

**Shri Jagjivan Ram:** That is a separate question. That is the existing system. I am not talking of that. When the new third class three-tier sleeper coaches are introduced no extra charge will be levied on the passengers. In some sections these coaches have been introduced and no additional charges are levied.

Sir, I think, I have dealt with the important aspects. There are many small matters which have been raised. It is not possible for me to deal with them all though I have briefs here in regard to all those points. I would only assure the hon. Members that all their suggestions will be taken into consideration and we will try to see how far we can implement them.

**Some Hon. Members:** What about the line to Kashmir?

**Mr. Deputy-Speaker:** We will again be taking up the lines under Demand No. 1.

**Shri Jagjivan Ram:** I have already given that information, that that line is going up to Kathua. I do not know why hon. Members want me to repeat it. The survey is being conducted and work will start. That work is going to be undertaken.

I am grateful to the hon. Members of this House for the way in which they have received the Railway Budget and for the way in which they have expressed their appreciation for the work performed by the Railways. I will again repeat that this will very much encourage more than a million employees on the Railways.

**Shri Rajendra Singh:** I submitted that since the Railway Minister has failed to bring the two federations together let there be a referendum irrespective of the total membership of this federation or that federation, and those who are elected as members

should be recognised as the absolute representatives of the railwaymen.

**Mr. Deputy-Speaker:** Is the hon. Member making another speech? I can only allow a question.

**Shri Rajendra Singh:** This was my submission, Sir, and it has not been replied. My second point is about the wage board for the Railways. These are the two things on which I would request the hon. Minister to reply.

**Shri Jagjivan Ram:** It is for the two federations to come together, and if there is unity amongst them I will welcome it. The Pay Commission has just examined the conditions of service, pay scales and other things of the railway employees along with other government employees. Therefore, there is no case for a separate wage board at present.

**Shri Harish Chandra Mathur:** He has said nothing about economy.

**Mr. Deputy-Speaker:** We shall pass on to the next stage. He shall have another opportunity when we take up the Demands.

16.13 hrs.

\*DEMANDS FOR GRANTS—RAILWAYS

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

In this connection, I have to announce that a large number of cut motions have been received. Hon. Members who desire to move cut motions may send slips to the Table within fifteen minutes, indicating the numbers of their cut motions. 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.

\*Moved with the recommendation of the President.

**Shri Bimal Ghose** (Barrackpore): I would request you, Sir, kindly to extend the time up to 12.30 tomorrow.

**Mr. Deputy-Speaker:** All right. But this desire might be expressed in respect of Demand No. 1 at least, not in respect of others. I am only asking hon. Members to indicate the numbers of cut motions which they desire to move in respect of Demand No. 1. In respect of other Demands they may indicate the numbers tomorrow. In respect of Demand No. 1 alone there are 330 cut motions, and all the other Demands put together there are only 114 cut motions. I would suggest, if the House is agreeable, that out of the 10 hours—here, I would like to have the desire of the House.

**Shri Jangde** (Bilaspur): 5 hours for Demand No. 1.

**Mr. Deputy-Speaker:** Perhaps I have had to disappoint many hon. Members whom I could not accommodate in the general discussion and they may be having a grievance against me. If the hon. Members agree that in Demand No. 1 they would cover all their points which they wanted to make in the general discussion, then, instead of five hours, we might make it perhaps six hours. That is, we may have six hours for Demand No. 1.

**Several Hon. Members:** Yes, Sir.

**Mr. Deputy-Speaker:** So, six hours for Demand No. 1 and four hours for all the other demands.

Then there is one more point. The hon. Speaker has expressed a desire that if the Members of the Opposition, the different groups, could meet together and decide upon certain limited number of cut motions, perhaps the discussion might be real and we might concentrate more attention on those particular cut motions than merely having a general discussion even during the cut motion stage.

I think hon. Members of the Opposition have not considered that point. Perhaps they do not like the idea. But even now, if the number of the cut motions is reduced and a limited number of them is brought in—I am not talking of Demand No. 1—at least in regard to all the remaining demands, it would be better. When we put all the cut motions to the vote, we usually put all the remaining cut motions to the vote, at the end of the discussions, and that is not really very nice. If there are a limited number of cut motions, then we can concentrate on them and finally, we can put them to the vote of the House. If this aspect of the question is considered by the Opposition groups, it will be good, and we may just confine our attention to those particular cut motions.

Now we start with Demand No. 1.

#### DEMAND NO. 1—RAILWAY BOARD

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

“That a sum not exceeding Rs. 93,61,000 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, 1961 in respect of Railway Board”.

**श्री गणपति राम** (जौनपुर-रक्षित-धनु-सूचित जातियां) : उपाध्यक्ष महोदय, मेरा निवेदन है कि जो मेम्बरान जनरल डिसकशन पर बोल चुके हैं उनको दुबारा न बुलाया जाकर ऐसे मेम्बरान को बोलने का मौका दिया जाय जो कि अभी तक नहीं बोले हैं।

**उपाध्यक्ष महोदय** : मैं इस बात का ध्यान रखूंगा कि माननीय सदस्य को बोलने का मौका मिल जाय।

There ought to be a time-limit here also, irrespective of the number of cut motions that a Member might have to his credit. Let us have 15

[Mr. Deputy-Speaker]

minutes, at the most, for each Member so far as the cut motions are concerned.

**Shri Chintamoni Panigrahi (Puri):** It was about the year 1956, when the plans for the railways were being finalised that the Railway Minister said that the railways had been allotted too little money. They said that by 1960-61 goods traffic would rise to about 181 million tons annually and so they would have to be given about Rs. 1,480 crores during the second Plan period for coping with this problem. The Planning Commission, however, allotted only about Rs. 1,120 crores for the second Plan period for the railways. The Planning Commission also suggested to the Railway Ministry that if the Ministry could find more resources, then they could spend more for the railways.

**Mr. Deputy-Speaker:** I find there is still a general discussion among the Members themselves!

**Shri Chintamoni Panigrahi:** The hon. Minister in his budget speech has said that he has been able to spend, rather the Railway Board has been able to spend, whatever amount has been allotted to be spent for the second Plan period and that the railways have been able to achieve their targets. While reading the Railway Minister's speech, one may find that the Minister has tried to be content with what he has achieved. The Railway Minister himself has said that he is very optimistic. But he himself—the hon. Shri Jagjivan Ram himself—had said a couple of years ago that for meeting the requirements of the railways and to carry 162 million tons of goods traffic annually the railways need more money from the Government. He himself said that because of the rise in prices, the original allotment of Rs. 1,125 crores would ultimately come to Rs. 1,225 crores. So, actually if his assessment is true, we will find the actual shortfall would be round about Rs. 100 crores according to his original estimation. He himself has also admitted in his speech that there

is a huge short-fall in the railways carrying capacity itself.

With regard to passenger earnings, he said that in 1950-51 the earnings from the upper classes were Rs. 13.75 crores and in 1959-60, the earnings were Rs. 15.31 crores. From third class, the earnings were Rs. 84.09 crores in 1950-51 and Rs. 108.77 crores in 1959-60.

So, it is evident that so far as third class passengers are concerned, the earnings to the railways have increased remarkably, but the amenities provided to the third class passengers are really not commensurate with the earnings. The hon. Minister has said in his budget speech that they have been able to cope with overcrowding in the trains. But my own experience in South-Eastern Railway and the trains which pass through Orissa is different. If the hon. Minister visits it—Shri Ramaswamy, the Deputy Minister has visited that area recently—he will find that there is really overcrowding in third class trains in that area and it cannot be said that it has been checked. It still continues. The number of trains in that section in South-Eastern Railway is very few. Even the one passenger train which was running from Howrah to Waltair up and down has been cancelled. We were assured by the hon. Minister that during the first quarter of this year, those two trains will be restored, because some operational works were undertaken in that section. But the two trains have not been restored yet.

With regard to movement of traffic, it has been said that the movement of anticipated coal for the public has particularly not materialised. The movement of coal and other raw materials for the steel plants also has fallen short of the expectations. It has been said so in the booklet circulated along with the budget papers.

**The Deputy Minister of Railways (Shri Shah nawaz Khan):** It is not because the railways could not carry

it, but because coal was not available at the mines.

**Shri Chintamoni Panigrahi:** The coal deposited in the pits is more and it is a fact that if we go through the report of the Colliery Owners' Association, we will find that the railways have not been able to provide sufficient wagons to move coal.

