर्च हुआ और खर्च होने के बाद इस को क्यों छोड़ दिया गया? इस क्षेत्र में सौ सौ मील तक रेलें नहीं हैं।

दूसरी बात मैं यह कहना चाहता हूँ कि चांदा स्टेशन से चांदा फोर्ट तक आधे मील का फासला या दूरी है। दोनों को मिला देना चाहिये क्योंकि चांदा स्टेशन से चांदा फोर्ट को वेगन्स ले जाने के लिये १००, २०० मील का चक्कर लगाना पड़ता है। इसमें बहुत समय और रुपया नष्ट होता है।

इसके बाद मैं कटनी जंक्शन के बारे में कहना चाहता हूँ। कटनी जंक्शन किसी कदर, झाँसी, बीना इटारसी, ग्वालियर से छोटा जंक्शन नहीं है, वहां यात्रियों को छः छः सात सात घंटे रुकना पड़ता है। वहां उन के ठहरने के लिये कोई इन्तजाम नहीं है। न वर्षा से बचाव का ही प्रबन्ध न नहाने का और न पीने का प्रबन्ध है। वहां पर इतनी घूल उड़ती है कि कुछ कहा नहीं जा सकता है। उससे इतनी ज्यादा गंदगी फैलती है कि कोई भी मामूली स्टेशन कटनी जंक्शन से अच्छा होगा। कटनी जंक्शन पर ४ प्लेटफार्म हैं लेकिन मुश्किल से सात या आठ वाटर टैप हैं। वहां पर न तो लोगों के पानी पीने का ही इन्तजाम है और न खाने का स्टाल या सीमेंट कान्क्रीट या ऐसा ही प्लेटफार्म है।

इसके उपरान्त मैं मंत्री महोदय को याद दिलाना चाहता हूँ कि हावड़ा-नागपुर के बीच में जनता एक्सप्रेस और गोंदिया या बांगरगढ़ से रायगढ़ तक एक लोकल ट्रेन के लिये दो तीन बार प्रश्न पूछा गया था। आप ने उत्तर दिया था कि जब कोचेज अचलेबुल होंगी तो वह

लोकल गाड़ियां और जनता एक्सप्रेस चालई जायेंगी। पर दो तीन साल हो गये, वहां के लिये कोचेज अभी तक नहीं मिल सकीं। दूसरे स्थानों के लिये कई कई गाड़ियों का प्रबन्ध हो गया लेकिन यहां के लिये कुछ नहीं हुआ।

इसके बाद में चिरमिरी के सम्बन्ध में कहना चाहता हूं। चिरमिरी एक कोयला खदान का क्षेत्र है और कोयला खदान के मजदूरों की कालोनी सड़क से ५०, ६० फीट एक दम ऊंची है और कभी भी दुर्घटना होने का डर है। वहां पर चिरमिरी स्टेशन में ओवर ब्रिज बनाने की बड़ी आवश्यकता है।

अब मैं मोचाकी कोसा के क्षेत्र बस्तर के बारे में कहा चाहता हूं। अगर आप इस को नकशे पर देखिये तो आप को इसके बारे में कुछ पता चल सकेगा। अभी हमारे बंसल जी ने दिल्ली के पास पानीपत रोहतक तक को एक पिछड़ा हुआ क्षेत्र बतलाया और रेल की मांग की। मुझे बड़ा ताज्जुब होता है। यहां पर बस्तर आदि पिछड़े क्षेत्र की ओर किसी ने माननीय मंत्री जी का ध्यान नहीं दिलाया।

अब मैं बिलासपुर रेलवे कालोनी की बांधलियों की तरफ आपका ध्यान दिलाना चाहता हूं। वहां पर हरिजन भंगी कर्मचारी हैं जिनकी काफी संख्या है। लेकिन उन को सिवा झाड़ने बूहारने के और कोई काम नहीं दिया जाता है। वह पढ़े लिखे होते हैं और चपरासी का काम करना चाहते हैं, या श्रेड कुनी का या फिटर का काम करना चाहते हैं, परन्तु पढ़े लिखे होने पर भी योग्य होने पर भी, उनको नहीं लिया जाता है। उनको अपनी दूकान तक रखने की इजाजत नहीं दी जाती चाहे वह पान की ही क्यों न हो। खुद हमारे जयजीवनराम जी वहां गये थे लेकिन

रेलवे के डी० टी० ओ० आदि बड़े अफसर हैं उन्होंने हरिजनों की परवाह नहीं की। बिलासपुर रेलवे कालोनी की हालत यह है कि वहां अनट्रेन्ड टीचर्स को प्रधान टीचर बनाया जाता है और जो ट्रेन्ड टीचर्स होते हैं उनको नीचे के दर्जे पर रखा जाता है। वहां एक हाई स्कूल की बड़ी सख्त जरूरत है, लेकिन वहां पर हाई स्कूल नहीं खोला गया। वहां के प्राथमिक स्कूलों में भी हरिजनों की फीस पहली कक्षा तक में माफ नहीं है। वहां पर अभी तक इन चीजों पर ध्यान नहीं दिया गया है।

