

section 54, Criminal Procedure Code (Act V of 1898) to arrest Shri Nath Pai, Member, Lok Sabha, in the limits of Idalhond Village Khanapur Taluka Police Station today at 11.30 hours for offences under sections 341 and 353 I.P.C. registered at Khanapur Police Station."

DEMANDS FOR GRANTS—RAILWAYS—contd.

Shri Damani (Jalore): Mr. Speaker, the working results of the Railways for the previous year are promising and encouraging. The main feature of the working is that there is a decline in the expenses and there is a slight increase in the return on capital. The return on capital in 1957-58 was 4.73 per cent which has now come to 4.80 per cent. The expenses during 1957-58 were 81.48 per cent which have now come down to 79.85 per cent. Apart from these, there are many items to which due attention has been paid and results obtained by the Ministry. They have increased their capacity to carry goods to an appreciable extent. I remember very well that two years back the country and many friends in this House were anxious to know how the railways will be able to fulfil the targets set in the Second Five Year Plan, because of the bottleneck in transport. But in the last two years they have made remarkable progress and now we can be rest assured that the target of 162 million tons fixed for the Second Plan is within reach and there will be no difficulty on that score. It is comforting to know that even in the Third Plan there will be no difficulty in the matter of transport.

This will also indirectly assist the expansion of big industries. Because, big industries can develop only when they are certain that they will get the raw materials in proper time and that they will be in a position to

despatch their manufactured goods to different places in right time. Railways have created confidence in the minds of people, particularly the industrialists, that there will be no difficulty about transport in the future.

Another important achievement of the Railways is the saving of foreign exchange to the tune of 90 crores of rupees. The foreign exchange target of the Railway Ministry during the Second Plan was Rs. 425 crores, out of which it is estimated that there will be a saving of Rs. 90 crores; in other words, their spending on foreign exchange will be less to the extent of Rs. 90 crores. This has been achieved by the efforts of the Ministry in enabling manufacturing of those parts which they originally thought they would have to import from other countries. In this way, apart from saving the foreign exchange, side by side they have encouraged many new small and medium-sized industries, which give plenty of employment to our people in the country.

In this connection, I would like to suggest that the railway workshops should pay more attention to the production of those items which are now being imported. There are many items which it is difficult to produce in the private sector, in the small and medium-sized industries, because they cannot get import licences for the capital plants for manufacturing those items. Now that the railways have got a surplus of foreign exchange, they can import such plants which will manufacture those items. That will result in a further saving of foreign exchange. Also, if the railways utilize their capacity mainly to manufacture new items, the present manufacturers will have confidence that their products will have a regular market in the railways, as the railways are not going to produce it themselves. In this connection, I would like to suggest that they should utilize the capacity of their workshops to the full, at the same time, seeing to it that the existing

[Shri Damani]

industries which supply various items to the railways are not disturbed.

There has been a shortfall in the revenue on goods transport. I do not think it is due to very keen competition. I think that road transport is equally essential and there should be some healthy competition between road and rail transport.

13.29 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Road transport gives so many facilities to the clients that people are tempted to send their goods by road transport. If similar facilities are given by the railways, they will also get more transport. Therefore, in my opinion, the railways should consider the question of giving more and more facilities in the matter of delivery of goods, allocation of wagons to the parties etc. so that they may be tempted to send their goods by rail.

Now I want to make a request about my constituency and Rajasthan. Sometime ago a Janata train was introduced from Ahmedabad to Delhi. It is a tri-weekly service. I want to request that this be made a daily service. It is becoming very popular and the public is getting full advantage of it. So it will be very good if this train is made a daily train.

Previously this train was going through Jaipur. Now the route has been changed and it is going through Reengus. I do not know the reason as to why the route has been changed. Jaipur is the capital of Rajasthan. So many passengers are going from Abu Road and other parts through this train to Jaipur. This train was very convenient for them. It should be reconsidered and the previous route should be maintained because it would be very helpful to the public. I have received so many letters from people in my constituency about the inconvenience caused due to this change. So I request

that a thorough investigation should be made in this connection and route restored.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): There was no mail train on that line while there were mail trains on the other line.

Shri Damani: But you can consider the matter.

Last time I requested to construct a line between Sirohi and Bhinmal. Bhinmal is a place which is developing, and if a line is constructed from Sirohi to Bhinmal there will be very great amount of work. Now that we are developing Kandla Port, if this line is constructed it will help the growth of this section. This is the hinterland of the Kandla Port and these areas are developing as also agricultural production is increasing there. Therefore it is most essential that this line should be considered favourably.

I want to request about one more thing and that is about the opening of Ayurvedic dispensaries at those places where no dispensary or hospital is there. An Ayurvedic dispensary can be opened with a very small amount. In the rural areas the public is very favourably disposed towards Ayurvedic medicines. This can be done with little expense. So, I hope that the hon. Railway Minister would pay attention to the opening of more Ayurvedic centres in the rural areas where there are no dispensaries or hospitals, on the Railway Stations and other Centres.

श्री वहाड़िया (सवाई माधोपुर—रसित—
अनुसूचित जातियाँ): उपाध्यक्ष महोदय,
इस से पहले कि मैं अपने क्षेत्र के सम्बन्ध
में कुछ अर्ज करूँ मैं रेलवे मंत्री महोदय की
तथा रेलवे मंत्रालय का धन्यवाद देना चाहता
हूँ कि उन्होंने पिछले वर्षों में बहुत ही अच्छा
काम किया है। मैं रीति-नीति के सम्बन्ध
में उस समय कुछ अर्ज करना चाहता था जबकि