With regard to the total outlay on the Railway Plan, the hon. Minister has stated that the railways have done well. They have calculated that during the first four years they have spent Rs. 875 crores, and they hope to spend another Rs. 250 crores in the last year of the Second Plan period. Though the Railway Minister entertains near-satisfaction of having accomplished the Plan target, I think there is much to be done, so far as goods traffic is concerned, in the case of South Eastern Railway, more particularly in those areas where the steel factories have been erected.

With regard to electrification, I have a grave doubt whether the Railway Ministry will be able to get the required amount of electricity for carrying out its programme of electrification from the source from which they possibly expect, because they have not erected the plants yet. For instance, they have planned to get 25,000 kw of electricity from Hirakud, and they are not going to get it till 1964. Therefore, the programme of electrification on railways is going to suffer, though the hon. Minister has stated that they are working according to the Plan.

**Shri Shah Nawaz Khan:** That will not be our fault.

**Shri Chintamoni Panigrahi:** Your target is not going to be achieved, as you have stated in the railway budget, because you are depending on the State Government, whose programme is also not going to be achieved.

**Shri Shah Nawaz Khan:** Don't be such a pessimist.

**Shri Rajendra Singh (Chapra):** We are forced to accept your pretences also.

**Mr. Deputy-Speaker:** It should not be my fault if I am to call the Member to order.

**Shri Chintamoni Panigrahi:** So far as the carrying of mineral ores is concerned, the hon. Minister has stated in his budget speech: let them build up stocks at the source during the busy season so that they could be shifted to the consuming centres in the slack season. The hon. Minister should know that many of the collieries, manganese ore and iron ore mines, are run by small mining interests, and it is not possible for them to raise ore from the mines and stock it in the pit-heads till better facilities are available in the slack season when wagons could be made available to them. If that is insisted, many of the mines will close down. It is a fact that because wagon capacity is not available, in Orissa a number of mines have remained closed for the last two years. It is well-known that more than 237 manganese mines have been closed all over India. Of course, the question of recession is there. Still, they have raised sufficient quantity of manganese ore in the pit-heads and it could not be removed because wagon facilities were not available. They are lying in the ports and also in the pit-heads. Yes, you carry something to the ports. They remain in the ports.

Many hon. Members have made suggestions about new railway lines. I have also a few suggestions to make. In spite of the assurances which were given from the time of Dr. John Mathai when he was the Railway Minister to this day when the hon. Shri Jagjivan Ram is the Railway Minister, in spite of those assurances that the railway map of Orissa would be written better, none

[Shri Chintamani Panigrahi]

of those assurances has been carried out yet. It has been submitted to the Railway Ministry that at least four important lines may be constructed for meeting the demands of Orissa. One such line was from Talcher to Rourkela, which should be connected to Paradip, because with the development of the port, it will help in carrying much of the ores which are now being exported through Calcutta or Visakhapatnam.

The second suggestion is having a line from Rupsa to Mayurbhanj, which will serve areas which are completely undeveloped. We have made suggestions from time to time that this Rupsa-Mayurbhanj line and railway link from Gunapur to Nawpada should be made a broad gauge line. This suggestion has been made a number of times. It must be made a broad gauge line. The rolling stock and the condition of the line, if the hon. Minister have ever visited it, remains in the same condition as it used to be fifty years ago.

I have another suggestion also and that is to have a new rail link from Puri to Konarak. If the hon. Minister has ever visited Konarak he must have felt the necessity of a rail link. From Puri to Konarak the distance is 22 miles. A large number of tourists, who have to travel from Puri to Konarak, find it very difficult because till today an all-weather road has not been constructed in spite of the Government of India helping the State Government with Rs. 26 lakhs. Therefore it is necessary that Puri and Konarak should be linked with a new railway line.

With regard to the Cuttack industrial estate, suggestions were given to the Railway Ministry that it must have a railway siding. But this suggestion has not yet been considered. With regard to the divisional headquarters, we have made representations from time to time that Khurda Road should be considered and made

the divisional headquarters so that it will fulfil its necessity.

So far as the railway route mileage in proportion to 1,000 square miles is concerned, the route mileage in Orissa is the lowest. In Assam it is 30.03, in Bihar it is 45.92, in Bombay it is 34.29, in Madhya Pradesh it is 19.94, in Madras it is 35.16 and in Orissa it is 13.93. Therefore, as some hon. Members have suggested, I plead that the under-developed States must be developed so far as rail communications are concerned. Orissa is one of those States which have not yet been developed so far as railway lines are concerned.

Just one word more and I will finish. With the completion of the Ganga Bridge at Mokameh, there will be additional traffic for Calcutta Port. The work of Bhilai, Rourkela and Durgapur steel mills will make the already congested railway line between Calcutta and Bilaspur more congested. Therefore it is time that a railway line linking Paradip from either Talcher, Rourkela or Cuttack is considered. It will save congestion which the Railway Ministry will face within a period of two to three years. I hope this suggestion will be taken into consideration so that the congestion at Calcutta Port or Vizag Port can be diverted. If a railway link is established from Cuttack to Paradip, all the ore traffic from South Bihar can go through Paradip. It will help in relieving congestion in that sector of the railways.

श्री मूलचन्द बुबे (फर्रुखाबाद) : उपाध्यक्ष महोदय, मैं माननीय रेलवे मंत्री को जो बजट उन्होंने पेश किया है उस पर बधाई देता हूँ। रेलवे ने काफी तरक्की की है हर तरह पर। गरजे कि बहुत से तो स्टेशन बने हैं, बहुत से प्लेटफार्मों पर शैंड पड़े हैं और थर्ड क्लास के मुसाफिरो को बहुत सी सहूलियतें दी जा रही हैं। जहाँ तक गाड़ियों और इंजिनों का ताल्लुक है, यह कहा जा रहा है कि हम न सिर्फ अपनी

जबरतें पूरी कर सकते हैं बल्कि बाहर भी इंजिन और गाड़ियां वगैरह भेज सकते हैं। ये सब बातें बहुत ठीक हैं और इनके लिए रेलवे मिनिस्टर और रेलवे बोर्ड की जितनी भी तारीफ की जाए उतनी बजा है। लेकिन मुझे कुछ ऐसा लगता है कि चूंकि रेलवे फाइनेंस को जनरल फाइनेंस से अलग कर दिया गया है उसका असर यह हो रहा है कि रेलवे का मन्त्रालय दूसरे मुहकमों की जरूरतों की तरफ ध्यान नहीं देता जितना कि उसे देना चाहिए। मसलन कई दफा मैं एक रेलवे लाइन के बारे में जो शाहजहांपुर को फर्रुखाबाद से जोड़े अर्ज कर चुका हूँ लेकिन उसके लिए हर दफा हमको यह जवाब मिलता है कि हमारे पास रुपया नहीं है। यह बात मेरी समझ में जरा कम आती है। अब की दफा तो रेलवे मिनिस्टर साहब की स्पीच से यह पता लग रहा है कि उन्होंने ६० करोड़ का कर्ज दूसरे मुल्कों और वर्ल्ड बैंक से लिया है। इतना कर्ज लेने के बाद भी वह पांच, छः या सात करोड़ का इन्तिजाम नहीं कर सकते यह बात मेरी समझ में बहुत कम आती है। अगर वह लाइन बन जाए तो उससे बहुत फायदा हो सकता है। यह बात मिनिस्टर साहब के ध्यान में नहीं आती कि पिछले १० बरस में हम बाहर से करीब १४०० करोड़ रुपये का गल्ला मंगा चुके हैं। रेलवे मिनिस्टर साहब इस बात पर ध्यान नहीं देते कि यह जो रुपया हम बाहर से गल्ला मंगाने पर खर्च कर रहे हैं यह इस लाइन के बना देने से खर्च नहीं करना पड़ेगा और हम इस रुपए को बचा सकेंगे। इस रेलवे लाइन के बारे में मैं कई दफा मिनिस्टर साहब की खिदमत में अर्ज कर चुका हूँ और हर साल उसके बारे में कह देता हूँ, अगर उनके कान पर जूं नहीं रेंगती। अगर वह इस लाइन की तरफ ध्यान दें तो एक बहुत बड़े इलाके को जो कि लालाँ एकड़ का इलाका है बहुत फायदा हो सकता है और वहां पर जो हर साल करोड़ों रुपए के गल्ले का नुकसान हो जाता है उसको बचाया जा सकता। लेकिन वह इस तरफ ध्यान नहीं देते। पर दूसरी तरफ