इसके बाद मैं रायपुर घमतरी की छोटी लाइन की तरफ आपका ध्यान दिलाना चाहता हूं। यह कुल ४८ मील का फासला है लेकिन पैसेंजर गाड़ी के पहुंचने में ८-१० घंटे लगते हैं। वहां साइकिल से जाने पर आदमी तीन चार घंटे में पहुंच सकता है।

रेलवे बोर्ड में काम करने वाले क्लर्कों या असिस्टेंटों को तरक्की के लिये क्यों परीक्षा में बैठना अनिवार्य रखा जाता है जब यहां होम मिनिस्ट्री में इसके लिये कोई रिटन एग्जामिनेशन नहीं होता है। मेरी समझ में इसका कोई कारण नहीं है। परीक्षा भी बड़ी कड़ी ली जाती है जिन पच्चों को शायद माननीय मंत्री भी नहीं हल कर पायेंगे। इस ओर ध्यान देने की जरूरत है।

आपको इसकी ओर भी ध्यान देने की बड़ी जरूरत है कि इस विभाग में प्राविन्धियलियम बहुत फैला हुआ है। इसमें कोई ऐयर और आयंगर स्वामी आदि ही आ सकते हैं क्योंकि ऐडमिनिस्ट्रेशन ब्रांच में इस्टेब्लिश ब्रांच में यही लोग भरे हुए हैं। आप मंत्री महोदय बहुत सी प्रार्थनाओं को सुन कर हल करते हैं और आपके आफीसर आपके सामने हां कहते हैं पर बाद में २-३ वर्ष तक रेलवे के

[श्री जांगड़े]

बड़े बड़े अफसर लोग ही अपने तरह का काम करते हैं। माननीय मंत्री महोदय ६ लाख कर्मचारियों के बीच कहां तक गोता लगाते रहेंगे ? मैंने मंत्री महोदय को इस विषय में कई पत्र लिखे लेकिन उनका उत्तर नहीं मिला। दो-तीन साल बाद जब इसका उत्तर आयेगा तब तक हमारी मेम्बरी खत्म हो जायेगी। यह भी सुनने में आया है कि कम योग्य आदमी और हाल में नौकरी पाये हुए लोग रेलवे कमीशन के सेक्रेटरी और हिन्दी सेक्शन आफिसर हैं। इस पर भी ध्यान देने की जरूरत है।

इसके बाद मैं कहना चाहता हूँ कि जबलपुर से नागपुर तक सीधी जाने वाली कोई पैसेंजर या ऐसी गाड़ी नहीं है। हालांकि यह दोनों ही बड़े बड़े शहर हैं। हम को सकरी लाइन से जाना पड़ता है जिसके कारण मध्य प्रदेश के लोगों को बड़ा कष्ट है। मध्य प्रदेश क्षेत्र या एरिया में सबसे बड़ा है। आन्ध्र और मध्य प्रदेश और उड़ीसा के बीच में कई स्थान ऐसे हैं जहां दो दो तीन तीन सौ मील तक किसी रेल के दर्शन नहीं होते और इसी लिये ये इलाके अत्यन्त पिछड़े हुए हैं।

मैं यह भी कहना चाहता हूँ कि मेडिकल आफिसरों की घांघलियां हमारे यहां बहुत होती हैं ; रायपुर का उदाहरण दे रहा हूँ। यह लोग चीजों की मात्रा अधिक बतला कर और अनुपयोगी बतला कर प्रमाणपत्र दे देते हैं जिससे सरकार का लाखों का नुकसान होता है और ये आफिसर और व्यापारी बीच में मुनाफा बांट लेते हैं।

हरिजनों की नौकरियों के बारे में मैं कहां का कि कम्युनल रोटेशन के नियम को टाला जाता है और उत्तर में हमें समय निकल जाने के बाद यह कहा जाता है कि योग्य आदमी और समय के भीतर दरखास्त नहीं

मिल सकीं। इस तरह हमारा परसेंटेज कम हो जाता है।

विलासपुर से इलाहाबाद तक एक्सप्रेस गाड़ियां होनी चाहियें और दिल्ली से मद्रास तक जनता एक्सप्रेस चलाई जाय।

**Shri N. Rachiah** (Mysore—Reserved—Sch. Castes): I thank you very much for the opportunity you have given me. It is really a great problem to get an opportunity for Members like me. I request that those who have not spoken may be given a chance.

I wholeheartedly support this Demand, and while doing so, I want to ventilate certain grievances pertaining to the Mysore State. South India is a very hilly, backward and neglected area. Easy communication and facilities of transport are the key to the rapid progress of any country. In a country like ours, easy means of communication must be provided by Government in order to speed up the progress in all walks of life.

Coming to the Mysore State, about four years ago we had the famous Mysore Railways. After the integration, we the Mysore people thought and hoped that improvements would be made, and special care would be taken about us in regard to railway communication and amenities to passengers. But, after the integration, although Government have the very good and noble intention of providing facilities and amenities to the public and also safeguarding the interests of the officers yet, as the saying goes, "God is willing but the panda is refusing". I am sure I would not be mistaken, because our Minister is popularly known as a very good Minister and this matter is not disputed. Yes, the officers are having a very indifferent attitude towards the public and also the staff of Mysore.