रेलवे बजट पर धाम बहस हो रही थी लेकिन उस समय मुझे बोलने का अवसर नहीं मिल सका ।

माननीय मंत्री महोदय के साथ-साथ मैं उन विरोधी दलों के माननीय सदस्यों को भी धन्यवाद देना चाहता हूँ जिन्होंने रेलवे मंत्री महोदय जब बहस का उत्तर दे रहे थे तो उस समय उस बात का षोड़ा सा विरोध किया कि क्यों रेलवे मंत्री महोदय शीड्यूल्ड कास्ट और शीड्यूल्ड ट्राइन्स के लिये जो स्थान सुरक्षित रखे गये हैं, उन को दिलाने में पूरा-पूरा ध्यान दे रहे हैं । यही उन की मंशा थी, जहाँ तक मैं समझ पाया हूँ । मैं उन्हें इसलिये धन्यवाद दे रहा हूँ कि उन्होंने ने हमें इस बात का एहसास कराया कि शीड्यूल्ड कास्ट्स और शीड्यूल्ड ट्राइन्स जो यहाँ पर किसी भी तरह से पढ़ लिख कर आगे आते हैं और नौकरी करना चाहते हैं उन के लिये क्यों स्थान सुरक्षित रखे जाते हैं, क्यों उन को नौकरी दी जाती है, क्यों उन को आगे लाने का भारत सरकार तथा राज्य सरकारें प्रयत्न करती हैं । वे नहीं चाहते कि रेलवे मंत्रालय इस पर अपनी तबज्जह दे । वैसे यह कदम रेलवे मंत्रालय का नहीं था यह डायरेक्शन तो होम मिनिस्ट्री की तरफ से आई थी और यह एक बहुत ही अच्छा कदम था जो होम मिनिस्ट्री ने उठाया था । इस के लिये मैं होम मिनिस्ट्री को भी धन्यवाद देना चाहता हूँ । मेरी समझ में नहीं आता है कि जब हम अपने देश से वर्ग-भेद को मिटाने की कोशिश करते हैं तो हम इस बात का विरोध क्यों करते हैं कि ये जो पिछड़े लोग हैं इन को क्या ऊपर लाया जाता है । जो लोग इस तरह की बातें करते हैं मैं समझता हूँ वे वर्ग-भेद को कायम रखना चाहते हैं और नहीं चाहते हैं कि यह मिटे ।

मैं आप को बतलाना चाहता हूँ कि कुछ दिन पूर्व मेरे पास कुछ लोग शीड्यूल्ड कास्ट और शीड्यूल्ड ट्राइन्स के आगे थे और

मुझ से कहने लगे कि जो इन जातियों के लोग रेलों में काम करते हैं उन का एक भ्रमल से संघ हो भाल इंडिया रेलवे एम्पलायीज एसोसियेशन के तहत नहीं रहना चाहते । उस समय मैं ने उन को परामर्श दिया था कि उन को भ्रमल कोई संस्था नहीं बनानी चाहिये, भ्रमल से कोई फेड्रेशन नहीं बनानी चाहिये बल्कि अभी जो फेड्रेशन या एसोसिएशन है उस में रहते हुए ही काम करना चाहिये । लेकिन अब मुझे महसूस होने लगा है कि वास्तव में शीड्यूल्ड कास्ट और शीड्यूल्ड ट्राइन्स की जो मांगें हैं उन को मनवाने के लिये उन की भ्रमल से कोई फेड्रेशन होनी चाहिये अन्यथा ये जो भाई अपने आप को हिन्दुस्तान का हमदर्द कहते हैं और हिन्दुस्तान से वर्ग-भेद को मिटाने की नीति की जो बार-बार और जोरदार शब्दों में वकालत करते हैं वे दिल से नहीं चाहते हैं कि जो लोग दबे हुए हैं वे उठें, वे चाहते हैं कि जो दबे हुए हैं वे दबे ही रहें । रेलवे मंत्रालय ने इन लोगों के बारे में जो ध्यान दिया है, उस के लिये मैं उस को धन्यवाद देता हूँ ।

अब मैं अपने क्षेत्र के बारे में कुछ भ्रमल करना चाहता हूँ । लगातार तीन सालों से मैं यहाँ पर कहता आ रहा हूँ कि रेलवे मंत्रालय अपना ध्यान उन क्षेत्रों की ओर करें जहाँ पर कि अभी तक कोई तरक्की नहीं हुई और जो बहुत पहले से काफी व्यापारिक केन्द्र रहे हैं और अब भी हैं । उन क्षेत्रों का व्यापारिक दृष्टि से बड़ा महत्व है । मैं ने यह भी कहा था कि जहाँ पर काफी भीड़-भाड़ रहती है उन इलाकों की तरफ भी ध्यान दिया जाय । पिछले साल मैं ने आप का ध्यान करौली और टांक की ओर दिलाया था । ये ऐसी जगहें हैं जोकि भूतपूर्व रियासतों की राजधानियां थीं । लेकिन चूँकि वहाँ आने-जाने के साधन नहीं हैं इसलिये वहाँ का जो व्यापार है वह पनप नहीं पाता है । इस से व्यापार को हानि पहुँचती है । करौली को आप लीजिये । हम पालियामेंट हाउस में

[श्री पहाड़िया]

बैठे हुए हैं, यहां पर जितना भी लाल पत्थर लगा हुआ है, सेक्रेटोरिएट में तथा राष्ट्रपति भवन में जितना भी पत्थर लगा हुआ है यह सारे का सारा पत्थर वहां से आया है। हिन्दुस्तान में ही इस पत्थर की खपत नहीं होती बल्कि हिन्दुस्तान के बाहर दूसरे देशों में भी यह जाता है। मिसाल के तौर पर बर्मा और पाकिस्तान को। पाकिस्तान का तो मुझे खास तौर पर मालूम है कि यह पत्थर वहां जाता है। लेकिन चूंकि वहां आने-जाने के साधन नहीं हैं, पहुंचने के साधन नहीं हैं, माल को इधर लाने के साधन नहीं हैं, इसलिये हमारा जो व्यापार है वह जितना पनपना चाहिये, पनपता नहीं है। साथ ही साथ जो यात्रियों को सुविधायें मिलनी चाहियें वे मिल नहीं रही हैं। इसलिये मैं आप से निवेदन करता हूँ कि करौली और टांक को कहीं से भी किसी भी लाइन से मिला दिया जाय। करौली एक ऐसी जगह है जहां पर बहुत अधिक माइनिंग का काम होता है। उस को भी किसी न किसी रेलवे लाइन से जोड़ दिया जाय तो बहुत अच्छा होगा।