हम देखते हैं कि एक डबल लाइन इलाहाबाद से कानपुर तक बनायी जा रही है। कई साल से यह मामला चल रहा है। मैंने पिछली दफा भी इस बारे में ध्यान दिलाया था और कहा था कि इस पर ५-६ करोड़ रुपया फिजूल खर्च नहीं होना चाहिये। यह लाइन महज इसलिए बनायी जा रही है कि करीब दो हजार माल गाड़ियां कोयला लेकर मुगलसराय-इलाहाबाद होती हुई कानपुर को आती हैं और उनके आने में दिक्कत होती है। उस दिक्कत को दूर करने के लिए यह डबल लाइन बनायी जा रही है। मैंने इस सिलसिले में पिछली साल भी यह सुझाव दिया था और फिर उसे दुहराता हूँ कि मुगलसराय से लखनऊ को तीन लाइनें आती हैं, और बजाय यह डबल लाइन बनाने के उन गाड़ियों को सीधा मुगलसराय से लखनऊ ले आया जाए और वहां से वह कानपुर को जा सकती है। इसमें कोई दिक्कत नहीं होगी और डबल लाइन करने की जरूरत नहीं पड़ेगी। लेकिन मिनिस्टर साहब ने उस तरफ ध्यान नहीं दिया। लेकिन जो रुपया इस काम में लगाया जाएगा वह फिजूल खर्च होगा। अगर यह लाइन इलाहाबाद से कानपुर तक डबल न की जाए तो कोई दिक्कत नहीं हो सकती। वह गाड़ियां मुगलसराय से लखनऊ आ सकती हैं। लखनऊ से शाहजहांपुर तक डबल लाइन है, शाहजहांपुर से ये गाड़ियां फर्रुखाबाद होती हुई शिकोहाबाद भी जा सकती हैं और जो कनजेशन कहा जाता है उसको इस तरह से बचाया जा सकता है। लेकिन उस तरफ ध्यान नहीं दिया गया।

इसके अलावा एक और स्कीम है कि गाजियाबाद से तुगलकाबाद तक एक लाइन खोली जाए और जमना ब्रिज बनाया जाए। घण्टे दो घण्टे की सहूलियत के लिए इस स्कीम पर करोड़ों रुपया खर्च किया जा रहा है। और जहां करोड़ों रुपए का गल्ला बच सकता है

## [श्री मूलचन्द दुबे]

श्रीर लाखों आदमियों को कुछ आराम मिल सकता है और उनकी गरीबी मिट सकती है, उस तरफ जरा भी ध्यान नहीं दिया जा रहा है। मैं बार बार आनरेबिल मिनिस्टर की तबज्जह इस तरफ दिलाना चाहता हूँ और चाहता हूँ कि वह इस तरफ ध्यान दें।

एक बात और आपसे कहना चाहता हूँ और यह भी बहुत ध्यान देने की बात है। इस बात को मैंने पार साल कहना मुनासिब नहीं समझा और तयोरस की साल भी मैंने इसको कहना मुनासिब नहीं समझा था लेकिन इस साल मैं यह बात कहना मुनासिब समझता हूँ। सुना जाता है कि नेपाल से पश्चिम की तरफ चीन अपनी सड़क बना रहा है। यह नेपाल के पश्चिम का इलाका उत्तर प्रदेश के उत्तर का इलाका है। चीनी लोगों ने अपने नए नक्शे बनाए हैं उनमें इस तरफ के इलाके को अपना मुल्क दिखाया है। यह हिस्सा भी उस लाइन से बच सकता है जिसका मैंने ऊपर जिक्र किया है। इस लाइन से इस इलाके को आप फौजें और दूसरा सामान भेज सकते हैं और इससे बहुत सी सहुलियतें मिल सकती हैं। यह लाइन फर्रुखाबाद और शाहजहांपुर को मिलाएगी। शाहजहांपुर में भी केनटोनमेंट है और फर्रुखाबाद में भी केनटोनमेंट है। यह लाइन शाहजहांपुर से पीलीभीत होती हुई नेपाल के बार्डर तक जा सकती है। इसलिये अगर और किसी लिहाज से नहीं तो कम से कम डिफेंस के लिहाज से ही यह लाइन बहुत जरूरी है और इस पर अगर पांच करोड़ रुपया खर्च हो जाएगा तो इससे न सिर्फ डिफेंस के लिए सहुलियत मिलेगी बल्कि उस इलाके के लाखों लोगों को फायदा होगा और उनकी गरीबी मिटेगी और वह खुशहाल होंगे। मैं उम्मीद करता हूँ कि आनरेबिल मिनिस्टर साहब इस तरफ ध्यान देंगे और इस चीज को इस नुकते नजर से

देखेंगे कि अगर यह लाइन बन जाती है और पुल बन जाते हैं तो उसका नतीजा यह होगा कि एक बहुत बड़े इलाके के लोग खुशहाल हो जायेंगे और दूसरी तरह से भी इससे बहुत फायदा होगा।

बहुत से लोगों ने रेलवे में जो करप्शन होता है उसके बारे में बार बार कहा है। मैं भी यह समझता हूँ कि जितना ज्यादा कहा जाता है उतना ज्यादा करप्शन तो नहीं है मगर किसी कदर है जरूर। मेरी समझ में नहीं आता कि जब हमारे पास माल के और सवारी के काफी डिब्बे हैं और काफी इंजिन हैं तो फिर यह करप्शन का सवाल क्यों पैदा होना चाहिये। करप्शन का सवाल तो तब पैदा होता है जब डिब्बों की कमी होती है और आदमियों को अपना माल भेजने की सहुलियत नहीं होती और वह बावुओं को कुछ देकर अपना माल भेजने की कोशिश करते हैं। मगर जब हमारे पास डिब्बों और इंजिनों की कमी नहीं है तो फिर लोगों को माल भेजने की दिक्कत क्यों हो और क्यों करप्शन का सवाल पैदा हो।

एक तरफ मैं और ध्यान दिलाना चाहता हूँ। रेल की ग्रामदनी में जो कमी हुई है उसकी वजह रोड कम्पिटेशन बतलाया जाता है। आनरेबिल मिनिस्टर साहब ने भी अपनी स्पीच में कहा है कि इस बार जो चार करोड़ से ज्यादा का रेलवे की ग्रामदनी का नुकसान हुआ है उसकी वजह रोड कम्पिटेशन है। यह तो जाहिर है कि रोड वाले या ट्रक वाले रेलों से कम्पिटेशन नहीं कर सकते अगर रेल वाले ठीक तरह से काम करें। मैंने पार साल भी यह कहा था और मैं फिर माननीय मिनिस्टर की तबज्जह इस तरफ दिलाना चाहता हूँ कि उन स्टेशनों पर जहाँ से ज्यादातर व्यापारी माल भेजते हैं आप को लिएजें आफिसर मुकर्रर करने चाहियें। ये आफिसर उन व्यापारियों के पास जायें जोकि ज्यादा माल भेजते हैं, उन से मिलें, उन की खुशामद करें और जो सहुलियतें उन को मिल सकती

हैं उन को दिलाने का वायदा करें तो मैं समझता हूँ कि यह कम्पटीशन कम हो सकता है। और कानूनी तरीके से टुक वानों का कम्पटीशन कम करने की या उन का काम रोकने की कोशिश नहीं होनी चाहिये। अभी जो बजट पेश हुआ है उस में डीजल आइस पर ड्यूटी लगायी गयी है। यह ड्यूटी ऐसी चीज है जोकि रोड ट्रांसपोर्ट को नुकसान पहुंचाने वाली चीज हो सकती है। और मुर्माकन है कि यह इस स्थान से किया गया हो कि इन लोगों का रेलवे से कम्पटीशन न हो सके। मैं समझता हूँ कि इस तरीके से ड्यूटी लगा कर इन लोगों को रोकने और उन के कम्पटीशन को खत्म करने का यह तरीका नहीं होना चाहिये, बल्कि कोर्ट दूसरा तरीका होना चाहिये। मैं समझता हूँ कि व्यापारियों और मीदागरों से मिल कर उन को समझाना चाहिये और उन की खुशामद की जानी चाहिये कि वे रेल में अपना माल भेजें और इस बात का स्थान रखा जाये कि उन का माल खराब न हो और अगर वह खराब हो, तो उन को उस की कीमत, उस का मुद्दावजा फारन दिया जाये। क्विक ट्रांसिट सर्विस के लिए एक्सप्रेस ट्रेन्ड चलाने का इन्तजाम किया जा रहा है। यह मुनासिब चीजें हैं और उन से काफ़ी फायदा हो सकता है। इस वक्त रेलवे के ऊपर तीन चार करोड़ रुपये के बलेम्ब होते हैं। मैं समझता हूँ कि उन में कमी हो सकती है और ऐसा वक्त आ सकता है कि किसी को कम्पेन्सेशन देने की नौबत ही न आये।