On 16-2-54, the Secretary of the Mysore Railway Employees Union has given a statement saying that he has sent so many representations about grievances of workers in the

railway workshops and other places, but no representation has been considered so far. How could the workers work in a disappointed mood and show better production? It is therefore the duty of the officers, particularly those in the Railway Board, to see that these grievances are immediately redressed.

I want to bring to notice of the Railway Ministry that in the Mysore State, after the integration, some officers have been brought from Northern India. These officers are ill-treating, insulting and in other ways causing injury to the Mysore State officials and workers. Even for class IV posts, they are bringing people from outside Mysore. Only today I have got a letter about the Railway Works Manager in Mysore. He has not been following any principle even with regard to the advertisement calling for applications. He gives one type of information to the Employment Exchange Officer and puts up a different type of information on the notice board. The relatives and sons of railway employees must be encouraged, but he is carrying this principle too far. It looks as though employment in the railways is the monopoly of the relatives and sons of railway employees. Every citizen in India is equally entitled and has an equal claim for a share in the railway services, including the officer cadre. But this particular Works Manager is not doing any justice to poor people. I hope Government will take notice of these things. If necessary, I shall translate this letter of allegations which is in Kannada and send a copy of it to the Railway Ministry.

Coming to the other general points, Mysore is absolutely neglected. The Mysore Government wanted to electrify the line between Mysore and Bangalore and wanted to convert it from metre gauge into broad gauge. But this proposal is not talked of. We do not know what is the idea or intention of the Railway Ministry. Apart from that, there was a survey taken with regard to the Kachur-Chi-

kkamagalore and Chamrajnagar-Satyamangalam lines. Nothing is known of this matter. Mysore is industrially very advanced, and we want to exploit all our resources, but if you look into the Railway Budget, Sir, you will find that not a single line is provided for Mysore. At least the Bangalore-Mangalore line which is a metre gauge line should be made into a broad gauge line.

**Shri K. K. Basu:** They are not broad minded.

**Shri N. Rachiiah:** Although Government have made reservations for Scheduled Castes, the officers are not giving effect to them. I have brought to the notice of the Ministry many cases where not even a single Scheduled Caste man is given a big official position or justice. Apart from that although we are not getting our reserved quotas, we still find graduates belonging to the Scheduled Castes working in the lower grades. They are entitled to be officers. As a matter of fact, in Bombay an undergraduate has been Secretary of the Railway Service Commission. The Railway Service Commissions in Bombay and Madras are very partial. They are not encouraging the Mysore State people with regard to appointments to any cadre. As such, I request the Railway Minister to take note of these grievances and see that the ex-Mysore State Railway Workers, officers and staff are given justice under the able guidance of our Railway Minister who is kind hearted.

**Shri M. D. Ramasami (Arruppukottai):** I rise to speak only on one or two points. I feel called upon to represent to the Railway Minister. The most important question on which I propose to speak today is about the provision of a railway link to Arruppukottai, from which I come. I spoke at length on this question last year also. It is a matter of great surprise that this important town with a population of over 55,000 has escaped the notice of the Railway Administration so far. I do not think there is any other town of this magnitude in this country which has not got a railway

[Shri M. D. Ramasami]

link so far. It has somehow managed to escape the notice of the former Railway Company and the Government of India.

Virudhunagar Junction is only ten miles from Arruppukkottai. It was a mere village when it was linked with a railway line. Any Company which had its interests in its earnings must have connected this village with Arruppukkottai, because it is only ten miles away, but I am sure there were vested interests standing in the way of this line being provided. An effort to conduct a survey for connecting Arruppukkottai with Virudhunagar seems to have been made in 1900, but nothing came to pass. Development of railway lines has been going on for the last fifty years connecting remote and insignificant villages all over the country. It is amazing how this place was conveniently overlooked time and again during the course of these long years. Could we, people of Arruppukkottai and the area around covering about four thousand square miles, be blamed if we complain that there are even today powerful interests standing in the way of this town being provided with a railway link?

You will be interested to learn that the Madras State Government refused to recommend this line on the ground that Arruppukkottai has good motorable roads. This reply of the State Government is most light-hearted, obviously bereft of any consideration or sympathy for the convenience of over ten lakhs of people living in this area. This attitude of the State Government is nothing but a commercial outlook on this matter. And mark you, this is the reply given to people who have been fighting for this line for over fifty years! This ingenious reply of the State Government gives the least consideration to the fact as to how on earth any town in this country will be justified in having a railway link. Do not other towns have good motorable roads connecting them with the rest of the country? Arruppukkottai has motor-

able roads just now. It was a big town even in 1900 having a population of 25,000. Why then was the provision of a rail link not considered then? Arruppukkottai is about 30 miles from sea-shore. On account of lack of a railway link the area up to the sea shore is most backward economically and industrially. Provision of a rail link to Arruppukkottai is the only reasonable solution for its problems.