मैं यह भी निवेदन करना चाहता हूँ कि करौली को सरमथुरा से मिलाने की बहुत पहले एक योजना चली थी और यदि यह सम्भव हो तो उस पर प्रमल किया जाय और यदि यह न हो सके तो जैसा कि माननीय मंत्री ने अपनी स्पीच में कहा है कि कोसीकलां से डीग हो कर भरतपुर या प्रलवर की ओर लाइन के जाने का सर्वे आप करवाना चाहते हैं, यह सर्वे आप करवायें, मुझे कोई एतराज नहीं है न होना चाहिये लेकिन साथ ही कोसीकलां से डीग हो कर नदबई या खेड़ली को मिलाते हुए भुसाबल और हिंडोन होते हुए इस को करौली से मिला दिया जाय तो मैं समझता हूँ कि इस इलाके की काफी तरक्की हो सकती है। और जो व्यापार हमारा चलता है पत्थर का, जिम से हम बहुत से मकान बनाने की

योजना बना रहे हैं, उस में काफी बचत हो सकती है क्योंकि रेलवे कोई भ्रमण कंसर्न तो है नहीं, उस का मुल्क के सभी क्षेत्रों से सम्बन्ध है। आज आप इतना सीमेंट खर्च करते हैं, उस के लिये इतनी फैक्ट्रियां बनाते हैं, आप बार-बार कहते हैं कि फैक्ट्रियां बनाने के लिये आप को बाहर से सामान मंगाना पड़ता है, जिस के लिये आप को फारेन एक्सचेंज खर्च करना पड़ता है जबकि आप के पास फारेन एक्सचेंज की कमी है, जो अगर आप पत्थर को बाहर भेजने की सुविधा दे दें तो वह फारेन एक्सचेंज आपका बच सकता है। इस के लिये यह जरूरी है कि आप रेलवे की सुविधा इस क्षेत्र को दें।

इस के अलावा मैं टांक के बारे में भी आप से कहना चाहता हूँ। टांक भूतपूर्व नवाब की राजधानी था। मैं नवाब की राजधानी की वकालत नहीं कर रहा हूँ, मैं तो पूरे जिले की बात कर रहा हूँ। पूरे जिले में ऐसे लोग बसते हैं जिन्होंने सिर्फ रेल का नाम भर सुना है। दो साल पहले हमारे रेलवे मंत्री टांक पधारे थे। उन्होंने स्वयं देखा था कि उन के नाम मात्र से कितने लोग इकट्ठे हो गये थे। वहां का बच्चा-बच्चा बड़ा उत्सुक था। रेलवे मंत्री जी का नाम सुन कर वह समझते थे कि शायद उन के इलाके में रेल ही आ रही है। तब मैं ने उन को बताया कि वह तो रेलवे मिनिस्टर हैं, स्वयम् रेल नहीं हैं। आज, उन की यह हालत है, अगर ऐसे इलाकों की ओर ध्यान दिया जाय तो मैं समझता हूँ कि देश के पिछड़े इलाकों की आप बहुत सेवा कर सकेंगे, जिन को आप पनपाना चाहते हैं।

इस के पश्चात् मैं भोवरत्रिजेज के बारे में अर्ज करना चाहता हूँ जिस के बारे में कल बात हो रही थी। सर्वाई माधोपुर और हिंडोन दो ऐसे इलाके हैं जिन में जगातार

ट्रैफिक रहता है। कभी-कभी तो ऐसा मौका आता है कि तीन-तीन घंटे तक फाटक बन्द रहता है और वहाँ पर १००, १०० और १५०, १५० सारियाँ, ट्रक्स और सैकड़ों व्यक्ति खड़े रह जाते हैं, इस की वजह से जहाँ उन के दूसरे कामों का हर्ज होता है वहाँ वह मुकदमे जो उन लोगों के पक्ष में निर्णय होने वाले होते हैं, खारिज हो जाते हैं। सवाई माधोपुर और हिडौल ऐसी जगहें हैं जोकि व्यापारिक सेन्टर भी हैं इसलिये उन के काम में बड़ी बाधा आ जाया करती है। मैं बराबर प्रोब्र-ब्रिज की बात यहाँ कहता आ रहा हूँ। रेलवे विभाग बार-बार यह कह देता है कि भ्रगर राज्य सरकार या म्यूनिसिपैलिटी आधा खर्च देने को तैयार हों तो वह ऊपर का ब्रिज बनवा देगा। जैसा कल एक पंजाब के सदस्य वहाँ पर कह रहे थे, राज्य सरकार इस तरफ ध्यान देने वाली नहीं है। मैं इस में अपनी कमी महसूस करता हूँ। मेरी इतनी हैसियत नहीं है कि मैं राज्य सरकार को कबिस कर सकूँ और उन की सिफारिश प्राप्त तक पहुँचा सकूँ। इसलिये मैं प्राप्त से ही कहना चाहता हूँ कि इस तरह की जो जगहें हैं, उन की ओर प्राप्त को ध्यान देना चाहिये।

मैं ने प्राप्त से पहले भी भ्रज किया था कि मथुरा से बयाना तक और भ्रगरा फोर्ट से बयाना तक दो लोकल ट्रेन्स चलती हैं। मैं चाहता था कि उन को कोटा तक बढ़ा दिया जाय। जितनी दूर तक चलती थीं उतना ही और बढ़ा दिया जाय, लेकिन भ्रगर वहाँ तक नहीं कर सकते हैं तो सवाई माधोपुर तक ही बढ़ा दें। यही नहीं, भ्रगर दोनों को नहीं बढ़ा सकते हैं तो कम से कम दोनों में से एक को बढ़ा दिया जाय। राजस्थान की राजधानी जयपुर तक के सारे इलाके में भरतपुर और सवाई माधोपुर के ऐसे कुछ क्षेत्र हैं, जिले हैं जहाँ से आने-जाने की सुविधा नहीं है। इस से वहाँ जाने के लिये रास्ता खुल जायेगा। प्राप्त जानते हैं कि राजस्थान की राजधानी जयपुर में