मुझे आशा है कि मैं ने जो चन्द बातें पेश की हैं, उन का ध्यान रखा जायगा और जिस लाइन और गंगा और रामगंगा के पुल का मैं ने जिक्र किया है, अगर उन को बनाया जाता है, तो उस से एक बड़े इलाके की गरीबी मिट जाती है और वहाँ के लोग खुशहाल हो जाते हैं और उन को बड़ा फायदा हो सकता है।

**Shri Chintamonji Panigrabi:** There is no quorum in the House.

**Mr. Deputy-Speaker:** The bell may be rung....Now there is quorum. Seth Achal Singh.

**सेठ अचल सिंह (भागरा)** उपपध्यक्ष महोदय, डिमांड नम्बर १ पर जो विचार चल रहा है, उस के सम्बन्ध में मैं अपने विचार जाहिर करना चाहता हूँ। रेलवे हमारे देश की समृद्धि के लिए एक बहुत जरूरी चीज है और रेलवे की वजह से हमारे देश में काफ़ी उन्नति हो रही है। पिछले पांच सात बरस से, जबकि हमारे देश में फ्रस्ट और सेन्ड फ्राइव यीअर प्लान चले हैं, रेलवे ने बहुत कुछ काम किया है। जैसा कि पूर्व वक्ताओं ने बताया है, हर तरह की फ़ैसिलिटी और धाराम दिया गया है।

इस बार मैं फिर अपनी एक पुरानी मांग को पेश करूंगा। भागरा कैंट के पास जगनेर का क्रासिंग है, जिस का गेट चौबीस घंटे बन्द रहता है।

**श्री शाहनवाज खाँ :** चौबीस घंटे बन्द रहता है ?

**सेठ अचल सिंह :** उस गेट के सम्बन्ध में मैं कई बरस से कोशिश कर रहा हूँ। वहाँ पर चौबीस घंटे ट्रेफिक बन्द रहता है। मुश्किल से कभी पांच सात मिनट के लिये खुलता है और फिर बन्द हो जाता है। मैं ने इस सम्बन्ध में मंत्री महोदय को लिखा था और उन्होंने ने बताया कि यह मामला विचार-तलब है और रेलवे मंत्रालय इस के लिये रुपया देने के लिये तैयार है, वशतें कि प्राविशियल गवर्नमेंट भी कुछ रुपया दे। मैं ने उन को लिखा है। मुश्किल है कि माननीय मंत्री ने भी लिखा हो। यह बहुत जरूरी मामला है, क्योंकि वहाँ पर ट्रेफिक काफ़ी रहता है और उस क्रासिंग का गेट घंटों बन्द रहता है, जिस की वजह से लोगों को बड़ी असुविधा होती है।



## [सेठ भबल सिंह]

जैसा कि पूर्व वक्ताओं ने बताया है, वैंगन्ड काफ़ी हो गये हैं, लेकिन जब ट्रेफिक बन्द हो जाता है, तो काफ़ी प्रमुविधा होती है। जबकि वैंगन्ड की तादाद काफ़ी बढ़ गई है, तो इस सूरत में वैंगन्ड का मिलना प्रासान होना चाहिये। जब वैंगन्ड नहीं मिलते हैं, तो कम्पन होता है।

ज्यादातर लोग ट्रक्स और ट्रांसपोर्ट कैरियर्स वगैरह से माल भेजते हैं, क्योंकि रेलवे के वैंगन्ड समय पर और ज़रूरत के मुताबिक नहीं मिलते हैं। रेलवे को जो सात करोड़ रुपये का घाटा हुआ है, वह बच सकता है बशर्ते कि हम इस सम्बन्ध में कुछ फ़ैसिलिटी दें। पहले रेलवे के प्रादमी माल नदाने में काफ़ी सहायता देते थे और वैंगन्ड भी जल्दी और प्रासानी से मिल जाती थी, लेकिन अब ऐसा नहीं होता है। यह तो दुकानदारी है। अगर लोगों को ज्यादा फ़ैसिलिटी और आराम मिलेगा, तो लोग ट्रांसपोर्ट कैरियर और ट्रकों से ट्रांसपोर्ट न कर के रेलों के द्वारा अपना माल भेजेंगे।

अगरा में रेल का सिर्फ़ एक पुल है ट्रेफिक के लिये और उस में बड़ी प्रमुविधा होती है। वहां पर वन-वे ट्रेफिक है और पुल के बन्द होने में लोगों को बड़ी हानि होती है। वहां पर बाया भागरा कलकत्ते का ट्रेफिक काफ़ी है। पिछली मर्तबा श्री लाल बहादुर शास्त्री ने कहा था कि हम वहां पर एक हार्ड-वे ब्रिज देंगे, लेकिन उस का कोई प्रबन्ध नहीं हुआ है। उस की तरफ़ ध्यान दिया जाना चाहिये।

भागरा एक इन्टरनेशनल सिटी है और वहां पर तमाम दुनिया में काफ़ी लोग आते हैं। मैं ने सुझाव दिया था कि जिस तरह लूफ़ान दिल्ली से कलकत्ता बाया भागरा जाता है, उसी तरह एक ट्रेन दिल्ली में बम्बई बाया भागरा बिधाना जाये, तो लोगों को काफ़ी राहत मिल सकती है। मैं ने

इस बारे में सजेसन्ड दिये थे, लेकिन उन पर कोई धोर नहीं किया गया। मैं धाशा करता हूँ कि इन दो तीन बातों पर विचार किया जायगा और जहां तक हो सके, इन को पूरा करने का प्रबन्ध किया जायगा।

**Mr. Deputy-Speaker:** Pandit Thakur Das Bhargava. Nobody else has risen.

**Shri S. M. Banerjee (Kanpur):** Sir, I rose.

**Mr. Deputy-Speaker:** I wanted to call him; I saw that side but he did not rise.

**Shri Ajit Singh Sarhadi (Ludhiana):** Sir, I rose several times.

**Mr. Deputy-Speaker:** Not this time. Only two hon. Members have been yet accommodated. Now can hon. Members rise several times?

## पंडित ठाकुर दास भार्गव (हिसार)

जनाब इण्टी म्पीकर साहब, अब मैं पहले में प्राप का और इस हाउस का ध्यान एक बहुत ज़रूरी बात की तरफ़ दिवाना चाहता हूँ, जो रेलवे के मुताल्लिक है। जो रिपोर्ट हम को दी गई है, उस में शुरू के पेजिज में, रेलवेज पर गवर्नमेंट ने जो कैपिटल लगाया हुआ है, उस का जिक्र किया गया है। वह बड़ा प्रोप्रेसिव है। उस की जो आखिरी फ़िगर दिखाई गई है, उस के हिसाब से हम मूनाफ़े वगैरह को देखते हैं और यह देखते हैं कि रेलवे ने जो कमाया है, वह दुस्त है या नहीं। मैं यह प्रश्न करना चाहता हूँ कि जो रकम दिखाई जाती है कि रेलवे पर इतना ख़या लगा हुआ है, वह फ़िलवाके सही रकम नहीं समझी जानी चाहिये। अगर हम सही रकम जानना चाहते हैं, तो उस रकम में उस सारी जमीन की कीमत भी शामिल की जानी चाहिये, जो कि रेलवे ने प्राकुपार्ड की हुई है। अगर उस जमीन की कीमत लगाई जाये प्राज के हिसाब से, तो मैं समझता हूँ कि रेलवे पर जो कैपिटल लगा हुआ है