A recent communication from the Madras Government has recommended the construction of a railway line between Manamadurai and Tuticorin in preference to the Virudhunagar-Arruppukkottai rail link. I welcome this move for the simple reason that it is within my constituency. But I cannot really understand how this can be preferred to a line from Virudhunagar to Arruppukkottai and Manamadurai. Even if this recommendation is going to find favour with the Government of India we would be glad, if we are likely to get a link from Arruppukkottai to this line somewhere near Kamudhi.

The hon. Deputy Minister for Railways had an opportunity of visiting Arruppukkottai in January last and we of the municipal committee had the honour of welcoming him in connection with a municipal function. We consider ourselves fortunate in that he was able to see for himself the magnitude and importance of the town, industrially as well as commercially, and above all the interest and anxiety shown by the people of the town in this rail link. Surely he was impressed by the representation of the several institutions in the town as well as by the municipality for the rail link and he was kind enough to promise that he would see that this item was included in the development programme as early as possible. I hope he will kindly remember this.

My request is for the provision of a railway line at least of about ten miles from Virudhunagar to Arruppukkottai and I am sure it is legitimate and reasonable for the people of this locality to expect a categorical assurance from the hon. Minister that



this will be positively considered favourably.

But at the same time I must point out that the Railway Minister's reply in the other House leaves some anxiety in my mind. He said that first priority would have to be given to areas where heavy industries were being developed while other hinterland areas which require to be opened up would get second priority. States like Rajasthan and Vindhya Pradesh, he said, shall deserve special consideration. I am afraid, Sir, that if this is going to be the policy, in this behalf the claim of Arruppukkottai is likely to be pushed behind for several years. The claim of Arruppukkottai is over fifty years and I submit in the midst of these new schemes which may be in the national interest, the claim of Arruppukkottai should not be allowed to lapse.

Before I resume my seat, I would like to mention about one or two amenities which have to be provided at Virudhunagar. Though it is an important junction it has no covered platform. It is very necessary that a covered and cement concreted platform is provided at this important junction.

**Shri Dabhi** (Kaira North): Sir, late Shri Gopaldaswami Ayyangar, the then Railway Minister while presenting the Railway Budget for 1951-52 in the Provisional Parliament stated that the largest proportion of passengers travel by the lower classes and therefore the provision of amenities and travelling facilities for this category has to receive the highest priority. Now, Sir, can it be said that the amenities and travelling facilities for these lower classes of passengers receive the highest priority, or even priority at the hands of the Railway Administration? The reply to this is in the negative. There is no doubt that there is some improvement in certain sections, though the Railway Minister's speech seemed to have created an impression that overcrowding has becoming a thing of the past. That is, however, not the case. Whatever may be the position in the other railways,

in certain trains on the Western Railway over-crowding is still continuing. I will give only one or two instances. There is one shuttle train running between Ahmedabad and Anand, the 357 Down, on which there is very much over-crowding. A census of the passengers was taken by some representatives of a local paper and it was found that on one day, the 19th February, there were six carriages with a capacity of 673 passengers, carrying 1,541 passengers. On the 22nd February there were 5 carriages with a capacity of 481 passengers carrying 1,430 passengers.

Then in the Patan Local, in the Taranga Local and Delhi Express over-crowding has become a daily affair. I have got with me photographs provided to me by the Railway Passengers' Association, Ahmedabad, from which you will see that in these trains there is excessive over-crowding. It is always a daily affair.

**Shri Gadilingana Gowd:** On a point of order, Sir, there is no quorum.

**Mr. Chairman:** There is quorum now, the hon. Member can proceed.

**Shri Dabhi:** So, I hope the hon. Minister will do something in this matter.

Section 63 of the Indian Railways Act provides that the Railway Administration shall fix the maximum number of passengers that can be carried in a particular carriage. Section 109 requires that if any passenger enters a carriage which has the maximum number of passengers, he can be turned out of that carriage and made liable to a fine extending to Rs. 20. Now I want to ask one question. Suppose a carriage has the stipulated number, and some more passengers try to enter it. If the occupants of the carriage bring the matter to the notice of the railway officers will they enforce the relevant section of the Railway Act and prevent the entry of additional passengers? My contention is that such provisions, if they are to remain a dead letter, must be removed from the Act itself.

[Shri Dabhi]

There is another point with regard to this overcrowding. At Nadiad there is one common booking office for two lines—Nadiad-Kapadvanj, and Nadiad-Pij. In front of that common booking office there is so little space that it is very difficult for passengers to obtain their tickets, and very often they miss the trains. There is only one window and I hope that Government would do something with regard to this also.

I have one complaint with regard to latrines in the first and second class carriages. I do not understand why up to this time this English type of latrines are maintained still. The greatest difficulty is that there is so much distance between the wash-basin and the seat; one cannot reach to take water and that is the greatest difficulty. One does not like to use the water of that tap. This is not a thing to be laughed at; this is a real inconvenience and at least I would never like it. My suggestion is that the Indian style latrine should be substituted therefor; wash basin must be at some distance and the taps must be provided very near the latrines.