हम लोगों को काफी काम रहता है। लेकिन वहाँ पहुँचने में पूरे दो दिन लग जाते हैं, दिन ही नहीं, रातें भी लग जाती हैं और स्टेशनों में जैसा प्राप्त का इन्तजाम है वह सब को मालूम है। जैसा मैं ने स्वयम् कहा है प्राप्त विकास का काम करते जा रहे हैं और लोगों को सुविधायें भी देते चले जा रहे हैं। लेकिन प्राप्त की सीमाओं को भी मैं जानता हूँ। फिर भी मैं कहूँगा कि जो इस तरह की सुविधायें हैं वे हमारे यहाँ प्राप्त नहीं हैं। प्राप्त को जो विकास का काम करना है वह तो प्राप्त कर ही रहे हैं, लेकिन साथ-साथ में भ्रगर इस इलाके से एक ट्रेन को ही बढ़ा दिया जाय तो इस से उस इलाके को काफी फायदा होगा। इस सम्बन्ध में जब रेलवे मंत्रालय से कहा गया तो उस ने जवाब दिया कि चूंकि वहाँ भीड़-भाड़ नहीं होती है इसलिये इस में जो खर्च आयगा वह भी पूरा नहीं हो सकेगा। यह बात गलत है। मैं ने हर स्टेशन मास्टर से और हर सरपंच से जा कर जांच की है। उन्होंने ने कहा कि चूंकि यह धार्मिक स्थान है, इसलिये वहाँ इस वजह भी भीड़-भाड़ काफी रहती है और हम लोग बहुत परेशान हो जाते हैं। भ्रगर इस कथन में जरा भी सच्चाई हो तो प्राप्त इस की जांच करवा सकते हैं, जहाँ तक मुझे मालूम है हर साल दो-चार भावमियों की जानें इस जगह पर चली जाती हैं, और इस का कारण सिर्फ भीड़-भाड़ है, उन को रेल में बैठने की जगह भी नहीं मिलती है। इसलिये भ्रगरा फोर्ट से बयाना और मथुरा से बयाना जो लोकल शटल्स चलती हैं उन में से एक ही को थोड़ा बढ़ा दें तो प्राप्त की कोई हानि नहीं है। इस में प्राप्त का कोई खर्च एजीशनल नहीं होने वाला है और न कोई एजीशनल स्टाफ ही रखना पड़ेगा। बयाना से बल कर दो घंटे में सवाई माधोपुर पहुँच जायेगी और वहाँ से गाड़ी फिर वापस आ सकती है। इस के लिये कोई नया एंजिन भी लगाना नहीं है। भ्रगर प्राप्त इसी को एक्सटेंड कर दें तो मैं समझता हूँ कि रेलवे

[श्री पहाड़िया]

की धामदनी भी बढ़ जायेगी और मेरे हलाके के लोगों को काफी सुविधा हो जायेगी।

इस के बाद मैं स्टेशनों के विकास के बारे में भी कहना चाहता हूँ। हिंडौन, भरतपुर और खेड़ली मंडी तीन बहुत बड़ी-बड़ी मंडियाँ हैं। वहाँ पर यात्रियों को कोई भी सुविधा प्राप्त नहीं है। न वहाँ पर कोई टिन शेड है और न कोई दूसरा ही इन्तजाम है। वहाँ का प्लेटफार्म भी इतना नीचा है कि कई बार तो रेल से चढ़ना और उतरना भी मुश्किल हो जाता है। इस के ऊपर अगर रेलवे मंत्रालय ध्यान दे तो मैं समझता हूँ कि व्यापारियों को बहुत सुविधा मिल जायेगी और यात्रियों को भी आराम मिलेगा।

कुछ दिन पहले आप ने एक सर्कुलर इश्यू किया था जिस की तहत आप ने वाइयूल्ड कास्ट्स और रोडयूल्ड ट्राइब्ल्स के लोगों को रेस्टोरेन्ट्स आदि के ठेकों या लाइसेंस देने की योजना बनाई थी। लेकिन इस की ओर कोई तबज्जह नहीं दी जा रही है। आम तौर पर यह देखा जा रहा है कि जहाँ रेलवे का इन्तजाम नहीं है वहाँ पर रेस्टोरेन्ट्स और चाय आदि की दुकानों के ठेके दूसरे लोगों को दे दिये जाते हैं। इस ओर भी ध्यान देना चाहिये। केवल सर्कुलर को इश्यू कर देने से काम नहीं चलेगा। जिन को आप सुविधा देना चाहते हैं आप को बेखना चाहिये कि उन को सुविधा पहुँच भी रही है या नहीं। अगर नहीं पहुँच रही है और सर्कुलर कागजों पर ही जमा रहता है या जेनरल मैनेजर के दफ्तर में ही पड़ा रहता है तो उस से काम नहीं चलेगा। आप के पास जो वर्खास्टें आसी हैं उन की जाँच पड़ताल हो कर इन लोगों को पूरा मौका दिया जाना चाहिये।

मैं ने बार-बार अर्ज किया है, पिछली बार लिख कर भी भेजा था, कि मेरी कांस्टि-ट्यूएन्सी से लगातार शिकायतें आ रही हैं कि आप के यहाँ से मालगाड़ियों के डिब्बे नहीं मिलते हैं और कई स्टेशनों पर डिब्बे खड़े