१५०० करोड़ रुपये, उस से कहीं ज्यादा— दुगुना, तिगुना, चार गुना बह पट्टूच जायगा। जो लखहा एकड़ जमीन रेलवे के चारों तरफ है और रेलवे के कब्जे में है, उस का क्या उपयोग होता है, उस से देश को कितना फायदा पहुंचता है और उस के यूज न होने से देश को कितना नुकसान पहुंचता है, यह सवाल हलब-तलब है। हिन्दुस्तान में जो फूड प्रोबलैम है उस के बारे में गवर्नमेंट की तरफ से हम को बताया जाता है कि यहां पर अस्ट्रेलिया और अमरीका की तरह के देशों से जमीन नहीं है, यहां पर, ला-सादाद जमीन नहीं है और हम किस तरह से लोगों को जमीन दे सकते हैं। जब सीलिंग का सवाल आता है तो पन्द्रह एकड़ या इस से कुछ ज्यादा पर सीलिंग लगा दी जाती है। जब सवाल आता है कि शैड्युल्ड कास्ट इत्यादि के लोगों को जमीन दी जाय तो कह दिया जाता है कि जमीन नहीं है, पया किया जाय। लेकिन जो लाखों बीघा और लाखों एकड़ जमीन रेलवे के पास पड़ी हुई है जोकि किसी भी काम नहीं आती है उस का सदुपयोग क्यों नहीं हो पाता है यह मैं नहीं समझ पाया हूँ। प्राप इस जमीन को लोगों को नहीं दे सकते हैं तो इस पर प्राप काश्त करवा सकते हैं। लेकिन उस का कुछ भी फायदा नहीं उठाया जाता है, यह कालोसल वेस्ट है जोकि किया जा रहा है और इस की तरफ किसी का ध्यान नहीं गया है। किसी भी मुल्क में इस तरह का वेस्टेज नहीं होता है। यदि इस जमीन के अन्दर काश्त करवाई जाती तो शायद जो करोड़ों रुपये का प्राज अनाज हम बाहर से मंगा रहे हैं, उस में कुछ कमी आती और हमें कम अनाज बाहर से मंगाना पड़ता। जो जमीन प्राप के पास है वह सारी की सारी वेस्ट लैण्ड नहीं है कितनी ही जमीन ऐसी है जिस को पानी लगता है, जो कि उस जमीन के पास है जहां पर खेती होती है। मैं चाहता हूँ कि प्राप इस सवाल पर मंहरबानी कर के गौर करें और कोई तरकीब इस को हल करने की निकालें। जब इस

जमीन को ब्रिटिश गवर्नमेंट ने हासिल किया था तो मुफ्त में ही हासिल किया था या उस के लिये बहुत ही कम मुआबजा दिया गया, बिल्कुल ही नागिनल दिया गया था। नागिनल कीमत पर काश्त के लिये अगरे जमीन प्राप लोगों को दे दी जाय तो कितना ही देश का लाभ हो सकता है। सरकार गरीबों को फायदा पहुंचाने के लिये कितने ही काम कर रही है और मैं चाहता हूँ कि इस जमीन का भी उपयोग हो और यह लोगों को दे दी जाय, अगरे मुफ्त इस को नहीं दिया जा सकता है या नागिनल कीमत पर नहीं दिया जा सकता है तो लीज पर इसे दिया जा सकता है। इस पर कम से कम खेती तो करवाई जानी चाहिये। अगरे रेलवे प्राप ही इस पर खेती करवायें तो उसे भी काफी आमदनी हो सकती है और गाथ ही साथ देश का जो फूड प्रोबलैम है उस को हल करने में मदद मिल सकती है। अगरे और कुछ नहीं प्राप करवा सकते हैं तो कम से कम उस पर पेड़ ही लगवा दें और इस से ही इतना फायदा हो सकता है कि कोई ठिकाना नहीं। कितनी ही जमीन रेलवे के पास पड़ी हुई है। दूसरे मुल्कों को प्राप देखें कहीं भी इतनी जमीन बेकार नहीं छोड़ी गई है। मैं ने देखा है कि कई जगह रेलवे की जमीन के पास जहां पर नहरी जमीन है या जो काम प्रा सकती है, वहां पर लोगों ने पेड़ लगाये हुए हैं और उस से भी फायदा उठाया जाता है। क्या हम यहां पर इस तरह से नहीं कर सकते हैं? यह चीज हमारी नेशनल इकोनोमी में कितनी सहायक हो सकती है। इस का प्राप अंदाजा लगा सकते हैं। मैं उम्मीद करता हूँ कि रेलवे मिनिस्टर और रेलवे बोर्ड मुझे इस में सपोर्ट करेंगे और जमीन का पूरा पूरा फायदा उठाया जायगा। यह सवाल मैं पहली बार नहीं उठा रहा हूँ। चन्द बरस हुए यह सवाल श्री मोहनलाल मक्सेना जी

[पंडित ठाकुर दास भार्गव]

ने, जो रिहैबिलिटेशन के वजीर थे, उठाया था और ब्लैसिड मैमोरी गोपालास्वामी जी के वक्त में यह उठा था और उस वक्त इस पर थोड़ी सी तवज्जह हुई थी और इस के बारे में लोकल गवर्नमेंट्स को लिखा गया था। लेकिन आज तक यह हल नहीं हो सका है। ३५,००० मील रेलवे लाइनें हैं और उस के साथ में कितनी जमीन हो सकती है या दूसरी कितनी जमीन हो सकती है इस का आप अच्छी तरह से भ्रन्दाजा लगा सकते हैं। लाखों एकड़ जमीन ऐसी निकलेगी, जिस का फायदा उठाया जा सकता है।

मैं चाहता हूँ कि यह सवाल यहीं पर न रह जाय बल्कि इस के ऊपर एक्टिव कंसिडेरेशन हो। जो रेलों की जरूरतें हैं, मैं यह नहीं कहता कि उन को सरेंडर कर दिया जाय, वे पूरी होनी चाहियें लेकिन जो खाली पड़ी हुई जमीन है, जो उपयोग में आ सकती है, वह नेशनल वेस्ट है, वह चीज जायज नहीं है और वह काम में धानी चाहिये।

दूसरी चीज मैं यह अर्ज करना चाहता हूँ कि जहाँ तक कलकत्ता, बम्बई का ताल्लुक है जहाँ पर कि दूध देने वाले जानवर जाते हैं और जब वे दूध देना बन्द कर देते हैं और उन को काट दिया जाता है, उन को वापस लाने के वास्ते रेलवे ने जो कंसिशन दिया हुआ है उस के लिये मैं उस का बहुत शुक्र-गुजार हूँ। इस से बहुत से जानवर वहाँ से वापस आते हैं जिस से देश को फायदा पहुँचता है और नस्लों की नस्लें बच जाती हैं। इस के वास्ते मैं आप को धन्यवाद देता हूँ। गोसंवर्धन काउंसिल ने भी आप से दरखास्त की थी और आप ने यह अच्छा काम किया है। इस बारे में मैं इतना ही अर्ज करना चाहता हूँ कि फाडर और कंटल फीड्स की जो चीजें हैं, जो चीजें कंटल के काम में आती हैं उन के रेट्स के अन्दर भी रेलवे को पूरी रियायत देनी चाहिये। यहाँ पर कहा जाता है कि हमारे पास इतना फोडर है कि ३०

फी सदी जानवरों के लिये पर्याप्त नहीं है। जानवरों को हम ७० परसेंट ही दे सकते हैं, ७० परसेंट जानवरों का ही हम गुजर कर सकते हैं। जो कंसिशन रेट आप ने दे रखा है वह बहुत ही थोड़ा है। फाडर और सारे के सारे युटिलिटी फीड्स का अच्छी तरह से तभी फायदा उठाया जा सकता है जब रेलवे फाडर के ट्रांसपोर्ट के लिये पूरी पूरी रियायतें दे। यह चीज इन बेचुबान जानवरों के लाभ के लिये होगी और साथ ही साथ देश का जो प्राबलैम है वह साल्व होगा। हमारे सामने दो सवाल हैं, एक तो फूड कम होता है और दूसरा फाडर का पूरा इतिजाम नहीं है। इन दोनों सवालों को हल करने में अगर रेलवे मदद करे तो ये दोनों सवाल कुछ हद तक हल हो सकते हैं।