Only one more point and that is, as regards the construction of new lines. I request the hon. Railway Minister to examine the question of extending the present Nadiad-Kapadvanj Railway up to Modasa. This line was constructed in 1912 and at that time a survey was taken with the intention of extending that line upto Modasa and beyond; but owing to war it was not extended. The survey was made by Killic Nixon Company. This is a very backward and undeveloped area and if the line is taken up, cement, timber, soap and oil industries are likely to develop. With regard to Tarapur-Bhavanagar line, I do not know what the final decision of the Government would be. My suggestion with regard to this line is that instead of the line being Bhavanagar-Tarapur, it must be Bhavanagar-Cambay, because the Government of Bombay are trying to develop

the port of Cambay and there are possibilities of oil being found there. Again, when this line from Cambay is extended to Kathana which is only ten miles from Cambay, it will be very convenient and would be a link with Bombay; it would be a very short route.

**Mr. Chairman:** The hon. Member has already taken more than ten minutes.

**Shri Dabhi:** My request to the hon. Minister is to take these things into consideration before coming to a conclusion on the Bhavanagar-Tarapur line.

**श्री गणपति राम :** चेअरमैन महोदय, मैं सबसे पहले मंत्री महोदय को हार्दिक बधाई देता हूँ कि उन्होंने उतरोला सुल्तानपुर जफराबाद रेलवे लाइन को २१ लाख रुपये इस बजट में दिया जिससे वहाँ की जनता को आवागमन में सुविधा हो जायेगी।

दूसरी बात मैं यह कहना चाहता हूँ जो कि राबर्ट्सगंज चुनार रेलवे लाइन के सम्बन्ध में है। राबर्ट्सगंज से पचास मील पर जो रेहन्द बांच बन रहा है वहाँ में गया और वहाँ अधिकारियों से मिला। उनका कहना है कि जब तक वहाँ रेलवे लाइन बन कर तैयार नहीं होगी तब तक १५ हजार बोरा सीमेन्ट जो वहाँ का रोजाना खर्चा होगा वह नहीं जा सकता। इस लिये वहाँ पर पचास मील लम्बी लाइन बनने की बहुत आवश्यकता है। और इस प्रान्त में आवागमन का कोई साधन नहीं है इस लिये मंत्री महोदय इस पर ध्यान दें।

इसके बाद मैं आप को ओ० टी० आर० की स्थानीय कठिनाइयों का दिग्दर्शन कराना चाहता हूँ जो कि आजकल नार्थ ईस्टर्न रेलवे हो गई है। वहाँ हर एक स्टेशन के आस पास पचास पचास बीघा जमीन पड़ी हुई है और जो कि बिल्कुल बेकार रहती है। जिन कार्ट-कारों से पहले यह जमीन ली गई थी उनके पास

जमीन नहीं रह गई है, यदि आप उन्हीं काश्तकारों को, जिनसे यह जमीन ली गई, लीज पर दे दें एक या दो साल के लिये, तो इससे खाद्योत्पादन बढ़ सकता है और आप की रेलवे को भी कुछ फायदा हो सकता है। जिन से वह जमीन ली गई थी उनका कहना है कि वह जमीन ठेकेदारों को न दी जाय बल्कि उन्हीं को दे दी जाय तो उससे वह ज्यादा भ्रम भी पैदा कर सकते हैं और सरकार को भी अधिक मदद मिल जायेगी।

इसके बाद मैं बनारस रेलवे स्टेशन की दिक्कतों को आप के सामने बयान करना चाहता हूँ। बनारस उत्तर प्रदेश का एक बहुत मशहूर स्टेशन है, लेकिन फिर भी वहाँ पर इंटर क्लास का जो वेंटिंग रूम है वह छोटा सा केबिन है और वहाँ जो पैसेंजर आते हैं उनको बहुत तकलीफ होती है। क्या उसके विस्तार की कोई योजना है? वहाँ का थर्ड क्लास का वेंटिंग रूम भी बहुत छोटा सा है और जब कोई मौक़ा पड़ता है, नहान वगैरह होता है तो हजारों लाखों की संख्या में यात्री वहाँ आते हैं और बाहर बैठते हैं। इस की ओर भी मंत्री महोदय को ध्यान रखना चाहिये।

इसके बाद मैं रेलवे के भ्रष्टाचार के विषय में आपका ध्यान आकर्षित करना चाहता हूँ कि नार्थ ईस्टर्न रेलवे जो कि पहले ओ० टी० आर० था, रेलवे स्टेशन पर गाड़ियाँ खड़ी हो जाती हैं और वहाँ के रेलवे इंजनों से फायरमैन व ड्राइवर कोयला गिराते हैं और इस तरह से दूसरों को कोयला दे देते हैं। इसमें रेलवे अधिकारियों का बहुत कुछ हाथ है। खास तौर से बनारस स्टेशन की बात मैं कहता हूँ। मोगलसराय जंक्शन और बनारस के बीच हजारों मन कोयला प्रति सप्ताह वहाँ गिरता है और इस विषय में मैंने कई प्रश्न भी पूछे, लेकिन उनका कोई सन्तोषजनक उत्तर मुझे नहीं मिला। वहाँ पर बहुत से कांटेक्टर्स

