

Shri Rajendra Singh: Just one minute in the course of my speech I invited the attention of the hon. Minister to the grievance of the railway workers that the permanent negotiating machinery which is there to bring about closer contacts with railway management and railway officers. (Interruption)

Mr. Deputy-Speaker: Order, order. He must have concluded if they had remained silent.

Shri Rajendra Singh: It is virtually extinct today. It is not working. This is just on what I wanted to be enlightened by the hon. Railway Minister. The hon. Minister has not been kind enough to refer to that part of my speech.

Mr. Deputy-Speaker: There will be other opportunities. Still there are twelve hours ahead.

Shri Rajendra Singh: I shall not be allowed to speak.

Mr. Deputy-Speaker: Now, the discussion is over.

14-01 hrs

***DEMANDS FOR GRANTS—
RAILWAYS, 1959-60**

Mr. Deputy-Speaker: Now we shall take up the Demands for Grants relating to the Railways.

Before I proceed further, I have to announce that a large number of cut motions have been received. In accordance with the usual practice, hon. Members may send slips to the Table within fifteen minutes, indicating the numbers of their cut motions which they desire to move. I shall treat them as having been moved, if the hon. Members in whose names the cut motions stand are present in the House and the cut motions are otherwise in order.

One other question has to be decided by the House, namely, the splitting up of the 12 hours allotted for the discussion of the Demands for Grants between the various Demands. From the list before me, I find that the largest number of cut motions is to Demand No 1. I would suggest, if the House is agreeable, that out of the 12 hours, we may devote 7 hours to Demand No 1 and 5 hours for the other 19 Demands as was done last year. Is the House agreeable to this?

Some Hon. Members: Yes.

Shri C. D. Pande (Nain Tal): Eight and 4 hours respectively will do.

Mr. Deputy-Speaker: The House is agreeable to 7 and 5 hours respectively. Now, we might proceed.

DEMAND No. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs 86,54,000 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, 1960, in respect of 'Railway Board'."

DEMAND No 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs 1,78,45,000 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, 1960, in respect of 'Miscellaneous Expenditure'."

DEMAND No 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 19,77,000 be granted to the

*Moved with the recommendation of the President.

[Mr. Deputy-Speaker]

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Payments to Worked Lines and Others'."

DEMAND No. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 35,47,21,000 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, 1960, in respect of 'Ordinary Working Expenses—Administration'."

DEMAND No. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,09,89,34,000 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, 1960, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

DEMAND No. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 66,27,11,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND No. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 62,44,52,000 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, 1960, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

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

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 20,55,79,000 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, 1960, in respect of 'Ordinary Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 26,01,12,000 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, 1960, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10—ORDINARY WORKING EXPENSES—LABOUR WELFARE

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 9,24,35,000 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, 1960, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1960, in respect of 'Appropriation to Depreciation Reserve Fund' "

DEMAND No 12—DIVIDEND PAYABLE TO GENERAL REVENUES

Mr Deputy-Speaker: Motion moved

"That a sum not exceeding Rs 54,40,71,000 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, 1960, in respect of 'Dividend Payable to General Revenues' "

DEMAND No 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr Deputy-Speaker: Motion moved

"That a sum not exceeding Rs 1,31,83,000 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, 1960, in respect of 'Open Line Works—(Revenue)—Labour Welfare' "

DEMAND No 14—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

Mr Deputy-Speaker. Motion moved

"That a sum not exceeding Rs 13,70,53,000 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, 1960, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare' "

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

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 45,09,38,000 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, 1960, in

respect of 'Construction of New Lanes—Capital and Depreciation Reserve Fund' "

DEMAND No 16—OPEN LINE WORKS—ADDITIONS

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 3,72,30,95,000 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, 1960, in respect of 'Open Line Works—Additions' "

DEMAND No 17—OPEN LINE WORKS—REPLACEMENTS

Mr Deputy-Speaker Motion moved:

"That a sum not exceeding Rs 99,49,52,000 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, 1960, in respect of 'Open Line Works—Replacements' "

DEMAND No 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 31,49,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Development Fund' "

DEMAND No 19—MISCELLANEOUS CHARGES—DEVELOPMENT FUND

Mr Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 57,95,000 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, 1960, in respect of 'Miscellaneous Charges—Development Fund' "

**DEMAND No. 20—APPROPRIATION TO
DEVELOPMENT FUND**

Mr Deputy-Speaker: Motion moved

"That a sum not exceeding Rs 21,18,74,000 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, 1960, in respect of 'Appropriation to Development Fund'"

Shri S. M. Banerjee (Kanpur): Mr. Deputy-Speaker, Sir, I have listened with patience to the speech of the hon Minister and I really thank him for the words which he has used for the railwaymen in India I wish to confine my speech to my cut motions Nos 605 to 610

The Deputy Minister of Railways (Shri S. V. Ramaswamy): May we know which cut motions have been moved and by whom?

Mr. Deputy-Speaker: I have asked hon Members to send slips within fifteen minutes indicating the cut motions that they wish to move Therefore I will be able to know it only after that time

An Hon. Member: The hon Minister knows the procedure

Mr. Deputy-Speaker: Demand No 1 is before the House, seven hours is the time for discussion and ten minutes will be allowed to every speech

Shri C. D. Fande (Nain Tal): Even less will do

Shri S. M. Banerjee: Ten Minutes will not do for me

Mr. Deputy-Speaker: That also is a part of the game

Shri S. M. Banerjee: I shall confine my speech to two or three points My first point is about this overcrowding business and the amenities to third-class passengers I fully realise the difficulty of the hon Minister and the Ministry in checking overcrowding in trains There are

genuine difficulties which I, very well appreciate, but I want to know what further amenities are being given to third-class passengers. When I talk about third-class passengers I include those passengers also who travel in the sleeping coaches.

I happen to travel in the *Janata* many times and I know the difficulties experienced by those passengers who travel in those sleeping coaches, specially those where there are three tier sleeping coaches I do not know why the hon Minister replied to one of my questions that for this particular line from Delhi to Calcutta two tier sleeping berths are not available I do not know the advantage of these three tier berths because I feel and I am convinced that the man who goes on the top, if he is a heavy person and unless somebody helps him, cannot possibly come down So, this three tier business is a sort of a pigeon-hole The man who sits on the lowest berth has to sleep by nine o'clock because the person on the middle berth will stretch his bed and so he cannot possibly sit there All these practical difficulties are there and so may I request the hon Minister to consider whether there can be two tier berths in the sleeping coaches of the *Janata*?

Then I come to reservation charges We travel in first-class after getting our passes and we pay only eight annas whether it is two nights or three nights journey There is no extra charge But in the *Janata* if anybody wants to travel in the sleeping coach he has to pay Rs 3 45 nP I will give you an instance A man travelling from Calcutta to Kanpur reaches Kanpur at 10 30 or 10 45 in the night After nine o'clock, because it is past nine o'clock, he has to pay another sum of Rs 3 45 nP for one and a half hours or two hours He has to pay about Rs 7, that is, for two nights, for travelling from Howrah to Kanpur I wanted to put this question and saw the railway officials also who told me that they cannot possibly help it because Kanpur comes after nine o'clock and so

he has to pay for another night. I cannot understand it. People cannot get down at Bindki Road because they do not want to pay. These things should be taken note of.

Then there are certain difficulties which the third-class passengers face. For instance, overcrowding is there. Then there is not even regular water supply. People have to get down at stations to get water. The railway officials say that the watering station is far away and after the watering station comes water will be supplied. The third-class bogeys which can accommodate only 32 or 40 passengers are actually carrying about 70 or 80 passengers because of overcrowding. So, there should be adequate arrangements for supply of water. I would also suggest that if a shower can be provided in a third-class compartment, people can also take their bath. This is an ordinary thing which can be provided without any extra expenditure, or if there is any expenditure the expenditure will be so little that the Railway Ministry or the Board will not feel for it.

Then the hon. Minister has said about the recognition of trade unions. I fully appreciate the way in which the workers and the officers in Chittaranjan work. Our production has gone up and I am extremely happy that this is really a good chapter. We see that the Chittaranjan locomotive works are the best locomotive works of the world. I take pride when I read the speech of the hon. Minister as to how our production has gone up in Chittaranjan. But about the trade union functions of that particular place, though the hon. Minister has assured us that he is already considering this matter, I want to know as to what is the secrecy there and why trade union activities are not allowed in that particular area. I know, there are defence establishments in the country. There are explosive factories where there is absolute secrecy about pro-

duction, but even in those establishments there are registered unions and those unions have been recognised. So, I want to know as to what is there that this particular union in Chittaranjan, which is the only union there, is not granted recognition.

Then my next point is about having a small station in Kanpur. The hon. Minister visited that place and I really thank him for that. He saw that particular site. I explained to him and the local MLAs of that place also explained to him how Kanpur has expanded within these six or seven years. So, we want to have one station. I cannot understand how Agra can have four or five stations and in Kanpur there is only one station. So, I would request the hon. Minister, who did not promise before the people but did say that he will consider this particular matter when he goes back to Delhi, to look into it.

Mr. Deputy-Speaker: The Agra Members say that there ought to be one there.

Shri S. M. Banerjee: One should be shifted to Kanpur. I hope the hon. Minister will throw some light on this particular problem of Kanpur which is agitating the minds of many.

About the bridge, the hon. Minister suggested that they cannot possibly construct this bridge. Some amount is being allocated out of the passenger fares which goes to the State Government. We did apply to the State Government for having this bridge. If the hon. Minister takes some interest in it and he also approaches the State Government, I hope this bridge in Kanpur near Govindnagar will definitely come into existence.

The last point which I wish to place before the hon. Minister is the recognition of unions. All unions must be recognised. This is better. An unrecognised union can take any decision. If there is recognition, the

[Shri S M Banerjee]

decision will be well thought of They will not be able to take any decision which may be termed as wrong by the hon Minister

Two or three minutes of my time were taken away, Sir, I shall finish in one minute About dismissals or discharges, I would request the hon Minister to appoint a Commission or a Committee consisting of two or three Members to go through every case where workers have been dismissed under Rule 148 or on any other charges If there cannot be any tribunal to judge whether those discharges or dismissals were justified, I would request him to appoint such a Committee so that we will be convinced that the dismissals were justified It is no use every time, we plead their cases, we get replies Some cases were considered and later on they were dismissed I am convinced that in many cases, dismissals are absolutely unjustified There is a political bogey or the communist bogey or the socialist bogey attached and people are discharged without any reason for their genuine trade union activities

Mr. Deputy-Speaker: There is no unattached bogey, I suppose

Shri S M Banerjee: I request him to appoint a Committee Let us also be convinced that these dismissals were justified and I hope he will throw some light whether such a Committee could be appointed or not

सेठ गोबिन्द दास (जबलपुर) उपाध्यक्ष जी, श्री हमारे रेलवे मंत्री जी ने अपने लम्बे भाषण में इस बात का प्रयत्न किया कि सब प्रदेशों वाले कम से कम थोड़ा बहुत सन्तोष लेकर यहाँ से जायें। इस बात को तो मैं स्वीकार करता हूँ कि इधर कुछ वर्षों से हमारे यातायात में काफी सुधार हो रहा है। तीसरे दर्जे के मुसाफिरो के सम्बन्ध में मैं सन् १९२३ से ही—लगभग पैंतीस वर्ष हो चुके हैं—कुछ

न कुछ कहता आया हूँ और यदि उस समय की स्थिति का आज की स्थिति से मिलान किया जाय, तो हमें यह स्वीकार करना पड़ेगा कि आज हमारे तीसरे दर्जे के मुसाफिरो को जितने सुभीते प्राप्त हो गए हैं, उस समय उनकी कल्पना भी नहीं की जा सकती थी। श्री भी बहुत सा सुधार होना है। यदि हम अमरीका और यूरोप की रेलों का, जिन को देखने का मुझे सौभाग्य प्राप्त हुआ है, अपनी रेलों से मिलान करें, तो स्पष्ट है कि हम श्री इन देशों के बहुत पीछे हैं। लेकिन अखिल भारत या निखिल विश्व के सम्बन्ध में आज मैं अपने इस भाषण में कुछ नहीं कहना चाहता। आज मैं अपने भाषण को सीमित रखना चाहता हूँ हमारे मध्य प्रदेश तक।

हमारे मध्य प्रदेश का निर्माण राज्य-पुनर्गठन आयोग की सिफारिशों के अनुसार हुआ है और मैं रेलवे मंत्री जी को स्मरण दिलाना चाहता हूँ कि राज्यपुनर्गठन आयोग के प्रतिवेदन में यह स्पष्ट कहा हुआ है कि इतने बड़े प्रान्त का काम तब तक ठीक तरह से नहीं चल सकता जब तक वहाँ पर यातायात की पूरी सुविधाएँ न दी जायें। हमारा प्रदेश बहुत पिछड़ा हुआ है, पर्वतों और जंगलों से भरा हुआ है। यदि हम उत्तर प्रदेश, बिहार, बम्बई, बंगाल और मद्रास में अपने प्रदेश का मिलान करें, तो स्पष्ट हो जाता है कि यातायात की दृष्टि से हम कितने पीछे हुए हैं। यदि उस राज्य का कारोबार ठीक तरह से चलना है, तो मैं राज्य-पुनर्गठन आयोग की सिफारिशों के अनुसार ही रेलवे मंत्री जी से यह कहना चाहता हूँ कि वह हमारे यहाँ रेलों की अधिक सुविधा का ध्यान रखें। हमें कई नई लाइनें चाहियें। कुछ का मैं जिक्र कर देता हूँ—मडला से लिलसपुर स्टार, सरगुन बिन्ध्य प्रदेश गुना से म्वालयर, सर्वाई माघोपुर से शिवपुर, जो कि सिर्फ तीस मील का टुकड़ा है, दाहद से इन्दौर और रतलाम से बांसवाड़ा—रतलाम-बांसवाड़ा लाइन से हम को तो सुभीता होगा ही, लेकिन राजस्थान

को भी उससे बुझीता होगा। ये बोधी सी ऐसी माइमें हैं, जिन के सम्बन्ध में मैं रेलवे मंत्री जी से कहना चाहता हूँ और मैं आशा करता हूँ कि उन्होंने अभी जो प्रावधान दिया है कि पिछड़े हुए क्षेत्रों की ओर वह ध्यान रलेंगे, उसके अनुसार इन लाइनों की ओर ध्यान दिया जायेगा।

कुछ छोटी लाइनें हैं, जिन्हें बड़ी बनाने की आवश्यकता है। रेलवे मंत्री जी इस बात को जानते हैं कि इन छोटी लाइनों के कारण वहाँ पर खर्च अधिक है और आमदनी कम और प्रति वर्ष लाखों रुपए का घाटा उन के विभाग को हो रहा है। फिर, कुछ पाते बदलने की आवश्यकता भी है, जिससे वहाँ की रेलों की चाल में अन्तर पड़े और कुछ लाइनें बदलने में तेज रफ्तार से बं गाड़िया चल सकें।

कुछ पुलों की भी जरूरत है। जबलपुर एक ऐसा नगर है कि जिसकी इन वर्षों में काफी वृद्धि हुई है। जबलपुर में कुछ ऐसे क्रासिंग हैं, जहाँ पहले बस्ती नहीं थी, लेकिन अब बस्ती बहुत बढ गई है। ये क्रासिंग उस समय बने थे, जबकि जबलपुर की आबादी अस्सी हजार थी, अब जबलपुर की आबादी तीन लाख के नजदीक है। इस तरह के हमारे जबलपुर में दो पुलों की जरूरत है—एक नर्मदा रोड पर और एक गढा में। जहाँ तक गढा के पुल का सम्बन्ध है, कि उस तरफ मेडीकल कालेज बन रहा है और वहाँ जाने आने वालों के लिए वह क्रासिंग बहुत असुविधाजनक है। घंटों तक फाटक बन्द रहता है और दोनों तरफ सवारिया खड़ी रहती है। इस तरह यातायात ठप्प हो जाता है। कटनी मुरवाडा स्टेशन पर भी एक पुल की जरूरत है। रेलवे मंत्री जी देखें कि वहाँ पर लोग साइन के ऊपर से जाते हैं और प्रतिवर्ष कई आदमी वहाँ पर कट जाते हैं। मैं समझता हूँ कि मानवता की दृष्टि से इस पुल की अत्यन्त आवश्यकता है। इसी प्रकार कटनी चरही रोड पर भी हमें पुल चाहिये। इस तरह

कई पुलों की हमें आवश्यकता है। एक छोटी सी भाग यह है कि कटनी बीना लाइन पर पटौहागाव में हमें एक हॉल्टिंग स्टेशन चाहिए इस स्टेशन के सम्बन्ध में मैंने कई बार रेलवे मंत्री जी को लिखा, लेकिन मुझे खेद है कि वह छोटी सी भाग भी स्वीकृत नहीं होती है।

अब मैं भोपाल स्टेशन के बारे में कहना चाहता हूँ। जबलपुर को हमारे प्रदेश की राजधानी बनाने के लिये राज्य-युनगंठन आयोग ने सिफारिश की थी, लेकिन हम लोगों की इच्छा के विरुद्ध और राज्य-युनगंठन आयोग की सिफारिश के ठीक खिलाफ भोपाल को राजधानी बना दिया गया। मैं चाहता हूँ कि रेलवे मंत्री जी और उपमन्त्री जी भोपाल स्टेशन की देखें कि वह किस प्रकार का स्टेशन है और क्या किसी भी राज्य की राजधानी के लिए इस प्रकार का स्टेशन बर्दास्त किया जा सकता है। मैंने सुना है कि थोडा सा रुपया उस स्टेशन को सुधारने के लिए लगाया जाने वाला है, लेकिन वह थोडे से धुएँ का मामला नहीं है। उस स्टेशन को पूर्ण रीति से फिर से बनाना पड़ेगा।

कुछ और बातें हैं, जिनकी तरफ मैं रेलवे मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। हम हर जगह से ठेकेदारी प्रथा को समाप्त कर रहे हैं और हम चाहते हैं कि ठेकेदार कहीं न रहें लेकिन रेलवे में अब तक ठेकेदारी प्रथा चल रही है—कुलियों के ठेकेदार अब भी वहाँ हैं। बेचारे कुलियों को उन ठेकेदारों के कारण बहुत कष्ट है। वे ठेकेदार उन कुलियों को एक खास वेतन पर नियुक्त करते हैं, उनकी मजदूरी की एक खास निरख रलते हैं और उस के ऊपर जितना कुछ मिलता है, उस को ठेकेदार खा जाते हैं।

रेलवे उपमन्त्री (श्री साहनबाबू झा) : किस स्टेशन पर ऐसा है ?