एक और छोटी सी अर्ज इस सम्बन्ध में मैं करना चाहता हूँ। जहाँ तक एनिमल्स के ट्रांसपोर्ट का ताल्लुक है रेलवे ने एक खास किस्म की गाड़ियाँ बनाई हैं जिन के अन्दर उन को ले जाया जा सकता है और उन में उन आदमियों के लिये भी बन्दोबस्त रहता है जोकि इन को ले जाते हैं। उन के लिये कुछ थोड़ा बहुत पानी का भी बन्दोबस्त पड़ता है। अभी अभी जब प्रिवेंशन आफ क्रुएल्टी टू एनिमल्स का सवाल सिलेक्ट कमेटी में आया तो पता चला कि दरअसल जितने इतिजामात हैं वे काफी नहीं हैं और बहुत जगहों पर उन मालिकों को जोकि जानवरों को साथ ले जाते हैं पानी के इतिजाम में दिक्कत होती है। इस वास्ते मैं अर्ज करना चाहता हूँ कि जहाँ तक इन जानवरों के ट्रांसपोर्ट का ताल्लुक है, इन के लिये पानी का पूरा पूरा इतिजाम होना चाहिये और जो दूसरे काम इन के आराम के लिये हैं उन की व्यवस्था होनी चाहिये। अभी धानरेबल मिनिस्टर साहब ने मेहरबानी कर के कहा है कि हम छोटे से छोटे स्टेशन पर भी नसका लगवाने का प्रबन्ध करेंगे और अगर यह

न हो सका तो पानी का इतिजाम करने में मैं कहना चाहता हूँ कि जहाँ तक कैटल के ट्रेन्सपोर्ट का सम्बन्ध है जिन के साथ उन के मालिक रहते हैं उन के लिये भी पानी का पूरा पूरा इतिजाम होना चाहिये ताकि कोई यह न कह सके कि रेलों पर क्रुएल्टी टू एनिमल्स होता है। मैं भ्रज करना चाहता हूँ कि इस पर भी प्राप का पूरा पूरा ध्यान जाना चाहिये।

प्रभो मैं ने बेजुबान जानवरों के बारे में भ्रज किया है और अब उन लोगों के बारे में भ्रज करना चाहता हूँ जोकि बहुत ज्यादा बोकल नहीं हैं। सन् १९४७ से १९५२ तक मैं गुड़गांव कांस्ट्रिक्टुयुंसी को यहाँ पर रिप्रिजेंट करता था और तब से मैं इस का खिक करता आ रहा हूँ यह तो चिराय तसे अंबरे वाली बात है। गुड़गांवा से, जो यहाँ से १८ मील के फासला पर है, वहाँ से भलवर तक जिस के रास्ते में फिरोजपुर खिरका घाता है और दूसरी तहसीलें घाती हैं उस के लिये आज तक नहीं सोचा गया है कि रेलवे आ जाय। दस बार मैं भ्रज कर चुका हूँ। मेरे पास प्राप के जवाब पहुँचे कि दूसरे प्लान में इस के बारे में देखा जायगा लेकिन दूसरा प्लान भी खत्म होने जा रहा है लेकिन इस इलाके की कोई सुनवाई नहीं हुई है। गुड़गांव मे भलवर तक कोई रेल लाइन नहीं है। यह बहुत जरूरेज इलाका है लेकिन बोकल नहीं है।

17 hrs.

**उपाध्यक्ष महोदय :** माननीय सदस्य प्राज खत्म करना चाहेंगे या कल जारी रखना चाहेंगे ?

**पंडित ठाकुर दास भार्गव :** कल जारी रखना चाहूंगा।

**उपाध्यक्ष महोदय :** अब हाफ एन प्रावर विसकशन होगा।

Members may now move their cut motions to Demand No. 1 subject to their being otherwise admissible.

*Increase in the freight rates*

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

"That the demand under the head 'Railway Board' be reduced to Re. 1." (85)

*Delay in replacement of over-aged rolling stock*

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

"That the demand under the head 'Railway Board' be reduced to Re. 1." (86)

*Need to recognise Trade Unions enjoying the confidence of the workers and employees concerned.*

**Shri Tangamani (Madurai):** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (1)

*Failure to recognise the Southern Railway Labour Union*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (2)

*Failure to recognise the Southern version of metre gauge to broad gauge*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (3)

*Failure to carry out targets for electrification stipulated in the Second Five Year Plan*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (4)

*Failure to reach physical targets in laying of new lines in spite of full expenditure of the money allocated for the purpose in the Budget.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (5)

*Increasing danger to safety of person and property of passengers due to decoity and robbery.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (6)

*Failure to implement Tapse Committee recommendation regarding automatic increment to Class IV employees of 13 years service.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (7)

*Failure to complete decasualisation in spite of the continuing expansion programme.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (8)

*Large number of temporary workers still in the Railways*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (9)

*Delay in confirming the temporary and casual workers in spite of completion of one year's service.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (10)

*Third class sleeping bogies in Tranevelly Express in Southern Railway*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (11)

*Delay in the publication of revised edition of Indian Stores Code*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (12)

*Delay in the implementation of Ad-hoc Tribunal's award*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (13)

*Delay in the implementation of the recommendations of class IV promotion Committee.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (14)

*Need to accelerate the pace of investigation by the Special Police Establishment into the cases of overpayment to contractors in connection with the doubling of the track between Rajkharsawan and Barajamda.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (15)

*Need for confirmation of temporary employees who have put in more than a year's service*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (16)

*Undesirability of increase in freight rates*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (17)

*Increase in the strength of officers in Railway Board.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (18)

*Need to revise the present zones*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (19)

*Question of provision of one through compartment to Cochin from Delhi on the G.T. Express or Delhi-Madras Junata Express.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (30)

*Question of stoppage of Mangalore Mail and Cochin Express at Lakkiti Station on Southern Railway.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (31)

*Need to dispense with saloons for officers by providing 1st class carpet compartments instead.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (38)

*Need to revise train timings by reducing running time.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (39)

*Need to reduce running time of Express Trains like Grant Trunk Express.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (40)

*Need to reduce running time of Madras-Delhi De-luxe train*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (41)

*Failure to prevent late starting of trains*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (42)

*Late running of Shuttle trains to and from Madurai in Southern Railway*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (43)

*Failure to provide a through bogie from Madras to Varanasi*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (44)

*Undesirability of increasing the rate of Platform Ticket from 6 nP. to 10 nP. in the middle of the financial year.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (45)

*Need to reduce the rate of Platform Ticket to 5 nP.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (46)

*Need to discontinue the practice of collecting extra fares when diversion takes place due to breaches.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (47)

*Collection of extra fares during November, 1959 from passengers travelling by Tinnevely, Tuticorin, Trivandrum Express trains which were diverted through main route viz. Tanjore due to breaches.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (48)

*Failure to fix channel of promotion for Station Masters and Assistant Station Masters.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (49)

*Need to upgrade the posts of Assistant Surgeons to gazetted rank*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (50)

*Need to introduce Diesel Rail Cars on Madurai-Bodinayakkanur stations on Southern Railway.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (52)

*Need to route cardamom consignments from Bodinayakkanur by passenger train to Madurai and express goods from Madurai to Madras to catch Q.T.S. for quick and safe transport.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (53)

*Failure to improve the goods shed in Bodinayakkanur in Southern Railway used for storing cardamom.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (54)

*Failure to open either a flag station or a passenger halt between Kappalur and Tirumangalam at Kappalur Gate in Madurai Division of Southern Railway.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (57)

*Failure to open either a flag station or a passenger halt near Melakottiar between Tirumangalam and Sivarakottai in Madurai Division of Southern Railway.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (58)

*Need to run bi-weekly De-Luxe trains in the Mahe Gange 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." (59)

*Slow progress of electrification of the track between Tambaram and Villupuram in Southern Railway.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (60)

*Need to exempt articles like food-grains, sugar and fertilisers from increased freight charges.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (61)

*Need to provide armed escort to important trains for safety of person and property of passengers.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (62)

*Grievances of railway staff*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (63)

*Fixation of scales of pay and Cadre for ex-servicemen (combatants) recruited against 'non-reserved vacancies' since 1948.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (65)

*Need to discontinue practice of allowing sub-contracts in departmental catering.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced Rs. 100." (66)

*Failure to establish another station near Govindnagar, Kanpur.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (87)

*Need for amalgamation of various grades in Railway Accounts Department.*

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

"That the demand under the head 'Railway Board' be reduced Rs. 100." (88)

*Delay in the implementation of the recommendations of Tapse Committee Report.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (89)

*Need to reduce the cost of platform ticket from 10 nP. to 6 nP.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (90)

*Need to provide a first, second and third class bogie from Kanpur to Howrah in 2 Down Delhi Kalka Mail*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (91)

*Payment of running allowance to Travelling Ticket Examiners*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (92)

*Delay in the implementation of Ad hoc Tribunal's award*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (93)

*Increase in freight rates*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (94)

*Delay in the disposal of representations made to the Railway Board.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (95)



*Failure to achieve physical targets in laying of new lines in spite of full expenditure of the allotted money.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (96)