ऐसे हैं कि जो रेलवे से इस तरह से गिरा हुए कोयले से ही अपनी दुकान चलाते हैं और हजारों मन कोयला वह हर हफ्ते मट्टी चलाने वालों को देते हैं। मैं आशा करता हूँ कि इस बात का भी ध्यान रख कर आप बनारस के भ्रष्टाचार की तरफ गौर करेंगे।

चौथी बात मैं यह कहना चाहता हूँ कि जौनपुर की एक खास दिक्कत है। जौनपुर रेलवे स्टेशन पर जो पानी मिलता है, वह मटमैला पानी मिलता है जिसको पैसेंजर पी नहीं सकते। न मालूम वह ट्यूबवैल की खराबी से है या क्या है। इसलिये मैं आपसे कहूँगा कि उस जंक्शन पर पानी की व्यवस्था को ठीक करें।

पाँचवीं बात मैं खेतासराय रेलवे स्टेशन के बारे में कहना चाहता हूँ। मैंने दो तीन बार इसके लिये लिखा पढ़ी भी की है और वहाँ की जनता की भी दरखास्त आपके पास आई है कि वहाँ पर एक छोटा सा प्रतीक्षालय, वेंटिंग रूम, बना दिया जाय। लेकिन वह आज तक नहीं बना। थोड़े दिन पहले सुनने में आया था कि उसी के पास एक अटैचड केबिन बनने वाला था, लेकिन वह भी नहीं बना। वहाँ की जनता की मांग है कि वहाँ स्टेशन के पास ही एक छोटा सा शैंड बनवा दिया जाय, जिससे कि यात्रियों को वहाँ ठहरने का कुछ स्थान हो जाय।

मैं एक मिनट और लेना चाहता हूँ और उस समय में मैं कुछ हरिजननों की नौकरियों के सम्बन्ध में आपका ध्यान आकर्षित करना चाहता हूँ। सिलैक्शन बोर्ड में प्रायः यह कहा जाता है कि हरिजन क्राबिल नहीं मिलते। मैं आप से यह कहूँगा कि इलाहाबाद रेलवे सरविस कमीशन तथा मद्रास रेलवे सरविस कमीशन जो बने उनमें सरविस कमीशन में हरिजन प्रतिनिधित्व कुछ कम रखा गया।

[ श्री गणपति राम ]

इलाहाबाद रेलवे सर्विस कमीशन में जो हरिजन रखा भी गया, तो उसके लिये मैं आप से यह कहना चाहता हूँ कि उसी के साथ बम्बई रेलवे सर्विस कमीशन में जो आदमी रखा गया, उन दोनों की योग्यता और क्वालीफिकेशन में और उन दोनों के पीरियड आफ सर्विस में जो फर्क है इसके कारण रेलवे स्टाफ में बहुत गड़बड़ी है और अतन्तोष पैदा हो रहा है। आप इस की ओर ध्यान दें। जो रेलवे सर्विस कमीशन इलाहाबाद में बना है, उस का खास मकसद यही था कि यू० पी०, पंजाब और बिहार के लोग रेलवे की नौकरियों में आयें, क्योंकि जनता में आजकल यह खास भावना चल रही है कि बंगाल के लोग बंगाल वालों को भरती करते हैं, मद्रास के अफसर मद्रास वालों को भरती करते हैं और बम्बई वाले बम्बई वालों को ही भरती करते हैं। लेकिन यू० पी०, पंजाब और बिहार के लोग इनमें भरती नहीं हो पाते। तो यह जो मकसद था वह अभी तक इलाहाबाद सर्विस कमीशन के खोलने से पूरा नहीं हो सका।

अब मैं एक दो सैकिंड और लेता हूँ जो चाबतपुर रेलवे स्टेशन के सम्बन्ध में हैं। जो साहजहांपुर-पुरी फास्ट पैसेंजर वहाँ हो कर जाती है उसके लिये वहाँ की जनता का यह खास अनुरोध है कि वह वहाँ पर दो मिनट के लिये रोक दी जाय। इससे जनता को बहुत सुविधा हो जायगी। इन्हीं शब्दों के साथ मैं आपको हार्दिक धन्यवाद देता हूँ।

**Shri Pocker Saheb (Malappuram):**  
I only want to speak on one point and that is the necessity of extending the Shoranur-Nilambur line to Feroke via Manjeri. This is a very great necessity and there has been a public demand for it for a long time. As a matter of fact, you know, Sir, under what circumstances the Shoranur-Nilambur line was opened. It was after the Malabar rebellion of 1921

that this line was opened with a view to open the whole of the Ernad area. And that object has not been achieved by opening this Shoranur-Nilambur line alone. I am of course thankful to the Railway Minister for having taken steps to restore the dismantled line, viz., Shoranur-Nilambur line, but even after it is completed it will not be paying, and it will not achieve the purpose. It will not have its complete effect unless it is extended from Nilambur to Feroke via Manjeri. Then only the whole area will be opened up and there will be sufficient facilities for all the products in that area to be transported. Restricting it to Nilambur will not be paying. I hope the Government will take into consideration all these aspects and pay its serious attention to the matter. This extension will be only about 38 miles.