लेड मोविन्ड बास : कई स्टेशनों पर है— एक नहीं, हमारे प्रदेश में अनेक स्टेशनों पर

[सेंट गीबिन्द दास]

ऐसा हो रहा है। कुलियों की ठेकेदारी प्रथा की हमारे प्रदेश में—और केवल हमारे प्रदेश में ही नहीं, भारतवर्ष में जहाँ जहाँ इस प्रकार की प्रथा है, उसको समाप्त किया जाये। एक तरफ हम जमींदारी, जमींदारी और ताल्लुकेदारी को समाप्त कर रहे हैं और दूसरी तरफ ठेकेदारी जिन्दा है। मेरी समझ में नहीं आता कि ठेकेदारी को अब तक बरकार रखने का क्या कारण है। भोजन के सम्बन्ध में भी ठेके होते हैं। कुछ स्टेशनों पर रेलवे ने भोजन की व्यवस्था ले ली है, लेकिन अभी भी कुछ स्थानों पर भोजन का कार्य कुछ ठेकेदारों के जिम्मे है। मैं चाहता हूँ कि इस तरफ भी ध्यान दिया जाये और रेलवे विभाग में जहाँ जहाँ यह ठेकेदारी की प्रथा चलती है, उसका अन्त किया जाये।

उपाध्यक्ष महोदय, मैंने आपसे कहा था कि मैं इस बात को स्वीकार करता हूँ कि हमारे रेलवे विभाग ने उन्नति की है, लेकिन उसी के साथ मैं फिर यह कहना चाहता हूँ कि अभी उन्नति की बहुत आवश्यकता है—खास कर बड़े क्लास की मुसाफिरी के लिए। मैं यह भी कहना चाहता हूँ कि कुछ अधिक ट्रेनें चलाने की जरूरत है, जिससे इस देश की बढ़ती हुई आबादी के कारण हमारे डिब्बों में इस प्रकार की भीड़-भाड़ और गन्दगी न हो, जिस प्रकार की गन्दगी आज भी चल रही है। ये आवश्यक बातें हैं जिनकी तरफ हर माननीय सदस्य आपका ध्यान आकषित करता है और कुछ न कुछ कहता है। मैं इस पर समय नहीं लेना चाहता था। मैंने निवेदन किया था कि मैं अपने राज्य के सम्बन्ध में ही कुछ बातें कहना चाहता हूँ और वह राज्य बम्बई प्रदेश के बाद इस देश का सबसे बड़ा राज्य है। उस राज्य में यातायात की नितान्त आवश्यकता है जैसे कि मैंने शुरू में कहा। राज्य पुनर्गठन आयोग ने भी उसे स्वीकार किया है और मैं आपका करता हूँ कि उस विद्यालय राज्य की ओर

रेलवे विभाग विशेष रूप से ध्यान देने की कृपा करेगा।

Shri C. D. Fande: I did not want to speak on the Railway Budget, but there are certain things regarding my own constituency, and I feel that I must say a few words in that respect

The hon. Minister, at the close of his speech, said that he was going to give some cheering news to the House. I was very expectant, and I was thinking that my share in that cheering news would be there.

There has been a proposal for a line between Rampur and Lalkua extending to Haldwani. This scheme has been there for the last 25 years. A survey was made as early as 1938. Later on, because the war came, it was dropped. Again it was taken up in 1949 and the survey was carried out in full, and it was found that the railway line would be justified as far as traffic was concerned. Now, within the last eight or ten years things have changed considerably in that area. Terai has developed beyond recognition. There are new factories. In fact, we have got even an aerodrome there, but we have got no broad gauge line connecting the entire hill area passing through Terai which is a nice little modern colony. Can you imagine how, in the absence of a broad gauge line, the people feel cut off from the civilised area?

Going from Delhi to Simla is, one feels, a matter of a few hours, but I shudder to invite any Member of this House to Naini Tal, because to go to Naini Tal you have to change twice—firstly from broad gauge to metre gauge, and the metre gauge itself is so backward in our area.

Shri Tangamani (Madurai): Many conferences are held in Naini Tal.

Shri C. D. Fande: Yes, You know how difficult it is to go there.

Mr. Deputy-Speaker: If it is the desire to invite friends to Naini Tal, they provide cars also.

Shri C. D. Pande: True, but now our Railway Minister says he does not desire to have any competition between road and rail transport.

Therefore, I request the hon. Railway Minister and the two Deputy Ministers who are very friendly towards all of us to consider this question, as to whether they want to connect the remotest part of this country with the centre of activity in this country or not.

In that area there are minerals, timber and fuel, of which there is so much shortage in Delhi. We have abundance of them in the hills, but there is no broad gauge line. It has to be transhipped at Moradabad or Bareilly. Therefore, there is no economic possibility of bringing in heavy goods from the hills or to take any heavy goods to the hills.

At the same time, to cover a distance of 170 miles to Kathgodam it takes almost 18 hours which is too long a time, and one has to change again either at Moradabad or at Bareilly. Therefore, in the interests of development of the entire hill area, in the interests of bringing the regions nearer and connecting Terai colony which has developed in the past and become one of the finest colonies in the country, it is absolutely necessary that our part should be linked with broad gauge line. Without broad gauge the hills will never come nearer, and you will never be nearer the Himalayas which have immense tourist possibilities of which we speak so much.

Apart from this, I want to draw your attention to another small point. In that area we have got the NER which is the most backward compared with the other railway systems in India; and that portion which is in my constituency is the worst even within the NER. The distance between Kathgodam to Moradabad via Kashipur is hardly 72 miles, but it

takes about 11 hours to cover this distance. If you start at 11:30 in the morning at Kathgodam, you reach Moradabad at 9:30 at night. The line was opened in 1833, and since then the same train has been there and also the same timings. At important stations in Broad Gauge like Aligarh or Tundla the train now stops for five minutes, but after the train starts from Kathgodam, it stops for 20 minutes at Haldwani, and for half an hour at Kashipur because it is a junction. A junction in the metre gauge is a mockery because there is no other line of any importance. All the same, it is a junction, and the train must stop for half an hour there. At Kashipur it stops for half an hour and then it goes on to Moradabad. Therefore, the difficulty arises. That is the nearest route to my place from here and I am supposed to travel by that route, and the officers coming from the hills are paid T.A. for that route, but in the last 11 years I have never travelled by that route, because it is so tortuous I prefer to go Bareilly and Aligarh and come to Delhi rather than go from Kathgodam to Kashipur and Moradabad and Delhi. Everybody cannot afford to travel by the longer route because it is costly. But can you deny a convenient route? The route exists, but you have to make it convenient by running at least slightly rapid trains. I do not ask for express trains in that line. Instead of having eleven to twelve hours to cover the distance of 75 miles, please reduce the time to about five hours. If the train leaves Kathgodam at twelve o'clock in the day-time, it should be possible for it to reach Moradabad at six o'clock or 5:30 p.m., so that connections may be available to the people either to the Delhi side or to Dehra Dun or to The Punjab.

As for the stations, they still exist as they were in 1833. Between Lalkua and Kashipur there are two or three stations. One station is at a distance of about eleven miles from the two other stations. The distance

[Shri C. D. Pande]

between Gularbhoj and Bazpur is about eleven miles. New colonies have come up in this region. Sugar factories also have come up, as at Bazpur, for instance, the opening ceremony of which was performed by the Prime Minister the other day. The railways in their own interest will need a station in between. Otherwise, they will have to complain that there is competition with road transport. They can eliminate competition with road transport, provided there is improvement in their railway services. We do not want that their services should be as fast as our first class cars. But there should be a reasonable speed, and a reasonable amount of comfort. There should be less overcrowding, and the connections should be so arranged that people will reach their destination in time.

Regarding connections, I would like to draw your attention to the fact that there is a train from Kathgodam to Bareilly. At Bareilly, we are supposed to get into the through compartment to Delhi for Aligarh. From Bareilly to Aligarh is a distance of about 104 miles. The train leaves Bareilly at 9:40 a.m., and it is scheduled to reach Aligarh at 3:20 p.m. But I may tell you that I have been travelling on that line several times, and I have always found, and several other people also have told me the same thing, that every day, for the last six months, that train never reaches the destination in time to be attached to the connecting train; it is always attached to the other train that comes to Delhi at about 10 a.m. Therefore, the people who travel by that train reach later instead of reaching earlier; they reach often two hours late, because they always miss the connection. When we go back also, we miss the connection to the hills, and we waste about one day. This is only a typical example of how the connecting trains are missing. There is a lot of emphasis on punctuality, but when we speak about

punctuality, we should also be careful to see that at connecting junctions also, there is punctuality. Otherwise, what will happen is this. From here to Lucknow, for instance, you can reach in time, by about 7.30 or so. But at Bareilly, where 3 p.m. is the scheduled time, we reach only only at about 4 p.m. with the result that the connecting train for Kathgodam leaves and we are stranded there. Such inconvenience should be attended to; then only, there will be no scope for complaint that there is competition from road transport. At the same time, the hills people will be thankful to the Ministry, if there is a broad-gauge railway line between Rampur and Lalkua.

Shri Tangamani: My cut motions are Nos. 13 to 18, 57 to 62, 98 to 100. I would also like to refer to cut motions, Nos 531, 541, and 512 to 519. My cut motion No. 62 relates to reduction in freights for transshipment of matches from Madras State. It has been shown as 'watches' in the list circulated. Actually, it should be matches, that is, matches used for igniting

The Freight Inquiry Committee's report was implemented from 1st October, and concessions were given to certain articles. My purpose in moving this cut motion is that the concession must be extended to this article also, because it has considerably affected this cottage industry in the Madras State.

Also, I would like to ask why these freights were increased in October, instead of waiting for the budget being presented.

My next point will be on the pension scheme. We were told that about 23,000 employees out of one million have opted for pension. So, we would like to know whether this pension scheme is very popular amongst the employees. At least, our suggestion is that this period must be extended by at least one year.

Regarding housing, in the first two years of the Plan, 25,000 houses were constructed; I take it that 25,000 houses were constructed. In the third year, it was 11,000. I would like to know whether 11,000 houses have been constructed for the staff. For the next year, it is going to be 9000. I would like to know why there is reduction by about two to three thousand. Is it due to the fact that the staff are adequately provided with houses? Our demand is that housing must be taken on a top priority basis, not only for the railway staff but also for the staff attached to the railway refreshment rooms. Repeated demands have been made by the staff of the refreshment rooms in big cities and also in towns like Madurai, Tiruchirapalli and Coimbatore and other places.

On the question of hours of employment, I would refer the hon. Minister to the *Indian Labour Gazette*, Vol. 16, No. 3, September, 1958, page 223. That deals with the Railway Servants' Hours of Employment Rules. And it says that 13,208 irregularities have been committed, and out of these, 9052 irregularities related to the transport department alone, particularly, regarding hours of work. So, this is a matter which has got to be gone into, because overtime work without giving them the proper facilities is being resorted to. And the worst culprit is the Southern Railway, according to the report in the *Indian Labour Gazette*.

There are three types of hours of work which have been fixed. One is the intensive type, which means 45 hours per week. The second is the continuous type, where it is 54 hours a week, and the third is essentially intermittent, with 75 hours a week. The demand is that 54 hours must be reduced to 48 hours, and workers who are engaged in very intensive types of work as in the case of engine drivers, first firemen and second firemen must be treated as 'intensive' staff.

Last year, we were told about the Tapase Committee's report which

dealt with the class IV employees and also the avenues of promotion. Up to this day, we do not know how far the avenues of promotion have been utilised, and how many of these class IV employees have been benefited as a result of this. Enough has been said about the recognition of the trade unions and the recognition of the two rival federations. What I would like to say is that the formula which was laid down by the hon. Minister in the other House, namely that he will give recognition whenever he wants to, cannot be the formula which has been accepted by the trade union movement. When two rival unions come before the Railway Ministry or before any other Ministry, it is for them to decide which of the unions will be recognised by a democratic verdict. The democratic verdict will be as some Members have already pointed out, by ballot. When Members could be elected to Parliament by ballot, I do not know why unions cannot be recognised by the same method of balloting.

I remember that in the other House, the hon. Minister wanted to know whether there were cases of dismissal under rule 148 of the Establishment Code. Today, he has told us that in the Southern Railway, there were 52 cases of such persons; 27 have been reinstated, and 25 persons have not been reinstated. I would like to know whether out of these 27 persons who were reinstated, some of them have had their services terminated under rule 148 of the Establishment Code.

I shall place before the hon. Minister the cases of two employees; one is Shri S. Andi, a keyman in Madurai, and the other is Shri Munisamy, stores labourer in Nagapattinam, both in the Southern Railway. They were placed under suspension from 1949 onwards, and subsequently they were reinstated, and a week later, an order has been served under rule 148 of the Establishment Code. Similarly, I had occasion to mention the cases of some drivers and station masters who have put in more than twenty years of

[*Shri Tangamani*]

service, but whose services have been dispensed with under rule 148. I shall mention just three cases. One is that of *Shri K. Raju*, a driver from Villupuram, the second is of a station master by name *Shri K. R. Thiagarajan*, and the third is that of station master *Shri N. R. Venkatasami*. These are all cases of men who have put in more than twenty years of service. So, I would like to know whether this is going to be the new policy. Originally, there was the Safeguarding of Security Rules; then article 311 of the Constitution was resorted to; and today this rule 148, which, more or less, implies that it is the fundamental right of the employer to dispense with the services of an employee, which is contrary to what we have achieved in the trade union movement

Two or three points more and I will conclude. One point is this. There is the question about new lines coming up in this period. Complaints have been made in this House that there has been discrimination and the South has been neglected. What I would like to know is, what is the declared policy of Government on the question of the construction of new lines. That must be categorically stated; otherwise, this complaint will come. I would say that priority should be given to the Assam-West Bengal link. Priority should be given to that. There is the question of the Madras State to which a new district, the Kanyakumari district has been added. It has no railway connection at all with the rest of the State. Such cases should be given top priority.

Even with regard to electrification, although we have been told that there is going to be electrification from Egmore to Villupuram, the provision that has been made in the current year's Budget will not, I think, take this more than 10 miles beyond Tambaram.

Shri Narasimhan (Krishnagiri): He may go a little beyond that.

Mr. Deputy-Speaker: The hon. Member's time is up. He should conclude soon.

Shri Tangamani: Sir, I may be given at least 5 minutes more.

Mr. Deputy-Speaker: I have already said that only 10 minutes will be given to each.

Shri Tangamani: Sir, I may be given 5 minutes more.

Shri S. V. Ramaswamy: Ten miles beyond Tambaram; that is where you stopped.

Shri Tangamani: Not even 10 miles beyond Tambaram.

Many arguments were advanced on the question of competition between rail and road. I will refer the hon. Deputy Minister to a particular area which he also knows, to show how competition exists between rail and road. There is a branch line from Tinnevely to Tiruchendur and the distance is 36 miles; and the running time for the fastest train is, 3 hours 35 minutes. If 3 hours and 35 minutes are taken for a distance of 36 miles, how do you propose to compete with road traffic? That is exactly what I wanted to know. What is it that is behind the question of fixing the whole running time in this particular area is also a point on which I would like to have some clarification from the hon. Deputy Minister.

On the question of amenities, I would say that the entire tribal belt in the South Eastern Railway has to be attended to. If you go to any station there, there is not a shed worth the name. There, the minimum amenities should be given.

Coming to small stations, I will mention the instance of a small station on the Southern Railway, known as Tiruttangal. Any passenger would say that this station needs

immediate improvement.
miles from Virudunagar.

Another point is that of having Janata expresses in the metre gauge. I do not know why there are no Janata Expresses on the metre gauge at all (Interruption.) There was a Janata Express running from Madura to Madras and it has stopped. There has been a demand that this must be revived.

Again, on the question of derailment and safety, I will give only the figures which have been supplied to us by the Minister himself. For the year 1957-58, the number of derailments of other-than-passenger trains is 1,224, that is, at the rate of nearly 4 per day. In the case of passenger trains, it is 216; that is, 4 in a week. That I do not consider as anything which can really flatter the Administration or their efficiency.

On the question of safety, there was a discussion in this House that adequate protection must be given to the travelling public. But, what do we find? Ever since the Budget was introduced last year, three major incidents have taken place. On the 12th March, 1958, 3 R.M.S. officers were brutally murdered in the R.M.S. van in Tundla. Last year, on the 23rd November, 1958, a headmistress was murdered when she was travelling in the second class compartment very near Jullundur. And, this year, it was announced in the House that a State Bank cashier—of a branch—and also the guard who was escorting him were brutally murdered. We would like to know how far protection would be assured, to the travelling public so that there will not be any recurrence of such incidents.

Lastly, I would like to mention only one thing and I will conclude. We do welcome the proposal of the hon. Railway Minister that in future the General Managers will meet in conference the Members of Parliament from their

areas. Our experience, particularly in the Southern Railway, has been that whenever letters are written to the General Manager, prompt comes the reply that this is a matter in which we should address the Railway Minister. We were told in this House, by you, Sir, that whenever any matter has to be taken up in this House, we must first approach the Divisional Superintendent and then the General Manager and if we are not able to resolve it, then, we have to bring it to the notice of the hon. Minister and then to this House. The General Manager gives us a new directive. Whenever we write to the General Manager he tells us that we have no business to write to him and that we must immediately write to the Minister concerned. I submit, this also must be rectified.

Without reading what I had to say, I will just mention certain answers which the hon. Minister has given on 17th December 1958 to unstarred questions, Nos 1904, 1905, 1906, 1907, 1908 and 1913, most of these dealing with the minimum amenities which have to be given to the passengers.

श्री नवल प्रभाकर (बाह्य दिल्ली—
रहित-अनुसूचित जातियाँ) : उपाध्यक्ष महो-
दय, मैं कितनी देर से बोलने के लिए बकस
दाने की प्रतीक्षा कर रहा हूँ।

श्री ना० नि०प टेल (बलसार—रहित-
अनुसूचित प्रादिम जातियाँ) : मैं, श्री उपा-
ध्यक्ष महोदय, छः दिन से बैठा हुआ हूँ।

उपाध्यक्ष महोदय : बहुत से छः दिन
झूठे बैठे हुए हैं।

पंडित ब्रज नारायण "ब्रजेश" (खिब-
पुरी) : उपाध्यक्ष महोदय, मेरा नाम भी
किसी लिस्ट में है या नहीं? मैं भी कब
झूठे प्रतीक्षा कर रहा हूँ।

उपाध्यक्ष महोदय : मैं मन्ता हूँ कि
आजकीय बकस छः दिन से बैठे हुए हैं, वह
श्री मेरा बकस है।

Shri Dasappa (Tiptur): Sir, we have all heard the reply of our hon Minister of Railways with great interest. He has raised hopes in some of us at least. He spoke about the Hasan—Mangalore line. He came out with the decision he has taken with regard to several other lines. One consolation for people coming from my region is that a decision with regard to this Hasan-Bangalore line will be taken in the course of this session—I mean towards the close of the Budget discussions. This has given rise to hopes. And, therefore, I wish to speak a few words on this Railway Budget. He has given us a word of cheer and it is natural that we should also respond

Railways are one of the biggest undertakings in the public sector and we all wish it very well. I have gone to the Perambur Factory, the Chittaranjan Workshop and also the Khargpur workshops. I have seen with my own eyes the work that is going on there. So, it is natural for me to compliment the Railway Minister, the Railway Board and the Railway authorities on the work they are doing. But, still, certain disquieting features are there, and, therefore, the reply of the hon Minister has come in good and right time.