*Insecurity of the passengers on account of dacoities and robberies in the trains.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (97)

*Failure to complete decasualisation despite expansion programme.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (98)

*Need for confirmation of temporary employees.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (99)

*Curtailement of P.T.O. and pass facilities by the Pay Commission.*

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

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

*Need for reduction of surcharge for the third class sleeping berths.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (101)

*Discontentment among the railway employees as a result of Pay Commission's recommendations.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (102)

*Grievances of railway employees arising out of the proposed implementation of Pay Commission's Report.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (103)

*Abolition of three tier system in third class sleeping coaches and immediate replacement of the same by two tier system.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (104)

*Grievances of train examiners pertaining to duties and scales of pay.*

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

"That the the demand under the head 'Railway Board' be reduced by Rs. 100." (105)

*Grievances of the civilian operators regarding proposed reduction of their pay scales by Pay Commission.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (106)

*Construction of over-bridges at Kanpur.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (107)

*Supply of defective sleepers by a firm of Calcutta.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (108)

*Supply of defective keys by a firm of Kanpur.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (109)

*Chaon pulling by passengers.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (110)

*Need to improve efficiency in the railway administration.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (111)

*Increase in the number of officers in Railway Board.*

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

"That the demand under the head 'Railway Board' be reduced Rs. 100." (112)

*Failure to give seniority to the defence employees absorbed in Railway in 1956.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (113)

*Need to recognise the trade unions representing majority of workers and employees.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (114)

*Failure to recognise the Southern Railway Labour Union.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (115)

*Failure to reduce over-crowding in trains.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (116)

*Desirability of discontinuing the running of the air-conditioned coach on the Nilagiri Express and replacing it with a third class bogie.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (118).

*Need to accelerate the doubling of track on the South-West Broad Gauge Section of the Southern Railway.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (119)

*Question of stoppage of the Coimbatore-Dhanushkodi Express at Chettipalaiyam.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (120)

*Need to revise the policy in regard to recognition of Trade Unions.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (121)

*Delay in granting recognition to the Southern Railway Labour Union.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (122)

*Delay in electrification of the Madras-Arkonam Section of the Southern Railway.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (123)

*Need to grant recognition to the Employees' Union at Chittaranjan.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (124)

*Need to introduce a through third-class bogie from Cochin Harbour Terminus to Delhi by the Grant Trunk Express and the Madras-Delhi Janata Express.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (125)

*Slow progress in replacement of over-aged locomotives.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (126)

*Failure to improve goods shed facilities at Tiruppur on the South-West broad gauge section of the Southern Railway.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (127)

*Need to improve passenger amenities at Mettupalaiyam on the Southern Railway.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (128)

*Need to step up the programme of decasualisation.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (129)

*Failure to reduce overcrowding in main trains.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (130)

*Failure in checking 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." (131)

*Need to accelerate introduction of inter-locking signalling system on Grand Trunk Express.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (132)

*Policy of recruiting Passenger Guides to lower guides.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (133)

*Failure to fulfil targets of laying new lines.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (134)

*Need to hand over small plot of railway lands to Madurai Municipality in Madurai for drinking water storage tank*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (135)

*Need for sleeping accommodation for third class passengers in all mail and express trains.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (137)

*Selection of candidates by the Railway Service Commission.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (138)

*Need for formation of joint committees of workmen and officials for turn out, maintenance and operation at all levels to avoid wastage, pilferage, corruption in all railway centres.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (139)

*Shortage of quarters for railway employees.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (140)

*Need to provide quarters for employees of the Indian Refreshment Rooms.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (141)

*Need for recognition of Labour Union of Chittaranjan Locomotives.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (146)

*Cost of Chittaranjan Locomotive with particular reference to indirect and direct labour charges.*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (147)

*Overcrowding in trains between Ahmedabad and Palanpur, Western Railway.*

**Shri Fatehsinh Ghodasar (Kaira):** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (148)

*Need to have a double-line track between Lallal and Palanpur.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (149)

*Need to link Himmatnagar with Udaipur.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (150)

*Need to run one additional train between Virangam-Mehsana, Western Railway.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (151)

*Need to run a Janata train between Ahmedabad and Delhi daily.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (152)

*Need to run a fast train between Surat and Ahmedabad.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (153)

*Need to link Vijapur with Himmatnagar.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (154)

*Need to join Kakosi with Sidhpur, Western Railway.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (155)

*Need to link Radhanpur with either Patan or Harij or Beohrajee so that Kandala Port may serve North Gujrat area.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (156)

*Need of platform sheds at Kadi, Western Railway.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (157)

*Delay in the submission of report on price of TELCO Locomotives.*

**Shri Banerjee:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (158)

*Amenities to third class passengers.*

**Shri Banerjee:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (159)

*Failure to check ticketless travel.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (171)

*Discrimination in promotion of the commercial staff of railway.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (172)

*Failure to serve good food by catering department.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (173)

*Delay in replacing over-aged locomotives.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (174)

*Grievances of commercial clerks relating to conditions of service.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (175)

*Failure to check the theft of railway material.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (176)

*Need to declare Poona Lonavla section as suburban zone.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (177)

*Need to reduce the rate of platform ticket to 5 naye paise.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (178)

*Need to reduce running time of Frontier Mail, De-luxe trains and other Express trains.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (179)

*Need to adjust time-table for Mail services so as to suit Kolhapur and Miraj stations.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (180)

*Question of stoppage of Deccan Queen at Karjat on return from Poona to Bombay.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (181)

*Question of stoppage of 29 Down and 30 Up Nagpur Express at Bodwad station on Central Railway.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (182)

*Need to convert Poona-Miraj line on Southern Railway into broad gauge.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (184)

*Failure to economise expenditure on Railway Board.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (185)

*Need to make permanent those temporary workers who have put in service for more than two years.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (186)

*Undesirability of increase in freight rates.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (187)

*Need to complete target of electrification of railways stipulated in the Second Plan period.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (188)

*Failure to give protection to passengers and goods against increasing dacoities and robberies.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (189)

*Need for expanding and modernising all suburban stations of Bombay.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (190)

*Need to construct an over-bridge at Vile-Parla, Bombay.*

**Shri Assar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (191)

*Need to provide employment to sons of railway employees.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (192)

*Need to run a daily Janata Express from Madras to Coimbatore.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (205)

*Reduction in running time of Express trains.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (206)

*Catering on Southern Railway.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (207)

*Harassment of officials of Trade Unions.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (208)

*Need to classify Travelling Ticket Examiners as running staff and provide them with all such facilities and privileges.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (209)

*Need to abolish the Departmental Examination Appendix II-A for Accounts Clerks.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (210)

*Delay in introduction of incentive bonus scheme fully in the Integral Coach Factory.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (211)

*Delay in filling of vacancies reserved for Scheduled Castes in Integral Coach Factory.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (212)

*Delay in payment of Provident Fund accounts.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (213)

*Promotion of ex-Apprentice Train Examiners.*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (214)

*Misuse of Railway labour by senior Railway Officers.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (235)

*Desirability of providing more knee space between seats in third class compartments under construction.*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (236)

*Need to link Neyveli with Bangalore by the same gauge*

**Shri Tangamani:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (237)

*Need to run an additional train between Howrah and Puri on South-Eastern Railway.*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (238)

*Need to run a train from Delhi to Puri via Assansol*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (239)

*Delay in opening the Divisional Headquarters at Khurda in Orissa*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (240)

*Failure to complete the remodelling work of the Cuttack Station in Orissa.*

**Shri B. C. Mullick:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (241)

*Dismissal of employees under rule 148 of the Establishment Code*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (259)

*Discrimination in the signals and telecommunication workshops, Podanur*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (260)

*Discrimination in promotion and seniority list in Integral Coach Factory*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (261)

*Delay in the settlement of Provident Fund Accounts of employees*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (277)

*Need to open the reservation office of S. E. Railway at Howrah Station*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (278)

*Need to open extra-booking counters at Howrah Station on Saturdays and on eve of holidays.*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (279).

*Need for better waiting rooms for third class passengers at Howrah Station*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (280).



*Failure to supply drinking water in the suburban Railway Station of S. E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (281).

*Need for recognition of the Union of the employees of Chittaranjan Locomotive Works*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (282).

*Need for shifting of the integral coach section of Hindustan Aircrafts Limited to Perambur Factory*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (283).

*Failure to reduce over-crowding in trains*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (284).