Before I sit down I want to mention the necessity of an overbridge on the railway crossing just on the eastern side of the High Court on the Beach Road in Madras City. I pressed this the year before last also, but I was told later on that there was some difficulty with the local Government. But if the Central Government takes it up, I am sure the local Government will meet the demand. I request the Government to take up this matter also.

**श्री शिवमूर्ति स्वामी :** समापति महोदय, मैं देश की इस बड़ी संस्था के बारे में अपने कुछ प्वाइंट पेश करना चाहता हूँ। हम जानते हैं कि इस साल जो अग्निंग होनी चाहिये थी वह तो हम नहीं पा सके। इसलिये कोशिश यह करनी चाहिये कि रेलवे बोर्ड में हर साल ज्यादा से ज्यादा कमाई हो।

दूसरी बात यह है कि प्रिंसिपल के तौर पर ज्यादा तनख्वाह नहीं दी जानी चाहिये। यहां पर रेलवे बोर्ड के मेम्बरों को मन्त्री महोदय से ज्यादा तनख्वाह दी जाती है। बोर्ड के मेम्बरों को चार हजार और इस से भी

ज्यादा दिया जाता है। इस को कम से कम करना जरूरी होगा। इस में यह सवाल नहीं है कि हमारे एक्स्पेंचर से या हमारा पैसा जा रहा है। यह एक प्रिंसिपल की बात है कि मिनिस्टर से ज्यादा किसी की तनख्वाह नहीं होनी चाहिये, चाहे कोई सेक्रेटरी हो या बोर्ड का मेंबर हो। हमारे कांग्रेस का पहले यही सिद्धान्त था, यही तत्व था। और हम पहले से ही यह तत्व पेश करते आये हैं कि हमारे यहां कम से कम फर्क होना चाहिये। मामूली गैंगमैन को पचास या साठ रुपये मिलते हैं तो उस हालत में किसी और को पांच या चार हजार रुपये तक देना पार्लियामेंट के लिये अन्याय होगा।

तीसरी बात यह है कि यहां पर जो हमारी नई लाइन्स बन रही हैं, इन में जो प्रैफरेंस दिया जाता है, उस के लिये आम तौर पर यह कहा जाता है कि प्रैफरेंस दक्षिण भारत को नहीं दिया जाता यह हकीकती बात है और हम जानते हैं कि नक़शे को देखने से यह साफ़ मालूम हो जाता है। मैं अपने उ३ बंक्रवर्ड एरिया का नक़शा आप के सामने पेश करना चाहता हूँ कि जिस के बारे में बहुत दिनों से बात चल रही है और बार बार जिस का सरवे किया गया है। लेकिन फिर भी उधर नजर नहीं गयी। मैं इस बारे में मन्त्री महोदय को बधाई देता हूँ कि दूसरे हाउस में उन्होंने यह बात साफ़ कर दी कि कारवार जिले में जो फारस्ट एरिया है और जो मिनरल से भरा हुआ एरिया है, इस को रेलवे से जोड़ देना चाहिये। इस तरह से एरिया चाहे किसी स्टेट में हों, चाहे किसी कोने में हों उन को रेलवे का कनेक्शन देना जरूरी होगा। मैं कहना चाहता हूँ कि इस प्रिंसिपल के तहत कारवार जिले को रेलवे का कनेक्शन नहीं है। लिहाजा इस पर आप फौरन ध्यान दें और कम से कम

दूसरे फाइव ईयर प्लान में इस को ले आवें, यह मैं अपनी मांग पेश करता हूँ।

अब एक बात यह है कि रेलवे लेबरर्स के वेलफेयर की बात, उन के कुशल क्षेम की बात, रेलवे बोर्ड को खास तौर पर अपने ध्यान में रखनी चाहिये। इस के लिये मैंने एक मुझाव भी अपने कट-मोशन में दिया है कि अगर लेबर फंड में आप ज्यादा बचत नहीं कर सकते हैं तो जो बर्च क्लास पर एक पाई और अपर क्लास टिकट पर एक आना या जो कुछ जमा होता है, वह हर साल आप जमा करते हुए लेबर फंड को बढ़ाये।

आगे जो बात मुझे कहनी है वह पुराने सरविस के लोगों के बारे में है। कई लोग ऐसे हैं जिनकी १५/२० साल तक सरविस करते हो गये हैं। मैंने एक स्टेशन मास्टर से दरियाफ्त किया तो मालूम हुआ कि जो पहले से बहुत दिनों से इस तरह काम करते आए हैं उनके ग्रेड्स में और जो इधर चार पांच में नये भरती हुए हैं, उनके ग्रेड्स में, काम वही करते हैं और उन्हीं ग्रेड्स में रहते हैं, लेकिन तनख्वाह में उनके तीस चालीस का फर्क होता है। लिहाजा इस का भी ख्याल रखा जाय।

आखिर में मैं जो रेलवे के लिए बजट ग्रान्ट ली जा रही है उस ज्यादा रकम के लिये उसके नीचे फुटनोट में यह बजह बतलायी गयी है कि the increase is due to provision having been made for temporary posts of officers and staff and dearness allowance due to increase in staff.