Even yesterday the hon Deputy Minister Shri Ramaswamy was referring to the claims for compensation. To day, the Railway Minister devoted a large part of his speech in explaining to us the working capital that is invested, the earnings and how expenditure is going up. These are some of the disquieting features. Therefore, I would also like to refer to them a little. From the statistical tables they have given us, it is clear that the claim position is bad. Of course, they will look into the matter and try to see that the number of claims is lessened and the amount of compensation is also reduced.

The responsibility of the railways is not there on certain articles when they are booked for transit from one station to another. The Railway

Freight Structure Committee has recommended that they must look into this matter and I have no doubt that they will do so. If that is not done, what is the result? There is bound to be greater scope for thefts and other things and the earnings will naturally go down.

Even with regard to the injuries sustained by the people the figures have increased from 260 in 1946-49 to 504 in 1957-58. A number of collisions are taking place and derailments also, and in my section between Bangalore and Arisikere, the goods trains derail very frequently. I would request them to see whether the rules are observed and whether the inspectors are doing their work.

The number of officers in classes I and II has increased from 1736 to 4013 and the cost over them has increased from Rs 3,42,000 to Rs 4,00,35,000. The capital invested has increased by sixty percent from Rs 708 crores in 1947-48 to Rs 1169 crores in 1957-58 but the earnings have come down from Rs 6.47 crores to Rs 6.13 crores. That shows the enormous attention that they have to pay for running this biggest national undertaking.

Now, I would come to the Southern Railway—an area from which some of us come. The hon Minister has told us that we should not raise the question of splitting up the railways. He should not take up such an attitude. So far as the Southern Railway is concerned, it is a very big railway and there is necessity for two zones. Certain divisions are neglected. I do not say that it is anybody's fault, nor do I say there is step-motherly treatment. But I do say that the treatment is not fair to certain divisions. Over-aged carriages and engines are sent to the Mysore and the Hubli divisions. My friend Shri Dasappa was referring to certain officers who did not know the language. I would request the hon Minister to see that these station masters and the assistant station masters know the language of

the region so that the large number of passengers who come to the stations can understand them better. He was very emphatic that it will not be possible to consider region-wise shares in the railway service commission selections. The unemployment problem is very big in this country and so we cannot overlook the claim of certain regions in the matter of appointments. So far as the amenities are concerned, we have already been told that the general managers will be meeting and so it will not be appropriate for me to talk more about that. I have been agitating for a few amenities, small mercies, and for an out-agency for a taluk headquarter here and there. After all Banasandra is in Bangalore-Arisikere line and two taluks are spread out from there and there is no railway line. There should be some out-agency. I will take up this matter and also some small flag stations here and there in the zonal meeting.

Recently when the Railway Minister was himself present in Bangalore, the chambers of commerce there made some representation and I would refer to them because he referred to the Hasan-Mangalore line. The other is the Satyamangalam-Chamarajnagar line. This has been there for the last three decades. It is a strategic point which is going to connect the north and the south. They also want that a janta train should be run from Bangalore to Madras. From Guntakkal to Bangalore there is a metre-gauge and it takes a long time; a broad-gauge line should be laid there. Another small connecting line is the Chitaldrug-Rayadrug line. My friend and we all know how important it is. With regard to the hope that has been raised—Hasan-Mangalore line—the hon. Minister should be firm on this point. Unless this line is put there, all our iron ore could not be transported. I am told that this line was being considered sometime back and the Southern Railway was asked to go ahead with the works. I do not know why it was not continued. I hope no such delay will exist in this matter.

I will not tread on staff matters because they are delicate. But certain harassments are going on. My friends spoke about the dismissals. I know a case and nothing was done when I brought this matter to their notice. A man who served as a guard for 13—15 years was dismissed on a false charge involving some thirteen annas. If it is a case of corruption, I do not mind, but I am convinced it is not a case of corruption, because the railway tribunal to which the matter was referred by the Southern Railway has said that it is not a matter of corruption, but if at all, it is a matter of some little irregularity. Such harassments should not go on.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Basappa: I rarely speak in this House and so I may be given two minutes more. We have been representing to the Ministry about the cases of the Mysore State Railway officers. Something has been done but this question has been hanging fire for eight or nine years and it has not been solved completely. So far as the railway accounts officers are concerned, Shri Lal Bahadur Shastri, while he was the Railway Minister, gave a proposition so that there might not be any discontent and it was 33 and 1/3 per cent. promotion to be given to them. But they do not go according to that. In the selection committee things are not done properly. There is a prejudice developed and we should get rid of this.

I do not want to deny anybody anything but still when we talk of co-ordination, where do we find it? There is already a national high-way, 100 feet wide, from Kandla to Ahmedabad but we want to put up another railway line side by side. There is no co-ordination. They should look into this. What is the use of complaining against the road transport. I want to say this in connection with Chittaranjan. In Mysore we find that the railway engines do not work properly

[Shri Basappa]

Why not a suitable metre gauge engine be devised, so that the upland country can be covered easily? Goods trains go at a speed of 10 or 15 miles. How can we satisfy the public?

15 hrs.

These are some of the matters, Sir, which I hope the Railway Ministry will look into.

श्री ५० ला० बाकराल (बीकानेर-रक्षित-अनुसूचित जातियां) : उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आपने मुझे अपने विचार प्रकट करने का अवसर प्रदान किया ।

उपाध्यक्ष महोदय : दस मिनट से ज्यादा नहीं मिलते इसलिये उसमें से आपको इसके लिये वक्त नहीं गंवाना चाहिये ।

श्री ५० ला० बाकराल : इस सदन के माननीय सदस्यों ने जिस प्रकार से अपने विचार प्रकट किये हैं उससे पता चलता है कि रेल रोड कम्पटीशन में किस प्रकार से वर्तमान काल में रेलों की आमदनी घट रही है । उसके लिये मैं भी कुछ अपने सुझाव दूंगा । मैं यह महसूस करता हूँ कि रेलवे मंत्रालय अगर थोड़ा सा समझदारी से काम ले और थोड़ा सा अपनी मूलों को सुधार लें तो उसका काफी लाभ हो सकता है । आजकल बैंगन्स में माल भर कर भेजा जाता है तो वह सुरक्षित नहीं पहुँच पाता है और इसका कारण यह है कि उन पर जो लेबल लगाये जाते हैं वे गुम हो जाते हैं । कुछ तो खैर गुम हो जाते हैं लेकिन कभी कभी तो जानबूझ कर भी रेलवे कर्मचारी उनको गुम कर देते हैं । नतीजा यह होता है कि जहाँ पर बैंगन्स को उतरना होता है वहाँ नहीं उतर पाता है । और गार्ड उसे बही छोड़ कर चल देता है । जिसका कुछ पता नहीं चलता है कि उसका मालिक कौन है और क्या माल है । फिर स्टेशन मास्टरो को तार खटकते हैं, चिट्ठियाँ लिखते रहते हैं लेकिन वर्षों तक उनको जवाब नहीं आता है और मतीजा यह होता है कि सामान बैंगन्स से स्टेशन पर उतार लिया जाता है । बैंगन्स

खाली करने के बाद इलाज कर दिया जाता है । उस के बाद उस माल को कौड़ियों के भाव में बिक्री कर दिया जाता है । इस तरह से बहुत सा माल बर्त भी जाता है । उधर जो व्यापारी प्राधि होते हैं वे रेलवे पर क्लेम करते रहते हैं और उनके क्लेम को रेलवे को रूपा देना पड़ता है । मेरा यह सुझाव है कि बैंगन्स के उस लेबल के साथ साथ गार्ड को भी एक प्रति-रिप्ट लेबल दिया जाये जिसके अन्दर सबके सब बैंगन्स का नम्बर, मालिक का नाम और उसके अन्दर क्या माल है, बिल्टी नम्बर यह सब लिखा हुआ हो । गार्ड उस लेबल को स्टेशन मास्टर को दे-दे और स्टेशन मास्टर उससे बैंगन्स के नम्बर मिला कर असली मालिक को माल दे सकता है । इस तरह से मैं समझता हूँ कि वह माल भूल नहीं सकता और आज व्यापारियों के अन्दर जो यह असन्तोष सा हो गया है कि उनका माल सुरक्षित नहीं पहुँच पाता है, वह सब ठीक हो जाएगा । साथ ही आज जो रेल रोड का कम्पटीशन हो रहा है वह भी कम हो जायेगा ।

इसी के साथ दूसरा सुझाव और भी देना चाहता हूँ । हो सकता है कि इस में थोड़ा खर्च जरूर बढ़ जाये लेकिन उससे लाभ काफी हो सकता है । आज जिस प्रकार से रोडवेज के जरिये माल सुरक्षित पहुँच जाता है उसका इन्तजाम रेलवे को भी करना चाहिये रेलवे डिपार्टमेंट की ओर से भी थोड़े टेक्स का प्रबन्ध करना चाहिये जो कि व्यापारियों के घर से माललाकर स्टेशन तक पहुँचाने और गार्डियों पर चढ़वा दें । इस के साथ ही जब माल दूसरे स्टेशन पर पहुँच जाये तो ऐसे ही ट्रकों द्वारा उनका सामान जहाँ उसको जाना हो वहाँ तक पहुँचा दिया जाये । यदि इस तरह किया जाये तो कदापि यह व्यक्तिगत ट्रक वाले या ट्रक कम्पनियाँ हैं वह रेलों के कम्पटीशन में आगे नहीं आ सकतीं ।

मैं ने देखा है कि जब सज्जियाँ या फल गाड़ी पर चढ़ाते हैं तो उनमें से कुछ का तो बचाना होता है और कुछ बगीर बचाना के

ही उठा कर भर दिये जाते हैं। जो माल भरने वाले या उतारने वाले दवाल होते हैं वे चालान के अलावा भी टोकरीयों भर देते हैं। उनको उतारने समय स्टेशन पर रेल के क्लर्क कैफिंग तो कर लेते हैं परन्तु भरते समय कैफिंग नहीं किया जाता। वह सब सामान व्यापारियों को मौके पर ही दिया जाता है क्योंकि वह सामान ज्यादा दिन रुक नहीं सकता। उनको सामान देकर उन से रेल के व्यापारी पैसे बाद में देने के लिये कह देते हैं। लेकिन बाद में पैसा कौन देता है? इस प्रकार से कितने ही रूपये का रेलवे को घाटा हो जाता है। इस के सम्बन्ध में मैं यह चाहता हू कि जब तक व्यापारी उनका पैसा न दे तब तक उनको सच्ची फल वगैरह न दिया जाये। अगर उसके बाद भी वह पैसा देने पर राजी नहीं होता तो उसको मीलाम कर दिया जाय। इस तरह से रेलवे को काफी इनकम हो सकती है।

हमारे रेलवे मंत्री महोदय ने अपने भाषण में कई बातें कही हैं। मैं उनका आभारी हू कि रेलवे काफी कार्यकुशलता से कार्य कर रही है और उसकी काफी तरक्की हुई है, लेकिन मैं अपने चुनाव क्षेत्र बीकानेर के सम्बन्ध में जो कि भूतपूर्व स्टेट है सन् १९५३ से लेकर आज तक सुझाव देता आया हू कि वहां पर बीकानेर जंक्शन से लालगढ़ की लाइन शहर के बीच में से हो कर गुजरती है, उस पर तीन क्रॉसिंग पड़ते हैं और १२ घंटे के अन्दर याने कम से कम प्रातः ५ बजे से लेकर रात को ११ बजे तक ३६ बार रास्ता बन्द रहता है। लाइन के एक तरफ तो सारे शहर के लोग रहते हैं और दूसरी तरफ रेलवे डिपार्टमेंट या दूसरे राजकीय डिपार्टमेंट। उनमें जाने वाले लोगों का वक्त बहुत सराब होता है। नतीजा यह होता है कि उन को पहुँचने में बहुत देर हो जाया करती है। वहाँ पर कोई पुल भी नहीं बन सकता है। इस बीकानेर से साधनगढ़ के चार मील के टुकड़े को हटा दिया जाय और सबसेतर नागणीचे मन्दिर से

हो कर वह लाइन शहर के बाहर लाई जाये। इस से लोग काफी परेशानियों से बच सकते हैं। आज तो यह होता है कि लाइन के एक तरफ को अस्पताल है, दूसरी तरफ अगर कोई बीमार हो जायें और उस को अस्पताल पहुँचाना हो तो सीरिबस केस तो वही पर खत्म हो जायेगा, वह अस्पताल नहीं पहुँच सकता क्योंकि स्टेशन पर रेल आने के लिये फाटक बन्द कर दिया जाता है। मुझे याद है कि जब लार्ड माउन्टबेटन बीकानेर आये थे तो उन को भी २० मिनट तक वहाँ रुकना पड़ा था। मैं बड़े धावमी का नाम ले कर केस को मजबूत नहीं कर रहा हू, बल्कि ऐसा हुमा था।

इसी प्रकार से माननीय मंत्री ने अपने भाषण में यह जिक्र किया कि हिन्दूमलकोट से गगानगर तक ब्राड गेज लाइन बनाने का प्रस्ताव सरकार के विचाराधीन है। इस के बारे में राजस्थान पंचायत राज्य सच की ओर से रेलवे मंत्रालय को मिट्टी आदि डालने का आश्वासन दिया गया है। मैं विश्वास दिलाता हू कि हम उस को पूरा करेंगे। लेकिन मेहरबानी कर के इस १६ मील के टुकड़े को जल्दी से जल्दी बना दिया जाय। क्योंकि गगानगर भ्रम का भण्डार है बड़ा भारी कृषि क्षेत्र है, और वहाँ से काफी माल इस समय जाता है। वहाँ से माल भेजने के लिये पहले तो मीटर गेज के डब्बों में डालने में और फिर ब्राड गेज में डालने में रेलवे को काफी परेशानी होती है। यदि यह थोड़ा सा काम हो जाय तो व्यापारियों, व किसानों और स्वयम् रेलवे को काफी सुविधा हो सकती है। आज इसी-परेशानी से बचने के लिये व्यापारी लोग प्राइवेट ट्रकों में माल भर कर दूसरी जगहों को भेजते हैं।

इसके बाद करण्यन के बारे में कुछ कहना बेकार ही है। उस को तो भगवान ही बूर करे तो वह बन्द हो सकता है। हमारे वहाँ रेलवे की बर्कसाप है। वहाँ काफी खोरी होती है। पिछले दिनों की बात है कि १२ मन कण्वर

[श्री ५० ला० बाख्पाल]

नकल गया। जब वे बाहर आते तब उन की तलाशी ली जाती है। समय आता है तब ताला लगा दिया जाता है, टोर्स के सील लग जाती है। इसलिये बाद में ही तोरी होती है। इतनी बड़ी-बड़ी रोड्स की तोरी हो जाये तो मजदूर उन को कैसे ले जा सकते हैं यह हमारी समझ में नहीं आता है। लेकिन इस चीज को ले कर १२ हरिजनो को पूरी तरह से पीटा गया, पानी छिड़क-छिड़क कर उन को मारा गया। इतनी बड़ी बड़ी थोरिया होती हैं, तरह तरह से लोगो को धोखा दिया जाता है और भ्रष्टाचार होता है। जो ठेकेदार होते हैं उन का इस में काफी हाथ रहता है। उन से मिल कर सामान बाहर लाया जाता है।

मेरा निवेदन है कि राजस्थान के अन्दर एशिया की सब से बड़ी नहर निकलने वाली है। उस एशिया का डेबेलपमेंट होगा, विकास होगा, नई रेलें भी निकलेंगी। इस के सम्बन्ध में बीकानेर में ब्राडगेज की लाइन बननी है। जैसा मैंने बतलाया वहा पर प्राज ट्रेफिक रुक जाता है, और लोगो का टाइम भी बड़ा नष्ट होता है। अगर प्राप उस को सिर्फ बढ़ा देंगे तो काम नहीं चलेगा। ना ही उस पर खिज बनाइये। वर्तमान स्टेशन जो है वह इतना उपयुक्त नहीं है कि प्राप को काम दे जाये। नया यार्ड बनाने के लिये स्टेशन को कुछ न कुछ तो बदलना ही होगा। ऐसी सूरत में पहले ही से उस के लिये कोई प्लान क्यों न बना लिया जाये। वहा पर जमीन है लेकिन बाद में रेलवे को उस को पाना मुश्किल हो जायेगा क्योंकि वहा की आबादी बढ़ रही है, वहा पर मेडिकल कालेज खुल रहा है। बाद में प्राप को अच्छी जमीन नहीं मिलेगी। इसलिये पहले से ही स्टेशन के लिये जमीन रिजर्व करा केनी चाहिये।

अब मैं रेलवे में सर्विसेज के बारे में कुछ कहना चाहता हू। रेलवे में हरिजनो के लिये स्थान भी कुछ सुरक्षित हैं, उन को भरनी

करने की भी कोशिश की गई है, लेकिन जो हमारे हरिजन स्टेशन मास्टर होते हैं उन की बहुत बुरी हालत होती है। उन को पानी नहीं मिलता है, दूसरे स्टेशन मास्टर उन को बार-बार भ्रममान करते हैं कि तुम नीच हो, तुम्हारे बर्तन भ्रमल रखो। प्राप को ऐसे केसेज की तरफ ज्यादा ध्यान करना चाहिये। अभी भी अवस्था यह है कि बर्फसाप्स में हरिजनो को समानता पानी नहीं पिलाते। कुछ लोग ऐसे कट्टरपन्थी हैं कि मुझ को भी पानी नहीं पिलाते।

उपस्थित महोदय प्राप तो मिनिस्टर साहब ने कहा है कि वह दूसरो को पानी पिलायेंगे।

श्री ५० ला० बाख्पाल तो मेरा कहना है कि ज्यादा से ज्यादा हरिजनो को पानी पिलाने के काम पर लगाना चाहिए और उनको भोजनालय टी आदि के स्टाल देना चाहिए जिससे कि छूतछात भी दूर हो और साथ ही उनकी आर्थिक स्थिति भी अच्छी हो सके।

एक माननीय सदस्य बालमीकियो को दिये जायें ?