रहते हैं। आप के जो अधिकारी हैं, स्टेशन मास्टर हैं या जो उन से ऊँचे के अधिकारी हैं, वे डिब्बों को देने के लिये कोई कदम नहीं उठाते हैं। वहाँ के व्यापारी लगातार दख्खीस्तें दे रहे हैं लेकिन इस के बावजूद महीने-महीने, दो-दो महीने निकल जाते हैं और उन को डिब्बे मिलने का मौका नहीं आता। मेरी समझ में नहीं आता कि वह डिब्बे खड़े-खड़े क्या करते हैं। अगर डिब्बे उन को जल्दी से जल्दी दे दिये जायें तो रेलवे की भी धामदनी बढ़ेगी और व्यापारियों को भी सुविधा रहेगी। दूसरे लोगों को भी सुविधा रहेगी। क्योंकि जहाँ पर माल पहुँचना चाहिये वह पहुँच जायेगा। इस तरह की जो धांधलेबाजी चलती है, मुझे पता नहीं कि उस का कारण क्या है। अगर आप इस की जाँच करा लें और डिब्बों को खाली खड़े न रहने दें, और उस से जनता को सुविधा मिल सके, तो ऐसा जरूर किया जाना चाहिये।

अच्छाचार के बारे में बहुत कुछ बातें कही जा चुकी हैं। मैं पालिसी मैटर के बारे में कुछ नहीं कहना चाहता लेकिन नजीरें पेश कर सकता हूँ। खादी की संस्थाओं की भी शिकायतें आ रही हैं, जोकि खादी का काम करती हैं और जिन को सरकार एड देती है, लोन देते हैं और प्रोत्साहन देना चाहते हैं, खादी एजेन्सी ने हमें लिखा है कि रेलवे के स्टेशन मास्टर और दूसरे अधिकारी हमारे माल का लदान नहीं करते जब तक कि जो उन का चार्ज होता है वह ग्राइवेट तौर पर उन को नहीं दे दिया जाता। अगर सरकार के माल के बारे में ऐसी बातें हो सकती हैं तो मेरी समझ में नहीं आता कि अच्छाचार की सीमा कहाँ होगी। मैं यह नहीं कहना चाहता कि अच्छाचार बढ़ रहा है या कम हो रहा है, वह सब तो आप की नजरों में होगा, लेकिन जहाँ तक मैं समझता हूँ वह कम नहीं हुआ है, लगातार बढ़ता ही चला जा रहा है, चाहे रेल के

डिब्बों के सम्बन्ध में हो, चाहे दूसरी चीजों के सम्बन्ध में हो। खास तौर से जहाँ तक माल के सदान का सवाल है, वह तब तक नहीं होता है जब तक कि स्टेशन मास्टर को या माल के बाबू को उन का चार्ज भ्रम से न दे दिया जाये। इस की धोर भी धाप को ध्यान देना चाहिये।

इस के बाद में डकैतियों के सिलसिले में भी धर्ज करना चाहता हूँ। जो चीजें मैं बतला रहा हूँ उन को अपने क्षेत्र में मैं स्वयं भुगत चुका हूँ। रात-दिन यह समस्यायें हमारे सामने आती हैं और पता नहीं यह कब तक चलेगी। खेड़ली मंडी और भरतपुर के बीच एक स्टेशन है। चलती गाड़ी में थर्ड क्लास में एक पैसेन्जर ट्रेन में डकैती पड़ी लेकिन आज तक उस की जांच नहीं हो पाई। मैंने लगातार इस की कोशिश कि धाप के अधिकारी इस की जांच करा लें, लेकिन जांच कराना तो दूर रहा, यह तक नहीं मालूम पड़ा कि उस में क्या हो रहा है। रात-दिन डकैतियां पड़ रही हैं, लोगों में अन्सिक्वोरिटी की भावना फैलती जा रही है। लेकिन उन की सुरक्षा का कोई इन्तजाम धाप की तरफ से नहीं है। धाप लगातार प्रोटेक्शन फोर्स बढ़ाते चले जा रहे हैं, लेकिन इस के बावजूद चोरियां बढ़ती चली जा रही हैं और डकैतियां बढ़ती चली जा रहीं हैं। धाप इसके कारणों की जांच भी करायें। मैं नहीं कहता कि धाप नहीं करा रहे हैं, धाप करा भी रहे हैं, लेकिन उस का कोई असर हो रहा है यह मालूम नहीं हो रहा है। धार धाप फालतू खर्च करते जा रहे हैं और उस को करते हुए कोई इन्तजाम नहीं कर सकते तो उस से कोई फायदा नहीं है, धाप उन को बन्द कर दीजिये और जो पैसा बचे उसे दूसरे कंस्ट्रक्शन के कामों में लगाइये।

जो डी-लक्स गाड़ी दिल्ली से बम्बई जाती है वह मथुरा फिर गंगापुर में जा कर ठहर जाती है। डी-लक्स ट्रेन की स्पीड

फंटियर मेल से भी ज्यादा तेज है, और होनी भी चाहिये, लेकिन धार डिस्ट्रिक्ट हैडक्वार्टर में नहीं ठहरती, एक ऐसी जगह ठहरती है जहाँ पर सवारियों के उतरने का कोई इन्तजाम नहीं है तो इससे कोई फायदा नहीं है। डिस्ट्रिक्ट हैडक्वार्टर सवाई माधोपुर है, गंगापुर नहीं है, लेकिन डी-लक्स गाड़ी गंगापुर में ठहरती है। गंगापुर भी मेरी कांस्टीट्यूएंसि है, मैं उस का विरोध नहीं करता, लेकिन धार वह भरतपुर तथा सवाई माधोपुर रूके तो लोगों को ज्यादा सुविधा मिलेगी क्योंकि वह ऐसी जगह है जहाँ पर छोटी और बड़ी दोनों लाइनें मिलती हैं। वहाँ से दूसरी बांच लाइन भी जाती है जयपुर और रिगस को क्रमशः इसलिये सवाई माधोपुर में ज्यादा सवारियां मिलती हैं जब कि गंगापुर से सवारियों के चढ़ने-उतरने का सवाल नहीं उठता। चूंकि वह मेरा क्षेत्र है इसलिये मैं चाहूँ कि वहाँ न रहे यह ठीक नहीं है। परन्तु चूंकि सवाई माधोपुर में ज्यादा सुविधा होती है इसलिये वहाँ डी-लक्स गाड़ी ठहर मके तो ज्यादा अच्छा है।