*Failure to supply vegetarian meals in the important stations of Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (285).

*Need of electrification of Parsa Khera station of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (286).

*Need for introduction of continental type tourist trains*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (287).

*Need of a tube-well at Bauria station of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (288).

*Need of a better waiting room at Ulubaria station of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (289).

*Need for better arrangement regarding latrines at Ulubaria and Bauria stations of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (290).

*Need for widening of the over-bridge of Andul station of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (291).

*Need for electrification of all stations between Santragachi and Passkuia of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (292).

*Need for restricting expenditure on development works of stations from Passengers' Amenities Fund*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (293).

*Failure to implement the recommendations of the 'Suburban Over-crowding Enquiry Committee'.*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (294).

*Failure to remodel Santragachi station of S.E. Railway to avoid bottle-neck of trains*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (295).

*Need for quadrupling of tracks between Howrah-Kharagpur section of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (296).

*Need for increase in the frequency of trains at regular intervals in the suburban section of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (297).

*Need for reducing the running time of suburban trains of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (298).

*Failure to avoid detention of trains at road-side stations and at Howrah yard of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (299).

*Need to improve the management of Railway Press at Calcutta*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (300).

*Indiscriminate transfers of Railway Employees' Union officials*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (301).

*Need for the merger of Grade I and Grade II Accounts clerks*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (302).

*Method of reservation of first class berths in South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (303).

*Need for lay-out of two more railway lines from Howrah to Santragachi on South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (304).

*Need for new railway line from Santragachi to Bistupur via Arambag in South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (305).

*Need for new Railway line from Kharagpur to Haldaur port on South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (306).

*Non-representation of suburban railway passengers' Association in South-Eastern Railway Zonal Committee*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (307).

*Award of one-man tribunal regarding the dispute between Railway Employees' Federation and Railway Board*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (308).

*Question of nationalisation of Howrah Amla Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (309).

*Failure to stop theft of electric fittings in Railways*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (310).

*Late running of suburban trains of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (311).

*Condition of first-class compartments of the suburban trains of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (312).

*Need for loop line at Ramrajatala Station of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (313).

*Need for a stoppage of Nagpur Passenger train of South-Eastern Railway at Uluberia*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (314).

*Need for representation of traders and businessmen who book goods with South-Eastern Railway in Howrah Station Committee*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (315).

*Need for the revival of communication chord facilities in the suburban trains of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (316).

*Need to check carrying of extra-luggage by traders without booking*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (317).

*Delay in payment of claims to small traders*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (318).

*Method of recruitment by Railway Service Commission*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (319).

*Failure to recruit candidates after conducting examinations by Railway Service Commission*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (320).

*Need for store-houses for housing dry fishes*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (321).

*Need to stop the practice of storing goods in waiting halls and platforms of the suburban stations of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (322).

*Need for free service of sweepers in suburban stations of South-Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (323).

*Need for quick reception of trains of South-Eastern Railway at Howrah Station*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (324).

*Need for adequate lighting arrangement in the suburban trains of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (325).

*Need for removal of Turn Pike Gates from the Howrah Station*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (326).

*Failure to reduce over-crowding in third class in main trains*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (327).

*Failure to open either a flag station or passenger halt between Nadiad and Vina at Bilodra on Nadiad-Kapadvanj narrow gauge line on Western Railway*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (328).

*Need to exempt articles like food-grains, sugar and fertilizers from increased freight charges*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (329).

*Need to provide armed escort to all long distance and important trains for safety of persons and property of passengers*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (340).

*Need to reduce the rate of platform ticket to 5 nP.*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (341).

*Increasing danger to safety of passengers and their property due to robbery in running trains*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (342).

*Need to improve travelling conditions in narrow-gauge railways of Gujerat, Western Railway*

**Shri Fatehsinh Ghodasar:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (343).

*Need to introduce dining car in Delhi Express running between Ahmedabad and Delhi*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (353).

*Need to improve the quality of food served at Rewari-Ajmer, Bandikui, Jaipur, Phulera, Palanpur and Meh-sana Railway Stations*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (354).

*Failure to give protection to women passengers from increasing dacoities and robberies in Railways*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (355).

*Need to replace Indian-fashioned lavatories and urinals in the coaches on all Railways*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (356).

*Need to stop Delhi Express coming from Ahmedabad at Bhatawada*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (357).

*Need to stop Delhi Express at Chitrasani and Shri Amirgadh*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (358).

*Need to provide furniture and other facilities in the first class waiting rooms at the Sidhpur, Unjha, Patan, Chaasma, Harij, Deesa, Deodar and Bhiladi Railway Stations*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (359).

*Need to convert Ahmedabad-Delhi metre gauge line into broad gauge*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (360).

*Need for obtaining tickets from the ticket checkers without payment of penalty*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (364).

*Retrenchment of 83 draughtsmen and estimators of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (365).

*Non-implementation of 'New Deal' in the Claims and Refunds office of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (366).

*Non-availability of food-packets in trains without restaurant cars*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (367).

*Promotion of Station Masters and Assistant Station Masters*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (368).

*Inadequacy of food in the restaurant cars of vestibule trains*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (369).

*Abolition of air-conditioned coaches*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (370).

*Abolition of saloons*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (371).

*Difference in the rate of meals supplied by different contractors*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (372).

*Decasualisation of the workers of Engineering Section of Railways*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (373).

*Need for abolition of Three-tier third-class sleeping compartments*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (374).

*Use of special power for dismissal by the General Managers*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (375).

*Increase in the price of platform tickets*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (376).

*Promotion of ticket-checkers*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (377).

*Abolition of restaurant cars*

**Shri Aurobindo Ghosal:** I beg to

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (378).

*Failure to grant running allowance to travelling ticket examiners*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (379).

*Need for confirmation of temporary employees*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (380).

*Curtailment of P.T.O. and pass facilities for railwaymen*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (381).

*Acceptance of defective sleepers*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (382).

*Discontent among the railway employees due to recommendations of the Pay Commission*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (383).

*Failure to manufacture diesel cars in the Chittaranjan Locomotives*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (384).

*Need for electrification of the Kharagpur division of S.E. Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (385).

*Need for electrification of Sealdah division of Eastern Railway*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (386).

*Increase in the railway accidents*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (387).

*Increase of robberies and murders in running trains*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (388).

*Increase in freight rate*

**Shri Aurobindo Ghosal:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (389).

*Need for integrated rail-road transport policy and planning for Railways in the Third Five Year Plan*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (410).

*Failure to take effective 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." (412).

*Abolition of saloons and air-conditioned coaches*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (413).

*Need for reduction in the rate of platform tickets to 5 naya paise*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (414).

*Need to revoke 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." (421).

*Need to run a through bogie between Mangalore and Bangalore*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (422).

*Need to make full use of indigenous sleepers*

**Shrimati Parvathi Krishnan:** I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (423).

*Inordinate delay in the examination of the Report of Railway Uniforms Committee*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (434).

*Necessity to take up the manufacture of Diesel locomotives*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (435).

*Need to reduce the rate of interest on World Bank loans*

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

"That the demand under the head 'Railway Board' be reduced by Rs. 100." (436).

**Mr. Deputy-Speaker:** These cut motions are now before the House.

17 hrs.

\*MEDIUM OF INSTRUCTION IN UNIVERSITIES

श्री बजरज सिंह (फिरोजाबाद) :

उपाध्यक्ष महोदय, प्रश्न ६६ जो कि लोक-सभा में ११ फरवरी को पूछा गया था उसके बारे में मैं चर्चा उठाना चाहता हूँ।

जो प्रश्न किया गया था, वह इस प्रकार था :—

"Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 541 on the 26th November, 1959 and state:

(a) the progress made so far by the Working Group appointed by the University Grants Commission some time back to consider as to how far the Indian languages can be made the medium of instruction in Universities; and

(b) when that Group is likely to finish its work?

जो जवाब दिया गया वह इस प्रकार था:—

"The first session of the Working Group will be held on the 15th February, 1960.

(b) Cannot be anticipated at present."

यह समस्या जो विश्वविद्यालयों में शिक्षा के माध्यम की है, यह बहुत महत्वपूर्ण है और इस सम्बन्ध में दो प्रश्न इस सदन में पूछे जा चुके हैं जिनका कोई ऐसा उत्तर नहीं मिला जिससे यह पता चलता हो कि इस समस्या का समाधान शिक्षा मंत्रालय की तरफ से कोई सही तरीके से हो रहा हो।

\*Half-an-hour discussion.