श्री ५० ला० बाख्पाल चाहे बालमीकियो को दें या किसी और को पर हरिजनो को दें।

श्री रघुनाथ सिंह (वाराणसी) यह जाच होनी चाहिए कि हरिजनो को जितने स्टाल दिये गये हैं उनमें से कितनो को सबलैट किया गया है।

श्री ५० ला० बाख्पाल दूसरी बात मैं यह कहना चाहता हू कि जो कर्मचारी पू० पू० बीकानेर स्टेट रेलवे में काम करते थे उनकी सीनियारिटी ठीक तरह से फिक्स नहीं की गयी है। केवल मजारिटी पर ही ध्यान दिया जाना मेरी समझ में बेबुनियाद है। मैं समझता हू कि उन कर्मचारियो की तकरकी के मामले पर भी रेलवे बोर्ड को ध्यान देना चाहिये।

एक बात मैं और कहना चाहता हूँ कि अब राजस्थान कैमल का निर्माण हो रहा है। उसकी बजट से आपको पंजाब में और राजस्थान में काफी रेलवे लाइनें बनानी होंगी। मेरा सुझाव है कि श्रीकोलायत से जैसलमेर बाया बाप और रामदेवरा होते हुए एक लाइन होनी चाहिए और सूरतगढ़ में पूगल, रणजीतपुरा, नाचना, रामगढ़, मोहनगढ़, संगरू तक एक लाइन बनानी चाहिए। आपको यह ध्यान रखना चाहिए कि जैसलमेर की तरफ बड़ी लाइन होना जरूरी है।

एक चीज और कहना चाहता हूँ। मेरतारोड से भ्रजमेर तक का १८ मील का टुकड़ा है। इसे बना दिया जाये तो जनता को बहुत सुविधा हो। इसके न होने के कारण लोगों को बहुत घूम कर जाना पड़ता है। तो यह टुकड़ा भी बनना चाहिए।

भ्राजकल ब्राडगेज की ज्यादा डिमांड हो रही है। मेरा सुझाव यह है कि वर्तमान छोटी लाइनों की जगह ब्राडगेज लाइन बनायी जाये उन मीटर गेज की लाइनों का सामान पिछड़े हुए इलाकों को दे दिया जाये। इससे भी उनका काफी काम हो सकता है। और वहा यह छोटी लाइन निकाल दी जाय इन से रेलवे को काफी फायदा हो सकता है।

श्री रा० स० तिवारी (खजुराहो)
उपाध्यक्ष महोदय, रेलवे बजट पर बहस भी हो चुकी और मंत्री जी ने जवाब भी दे दिया और अनुदानों के विषय पर चर्चा चल रही है।

मेरा निवेदन है कि रेलवे मंत्रालय ने जो धपना बजट पेश किया है वह हर साल की भांति ही किया है। उसमें न कोई नवीनता दिखायी देती है और न कोई बढ़ती दिखाई देती है। जिस तरह से हमने पिछली साल रेलवे बजट पास किया था उसी तरह आपने के लिए भी करने जा रहे हैं मेरा कहना यह है कि बजट की एक सीमा

होती है और उसमें यह कहना कि हमको यह पुल मिलना चाहिए या हमको यह लाइन मिलना चाहिए, कुछ ज्यादा ठोक नहीं है। जब तक कि खास तौर से जांच आदि न की जाये और सर्वेक्षण पहले न हो जाय तब तक नई चीज नहीं दी जा सकती। बजट का तो एक संकीर्ण दायरा होता है और उसमें ज्यादा घटा बढ़ी नहीं हो सकती। दूसरी योजना के लिए हमको ११ अरब २१ ५ करोड़ रुपया दिया गया था। उसमें से तीन वर्ष बीत चुके हैं अब हमको इस रकम में से इस साल खर्च करने के लिए २३५ करोड़ रुपया है। इस रकम को हम सूची के अनुसार ही खर्च कर सकेंगे। उसमें घटा बढ़ी नहीं की जा सकती। इसलिए मैं इस योजना के लिए तो नहीं कहता, पर मैं चाहता हूँ कि तीसरी योजना बनाते समय उन क्षेत्रों का ध्यान रखा जाये कि जहा अभी तक कुछ भी काम नहीं हुआ है। कुछ रियासतों के क्षेत्र ऐसे हैं जो कि भ्राज कल प्रदेशों में शामिल कर दिये गये हैं, कि जहा पर न तो राजाजी ने पहले कुछ काम किया है और न अब काम हो रहा है। इसलिए भ्रगली योजना में ऐसे क्षेत्रों को रेलवे देने की आप कृपा करे। मेरा मतलब बुदेलखंड एरिया से है। उस एरिया के खजुराहो, छतरपुर, टीकमगढ़ और पन्ना जिलों में न अभी एक रेलवे का सर्वेक्षण हुआ है और न उसकी कोई चर्चा ही है। इसलिए मेरा निवेदन है कि इन जिलों की तरफ आप अवश्य ध्यान दें। खजुराहो ऐसा स्थान है जहा पर करीब दस विदेशी लोग रोज आते हैं और उनकी सख्या बढ़ती जा रही है। अगर वहां के लिए यातायात की सुविधा हो जाय तो सरकार को विदेशी मुद्रा का बहुत लाभ हो सकता है। अभी वहा पर विश्व बैंक के लोग गये थे लेकिन वर्षा के कारण वे खजुराहो से एक फरलाग से लौट आये। आप सोचे कि उनके मन में क्या भाव पैदा हुआ होगा। जो लोग कनाडा, आस्ट्रेलिया आदि दूर देशों से खजुराहो को आते हैं और उनको इस तरह की तकलीफ होती है तो उन पर क्या असर

[श्री रा० स० तिवारी]

होता होगा। वह सोचते हैं कि हिन्दुस्तान में ऐसे ऐतिहासिक स्थानों तक जाने के लिए यातायात की सुविधाएँ नहीं हैं। मैं ग्राठ दस साल से यहाँ इस विषय पर सरकार का ध्यान दिलाता आ रहा हूँ। मेरा सुझाव है कि ललितपुर से छतरपुर होती हुई खजुराही को एक लाइन का सर्वेक्षण किया जाये और कालपी से हरपालपुर, हरपालपुर से छतरपुर, छतरपुर से खजुराही को दूसरी लाइन का सर्वेक्षण किया जाये। एक महोबा मे खजुराही तक ३५ मील का टुकड़ा है इसको बनाया जाय। इन लाइनों के पहले किसी एक के बनने से इस एरिया में बहुत उन्नति हो सकती है। ये बहुत बड़ी लाइन नहीं हैं। लेकिन इसके बनने से यहाँ की जनता को बहुत लाभ हो सकता है।

मन्त्री जी ने कहा कि रेलवे अपने सामान के मामले में आत्मनिर्भर होती जा रही है और जो ८० करोड़ रुपया रखा था उसमें से केवल १२ करोड़ का सामान बाहर से मंगवाया गया है। मेरा कहना है कि जब आप इजिन आदि सब कुछ बनाते हैं तो यह पुरखे भी क्यों न अपने यहाँ बना ले ताकि यह १२ करोड़ रुपया भी बाहर न जायें।

यहाँ पर कहा गया कि रेलवे की आमदनी घट रही है। इसका कारण यह है कि देहाती में और जिले में सबकी का बहुत निर्माण हो गया है इसलिये बहुत सा माल सबकी से जाने लगा है। मोटर कारिया हम्बारे दरवाजे से माल ले जाती हैं और ठीक स्थान पर पहुँचा देती हैं। पर रेलवे में यह हो रहा है कि अगर हम आपके दरवाजे पर भी माल पहुँचा देते हैं तो भी नहीं लादा जाता। मैं आपको एक मिसाल दूँ। छतरपुर जिले में पटराजपुर, माहबरा आदि गाँवों में पान इतना ज्यादा होता है कि धामद हिन्दुस्तान में दूसरा ही नम्बर उनका है। जब पान रेलवे पर लादने के लिये हरपालपुर या महोबा स्टेशनो पर लाया

जाता है तो कर्मचारी कहते हैं कि दो रुपया, तीन रुपया प्रति बंडल दो तो लादेंगे। अगर नहीं देते तो एक दिन की देर कर देते हैं। नतीजा यह होता है कि पान सबने लमता है तब लोग रुपया देकर उसको लदवाते हैं। पाकिस्तान से पान का सम्बन्ध टूट गया है मन्दा हो गया है। इसी कारण लोग टूकी से माल लावने लगे हैं और दिल्ली आदि बड़े बड़े शहरों को भेजते हैं। इस तरह रेलवे का नुकसान होता है।

रेलवे कर्मचारियों को तो प्रेम और मुहब्बत नम्रता से काम लेना चाहिये और लोगों को हर सुविधा देनी चाहिये क्योंकि यह तो व्यापार की लेन है। अगर रेलवे का यह रबैया न बदला तो दूसरे लोग फायदा उठावेंगे और रेलवे का नुकसान होगा। अभी शायद इसलिये नुकसान नहीं मालूम होता कि काम बड़ रहा है। लेकिन अगर ठीक व्यवस्था नहीं हुई तो जयादा नुकसान हो सकता है।

एक चीज और मैं कहना चाहता हूँ। हमने देखा है कि अगर कोई मुसाफिर पूछताछ करना चाहे और उस समय पूछताछ के दफतर में बतलाने वाला बाबू न हो तो अगर किसी पास खडे दूसरे रेलवे कर्मचारी से पूछा जाये तो वह कहता है कि पूछताछ के दफतर में पूछो मैं नहीं जानता। मैं चाहता हूँ कि जो व्यक्ति जानता न हो, उस को फौरन सूचना देनी चाहिये और रास्ता बताना चाहिये।

रेलवे की आमदनी दुगनी हो सकती है, लेकिन हमारे रबैये की वजह से ऐसा नहीं हो रहा है।

अब मे सबने चलने वाली चीजों के बारे में कहना चाहता हूँ। हमारे एक्स-रेलवे मिनिस्टर, श्री लाल बहादुर शास्त्री कुछ वर्ष पूर्व महाराजपुर गये थे। वहाँ उन्होंने सार्वजनिक सभा में कह दिया कि सबने चलने वाली चीजों (पान) के लिये एक्सप्रेस गाड़ी में डिब्बे लगवाने की व्यवस्था

की जायगी। लेकिन जब वह यहाँ आए, तो सेक्रेटरियो ने कहा कि ऐसा नहीं किया जा सकता है, जब तक कि चार पहियों वाले डिब्बे न हों, नहीं तो डिब्बे उलट जायेंगे। परिणाम यह हुआ कि मंत्री महोदय की बी गई आशा रद्द हो गई और उस के सम्बन्ध में कुछ न किया जा सका। मैं यह निवेदन करना चाहता हूँ कि धरम रेलवे में जाने वाली बड़ी बड़ी चीजों—सड़ने गलने वाली चीजों की तरफ ध्यान न दिया गया, तो इस से रेलवे का ही नुकसान होगा।

जहाँ तक थर्ड क्लास में चलने वाले यात्रियों का सम्बन्ध है, मैं कहना चाहता हूँ कि उन में रेलवे प्रशासन को १०,४७,८५० हजार की आमदनी होने का अनुमान है, जब कि अपर, फस्ट, सेकेंड क्लासिज से १,३५,१७० हजार की आमदनी होने का अनुमान है। इस भवस्था में यह कितने आश्चर्य की बात है कि जो वर्ग रेलवे प्रशासन को इतनी आमदनी देता है, उस को पर्याप्त सुविधायें नहीं दी जा रही हैं। मेरा निवेदन यह है कि थर्ड क्लास के यात्रियों के लिये मोने की सुविधा दी जाय, ताकि वे लोग लम्बी यात्रायें आराम से कर सकें। गर्मी में पखे आवश्यक हैं, भी लगाये जाने चाहिये।

जैसा कि मैं ने अभी कहा है, उन स्थानों का सर्वेक्षण कराया जाय, जहाँ आज तक रेलवे नहीं पहुँची है। इस सम्बन्ध में मैं ने आप को उदाहरण दिये हैं।

रेल के पुलों के बारे में मैं यह निवेदन करना चाहता हूँ कि आप ने इस साल चालू काम के लिये ६ ५२ करोड़ रुपया रखा है और १ ८ करोड़ रुपया नये कामों के लिये रखा है। भासी-मानकपुर लाइन का बेतवा नदी पर जो पुल है, वह १८१८ ई० में बना था। उस के गर्डर अब जीर्णोत्थार हो गये हैं और रेल के चलने से उस पुल के गिरने का खतरा है। वहाँ पर एक्स-ए का इन्जिन चलाया जाता है, जो कि दस मील

की घंटे की रफ्तार के चलता है। भासी-मानकपुर लाइन पर अधिकतर कभी गाडी समय पर नहीं चलती है। वहाँ पर इस समय दो गाडियाँ चलती हैं। इस सम्बन्ध में एक लाख रुपया इस साल के लिये रखा गया है, जब कि कुल खर्चा ३१ ८२ लाख होना है। इस का मतलब यह है कि इस काम को पूरा होने में ३२ साल लगेंगे। इस अवधि में पुल गिर सकता है और उस के साथ गाडी गिर सकती है। इस लिये मेरा निवेदन यह है कि उस काम को एक दो वर्षों में पूरा कर दिया जाये। डासन नदी में भी यही हाल है और उन की ओर भी ध्यान दिया जाना चाहिये। भोपाल और बीना के बीच दोहरी लाइन बनाने का काम भी जल्दी से जल्दी पूरा किया जाये।

अत मे मैं यह भी कहना चाहता हूँ कि अब भोपाल हमारे प्रदेश की राजधानी बन गई है, लेकिन इतने बड़े प्रदेश की राजधानी का स्टेशन बनाने का कोई प्रबन्ध नहीं है। उस के लिये जल्दी से जल्दी उपाय किया जाय। शहर को जाने के लिये जो क्रासिंग है, उस को चाहे आप बनवाये और चाहे बहा का विभाग बनवाए।

मे दस बारह साल से रेलवे लाइन के लिये खजुराहो के बारे में कहता आ रहा हूँ मैं फिर कहना चाहता हूँ कि बुन्देलखंड में रेलवे का विस्तार किया जाये।

मैं आप को धन्यवाद देता हूँ कि आप ने मुझे समय दिया है।

Shri Supakar (Sambalpur) Mr. Deputy-Speaker, I am speaking on my cut motions I would first of all impress on the railway authorities the necessity for having a *Janata train* between Howrah and Nagpur, because the present arrangement of having one mail and two passenger trains between these two stations is not quite sufficient and there is always complaint of over-crowding

[Shri Supakar]

I will next come to the lighting arrangement in some trains. We find that though the Second World War ended in 1945, many trains in the South-eastern Railway continue to be as dark as they used to be when there was black-out in the trains. We find that in some of these trains, the light in the ceiling is so dim that it is only a small fraction of a candle power and it is difficult for passengers to travel. This should be looked into.

There are one or two points that need special attention of the Government. I have also written to the authorities concerned about them, but without success. You will find that in the Sambalpur area, the Hirakud dam project is there and the construction is going on since 1946. The prices have gone up and the officials of the Central Government and also the State Governments have been given certain compensatory allowance for the construction. Unfortunately, though the railway itself gives Hirakud dam construction compensatory allowance to the staff in stations which are beyond 30 miles from the project, it is a strange thing that the staff who have been working in stations nearest to the Hirakud dam project, namely, Sambalpur, Sambalpur Road, Sason, Rangali and Lapanga do not get the benefit. The staff working in these stations are not getting the Hirakud dam construction compensatory allowance, though staff working in stations at a distance 200 or 150 miles are getting that allowance. I carried on certain correspondence about this matter, but unfortunately there was no reply. It is strange that when staff in other departments like Postal and Central Excise departments are getting this allowance, those persons working in stations I have mentioned do not get it.

I will also speak of the new constructions that are going on in Rourkela. As a consequence of the new steel project having come up at that place, the prices have gone up. Then, all officials working in other departments are getting special allowance

for that though the railway staff are not getting the same. In spite of their representations they have failed to get any redress in this respect.

My hon friend, Shri Mahanty and Shri Dwivedy spoke about having a divisional headquarters in Khurda Road. Though this problem has been cropping up every now and then the Government always say that the operational efficiency has to be taken into consideration and that they are not concerned about the suggestion for divisional headquarters.

From the operational efficiency standpoint, we find that between Howrah-Nagpur line we have two regional headquarters at a distance of within 200 miles. We have one divisional headquarter at Chakradharpur which is within a distance of 200 miles from Kharagpur, and the next headquarter is at Bilaspur, which is also within a distance of 200 miles. But we find that in the Howrah-Madras line in between Waltair and Kharagpur, a distance of over 500 miles, there is no divisional headquarter. So, it will be in the fitness of things to have a regional headquarter at Khurda Road.

Then I will come to the new railway lines. I am thankful to the railway administration that at long last they have decided to start the Sambalpur-Titalagarh railway line. Though the survey was completed in 1953 or 1954 nothing was done till now. I am glad to know that they have provided some money this year to start the construction of a railway line from Sambalpur to Titalagarh. So also, they have taken up the Rourkela-Barsua line which, I hope, will be completed in time in order to facilitate the movement of iron ore from the Barsua mines to Rourkela. But what is equally important and deserves attention of the Government of India for the development of not only Orissa but also the development of the whole of India, specially the development of transport and communication of India, is the necessity of connecting Cuttack or any nearby sta-

tion with Paradip port You will remember that some time ago I brought a resolution about converting Paradip into a major port Then the Minister for Transport and Communications was pleased to state that unless the State Government develops it into a medium port it is not possible for the Government of India to give any help But as you know unless the Government of India helps in developing the hinterland of this port, it is difficult to make any headway in this direction and in order to develop the hinterland which possesses large quantities of iron ore and manganese ore which may be transported from India to abroad it is essential that there should be a railway line from Cuttack to Paradip

Government have been taking steps to export a large quantity of iron ore from India to Japan and in that connection they are developing the Sambalpur-Titalgiri line with the help of the Japanese loan and the American loan But it is equally import to equally facilitate the transport of iron ore and other minerals to foreign countries to earn foreign exchange to establish a railway line between Cuttack and Paradip port

My last suggestion is about the import of large quantities of sleepers from abroad We were told the other day during the Question Hour that we are taking a huge quantity of timber from Australia I think this is entirely unnecessary if the Government is serious in tapping the internal resources Very valuable timber is available in this country and during the Second World War valuable timber from Orissa was taken to the Middle East and other areas of operation of war to construct railway lines So, if the Government is serious in tapping the internal resources specially of Orissa, they can get valuable timber for sleepers and it should not be necessary for the Government to go in for sleepers from abroad and thereby losing valuable foreign exchange which could be utilized otherwise very profitably

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Shri J. B. S. Bist (Almora) The overall responsibility for framing the development programme rests with the Railway Board The Board's efforts to make the railways self-sufficient in the matter of equipment and rolling stock are commendable I wish, however, to point out that the needs of the backward areas have not met with the attention they deserve

Turning to page 10 of the speech of the Minister a statement is given of the various works now in progress There the Ghaziabad-Tughlakabad link is to serve only the Delhi region Then on page 12 the new lines projects which will be completed or will mature in the Third Plan are given But UP does not find a place there On page 13 are given the sanctioned surveys which are to be made Agam I think UP goes by default On page 14 completed surveys are indicated and there also UP does not come into the picture I think UP deserves more sympathetic treatment We have no objection to these projects at all But what we desire is that the needs of equally backward and undeveloped areas should be paid proper attention Lastly on page 18 mention has been made of the new passenger trains introduced It is not indicated as to how many of them belong to each region particular region such as UP Probably none This gives a dismal picture of the progress of rail connection in UP When we come to the backward part of that State, things are worse For instance there is only one meter gauge link connecting the Almora and Naini Tal districts with their Bhabar and Terai areas

154½ hrs.