एक और चीज मेरे नोटिस में आई है। संसद् में धाने से पहले मैं स्वयं एक विद्यार्थी था। कई बार विद्यार्थियों की शिकायतें आती हैं कि धाप ने जो कंसेशन दिया है उन लोगों को, वह पैसेन्जर ट्रेन्स में ही दिया है, एक्सप्रेस और मेल ट्रेन्स में नहीं दिया है। धाप ने क्या दिया है क्या नहीं, इस के बारे में मुझे कोई सवाल नहीं उठाना है, लेकिन जब वे कंसेशन लेने जाते हैं तो कंसेशन तो उन्हें प्राप्त हो जाता है परन्तु जब वे स्टेशन पर आते हैं तो उस समय उन से कह दिया जाता है कि मेल ट्रेन और एक्सप्रेस में यह कंसेशन प्राप्त नहीं होगा। यदि वह रेलवेज का स्टूडेंट्स कंसेशन खाली पैसेजर्स ट्रेन्स के लिए ही प्राप्त हो और वह इसका उपयोग मेल और एक्सप्रेस रेलगाड़ियों में न कर सकें तो यह तो बेकार का हो जाता है। उन को

[श्री पहाड़िया]

परेशानी हो जाती है, रेल निकल जाती है। इसलिए मेरा सुझाव यह है कि रेलवेज विद्यार्थियों को मेल और एक्सप्रेस गाड़ियों में भी यह रिआयत प्रदान करे और वह रिआयती दर पर इनमें भी सफर कर सकें।

इसके अलावा कई और दूसरी बातें हैं।

अब यह एक उत्तर और दक्षिण का सवाल है और जो कि यहां पालियामेंट में भी खड़ा हो जाता है। अब मैं इस अवसर पर पालियामेंट में जो उत्तर और दक्षिण का सवाल खड़ा हो जाता है उसको छेड़ना नहीं चाहता। लेकिन यह तो ठीक है कि रेलवेज में जो आपने खाने पीने का इन्तजाम किया है वह धीरे-धीरे बेहतर हो रहा है, उसमें इम्प्रूवमेंट हो रहा है लेकिन अब भी काफी उसमें इम्प्रूवमेंट की जरूरत है। अब भी रेलवे के खाने की हालत यह है कि कहीं तो कच्चा खाना मिलता है तो कहीं पर बहुत सिका हुआ अर्थात् जला हुआ खाना खाने को मिलता है और यह मैं स्वयं अपने अनुभव के आधार पर कह रहा हूं। एक चीज मुझे इस विषय में और कहनी है और वह यह कि उत्तर के लोग जब दक्षिण में रेल से जाते हैं तो उनको उत्तर का खाना जिसके कि वे भ्रादी होते हैं, नहीं मिलता है और उनको वही दक्षिण भारत का खाना सर्व किया जाता है और जब वे उत्तर का खाना अर्थात् गेहूं मांगते हैं तो उत्तर मिलता है कि गेहूं आउट ग्राफ आर्डर है। अब अगर हिन्दुस्तान में गेहूं आउट ग्राफ आर्डर हो जायेगा तो फिर उत्तर के लोग खायेंगे क्या? इसलिए दक्षिण में कुछ ऐसा इन्तजाम किया जाय जिससे उत्तर वालों को उनका गेहूं आदि का खाना मिल सके। अब दक्षिण वाले इधर उत्तर में आते हैं दो उनको तो उत्तर का खाना खाने को नहीं दिया जाता है, उनको तो दक्षिण का खाना ही दिया जाता है। जब मछली और चावल आदि चीजें उत्तर में दक्षिण वालों को मिल सकती हैं तो उत्तर वालों को

जब वे दक्षिण में जायें तो उनको भी उत्तर का गेहूं का खाना मिलना चाहिए। मैं चाहता हूं कि रेलवे मंत्रालय इस और ध्यान दे और इसकी आवश्यक व्यवस्था करे। जहां तक सम्भव हो सके यह खाने पीने की सुविधा तमाम लोगों को एक समान मिलनी चाहिए।

इसके अलावा पे कमीशन के सम्बन्ध में मुझे यह कहना है कि उसने कर्मचारियों की तनस्वाहें कोई खास नहीं बढ़ाई हैं अलवत्ता छुट्टियां कम कर दी हैं। अब मैं उसकी सिफारिशों पर डिटेल् में तो नहीं जाना चाहता लेकिन इतना तो जरूर कहना चाहूंगा कि जब उसने कर्मचारियों की छुट्टियां कम की हैं तो उसी प्रपोजन में उनकी तनस्वाहों में भी बढ़ोतरी करनी चाहिये थी लेकिन पे कमीशन ने वह नहीं किया है। अगर कर्मचारियों को आवश्यक सुविधाएं इसके बाद भी सुलभ न हों तो फिर यह कमीशन नियुक्त करने से लाभ क्या रहा? आज भी हम देखते हैं कि एक और तो आपके जो बड़े सरकारी अफसर हैं वे ४०००, ४००० रुपये तनस्वा पा रहे हैं और वे आराम की जिन्दगी व्यतीत कर रहे हैं और दूसरी तरफ आपके तृतीय और चतुर्थ श्रेणी के कर्मचारी हैं जिनकी कि तनस्वाहें बहुत कम हैं और आज के महंगाई के युग में और जब कि महंगाई लगातार बढ़ती ही जा रही है उनकी तनस्वाहें बिल्कुल नाकाफी हैं और इंसाफ का तकाजा तो यह था कि उनकी आर्थिक अवस्था जो कि अत्यन्त शोचनीय है उसको उनकी तनस्वाहों में बढ़ती करके कुछ बेहतर बनाया जाता। मैं तो यहां तक कहूंगा कि अगर आवश्यक हो और उसके बगैर सम्भव न हो तो यह जो ४०००, ४००० और ३०००, ३००० रुपये की मोटी तनस्वाहें आपके बड़े सरकारी कर्मचारी पा रहे हैं उनके वेतनों में थोड़ी सी कटौती करके इन क्लास पर्यंत और फोर्थ के कर्मचारियों के वेतनों में वृद्धि की जाय। आज हमारे प्रशासन में बड़े