इसमें यह भी चीज साफ़ करनी चाहिय थी कि किस वास्ते यह जायेंद स्टाफ़ रखना पड़ा और रेलवे विभाग में इतनी भरती करनी पड़ी जिस के कारण रोज़ बरोज खर्च

[श्री शिवमूर्ति स्वामी]

बढ़ता जाता है। हालत यह है कि इधर तो स्टाफ बढ़ता जाता है जिस के कारण खर्चा बढ़ता है उधर रेलवे में भ्रष्टाचार और रिश्वत-सतानी बढ़ती जाती है। इस रिश्वत को रोकने के लिए और रेलवे में से भ्रष्टाचार को समाप्त करने के लिए सरकार ने एक कमेटी बनायी हुई है, लेकिन अभी भी रिश्वतसतानी का बाजार गम है, यह ठीक है कि गवर्नमेंट ने इसे बन्द करने की अनेक कोशिशें की हैं, लेकिन मुझे दुःख के साथ यह तसलीम करना पड़ता है कि वह अपने मकसद में कामयाब नहीं हुई है। यहां पर मैं इस बात की चेतावनी देना चाहता हूं कि वह गवर्नमेंट जो रिश्वतसतानी को बन्द करने में असमर्थ रहती है, उस को दूसरी गवर्नमेंट को जगह दनी होती है और वह अधिक दिन तक टिक नहीं पाती। इतिहास बतलाता है कि मुगल गवर्नमेंट हिन्दुस्तान से इसी वजह से खत्म हुई और हमें सबक लेना चाहिये, इस के लिए कमेटी बियायें और इस बात का कड़ा चेक रखें कि जो कोई ऐसी गलती करते हुए पकड़ा जाय उस को सख्त से सख्त सजा दी जाय और ऐसे भ्रष्टाचारी कर्मचारी को फौरन रेलवे विभाग से निकाल बाहर करना चाहिये। मैं मंत्री महोदय को यह बतलाना चाहता हूं कि वह अपने दस्तखत किये हुए नोट मुझे दे दें और मैं एक नहीं दो नहीं अनेकों कर्मचारियों को रिश्वत के अपराध में पकड़ा सकता हूं आप के दस्तखतसुदा नोट अगर उन की जबां में पाये जायें, तो आप उन को सजा दीजिये, दूसरों को सजा देने की ज़रूरत नहीं, कौन नहीं जानता कि आज के दिन ये गुड्स बलक व्यापारियों से बेगन सप्लाई करने में रिश्वत लेते हैं, क्या कारण है कि बड़ बड़ व्यापारियों को वेगन्स मिल जाते हैं, कारण बिल्कुल साफ है वहां पर नम्बर लगाये जाते हैं और सौ, दो सौ और हजार हजार रुपये तक की रिश्वत चलती है और

व्यापारी लोग वेगन्स के लिये उन को ये रिश्वत देते हैं। हम ने यहां हाउस में एक बिल पास किया हुआ है जिस की रू से दोनों पार्टीज लेने वाला और रिश्वत देने वाला दोनों अपराधी हैं और दोनों गलती करते हैं और इस क़ानून के कारण बाहर कोई इस की शिकायत भी नहीं आ पाती, इस खामी को दूर करने के लिये ख़ास तौर पर रेलवे बोर्ड को गौर करना पड़ेगा और उसके लिए कोई एक तरीका निकालना पड़ेगा और उस का एक ही तरीका हो सकता है कि जब कभी भी आप को इस क्रिस्म की शिकायत पहुंचे, आप फौरन उसकी देखभाल करें और जांच पड़ताल करें।

हैदराबाद रेलवे के बारे में मुझे सिर्फ़ इतना ही कहना है कि वहां के कर्मचारियों के साथ ठीक बर्ताव नहीं हो रहा जैसा कि होना चाहिये और मैं चाहता हूं कि वहां के कर्मचारियों के जो पहले ग्रेड्स और दूसरी सर्विस सम्बन्धी सुविधाएं थीं, उन में जो कमी कर दी है, उस को फौरन दूर किया जाय। इस के अलावा यह जो कर्नाटक का ऐरिया है जो इतना बैंकवर्ड है, उस में रेलवे का विस्तार किया जाय और बागलकोट रायचूर से मिला दिया जाय और कारवार जिला हल्गाल रेलवे लाइन द्वारा मिला दिया जाय। अगर हम इस प्रान्त के जिलों को रेलवे लाइन से एक दूसरे से मिला सके तो हमें काफी लाभ होगा। इतना कह कर मैं अपनी बात समाप्त करता हूं।

7 P.M.

**Mr. Chairman:** In addition to the cut motions already announced, the following selected cut motions have also been received:

Demand No. 3.—Cut motion No. 98.

Demand No. 9A.—Cut motions  
Nos. 125, 314, 318, 320, 321,  
317 and 323.

Demand No. 12A.—Cut motions  
Nos. 328 and 331.

Demand No. 15.—Cut motions  
Nos. 56, 349, 138, 139, 352 and  
432.

Demand No. 18.—Cut motions  
Nos. 152, 377, 437 and 430.

*The House then adjourned till Two  
of the Clock on Monday, the 8th  
March, 1954.*

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