[SHRI MOHAMMED IMAM in the Chair]

The total number of services provided are few After independence this Terai and Bhabar area was denuded of its forests These are the forests in which dacoit Sultana took safe refuge Huge farms are now springing up and the Terai State Farm is also located there Orchards are being laid out in the hills Horticulture is

[Shri J. B. S. Bist]

being promoted and people are persuaded to take up horticulture more than agriculture to make it as improved as Kashmir. Also, minerals such as copper, zinc and dolomite have been found in the district of Almora. How can all these rich resources be utilised unless there is a proper rail link?

Apart from economic developments, these areas are of great strategic importance. The Almora District adjoins the borders of Tibet and Nepal. In these times of cold war one cannot be very complacent. While I concede that our borders with Pakistan may be more vulnerable, I venture to suggest that these northern borders are of no less importance and cannot be neglected. Hence a proper railhead is necessary.

I had asked some question regarding the railway line from Rampur to Haldwani, which will connect Delhi direct with Kathgodam, which is the railhead for Almora and the Naini Tal Districts. From the answer . . .

Shri M. B. Thakore (Patan): Sir, there is no quorum.

Mr. Chairman: I am having the bell rung. Now, there is quorum. The hon Member may resume his speech.

Shri J. B. S. Bist: I was saying that I had asked certain questions which were answered on the 11th February, 1959. The questions are:

“(a) whether any preliminary survey has been ordered or is proposed on the broad-gauge rail link between Delhi and Kathgodam *via* Rampur and Rudrapur;

(b) if so, the progress thereof; and

(c) whether Government propose to include the project in the Third Five Year Plan in order to develop the Terai area and the economy of the Naini Tal and Almora Districts adjoining the Indo-Tibetan borders?”

The answers were:

“(a) and (b). Delhi and Rampur is already connected with a B.G.

line. Survey for a B.G. line from Rampur to Haldwani has since been completed and the Survey Report is awaited.

(c) It is too early to say anything at this stage.”

I do not think that there should be any undue difficulty for this particular rail link. Probably, the Board is not aware of the difficulties which the people in my District and in Naini Tal District face when they go to their homes. As it has been stated by the hon Member from Naini Tal already, I need not repeat those difficulties. One has to go *via* Bareilly and get a change if he can possibly get it on the meter gauge or miss it. It takes 18 hours while to Kanpur, which is further on, one could travel conveniently within 8½ hours. So, I submit that this rail link should be provided. It is important not only from the economic point of view but also from the strategic point of view.

Mr. Chairman: The hon Member must conclude. There are other speakers also.

Shri J. B. S. Bist: Only one minute more.

I would therefore appeal to the hon Minister and the Board to consider this question seriously in view of the fact that the hill areas also depend for their food on the plains. Generally, food has to be transported. I would also request that this line should not be shelved because already the survey has been done and there is no reason why it should not proceed on. It is needed not only economically but also strategically.

Shri V. Eacharan (Palghat): Sir, I wish to draw the attention of the hon Minister and the Railway Board to the difficulties experienced by the staff specially the Third Division Clerks. In the seniority list of the Third Division Clerks there are so many anomalies. After the integration of the M.S.M.R. and S.I.R., the seniority list was prepared but a different formula was adopted in that matter. In some cases the date of

appointment has been fixed as the date of seniority and in some other cases it has not been done. Though there was a chance to appeal against the orders, the orders were not published till that period was over. So, many of the Third Division Clerks could not ventilate their grievances on the orders passed

I think at present some seniority list is going to be drawn up division-wise and if there is any chance to rectify it, this has to be looked into. They have represented matter to the Railway Board but I think it has not been taken note of

Then they require some other amenities also. I have seen the Budget and found that some provision has been made to construct quarters. The other point that I want to bring before the House is that a number of measures have been adopted and new trains have been introduced in the country to relieve overcrowding, but it has not been extended to the West Coast. In the Southern Railway, specially in the Malabar and Cochin areas, overcrowding and all sorts of difficulties are there. In some other parts of the country, chain pulling and ticketless travel are extensive but in West Coast such difficulties are not experienced by the Railways. That may be the reason why the Railways have not paid so much attention to these difficulties.

There are only two through trains from Malabar and Cochin, the Madras-Mangalore Mail and the Cochin Express. These two trains are fully crowded and there will not be room even to stand for the third class passengers. Daily a number of people have to go in these trains for their jobs. They are facing a lot of difficulties. If a Janata Train is introduced from Malabar—any part of Malabar—to Madras, that would relieve the congestion. That would be beneficial not only to Malabar, but to other areas also like Erode and Salem, etc. If that is not possible, at least one compartment each should be attached to the Mangalore Mail and to the Cochin Express. Then, congestion will

be relieved. So many people going to Bombay are facing many difficulties. They do not get connection for Bombay. They have to spend a lot of time and even then, their families and children do not find a place in the train. If through compartments are attached, it will give relief

Another point that I wish to bring to the notice of the House is, in Malabar, there is no convenient train even to Trivandrum. To cover about 200 miles, we have to spend 24 hours. From Ernakulam to Quilon, a distance of 95 miles, the tram takes 10 hours

Shri S. V. Ramaswamy: It is a new track. It has got to be stabilised

Shri V. Eacharan: Some attempt should be made to reduce it. A lot of people from Mangalore, Kasargod, etc., go to Ernakulam. There is no through train. They have to change at Shoranur and catch another train. If a through train is introduced, that would save lot of time and inconvenience

Next, I would like to refer to remodelling of stations, especially Palghat and Calicut. These two stations are very old. Recently, the hon. Deputy Minister inspected the Division, and he has seen the condition of Palghat station. It is the headquarters of a revenue division and a growing town. The present station is not at all sufficient to meet the requirements of the passengers. Something should be done. Formerly, there was a daily booking of 1800; this has gone down. This is mainly due to lack of facilities. There is no connecting train for the Mail and the broad gauge lines. In pre-war days, there was a shuttle running between Olavakot, Palghat, and Coimbatore. This has been stopped. After the war, this has not been started again. This has to be done. Or, in its place if a diesel car is introduced, it will be convenient to the people

The hon. Railway Minister pointed out, as regards over-bridges, that if the State Governments take initiative, it would be convenient. Anyhow, there are lots of difficulties for road traffic

[Shri V. Eacharan]

at Shoranpur, Calicut and other places
This also should be looked into

A reserved quota of appointments is available for the Scheduled Castes and Scheduled Tribes people. It is not given region-wise. In the Southern Railway, the overall quota may be filled up. But if you consider the west coast or the Olavakot division, the number appointed is very little. That may be due to the fact that even for class IV appointments, they have to go to the Divisional and Zonal headquarters for interview and some other formalities. If, instead of calling them to the headquarters at Madras, the interviewing officer could travel and interview the candidates at Ernakulam or other place, in the division or near the station, they would be benefited and they would be able to enter service along with others.

At the time of the construction of the Ernakulam—Quilon Railway, so many people were taken as casual labourers on the understanding that if vacancies arise they will be absorbed. At present the tendency seems to be this. They are not getting any chance on the ground that they are not available or their whereabouts are not known. These people also should be considered for absorption in work.

My last point is, Sir, the Railway Gazettes are not issued to anybody either to the public or the Members of the House. That is what I learn from the Railway Board. The Railway Gazette is also a Government document just as the *Government of India Gazettes* or the *States Gazettes*. If it is made available, they will come to know all the information and it can be of use to others also. It will be of great benefit to the people. At the time of the old Companies, that may be the practice and the Railway Gazettes were published only for the Administrative Tables. Now, this is a nationalised concern and all the information could be made available to the Members. After all, this is a Government document. It is not any secret document. The old practice of the Com-

panies may be dropped and the Gazettes may be made available to the Members.

In my area, there is not even a single establishment started for departmental catering. The passengers are facing many difficulties. From Coimbatore to Mangalore and Shoranur to Trivandrum, there is no departmental catering. If at least one could be started at Shoranur, it would be of great benefit to the people.

When complaints are made to the Railway Board, they never care to reply. I do not know whether they look into them or investigate them. This is the complaint which I have to make. Whenever any representation is made to the Railway Board, they usually direct some of their lower level officers to enquire and reply direct. This attitude is not satisfactory. The other departments of the Government of India give a reply.

Mr. Chairman: When I ring the bell I request the hon. Member to conclude.

Shri V. Eacharan: Some time back, hon. Railway Minister announced that, to all the representations received by him, he used to reply direct or with his knowledge. The Railway Board is not doing that. If they direct the lower level officers to look into that, the very purpose of the representation is defeated. This also should be looked into.

Shri Aurobindo Ghosal (Uluberia): Sir, I shall only touch the salient points in the cut motions as it will not be possible for me to dilate on the points mentioned in all my cut motions. Whatever statistics may be presented by the hon. Railway Minister, I am not prepared to believe that the road transport has increased only because of the higher rate of freight. There are many other contributory factors. There is delay in transit also. Nowadays it takes about four days if goods are sent from Delhi to Calcutta by trucks whereas the Railways take more than eight days.

Besides delay in transit, I would like to refer to one thing. The dealers have got to incur expenses in booking goods and also in taking delivery of the commodities. Even after incurring that expense, I would like to refer to the main point which has been mentioned in my cut motion regarding refusal of the claims of the small dealers. If any damage or shortage is found and a claim is put in to the Claims office, the dealers must make arrangements regarding payment. Otherwise, it is impossible to get the damage or the shortage settled. The rate of this extra money or bribe is also very high, as high as the price of other commodities. If any claimant refuses to come to a settlement or compromise, it will be very difficult for him to get the claims settled. One instance has already been cited by the hon Member Shri E. Das Gupta. I would like to point out another instance. About a month ago, within a week, about 500 fruit, vegetable and egg dealers were refused settlement of claims by the Claims officials on some flimsy grounds. The real fact was that the Claims agent of these dealers failed to make or enter into compromise with the officer. That is the way in which Claims offices are being run in the South Eastern Railway. What I find in Calcutta is, most of the Railway officers, after retirement, open Railway claims offices, with the advantage that they can influence the officers who may have been their subordinates while they were in service. I have seen with my eyes that some clerks have been carrying these files to the claims agents' office in order to intimate them about the delays.

16 hrs.

I shall also point out the corruption in the department. The instance I mention was published in the *Ananda Bazar Patrika* of 30th October, 1958 and 9th November, 1958. In Howrah Station a honey-comb was found centering around some lady employees. That has also come in the papers.

Innumerable instances of corruption, favouritism and nepotism will be found in the selling of used tickets, in the creation of artificial want in the reservation of higher classes and in the booking of fish, vegetables and other perishable commodities.

In the matter of promotion also, favouritism and nepotism will be found in every branch, especially in Howrah station, because it was once the talk of the city for several months that a lady announcer who was a non-matriculate was recruited in the scale of Rs. 80 to Rs. 160, and later on she was promoted to the scale of Rs. 100 to Rs. 185 superseding about 80 employees, because she was the favourite of some officer. This is not my own statement. It has all come out in the paper.

I want to refer to another instance. In the Claims Office there is an officer whose honesty has been repudiated by even the Watch and Ward Department of the Railway Office. In 1950 he was arrested in connection with some defalcation and bribery, but after he was detected, he has got a promotion and has been elevated to the position of an officer. This is the way in which corruption is growing in the Claims Office.

Now I turn to the condition of the railway employees, the conditions under which they are working. The most vital point is in regard to a large number of casual and contract labourers. It is regrettable that the railways should take advantage of the problem of unemployment and that people should be made victims both in respect of wages and labour. Thousands of casual workers are employed, though the nature of the service is permanent. I shall give you one example. In the I.O.W. unit of Kharagpur there are about 200 permanent employees and 500 casual labourers who have been working continuously for five years. Even though there are vacancies for the jobs of gangmen and khalasis, these casual workers are not being absorbed in those posts.

[Shri Aurobindo Ghosal]

I do not know why Government still maintains this obnoxious contract system in Shalimar godowns and other godowns of the railways this system is prevalent, and it should be immediately stopped

In regard to the suburban trains of the South-Eastern Railway, I should like to point out that the condition of the carriages is very wretched. Within the last three months I do not remember to have travelled in local trains having light. Because of this in November last, a railway employee, an Assistant Station Master, molested a lady. I do not know what steps Government have taken in that connection.

Shri Nanjappa (Nilgiris) Within the limited time at my disposal I shall confine myself to ventilate local grievances.

My constituency produces a lot of potatoes and they are exported to northern India, especially Calcutta. The merchants have grievances that wagons are not made available to them as and when they want them. The merchants have profit as their motive so, to a certain extent the railways must oblige them.

Another point is that potatoes, which are grown in a very cool climate are transported to a very hot area in the months of June, July, August and September. However much the claims of the merchants may be very unreasonable yet they have to be accommodated because they are exporting edible commodities. What they want is that some wagons should always be kept ready at Mettupalayam which is the main exporting station for all the potatoes growing in the Nilgiris.

Another complaint that the merchants make is that most of the potatoes perish in transit, because the wagons do not have ventilators. There is no proper aeration while the potatoes pass through the very hot region. So, they want that ventilators should be provided in every wagon that is supplied to them.

The railway employees in the Nilgiri Hills complain that they have been discriminated against in the matter of the grant of hill allowances, whereas hill allowances are given in other parts of the country, especially in Assam, they say that hill allowances have not been given to them. They made representations to the Deputy Minister, and he promised to look into the matter. I do not know at what stage that matter stands at present.

Again, I shall descend to Mettupalayam. Being at the foot of the Queen of hill stations, Mettupalayam presents the appearance of a very bad railway station and that too a very old-fashioned one. Even while Shri Sri Prakasa was the Governor of Madras he had drawn the attention of the local municipality to the ill-fitting condition of Mettupalayam railway station. He also promised to take up the matter with the Railway Minister. Representation was made to the Railway Minister, and the latter also immediately promised that he would look into the matter if representations were made from the proper quarters. The municipality took it up and made representations. And now, the Railway Minister says that for lack of finance, they could not do anything, further, they say, for want of iron materials, they cannot make any improvement.

What the people there want is a mere overbridge. That people should cross the railway lines is against the Railway Act, yet, there is no provision for an overbridge even at such an important station. There is not even a third class waiting room worth the name at the station. The people have been clamouring for that. They want some more benches. Even such little things have not been provided whereas, actually the station requires remodelling, a good third class waiting room, a booking office etc. all outside the station.

I shall briefly refer to the Nilgiri Express. This is also another train

which is running very late. It takes nearly thirteen hours to cover a distance of about three hundred miles, and it takes another three to four hours to reach Ootacamund. This train must be speeded up.

My hon. friend from Kerala represented that in all the expresses that pass that way, there is a lot of overcrowding, with the result that people starting from Coimbatore or beyond find it very difficult to get accommodation in all the three expresses.

There was an express called the Trichy-Bangalore express running previously. All the Bangalore carriages in the three expresses can be attached at Erode, and they can form a separate train from Trichy to Bangalore. They were trying experiments with another train called the holiday train, from Bombay to Cochin. They tried it for one month and stopped it afterwards. This can also be made permanent; and they can have trains at least once or twice a week.

While the hon. Deputy Minister was in the south, he promised to bring in powerful engines on the line so that they may haul up more carriages to Madras. But so far, nothing has been done.

Mr. Chairman: The hon. Member will now conclude.

Shri Nanjappa: Having said about Bombay and Cochin, I have to draw attention to another thing. They were thinking of having a new line from Chamarajanagar to Satyamangalam with a view to connect Bombay with Cochin. It has been there for over 50 years. A survey had been made; but no mention has been made of that in the Budget speeches all these days. I do not think they will execute this even during the course of the Third Five Year Plan.

One thing more. Enlarging my vision a little beyond, I will say this. We use the G. T. Express for our travel to Delhi. That train was taking 44 hours to run the distance from Madras to Delhi. Because people

complained that it was running very late, the running time was increased to 48 hours. But on the very same line there is another train, the Deluxe tram which takes, I think, only 48 hours. There is every scope for the G. T. Express to be speeded up so that it may reduce the running expenditure and also benefit the travelling public.