अफसरों का बोलबाला है और ४००० पाने वाले अफसरान के नीचे ३००० पाने वाला है और उसके नीचे २००० और फिर उसके नीचे १००० और १५०० रुपया मासिक पाने वाले अफसर लगे हैं और उनकी तादाद हजारों में है। मेरी समझ में नहीं आता कि उनकी इन लम्बी तनख्वाहों में थोड़ी कटौती करने और क्लास ३ और ४ के कर्मचारियों की तनख्वाह बढ़ाने में कौन सी कठिनाई है? वैसे मैं जब यह कह रहा हूँ तो इसका यह मतलब न समझा जाय कि मैं ऊँची तनख्वाह पाने वालों के खिलाफ हूँ और उनकी तनख्वाहों में अनिवार्य कटौती की मांग कर रहा हूँ। सरकार और राष्ट्र के पास उसके साधन हों और इतनी सामर्थ्य हो तो अगर उन को ५००० के बजाय ६००० रुपया मासिक दिया जाय तब भी मुझे कोई ऐतराज नहीं होगा लेकिन साथ ही यह जरूर कहूँगा कि आज जैसा हमारे देश में हालत है और जैसी आर्थिक असमानता है कि एक व्यक्ति तो अपार धन लिये बैठा है और दूसरा भूखों मर रहा है और वह इंसान की सी जिन्दगी नहीं बिता पा रहा है तो यह धोर आर्थिक असमानता कम होनी चाहिये और जो हमारे तीसरी और चौथी श्रेणी के कर्मचारी आज कष्टमय जीवन बिता रहे हैं और जिनकी कि कमर महंगाई के कारण टूट गई है, उनको कुछ राहत बढ़ी हुई तनख्वाहों और भत्तों आदि की शकल में दी जानी चाहिये थी। इसलिये मैं अन्त में अपनी बात समाप्त करते हुए यही पुनः निवेदन करना चाहूँगा कि जो नीची श्रेणी के कर्मचारी हैं उनको ज्यादा से ज्यादा सुविधाएं प्रदान की जा सकें तो बेहतर होगा।

श्री नलदुर्गाकर (उस्मानाबाद) : उपाध्यक्ष महोदय, यह जो डिमाण्ड्स फौर ग्राण्ट्स पर बहस चल रही है इस पर बहुत से लोगों ने काफी रोशनी डाली है। मुझे कुछ ज्यादा अर्ज करने की जरूरत नहीं है लेकिन दो, तीन अपनी लोकल चीजों की तरफ मैं मन्त्री महोदय का ध्यान दिलाना चाहता हूँ। मैंने कुडवाडी स्टेशन पर कौमन प्लेटफार्म बनाने के वास्ते मिनिस्टर

साहब से सवाल किया था जिसका कि जवाब यह दिया गया कि इसको ब्रॉड गेज लाइन में तबदील किया जाने वाला है और उसके बाद देखा जायेगा। अब कुडवाडी से पंढरपुर को साल में दो मर्तबा आसाढ़ और कार्तिक के महीने में तकरीबन दो लाख यात्री वहां से गुजरते हैं। मिरज से लातुर जाने वाली नैरोगेज और बम्बई से रायचूर जाने वाली ब्राडगेज यह दोनों लाइनें कुडवाडी जंक्शन पर मिलती हैं लेकिन उनके वास्ते कोई प्लेटफार्म नहीं है। पहले तो मेरे सवाल के जवाब में मिनिस्टर साहब ने यह कहा कि इसको ब्राडगेज लाइन में तबदील किया जाने वाला है लेकिन अब पता चला है कि इसको बजाय ब्राडगेज करने के मीटरगेज में कनवर्ट किया जाने वाला है। उसका सर्वे भी हो चुका है और वह लातुर से परड़ी को ले जाकर मिलाने वाले हैं। लेकिन मुझे समझ में नहीं आता कि अभी तक उसको क्यों नहीं किया गया बावजूद इसके कि लोगों को ग्राम तौर पर और वर्षों में खास तौर से बहुत तकलीफ होती है। वहां की हालत देखने काबिल है। छोटे-छोटे बच्चे लेकर वर्षों में गुजरना पड़ता है। वहां पर न तो कोई शैड है और न ही बैठने की जगह है। इसलिये मेरी गुजारिश है कि वहां पर एक कौमन प्लेटफार्म अवश्य बना दिया जाय जिससे कि एक गाड़ी से उतरने के बाद दूसरी गाड़ी को कैच करने का मौका मिल जाय।

अब घौन मनमाड और मनमारकाचूगुडा रेलवे लाइनों का अंकाई कौमन स्टेशन है। इसलिये अंकाई पर यात्रियों के वास्ते सहूलियतें मुहय्या की जायं। मैंने इस बारे में एक रिटर्न रिक्वेस्ट भी की थी कि मिरज से लातुर को जो नैरोगेज जाती है उसको मीटरगेज में कनवर्ट करके परड़ी को जोड़ने वाले हैं तो शोलापुर पर सदरन रेलवे की मीटरगेज लाइन है वह अगर इस मीटरगेज से जोड़ी जायगी तो इस तरह पूरे हिन्दुस्तान में मीटरगेज का कनेक्शन हो जाता है। एक रेलवे लाइन जिसके लिए हमने कहा था वह गवर्नमेंट ने

[श्री नलदुर्गकर]