पंडित जय नारायण "ब्रह्मेश" सभापति महोदय, मैं समझता हूँ कि केवल आलोचना किये जाना और यदि कोई कार्य हुआ है तो उसकी प्रशंसा भी न करना, मैं इस नीति का नहीं हूँ।

मैं समझता हूँ कि जब से सदन में रेलवे विभाग की कमजोरियों का और ध्यान आकषित करना आरम्भ हुआ है तब से रेलवे विभाग ने और हमारे माननीय मंत्री महोदय ने बड़ी सावधानी के साथ, जागरूकता के साथ रेलवे में जो बुराईयाँ हैं उनको निकालने का प्रयत्न किया है और मैं देखता हूँ कि रेलवे विभाग में सर्वथा एक जाग्रति है, लोगों के व्यवहार में भी और अपने कार्य करने की पद्धति में भी। इसके लिए मैं रेलवे मंत्री महोदय को बधाई देता हूँ।

इसके पश्चात् जो एक साधारण बात मेरे दिमाग में है उसको मैं आपके सामने रखना चाहता हूँ और अब आप ध्यान दे रहे हैं तो मैं आशा करता हूँ कि इस तरफ भी आप ध्यान देंगे। मैं समझता हूँ कि भारतवर्ष में, जैसा कि मैंने अनेकों बार निवेदन किया है, यह रेलवे का जो विभाग है यह सरकार को और शासन को सबसे अधिक पैसा देने वाला है और जनता को भी सुविधा देने वाला है। मंत्री महोदय इस बात को जानते हैं कि "अन्तम् पूज्यते राजा, अमन्तम् पूज्यते द्विजाः" अर्थात् जो राजा दौरा नहीं करता उसका राज्य नहीं रहता और जो उपदेशक नहीं भूमता उसका धर्म समाप्त हो जाता है। अब देश में प्रजातन्त्र हो गया है तो प्रजा ही

[पंडित ब्रज नारायण ब्रजेश]

राजा हो गयी है। तो राजा के लिये घूमने की प्रवृत्ति को बढ़ाना आवश्यक है। क्योंकि लोग जितना घूमने उतनी ही उनके ज्ञान में वृद्धि होगी। उससे शासन को पैसा भी मिलेगा और जनता का अनुभव भी बढ़ेगा। तो मैं चाहता हूँ कि इस तरह ध्यान जरूर देना चाहिए। इस देश के लोग आत्मसी हैं और उनमें अकर्मण्यता घर कर गयी है। यदि ऐसा न होता तो नौ इनके दिनों तक यश गुलामी रह सकती थी। अब हमने प्रयत्न करके देश में जागृता पैदा किया है तो जागृता की प्रसूतियाँ के काँच लागू यह न कहने लगे कि यात्रा में उड़ा कठिनाई हानी है और इलाकों घर में बँकने। जब तक लोग बाहर नहीं निकलेंगे तो उनमें कुश्रुता नहीं आयेगी और उनके ज्ञान नहीं बढ़ेगा। उदाहरणों में भी लिखा है "वैदिक चरैदिक" तो जनता में चलने की प्रवृत्ति होनी चाहिए। तो यह बहुत आवश्यक है कि लोगों को घूमने का अवसर अधिक मिले। इससे प्रथम तो यह लाभ है कि लोगों का ज्ञान बढ़ना है और दूसरे इससे शासन को पैसा भी मिलना है। तो लोगों का घूमने के लिये अधिक से अधिक सुविधा देने के लिए रेलवे ध्यान दे।

अभी भी रेलवे विभाग में कुछ गड़बड़ी है। उसकी आग में आपका ध्यान दिलाना चाहता हूँ। जिनके घंटों अफसर हैं वे प्रायः आपोर्टेंट लेक्शन में जाते हैं, कम गियल सेक्शन में काम करने जाते हैं। मेरा सुझाव है कि सब लोगों का घूमने का समान अवसर मिलना चाहिए।

अगर एक मधु १० बी० काम० क्लर्क हो जाता है तो वह उस मैट्रिक फाम में पीछे रह जाता है जो कि गार्ड होता है। इसलिये मेरा निवेदन है कि पहले लोगों को उन्नति के लिए खुला क्षेत्र मिलना चाहिए।

ट्रेनिंग के लिए भी आपने प्रतिबन्ध लगा रखा है कि वह ट्रेनिंग नहीं ले सकते। आपको अधिक से अधिक ट्रेड लोग मिल सकें इसके लिए यह आवश्यक है कि आप इस प्रतिबन्ध को हटा लें। और जो उन्साही लोग हों उनको ट्रेनिंग लेकर आगे बढ़ने का अवसर मिलना चाहिए ताकि अच्छे से अच्छे ट्रेड लोग आपको मिल सकें। इतना ही मैं चाहता हूँ कि आपको यह प्रतिबन्ध हटा देना चाहिए।

साथ ही मैं यह भी निवेदन करूँगा कि जो आदमी आपके पब्लिक सर्विस कमीशन में आते हैं वे उन लोगों में जो पहले से काम कर रहे होते हैं पाये निकल जाते हैं और जिनका काम का अनुभव होता है उनको बढ़ने का अवसर नहीं मिलता।

अगर हम अनुभवी आदमियों का आगे बढ़ावे तो नीचे वाले उनको आगे में नहीं रख सकेंगे क्योंकि वे नाग अपने काम को अच्छी तरह जानते हैं।

दूसरे में एक बात और निवेदन करना चाहता हूँ। मैंने पिछली बार भी यह निवेदन किया था। यह कोई बड़ी बात तो नहीं है पर आपका ध्यान उस तरह केन्द्रित हो जाये इसलिये मैं उसे आपके सामने रख रहा हूँ। हमें सबसे ज्यादा आय जाँ होनी है वह नीचे दरजे के यंत्रियों से हाती है। इसलिए रेलवे विभाग को इनकी सुविधा का अधिक से अधिक ध्यान रखना चाहिए। उनकी तरह अधिक ध्यान देना चाहिए। मैं यह निवेदन करना चाहता हूँ कि बड़े बड़े भवनों के निर्माण की तरह थोड़ा कम ध्यान देकर थर्ड क्लास के डिब्बे बनाने और उसके यंत्रियों की सुविधाये बढ़ाने की तरह ज्यादा

ध्यान देना चाहिए। इससे सरकार को लोक-प्रियता भी प्राप्त होगी और उसको धन भी प्राप्त हो जायेगा और जनता यह अनुभव करेगी कि अब हमारा राज्य आ गया है। अगर केवल फर्स्ट और सैकण्ड क्लास वाले ही यह अनुभव करे कि हमारा राज्य आ गया है और थर्ड क्लास वाले अनुभव करे कि न पहले हमारा राज्य था और न ही अब हमारा राज्य है, तो यह उचित न होगा। बूँक उनकी मर्यादा अधिक है, इस लिए उनकी मुख्य-सुविधाओं की और ज्यादा ध्यान दिया जाना चाहिए। जहा जहा डिब्बे कम हैं, उसकी सूचना आप को बराबर प्राप्त होती है। उस तरफ ध्यान देकर उचित व्यवस्था की जाये।

मत्रियों के प्रकट दोरे तो देश में नगते रहते हैं लेकिन मैं चाहता हू कि अगर वे उचित समझे, तो गुप्त रूप में भी कुछ दौरे लगाने चाहिये। वे इस प्रकार कहीं कहीं छापाने मारे—माल गोदाम पर छापाने मारे और देखे कि रेलवे विभाग के आदमी किस तरह शक्कर में से शक्कर और कपडे में से कपडा निकालते हैं। यह सम्भव है कि दूसरे लोग ले जाते हो, लेकिन नाम रेलवे वालों का लग जाता है। आखिर हमारे देश में चोरो की कमी नहीं है। करने वाले करते हैं और नाम किसी का होता है। अगर गुप्त रूप में दौरे लगाए जायेंगे और उनका पता नहीं चलेगा, तो लोगो में सनमानी फैल जायेगी कि पता नहीं कब मन्त्री महोदय या उपमन्त्री महोदय आ टपकेंगे और हमें रगे हाथो पकड लेंगे। इस प्रकार भ्रष्टाचार कुछ कम होगा।

रेलवे प्रशासन ने नई लाइन्स डालने के लिए जो योजना बनाई है, उसके निचे वह बधाई का पात्र है। पिछली दफा मैंने निवेदन किया था कि मेरे क्षेत्र में टिकट के पैसों खुले ग्राम जब में डाले जाते हैं। उस तरफ भी ध्यान दिया जाना चाहिए।

मीटरगेज फिल्कल बेकार हो गया है। अगर उस को इंडगेज कर दिया जाये, तो ग्रामदनी ज्यादा होगी। मन्त्री महोदय का यह मालूम है कि २,६२ प्रदेश एक बैकवर्ड एरिया है। वहा पर यातायात की सुविधा बिल्कुल नहीं है। इसी कारण वहा पर मिशनरीज लोगो की नैशनैलिटी को एक प्रकार से खराब कर रहे हैं। इसलिये मैं चाहता हू कि यातायात की अधिक सुविधा की दृष्टि में मीटरगेज को हटा कर, ब्राडगेज कर दिया जाये। स्वातियर से शिवपुर और स्वालियर से सिण्ड, मीरना तक गाड़ी जानी है। यद्यपि वह मेरे क्षेत्र में नहीं है, लेकिन मेरे देश में तो है। मैं मन्त्री महोदय की कठिनाई भी जानता हू। हर एक क्षेत्र वाला यह चाहता है कि मेरे यहा काम हो, लेकिन मन्त्री महोदय के पास काम हो, तो ही वहा काम हो, नहीं तो सरकार बदनाम हो। जमा कि मैंने कहा है, मैं उनकी कठिनाई को जानता हू, लेकिन अगर उनके पास पैसा हो और वह सुविधा देना चाहें, तो वह मेरी तरफ भी ध्यान दे। मैं राष्ट्र-हित की दृष्टि में यह कहना चाहता हू कि अगर मीटरगेज की जगह ब्राडगेज कर दिया जाये, तो रेलवे की ग्रामदनी बढ़ जायेगी और जनता को सुविधा प्राप्त हो जायेगी।

मैं अधिक पिष्टपेपण न करता हुआ पुनश्च आपका धन्यवाद करते हुए अपना स्थान प्रण करता हू।

Mr. Chairman: The following are the selected cut motions relating to Demand No 1 in respect of the Railway Budget, 1959-60, which may be moved subject to their being otherwise admissible:—

Demand No No of Cut Motions

DISAPPROVAL OF POLICY

1 109, 110, 113, 338, 339, 340, 341,
342, 343, 344, 591

[Mr. Chairman]

Air-Conditioned Coaches

Demand No.

No. of Cut Motions

TOKEN

9, 11, 13, 14, 16, 17, 18, 57,
58, 59, 60, 61, 62, 69, 70, 88, 89,
90, 91, 98, 99, 100, 115, 134, 147,
148, 149, 150, 151, 152, 153, 154,
155, 164, 165, 166, 167, 263, 264,
265, 266, 267, 268, 269, 270, 286,
287, 288, 324, 325, 327, 347, 348,
349, 350, 351, 352, 359, 360, 361,
362, 363, 364, 365, 366, 367, 368,
369, 370, 371, 372, 373, 374, 375,
376, 377, 380, 381, 382, 383, 384,
385, 386, 394, 395, 396, 443, 444,
445, 446, 447, 448, 449, 450, 451,
452, 512, 513, 514, 515, 516, 517,
518, 519, 521, 531, 532, 533, 541,
565, 566, 567, 568, 569, 570, 571,
572, 573, 574, 575, 576, 577, 578, 579,
580, 581, 582, 583, 584, 585, 586,
592, 593, 594, 595, 596, 597, 598,
605, 606, 607, 608, 609, 610.

The list indicating the numbers of selected Cut Motions will be put on the Notice Board, and will also be circulated to hon. Members tonight for their information.

Organisation, Constitution and Powers of the Board

Shri Tridib Kumar Chaudhuri: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Selection of Higher Graded Railway Staff upto Divisional Superintendents

Shri Tridib Kumar Chaudhuri: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Planning Methods and Preparation of Railway Plans

Shri Tridib Kumar Chaudhuri: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Excessive salaries and allowances of the Officers and Members of the Railway Board

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Organisation, Constitution, Powers and Working of the Railway Board

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Need to evolve a definite policy to spread the Railway lines speedily in the backward areas specially and in the country as a whole generally

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Need to dispense with saloons for officers

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1"

Delay in abolishing first and second classes and Air-conditioned Coaches

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1."

Abolition of the Railway Board and substitution thereof by an expanded Railway Ministry directly under the control of Parliament

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

Continuous increase in the higher staff of the Railway Board.

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1."

Discrimination between trade unions on Railways

Shrimati Parvathi Krishnan: I beg to move:

"That the Demand under the head Railway Board be reduced to Re 1."

Confirmation of temporary employees who have put in a service of more than one year.

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

"That the Demand under the head Railway Board be reduced by Rs 100"

Discrimination in the matter of grant of post-retirement passes to the Class IV staff.

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

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to recognise the All-India Railwaymen's Federation

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Delay in implementing the recommendations of the Tapse Committee regarding promotional avenues for Class IV employees

Shri Tangamani: I beg to move:

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

Contravention of principle of 'Equal pay for equal work' to running staff in Southern Railway.

Shri Tangamani: I beg to move:

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

Delay in arriving at conclusions on Sankar Saran Tribunal.

Shri Tangamani: I beg to move:

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

Indiscriminate use of rule 148 of the Establishment Code against railway employees generally.

Shri Tangamani: I beg to move:

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

Dismissal of employees in Southern Railway under rule 148 of the Establishment Code.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Increased number of derailments.

Shri Tangamani: I beg to move:

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

Need to revise train timings by reducing the running time

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Reduction in running time of Express trains

Shri Tangamani: I beg to move:

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

Insecurity in railway travel.

Shri Tangamani: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100 "

Reduction of running time between Tirunelveli and Tiruchendur in Southern Railway

Shri Tangamani. I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Reduction in freights for transshipment of matches from Madras State

Shri Tangamani: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Fall in goods and passenger traffic on the Railways

Shri Kodliyan I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to locate one Divisional Head-quarter of the South-Eastern Railway at Khurda Road

Shri Supakar. I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to bring down the excessive salaries paid to Members of the Railway Board

Shri Naushir Bharucha: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to check over-staffing of the Railway Board

Shri Naushir Bharucha: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to relieve excessive over-crowding on suburban services of Bombay City.

Shri Naushir Bharucha: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to explore projects for relieving over-crowding such as Tube Railway project for Bombay

Shri Naushir Bharucha I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Need for dispensing with saloons for officials in order to provide greater accommodation for passengers

Shri Tangamani I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to run Janta Expresses on the metre gauge

Shri Tangamani I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Need for running a Janta Express between Madurai and Madras in Southern Railway

Shri Tangamani: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure of Government Railway Police in stopping the smuggling of railway goods into the engineering factories of Howrah city

Shri Aurobindo Ghosal: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100 "

Arbitrary repudiation of small claims.

Shri Aurobindo Ghosal: I beg to move.

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

Mode and timing of the presentation of the Annual Reports on Indian Railways by the Railway Board.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Deteriorating operational efficiency and rising unit cost of operation in handling a greater volume of traffic and opening of new lines

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Grievances of staff with special reference to commercial clerks.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Neglect shown to the Sealdah Division of Eastern Railway

Shri Tridib Kumar Chaudhuri: I beg to move.

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to tackle the problems of railway traffic connection between Assam North Bengal and West Bengal

Shri Tridib Kumar Chaudhuri: I beg to move.

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

Failure to restore through traffic between Nimtita and Tildanga on the B.A.K Loop

Shri Tridib Kumar Chaudhuri: I beg to move

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

Problem of over-crowding in Calcutta suburban local trains between Sealdah and Howrah.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to take any action on the proposed circular railway for Calcutta.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Neglect shown to the B A K loop line of the Eastern Railway.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Creation of a uniform passengers class and abolition of saloon coaches.

Shri Jagdish Awasthi: I beg to move —

"That the Demand under the head Railway Board be reduced by Rs 100"

Running of electric train between Kanpur and Lucknow

Shri Jagdish Awasthi: I beg to move

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

Prolonged delay in according recognition to the All-India Railwaymen's Federation.

Shri Hem Barua: I beg to move:

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

Situation likely to emerge out of the proposal to retrench staff in Indian Railways.

Shri Hem Barua: I beg to move:

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

Failure to run special trains between Kanpur and Araul Stations on North-Eastern Railway at the time of Makaanpur Fair this year causing hardship to passengers.

Shri Jagdish Awasthi: I beg to move:

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

Failure to implement the scheme of grading trained graduate teachers in Higher Secondary Intermediate Railway School at Tundla.

Shri Jagdish Awasthi: I beg to move:

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

Failure to ensure timely supply of Railway goods wagons by certain firms in Kanpur.

Shri Jagdish Awasthi: I beg to move:

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

Failure to provide facility of electric fans, light and water to all the passengers of III Class in North-Eastern Railway.

Shri Jagdish Awasthi: I beg to move:

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

Insecurity in railway travel

Shri Jagdish Awasthi: I beg to move:

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

Late running of trains.

Shri Jagdish Awasthi: I beg to move:

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

Overcrowding in trains especially in Class III

Shri Jagdish Awasthi: I beg to move:

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

Failure to improve the lot of grade III employees of Railways.

Shri Jagdish Awasthi: I beg to move.

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

Need for running a passenger train through Orissa region between Kharagpur and Waltair of the South Eastern Railway.

Shri Surendranath Dwivedy: I beg to move:

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

Delay in taking a decision regarding location of a divisional headquarter of the South Eastern Railway at Khurda Road

Shri Surendranath Dwivedy: I beg to move.

"That the Demand under the head Railway Board be reduced by Rs 100"

Unsuitable hours of running of trains in Orissa causing hardship to passengers

Shri Surendranath Dwivedy: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

High salaries paid to Members of the Railway Board

Shri Sarju Pandey: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Irregular running of trains between Allahabad and Katihar creating hardships to passengers

Shri Sarju Pandey: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to relieve excessive overcrowding of the Delhi-Lucknow Express

Shri Sarju Pandey: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Indiscriminate use of Rule 148 of the Establishment Code

Shri Kadiyan: I beg to move:

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

Need to establish one more creosoting plant near about Kozhikode

Shri Kadiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Need for full utilisation of indigenous wooden sleepers

Shri Kadiyan: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Need to confirm casual and temporary employees of the Railways

Shri Kadiyan. I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Failure to absorb the retrenched Harijan labourers in permanent posts on the Quilon-Ernakulam line

Shri Kadiyan: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 100"

Need for running the Deluxe trains daily from Delhi to Howrah, Delhi to Madras and Delhi to Bombay

Shri Braj Raj Singh: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Grievances of Railway staff.

Shri Frank Anthony: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100"

Question of continuity of service of the ex-Bars Light Railway employees

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

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

Adjustment of seniority of the Ex-Barsi Light Railway employees.

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

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

Restoration of the wages of the Ex-Barsi Light Railway employees as they stood on 31-12-1953.

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

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

Restoration of the scales and grades of the Ex-Barsi Light Railway employees as they stood on 31-12-1953.

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

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

Grant of the annual increments from the year 1954 up to date to the Ex-Barsi Light Railway employees.

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

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

Need to revoke Rule 148 of the Railway Establishment Code.

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

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

Failure to supply good food in Indian style on all Stations and Restaurant cars.

Shri Assar: I beg to move:

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

Procedure regarding first class reservation in all main Stations.

Shri Assar: I beg to move:

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

Celebration of courtesy week.

Shri Assar: I beg to move:

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

Inefficiency in reservation offices of Churchgate, V. T. and Delhi stations.

Shri Assar: I beg to move:

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

Harassment of passengers holding return and concessional tickets.

Shri Assar: I beg to move:

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

Condition of third-class passengers waiting rooms.

Shri Assar: I beg to move:

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

Retrenchment of staff in the Indian Railways.

Shri Assar: I beg to move:

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

Late running of trains especially Bombay suburban trains.

Shri Assar: I beg to move:

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

High salaries of Members of Railway Board.

Shri Assar: I beg to move:

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

Unnecessary expense on Railway Guides on various Stations.**Shri Assar:** I beg to move:

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

Failure to stop use of saloons by high officials.**Shri Assar:** I beg to move:

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

Failure to recognise All-India Commercial Clerks Association**Shri Assar:** I beg to move:

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

Use of rule 148 of the Establishment Code against Railway employees generally.**Shri Assar:** I beg to move:

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

Confirmation of temporary employees who have put in service of more than one year.**Shri Assar:** I beg to move:

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

Increased number of accidents and derailments.**Shri Assar:** I beg to move:

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

Reduction in running time of Mail and Express trains.**Shri Assar:** I beg to move:

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

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Reduction of the passengers and goods traffic on all the Railways.**Shri Assar:** I beg to move:

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

Attitude towards commercial clerks.**Shri Assar:** I beg to move:

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

Need for construction of loop-lines between Masukpatam and Vijayawada**Shri Assar:** I beg to move:

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

Failure to take security measures for protection of way-side station staff**Shri Assar:** I beg to move:

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

Failure to fix proper channel of promotion for S.M.'s. and A.S.M.'s.**Shri Assar:** I beg to move:

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

Misuse of summary powers by Zonal Managers.**Shri Assar:** I beg to move:

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

Failure to reduce over-crowding on local trains in Bombay.**Shri M. B. Thakore:** I beg to move:

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

Failure to reduce over-crowding in all trains starting from Ahmedabad and vice-versa.

Shri M. B. Thakore: I beg to move:

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

Failure to provide stoppage for Janta Express at Kambli on the Western Railway.

Shri M. B. Thakore: I beg to move:

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

Failure to run more trains between Ahmedabad and Abu Road between the hours 12 to 16 during day.

Shri M. B. Thakore: I beg to move:

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

Late running of trains.

Shri M. B. Thakore: I beg to move:

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

Failure to construct big waiting rooms at Jaspur Railway Station, Victoria Terminus, Bombay, Agra stations.

Shri M. B. Thakore: I beg to move:

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

Failure to increase the frequency of trains between Kheralu-Mehsana, Kakoshi-Mehsana, Haraj-Mehsana, Vijapur-Ambhlyasan and Kalol specially in the morning and evenings.

Shri M. B. Thakore: I beg to move:

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

Failure to discontinue galleons for the railway big officials on all railways.

Shri M. B. Thakore: I beg to move:

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

Failure in providing wholesome food on the railway stations and restaurants.

Shri M. B. Thakore: I beg to move:

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

Failure to replace new bogies in the Delhi Express train.

Shri M. B. Thakore: I beg to move:

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

Failure to take adequate steps to check corruption on the railways.

Shrimati Parvathi Krishnan: I beg to move.

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

Unfair use of rule 148 of the Railway Establishment Code.

Shrimati Parvathi Krishnan: I beg to move:

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

Failure to utilise in full indigenous sleepers.

Shrimati Parvathi Krishnan: I beg to move:

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

Inefficiency in clearing goods traffic promptly

Shrimati Parvathi Krishnan: I beg to move:

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

Delay in assembling wagons at Vis-hakapatnam

Shrimati Parvathi Krishnan: I beg to move:

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

Delay in recognising the trade union at Chittaranjan Locomotive Works

Shrimati Parvathi Krishnan: I beg to move:

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

Inadequacy of passenger trains on the South-West broad gauge section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

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

Charge-sheeting of office bearers of Dakshin Railway Employees' Union

Shrimati Parvathi Krishnan: I beg to move:

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

Need for direct train service for passengers from purulia, South Eastern Railway to Howrah via Asansole, Eastern Railway

Shri B. Das Gupta: I beg to move:

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

Continued late running of trains on branch lines

Shrimati Parvathi Krishnan: I beg to move:

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

Failure to open either a Flag Station or a Passenger Halt between Muri and Torang stations in the Adra District, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

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

Question of merger of Grade II and Grade I Railway Accounts Clerks of Eastern Railway

Shri B. Das Gupta: I beg to move:

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

Grant of Central Pay Commission scales to casual labour

Shrimati Parvathi Krishnan: I beg to move:

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

Need for running a daily Janata Express between Coimbatore and Madras

Shri Sampath: I beg to move:

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

Discrimination adopted by the Administration against the needs of the South.

Shri Sampath: I beg to move:

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

Waste of funds in laying of new lines in regions which are already provided with adequate lines.

Shri Sampath: I beg to move:

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

Desirability of taking up the Samrajnagar-Sathyamangalam line in the new plan.

Shri Sampath: I beg to move:

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

Desirability of linking Erode with Samrajnagar-Sathyamangalam line

Shri Sampath: I beg to move:

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

Concentration of all the constructional activities in the North

Shri Sampath: I beg to move:

"That the Demand under the head Railway Board be reduced by Rs 100 "

Failure to confirm a large number of temporary employees who have put in a service of more than an year

Shri Sampath: I beg to move:

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

Failure to implement the recommendations of the Trade Panel Test Committee in the Southern Railway

Shri Sampath: I beg to move:

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

Delay in publishing the findings of the Sankararam Tribunal and in implementing them

Shri Sampath: I beg to move:

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

Dismissal of employees in the Southern Railway under rule 148 of the Establishment Code

Shri Sampath: I beg to move:

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

Reduction in running time of Express Trains

Shri Sampath: I beg to move:

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

Failure to check over-crowding in trains

Shri Sampath: I beg to move:

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

Lack of adequate train service directly from Purulia, South-Eastern Railway to Asansol, Eastern Railway.

Shri B. Das Gupta: I beg to move:

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

Failure to extend the Adra-Asansol Shuttle train to Purulia, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

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

Failure to eliminate over-crowding in the third-class in Indian Railways.

Shri B. Das Gupta: I beg to move:

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

Abolition of first class, second class and air-conditioned coaches in the Railways.

Shri B. Das Gupta: I beg to move:

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

Need to convert the narrow gauge railway line from Purulia to Begunkodar, South-Eastern Railway to broad gauge.

Shri B. Das Gupta: I beg to move:

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

Need for railway time-tables in all State languages

Shri B. Das Gupta: I beg to move:

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

Irregularities in upgrading of grade II Assistant Surgeons to Grade I in the South-Eastern Railway.

Shri B. Das Gupta: I beg to move:

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

Irregularities in the Commercial Department of the South-Eastern Railway.

Shri B. Das Gupta: I beg to move:

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

Delay and discrimination in promotion of employees in the Adra District, South-Eastern Railway under the 'New Deal'.

Shri B. Das Gupta: I beg to move:

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

Promotion of Fire-men (pass-shunters, of Purulia, South-Eastern Railway to Shunters.

Shri B. Das Gupta: I beg to move:

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

Proposed retrenchment of staff in the Southern Railway.

Shri Sampath: I beg to move:

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

Increase in late arrival of trains

Shri Sampath: I beg to move:

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

Failure to take up construction of Salem-Bangalore line, Terunajweli-Cape Comorin line and Virudhunagar-Manamadurai line.

Shri Sampath: I beg to move:

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

Frequency of derailments and other kind of accidents.

Shri Sampath: I beg to move:

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

Corruption in Railways

Shri Sampath: I beg to move:

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

Fall in goods and passenger earnings

Shri Sampath: I beg to move:

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

Failure to take steps to check over-crowding in trains.

Shrimati Parvathi Krishnan: I beg to move:

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

Failure to recognise All India Railwaymen Federation.

Shri S. M. Banerjee: I beg to move:

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

Failure to recognise the Workers Union at Chittaranjan.

Shri S. M. Banerjee: I beg to move:

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

Failure to afford more amenities to III class passengers.

Shri S. M. Banerjee: I beg to move:

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

Need to take early decision regarding method of promotion from Class IV to Class III.

Shri S. M. Banerjee: I beg to move:

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

Failure to check over-crowding the trains.

Shri S. M. Banerjee: I beg to move:

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

Need to have a station and railway bridge in Kanpur.

Shri S. M. Banerjee: I beg to move:

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

Shri Achar (Mangalore): Mr. Chairman, Sir, when we are discussing the Demands about the Railway Board, I would like to make a few observations with regard to the efficiency of our railway system. Of course, there are several aspects of that question, but I would touch upon one of the important points which I consider to be the most important one.

Firstly, Sir, I would like to say a word or two about the speed of our trains. I consider that to be the most important criterion to judge whether a system of railway is very efficient or not. Of course, there are other questions, questions of cost, questions of convenience and comfort. All those things are there, but I would like to give the first place to the speed of our trains. Ever since I came here, I have been feeling that the Railway Ministry or the Railway Board is not giving, unfortunately, sufficient attention to this aspect of the question more than anything else. We are very proud that we have got a railway system extending to 34,000 route-miles. It is often repeated. We have got more than 11 lakh employees in the railways. We are very proud of it. No doubt it is a big system. But ours is a big country. So, I do not think that it is such a great thing.

But the most important point, as I said, is the speed of our trains. My time is limited and I shall have to finish soon. I would emphasize the speed aspect of our trains. Tons of literature have been supplied to us, but I am surprised to see that nowhere has this question of speed been touched. Even the speed of goods trains is given. A curve or graph is

also given. The speed of goods trains is about 10 to 12 miles per hour, a little better than that of bullock-carts, or, to be correct, double that rate. But what about our passenger, mail and express trains? Why not the Ministry give us some figures about the speed of these trains?

We read about the speed of trains in foreign countries. I have got a small book in my hand—*Rail Roads in USA*. What is the speed of trains there, in the USA, or in England, or in any European country? I am told it is somewhere near 60 miles an hour.

Dr. Melkote (Raichur): 100 miles an hour.

Shri Achar: I am connected by my hon. friend. I have no personal experience of those trains whatsoever. I have only read about them.

Mr. Chairman: Take it as 80 miles per hour—the mean.

Shri Achar: I am prepared to take it as 50 even. Let us compare it with the speed of our trains. Unfortunately, the Railway Board or the Railway Ministry has not taken the trouble of giving us any figure about it, but I have taken some trouble. Take some of the fast trains, not on the metre-gauge but on the broad-gauge, as for example, the Amritsar Mail. I am not very strong in mathematics. That is not my strong point. But I have taken some care about it and calculated the speed. Subject to correction—I think I am fairly correct—I say that the speed of Amritsar Mail is 31 miles an hour on an average. It may be a little more or a little less, for, I have taken only a distance of 500 miles from the starting station and worked out the figure. Take another important train, Howrah-Delhi-Kalka Mail. Its speed is about 35 or 36 miles. Take again the Frontier Mail. The average speed of this train works out to about 35 miles. The speed of Bombay-Calcutta Mail is about 35

miles. The Madras-Bombay Mail has a speed of about 23 miles only. I hope my friend Shri Sampath will not add this also as one of the items of discrimination against the South, because I do not believe in that. I have found over the last 40 years of my experience that there is nothing like it. There is no such feeling, and I have felt very much pained when I heard Member after Member from the South saying that there is a sort of discrimination against the South. I do not believe in it. But I do feel this much. To be out of sight is out of mind. That is always so. So, I do concede one aspect of the matter, namely, all the points about the South are not put forward properly. They do not come to the notice of our friends in the North; it may be. But I do not concede that there is any deliberate discrimination.

So, as I said, when it comes to the question of speed of the Madras-Bombay Mail, the speed comes to 23 miles an hour. Then, in the case of the Madras-Calcutta Mail, starting from Madras, I have calculated that its speed is about 20 miles an hour. Regarding the Madras Grand Trunk Express, my friend points out that the average speed works out to only 22 miles. That is another aspect which probably would be one more argument for my hon friend in favour of discrimination against the south. But I find rather a peculiar point which is rather intriguing to me. I find that the speed of this train from Delhi to Itarsi is about 32 miles, whereas the speed of the very same train from Madras to Balharshah works out to 22 miles. So, the very same train when it travels in the north runs faster and when it comes to the south, it becomes slow. I am not going through the reasons, because at the outset, I have said that I do not believe in the north-south theory, but it does happen as I pointed out.

So, speed is one of the best criteria and our trains are in a hopeless condition compared to the other countries. I would request the Ministry

[Shri Achar]

and the Railway Board to pay the greatest attention to it. There is an organisation called the Organisation for European Economic Co-operation; they send a mission consisting of a large number of experts. Certainly this must be known to the Railway Board; I found this information in a book in the library. They send a mission to America for studying this aspect and a report is submitted. On that basis, they improve the speed of the trains. So, I would submit that in our country also, we should send some experts to America and England, if necessary, to study this matter and to do something about improving the speed of our trains. I take four days to reach Delhi from my constituency.

I am happy that the hon. Railway Minister has very kindly announced that he is going to have a railway line from Bombay to Mangalore. Ever since I came to this House, I have been asking for it and before that also, many of my friends here have asked for it. That line is very essential from the point of view of the development of the whole country. There is no other area so large without any train connection. To the south of Bombay, in Kolaba, Ratnagiri, North Kanara and South Kanara—of course, there are four or five miles of railway in South Kanara—there are no trains whatever. In the whole of India, there is no other area like that having no trains for more than 450 miles. I am happy a beginning has been made there. Some four years ago, some amount was provided for that, but now, I find actually it is taken up. I congratulate the Railway Minister for that and am very thankful to him.

I am also glad that he has made a definite announcement about the Diva-Dasgaon line. About the Mangalore-Hassan line, he has raised hopes and he has said that before the end of this session, he will be able to make an announcement. I hope he will make an announcement

that this line will be started and the work will be taken up immediately.

Shri P. K. Patel (Mehsana): The Railway Ministry takes pride in keeping or maintaining punctuality of trains. I have studied the time-table of some years back and compared it with the present one. For the distance from Ahmedabad to Delhi the time taken some ten years back has been increased by two or three hours. I hope the hon. Minister will see this. By increasing the time by 2 or 3 hours, if they keep up punctuality, then what is the sense in having punctuality? Then they may very well increase it by ten hours and claim to be more punctual than today. I think that is not the way of claiming punctuality. The speed should be increased where there is doubling of lines. However, between Ahmedabad and Kalol the speed has decreased and more time is taken than what was taken some five years back when there was only one line.

The next point I would like to submit is in regard to a new line from Udaipur to Himmatnagar. It is a good and necessary line. I would suggest that it be connected with Vijaypur. If more money is required I promise in this House to get more money from the people, either by saving certificates or loans. At Ransipur we are going to have a dam. When we shall have a dam we have to take so many things from Vijaypur to Ransipur. Baroda state has not only acquired land but the earth-work has been done. The hon. Minister must be aware that Baroda gave Rs. 1 crore in cash for the construction of this line and the other line. So, why not the line be taken up now.

Then, Bombay, Government is going to have a road bridge at Ransipur over Sabarmati. I would suggest that it may be constructed in such a way that it may be used as a road-cum-rail bridge. We can save some money thereby. Himmatnagar is at a very short distance from that Vijaypur may not be more than 18 miles from Himmatnagar. So, by this we

shall be connecting the two districts by a shorter route.

Then I will come to platform sheds. Here I may say that my district is a neglected district. Whenever hon. Ministers pass through Mehsana they will see that there are so many stations where there are no platform sheds or cover over the platform. I hope the hon. Minister will look into the matter and do the needful.

Then I come to the children of railway employees serving at Mehsana. There is a railway colony. I think the hon. Minister is not mindful of their worries. Instead of hearing me he is talking on some better problem, but he must keep in mind that the income comes because of the work put in by the employees. On one side of the station we have built the colony for the employees. On the other side is the town and the school is there. Unless we get a bridge over the railway station, how are the poor small kiddies to pass over some 18 railway lines and go to school? So I would suggest that at the earliest possible time a bridge be constructed. It has been sanctioned, but the work has not been taken in hand. The work has not commenced. I hope the hon. Minister will look to it.

Mr. Chairman: The hon. Member's time is up.

Shri P. E. Patel: Another point—I would say that in a minute—is that for the teaching of Railway employees' children there is no facility at Mehsana. He may look into the matter and see that the students, that is the children of the employees have some facility for education.

Lastly in a line I would say that we have put up pumps for the passengers so that they may get water. I have visited some stations in my district and I find that the pumps are not working. What is the good of spending money if the pumps do not work and we do not look to it? I

would humbly suggest that he should look to it.

The problem of overcrowding is the worst problem in North Gujarat, that is between Ahmedabad and Palanpur and unless there is a double line between Ahmedabad and Palanpur the problem is not going to be solved.

Mr. Chairman: Shri Thakore.

Shri N. N. Patel: Sir, you called Shri Patel. I am also Patel, I wanted to be clear so that my name is not missed.

Mr. Chairman: I did not call him.

Shri N. N. Patel: You did not call any particular name and that is why I am asking this for information.

Shri M. B. Thakore: Sir, I am ever so thankful to you for giving me time to speak on the Railway Demands. First of all, I want to congratulate the hon. Railway Minister, both the hon. Deputy Ministers and the railway staff for introducing the *Janata Express* from October 1953 between Delhi and Ahmedabad. But I want to say something regarding the *Janata Express*. I would be pleased if he could kindly make it a daily service at least between Ajmer and Ahmedabad.

Another thing that I want to suggest is that there are two cotton mills at Siddhpur and many of the mill labourers come from nearby villages to the Siddhpur mills. Many of them embark from Kamli station near Siddhpur. If the *Janata Express* stops for two minutes at Kamli station, I think about 300 mill labourers would be benefited and they would go to the Siddhpur station for their work.

I would again congratulate the hon. Railway Minister for proposing the Udaipur Himmatnagar new line. If it is connected, as my hon. friend said, with Vijapur, I think that will benefit the whole District of Mehsana and

[Shri M. B. Thakore]

the whole of North Gujerat. As the hon. Minister knows, it is so undeveloped and backward that people badly need this link with Vijapur. But, I would not feel satisfied and compliment the hon. Minister till he proposes to construct some more lines in North Gujerat. As I said, North Gujerat is undeveloped and most backward. Secondly, there are many religious places in North Gujerat. Pilgrims from all over India come there to visit these places. Thirdly, North Gujerat is just on the border of Pakistan. If it is undeveloped and if, God forbid, something happens, I think that will be to the disadvantage of the whole of India. Fourthly, it is an agricultural area and there is production of jeera and other agricultural commodities. Kandla is very near from that part and if it is joined with this railway link, it will benefit the whole of North Gujerat.

There are no pucca roads in North Gujerat. It is a hard job for people to transport their goods. That is why I want to suggest some rail links to be constructed in North Gujerat. They are the following: A link should be constructed from Himatpur to Vijapur; a rail link from Kakoshi to Siddhpur or Chhapi; a rail link to join Sami either from Harij or Bahucharaji; a rail link from Taranga Hill to Timba or Varetha; a rail link from Kakshi to Deesa. If one line is constructed from Vijapur via Valam Unjha, Balisana to Radhanpur, the whole of this area would be benefited.

One more point I wish to raise. There is a proposal to construct an over-bridge at Siddhpur. I have written a letter to the hon. Minister. The Minister says that they have written—I do not know—to the State Government, and if the State Government takes the initiative, they would start the work. I do not know—nothing has been done up till now.

There was a representation to make Aithore a railway station. But, nothing has been done. There is too

much of overcrowding, as my hon. friend Shri Patel said, between Ahmedabad and Palanpur, up to Abu Road. If frequent trains are run, overcrowding will be reduced. I want to make a suggestion to the hon. Minister. In the Delhi Express there is no dining car. Since last year, it has been discontinued. I personally have travelled many times in that train and I did not get wholesome food from any station. As Rewari I ordered once and I did not get good food. I would say the food supplied by these canteens at railway stations is watery, tasteless and very expensive. I would say that the prices also are not equitable, as far as this railway food is concerned, on any railway. So, I request the hon. Minister to see that something is done as far as this food problem is concerned on the railways.

I have one point to make regarding the servants of the ex-railway canteen contractors. From my constituency two servants of the ex-railway contractor have not been given work since three or four years. I have approached the officers, but there is no satisfactory reply. I wrote a letter to the hon. Minister, but the Minister, as usual, forwards the letter to the Railway Board and the Railway Board transfers that to the Manager, and the same result comes. I request the hon. Minister to kindly look into the matter and do something.

Shri Jagjivan Ram: Servants of contractors of railways? What is the problem?

Shri F. R. Patel: They are deprived of their job. Servants of railway canteen contractors.

Shri Jagjivan Ram: They will have their chance. If there is a vacancy, they will get.

Shri M. B. Thakore: But they are not given. On the contrary, they are paraded, and I have written already to you. If you want, I have got the

letter also with me, but there is no satisfactory reply, and that is why, I have to say this. If you can do something in the matter, I would be very grateful.

श्री बा० नि० पटेल : सभापति महोदय, आज मुझे जो बोलने का मौका मिला है उसके लिए मैं आप सबका धाभारी हूँ। मैं पिछले कुछ दिनों से यहाँ बैठा हुआ हूँ और कोशिश करता रहा हूँ कि मुझे मौका मिले लेकिन नहीं मिला।

श्री बजराम सिंह (फिरोजाबाद) .
हमेशा बैठना चाहिए।

श्री ना० नि० पटेल : रेलवे बजट पर बहुत बहस हुई है और उस बहस के दौरान मैं बहुत सी बातें बताई गई हैं। मैं भी कुछ बातें बतलाना चाहता हूँ। हमारे देश में रेलों ने अच्छी प्रगति की है, यह मैं मानता हूँ। मगर इसके साथ ही साथ मैं यह भी देखता हूँ कि जो प्रगति हुई है वह बड़े-बड़े स्टेशन पर हुई है, उन्हीं को अच्छा बनाया गया है उन्हीं को उम्दा बनाया गया है और जो छोटे-छोटे स्टेशन हैं, जहाँ पर कि आपकी आमदनी भी बड़ी है, जहाँ से यात्रियों की तथा माल की सादाद भी बड़ी है, उनमें कोई फर्क नहीं पड़ा है, उनमें कोई इम्प्रूवमेंट्स नहीं हुई हैं। उनमें कोई खास फर्क पड़ा दिखाई नहीं देता है। वे जिस तरह से पहले वे उसी तरह से आज हैं। न ही उन स्टेशनों से जाने वाले या उन स्टेशनों पर आने वाले यात्रियों के लिए पानी का अच्छा इन्तिजाम हुआ है और न ही उनके ठहरने के लिए शौडों का कोई इन्तिजाम हुआ है।

मैं बलसार से चुन कर आया हूँ। जो सूरत डिस्ट्रिक्ट, बम्बई स्टेट में है, हमारे माननीय सदस्य श्री पु० र० पटेल साहब ने बड़ीदा तक का तो कुछ हाल आपको सुनाया है, मगर मैं बम्बई से बड़ीदा तक का हाल आपको बताना चाहता हूँ। बड़ीदा से बम्बई तक जितने भी बड़े-बड़े स्टेशन हैं जैसे पालघर,

बिल्लीमोरा, नौसारी, सुरत इत्यादि उन पर तो कुछ फर्क दिखाई देता है, उनमें तो कुछ सुधार हुआ है, कुछ इम्प्रूवमेंट हुआ है, पानी का भी कुछ इन्तिजाम किया गया है; मगर इसके बीच में जितने भी छोटे-छोटे स्टेशन हैं उनमें कोई फर्क नहीं आया है, उनकी हालत वैसी की वैसी है। मेरा यह सुझाव है कि छोटे स्टेशनों की तरफ भी ध्यान देना चाहिए।

आज हमारे देश में अनाज की बहुत कमी है। अनाज का बाताबात रेलों से होता है। अनाज का उत्पादन बढ़ाने के लिए खाद की बहुत जरूरत पड़ती है। हम अपने देश में फर्टिलाइजर फैंक्ट्रिया लगाने के लिए करोड़ों रुपया खर्च कर रहे हैं। मगर मैं आपको बतलाना चाहता हूँ कि हमारे यहाँ बम्बई के अन्दर २०,००० सिघरी की फैंक्ट्रिया हैं और उन फैंक्ट्रियों को चलाने के लिए, उसका रा-मैटीरियल हमारे बिल्लीमोरा स्टेशन से लगा करके सोफाला स्टेशन तक जितने स्टेशन हैं, वह सब स्टेशनों से जाता है। आप सोचते होंगे कि सिघरी की २०,००० फैंक्ट्रियाँ हमारे यहाँ बम्बई में कहाँ लगी हैं। मैं आपको बतलाना चाहता हूँ कि वहाँ २०,००० भंसे हैं। उन भंसों को पालने के लिये उन स्टेशनों से एक महीने में ३,००० बैग्स घास की बम्बई जाती हैं। घास के अलावा जो दूसरी चीजें हैं जैसी चूनी है, छाला है, ये भी भंसों को पालने के लिये भेजी जाती हैं। इन भंसों का भी गोबर होता है, वह खाद के तौर पर इस्तेमाल किया जा सकता है और उस जैसा खाद कोई नहीं है। इन भंसों को पालने वालों को म्यूनिसिपैलिटी वाले तंग करते हैं जिसके परिणामस्वरूप वे लोग इस खाद को समुद्र में फेंक देते हैं। इसके बारे में पिछले साल मैंने माननीय फूड मिनिस्टर स हब से प्रार्थना की थी और उनको लिखा भी था कि यह जो बम्बई में खाद होता है और जिस को समुद्र में फेंक दिया जाता है, उसके बारे में रेलवे मंत्रालय से गुप्तगु करके, बातचीत करके, निष्कापड़ी

[श्री ना० नि० पटेल]

करके कुछ प्रबन्ध किया जाना चाहिये ताकि इसे दूसरी जगहों पर भेजा जा सके और व्यर्थ ही उसको समुद्र में न फेंका जाये। हमने कहा था और मांग भी की थी कि उस साद को सुरत डिस्ट्रिक्ट में रहने वाले लोगों तक पहुँचाने में मदद की जाये, जहाँ पर कि उसकी बहुत मांग है। मगर सास का जो फ्रेट है, उसका एग्ज करीब करीब ६० रुपया होता है और जो साद का फ्रेट लेने के बन्त में होता है वह करीब करीब ११०, ११५ रुपया होता है।

श्री जगजीवन राम : अब तो घटा दिया गया है।

श्री ना० नि० पटेल : आप कहते हैं कि घटा दिया गया है। परंतो के असवार में यह मिला गया है। यह सुरत का असवार है :—

“छानियुं सातर भरघापुरे जोइए छे ?

“बम्बई तारीख २६. एक यादी जनावे छे के शेरडी गेहुं अवार भने शाक भाजी न सातर माटे वापरी शकायतेव् छाननुं लगभग एक लाख टन सातर बोरी बल्ली गोरे गांव अघेरी भने फुरला स्टेशने खेडूतोने जिला न जुदा जुदा रेलवे स्टेशनोए लई माटे मट्टी शके एम छे। जो बैंगनो बम्बई सरकार तरफ थी बुक थाए तो छे सातर ना ट्रासपोर्ट माटे ना नूरमा पश्चिम भने मध्य रेलवे छोए पचास टका नो घटाडो मंजूर करयो छे। भानो साभ मागना रायोये बघो बिगतो माटे भारे मिल्क कालोनी न मुख्य एग्जेक्टिव आफिसर ने अर्शी करवी।”

श्री बी० बं० शर्मा (गुरदासपुर) : भाषा नहीं समझते हैं मिनिस्टर साहब।

श्री ना० नि० पटेल : बात यह है कि मंत्री महोदय की कृपा से फ्रेट तो कम होकर भाषा

हो गया है मगर यह भी देखना होगा कि बैंगंस मिलते हैं या नहीं और अगर नहीं मिलते तो कोई लाभ नहीं है।

श्री जगजीवन राम : उधर से सास भायेगा और इधर से गोबर जायेंगे।

सभापति महोदय : बूक समय खत्म हो गया है, इस वास्ते माननीय सदस्य खत्म करें।

श्री ना० नि० पटेल : मैं प्रार्थना करता हूँ मुझे थोड़ा और समय दिया जाये और अगर आप चाहें तो मैं कल बोल सकता हूँ। छेड़ साल के बाद मुझे बोलने का आज अवसर मिला है और कितने ही दिनों से मैं यहाँ बैठा हुआ हूँ लेकिन सांस नहीं मिला है।

Shri Braj Raj Singh: We can sit for another five minutes and the hon. Member can finish.

Mr. Chairman: I think the House has no objection to sit for five minutes more.

Several Hon. Members: No; we agree.

Shri D. C. Sharma: I would say that the hon. Member should be given even more than five minutes.

श्री ना० नि० पटेल : हमारे यहाँ आप को मालूम है कि आफ्रज कैरी बहुत होता है। सारे भारतवर्ष में आफ्रज कैरी बलसर से ही जाता है। अब की उस की उपज बहुत ज्यादा हुई है। हर साल से चोगुना या पाचगुना हुआ है। उस को बाहर ले जाने के लिये हम उस को बैंगंस में भरते हैं। बैंगंस में भर कर फिर बम्बई भेजते हैं। अगर हम किसी भी गाँव या इलाक़े को एक दो टोकरी उस की न दें तो नतीजा यह होता है कि ५-५० मील वह बैंगन जाता है, वह कहते हैं कि कैरीक

वेगन का एक्सेल गरम हो गया है, उसे बड़ी पर खोड दिया जाय। वह बहाँ पर पडा रहता है। बम्बई पहुचने तक उस की गुठली ही गुठली रह जाती है, भ्राम सारा खराब हो जाता है। इसी तरह से भ्रमलसाड स्टेशन है। दिल्ली में बितना भी चीकू आता है वह वही से आता है। करीब करीब दो साल तक मैं उस के लिये सर फोडी करता रहा तब जा कर उस का इन्तजाम हुआ है। लेकिन अब हमारे लिये दूसरी दिक्कत हो गई है। जिन बैगस में वह चीकू भरा जाता है वह बिल्कुल बन्द होते हैं, दिल्ली तक पहुचते पहुचते वह चीकू बिल्कुल खराब हो जाता है। मैं आठ दिन पहले डी०एस० से मिला। मैंने कहा कि इसके लिये कोई इ तजाम करो। उन मे कोई वेंटिलेटर वगैरह न लगाओ, कम से कम कोई सूरख ही कर दो। तो डी० एस० ने कहा कि यह तो डिजाइन चेंज करने का सवाल है, इस में मैं क्या कर सकता हूँ ? मेरी प्रार्थना है इसवे लिये भी कुछ इन्तजाम आप करे। अगर यह न हुआ तो बडी दिक्कत होगी। यह तो रही भ्रमलस ड से चीकू भ्राने की बात। जो खाने का पान है वह बेमीन से आता है। देहरादून एक्सप्रेस बहा पर पान के लिये बेमीन पर खडी रहती है। मैंने प्रार्थना की अगर देहरादून एक्सप्रेस को दो तीन मिनट के लिये भ्रमलसाड पर खडी कर दें तो चीकू बडी भासानी से दिल्ली, देहरादून एक्सप्रेस से भा सकता है।

हमारे यहा एक बात बडी भजीब है। एक पलाइग रानी नाम की गाडी चलती है। उस का नाम तो है पलाइग रानी जिस को हम गुजराती में उडती रानी कहते हैं। लेकिन अगर आप उस की स्पीड देखिये तो मैं कहता हूँ कि उस का नाम ऊधती रानी रखना चाहिये, यानी सोती रानी। इस सभ्य पूना और बम्बई के बीच एक डेकन क्वीन गाडी चलती है। बम्बई और सुरत के बीच नौसारी, बिस्वीमोरा, कलसारा, बहाण् पालगर ऐसे बड़े बड़े सहर हैं। उन से हो कर अगर यह गाडी जाया करे तो

प्रच्छा है। इस का भी कुछ इन्तजाम होना चाहिये।

अब मैं आपको एक किस्सा सुनाता हूँ। मैं समझता हूँ कि आप में से किसी माननीय सदस्य को ऐसा अनुभव नहीं हुआ होगा। माननीय मंत्री जी ने बतलाया कि हम ने शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्ज के लिये जगहों मे रिजर्वेशन रखा है और उन के कैडिडेट्स को हम पहले रखते हैं। आज से छः महीने पहले मैं बम्बई के डी० एस० से मिला। मैंने कहा कि अगर शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्ज के लिये रिजर्वेशन है, तो, बम्बई, भारे में क्या पोजीशन है। डी० एस० ने बताया कि हम को कैडिडेट्स ही नहीं मिलते हैं। उन्होंने मुझे एक लिस्ट दी जो कि गजेट न० १५, तारीख ४-७-५८ के पेज १२ पर है। उस से मालूम हुआ कि शेड्यूल्ड ट्राइब्ज के लिये क्लर्क की २० जगहें हैं, टाइपिस्ट्स की ३ जगहें हैं, कामर्शल क्लर्क की १०, ट्रेन्स क्लर्क की ३, गार्ड्स की २, टिकट कलेक्टरों की ७ और ट्रेफिक मिग्नलर्स की ४ जगहें हैं। यह कुल मिला कर ५६ होती है। लेकिन उनके कहने के मुनाबिक उन को कैडिडेट्स ही नहीं मिलते हैं। मैं ने उन से कहा कि कितने चाहियें मैं दूंगा।

Shri Warior (Trichur): There is a bus arrangement, that may also be stopped for five minutes

Mr. Chairman: We will stop that

श्री ना० नि० पटेल : उन्होंने कहा प्रच्छा। मैं ने क्या किया कि हमारे यहा सुरत में तीन भ्रमलबार हैं। उन के भन्दर ऐडवर्टाइज किया कि इतनी जगहें शेड्यूल्ड ट्राइब्ज के लिये खाली हैं। दूसरे दिन से मेरे पास ५०, ६० ऐप्लिकेशन रोज भ्रानी शुरू हो गई। मेरे लिये बडी परेखानी हो गई कि धर्मिबर इस का इन्तजाम कैसे किया जाय।

Mr. Chairman: I think the hon. Member must conclude.

श्री ना० नि० पटेल : मैं बहुत जल्दी खत्म कर रहा हूँ। मैंने ७५ व० दे कर एक छोकरा रख लिया कि जिस की ऐप्लिकेशन घाये उस का पता लगाये कि उस के पास शेड्यूल्ड ट्राइब्ज का होने का सर्टिफिकेट है या नहीं। उस के बाद उन ऐप्लिकेशन्स को ले जा कर डी० एस० आफिस में देना, उन का ऐकनालेजमेंट भेजना, डी० एस० के यहाँ से उस के लिये पास लाना इंटरव्यू के लिये, यह सब काम करने के लिये एक और धादमी रखा। वह सारी ऐप्लिकेशन्स को पढ़े और ऐकनालेज करे। ऐकनालेजमेंट मैंने अपनी गिरह से भेजा। जिस लड़के को मैंने रखा था उस का यह भी काम था कि वह जो लड़के इंटरव्यू के लिये भाते थे उन को रिस्वीव करने के लिये बम्बई सेंट्रल जाये, उन को डी० एस० के पास ले जाये, इंटरव्यू के लिये बुलाये और वापस भेजे।

Mr. Chairman: I think the hon. Member must conclude now. I have given him more than 10 minutes.

श्री ना० नि० पटेल : दो इंटरव्यूज हो गईं। उस के बाद हर एक के मकान पर पास मैंने अपने खर्च से भेजा। इस के बाद मैं डी० एस० आफिस के अन्दर कोई ए० पी० ओ० (२) के नाम से अफमर बै, उन के पास गया और

कहा कि कितने धादमियों को काम पर रख लिया गया। उन्होंने कहा कि कैडिबेट्स भाते नहीं हैं। मैंने उन कैडिबेट्स का नाम पूछा। मैंने लिखा कि कौन से धादमी नहीं भाते हैं, उन नामों की लिस्ट तो भेजो। एक खत मैंने लिखा ११-१२-५८ को, उस का जवाब नहीं आया, दूसरा लिखा २२-१२-५८ को तो उस का जवाब यह आया :

"I am sorry I could not reply to your D.O. letter No.....dated... and subsequent reminder dated... as I was on leave. The relevant file is under dealing and no sooner this file comes to me I shall apprise you of the exact position of the case. Thanking you,....."

अभी तक मुझे पता नहीं है कि कितने धादमी लिये गये हैं। माननीय मंत्री महोदय ने मेरी प्रार्थना है कि वे इस धोर कुछ ध्यान दें। उन के अन्दर तो शेड्यूल्ड ट्राइब्ज के लिये शुभ कामना है, वे चाहते हैं कि उन को काम पर रखा जाय, लेकिन जो उन का ऐडमिनिस्ट्रेशन है वह इस पर धमल नहीं करता है। मैं चाहता हूँ कि वे इस का कुछ इन्तजाम करे।

17.09 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 4, 1959/Phalguna 13, 1880 (Saka).