रेकमेंड भी की है, मालूम ऐसा होता है। यह साइन शोलापुर, तुलजापुर, उस्मानबाद, बीड से जालना को ले जायेंगे तो यह बहुत फरटाइल एरिया से जायेगी और वहां बड़े-बड़े कमशियल सेंटर्स पैदा हो जायेंगे। और रेलवेज को इससे कोई नुकसान नहीं होगा। भ्रंकाई को ही जंक्शन बना दिया जाय और वहां पर यात्रियों के वास्ते पूरी सहूलियतें मुहैया की जायं। यात्रियों को वाया भ्रंकाई टिकट दिये जायं जिससे कि अभी बीस मील का जो खर्च पड़ता है वह न पड़े और बच जाय। अब पहले तो निजाम स्टेट रेलवेज एक फारन रेलवे थी और इस वजह से भ्रंकाई पर ले जाने के बजाय वाया मनमाड जाना पड़ता था लेकिन अब तो दोनों रेलवेज भारत सरकार और रेलवे मंत्रालय के अधीन हैं और इसलिये अब टिकट से वाया भ्रं.ई जाने की इजाजत देनी चाहिये ताकि अभी जो एक यात्री का २० मील का अतिरिक्त खर्च होता है वह उसका बच जाय। और वहां अगर तमाम जितनी सहूलियतें मुहय्या हो सकती हैं वह अगर मुसाफिरों को दी जाएं तो मैं गुजारिश करता हूं कि उनको भ्रंकाई से मनमाड और मनमाड से भ्रंकाई दो बार नहीं जाना पड़ेगा और वह इस दिक्कत से बच जायेंगे।

तीसरी मेरी गुजारिश यह है कि हाल ही में मैं परड़ी से विकाराबाद रेलवे पर सफर कर रहा था तो मैंने बहुत से लोगों को बगैर टिकट जाते देखा। मैं इसको पहले भी शिकायत कर चुका हूं। टिकट-लैस ट्रेवलिंग दो कारणों से होता है। एक तो खुद लोग बिना टिकट जाते हैं दूसरे रेलवे के एम्प्लोईज की तरफ से भी लोगों को बिना टिकट जाने की इजाजत दी जाती है। यह बहुत बुरी बात है। मैंने बहुत से लोगों से पूछा कि तुम बिना टिकट क्यों चलते हो तो उन्होंने कहा कि बहुत से स्टेशनों पर बुकिय आफिस नहीं है और टिकट इस्यू करने का कोई इन्तिजाम नहीं है और इस वजह से उनको बिना टिकट जाना पड़ता है। लेकिन

जहां वह पहुंचते हैं वहां तो उनसे पैसा लेकर उनको रसीद दी जा सकती है। लेकिन जो रेलवे सरवेंट ऐसा करने की कोशिश करते हैं उनकी आफत की जाती है। मिसाल के लिये सातुररोड का स्टेशन मास्टर इस तरह के लोगों को रोकता था, जिससे रेलवे के कुछ लोगों का नुकसान होता था। उन्होंने उस पर आफत लाने की कोशिश की।

ये ही तीन चार बातें हैं जिनकी तरफ मैं रेलवे मंत्री जी का ध्यान दिलाना चाहता हूं। मेरी गुजारिश है कि इन का लिहाज करके इन पर भ्रमल किया जाए।

Mr. Deputy-Speaker: Members may now move their cut motions to various Demands for Grants subject to their being otherwise admissible.

Need for investigation and engineering survey for doubling of track between Dindigul and Madurai in Southern Railway

Sari Tangamani: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100." (20).

Need for investigation and engineering survey for doubling of track between Virudhunagar and Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100." (21).

Need for investigation and engineering survey for doubling of track between Manamadurai and Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100." (22).

Need to open out-agency at Dharmagala for journeys from Salem station to Dharamagala in Southern Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (67).

Need to open out-agency at Uthamapalayam for journeys from Bommalayekkonur station to Uthamapalayam via Konboi in Southern Railway

Shri Tangamani: I beg to move.

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (68).

Need to open out-agency at Lower Camp for journeys from Thana station to Lower Camp in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (69).

Failure to promote assistant fitters of Signal and Tele-communication to the posts of fitters in the Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (70).

Need to give the same scale of pay to assistant fitters of Signal and Tele-communication in Southern Railway as in other Railways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (71).

Need to fix same pay scales of platform foremen of ex-S.I.R. as for platform inspectors

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (72).

Need for confirmation of all workers who have put in one year's service in the Integral Coach Factory, Perambur

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (142)

Need to provide more waiting room facilities in Tenkasi Station, Southern Railway, for visitors to Courtallam Falls during season time

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (242).

Failure to redress the grievances of the railway accounts clerical staff, viz., merging of grades I and II

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (415).

Advisability of appointing a Committee to discuss the various recommendations of the Pay Commission with workers' representatives before implementation

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (416).

Discriminatory treatment of the staff on the basis of political affiliations to Unions

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (417).

Need to enforce the Railway Police to check the increase of crimes in the railway

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (424).

Question of confirmation of the employees in the Signal and Telecommunication Workshop at Secunderabad

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

"That the demand under the head 'Ordinary Working Expenses—Administration' be reduced by Rs. 100." (437).

Need to appoint gangmen from among the Casual labour who are promoted as approved list candidates on the basis of length of service only

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (143)

Faulty maintenance of rolling stock

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (413)

Failure to account for some tapping and drilling machines in the Central Workshop at Matunga, Bombay

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Repairs and Maintenance' be reduced by Rs. 100." (459)

Delay in payment of travelling allowance, provident fund advance and salary to the employees at Tirunelveli Junction in Madurai Division of Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (55)

Delay in payment of loans drawn by railwaymen from the Provident Fund

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (73)

Delay in sanctioning and payment of loans from the Provident fund

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (74)

Need to raise salary of T.T.Es.

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (75)

Need to adopt principle of equal pay for equal work' for the running staff

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (78)

Need to fix 8-hour duty for all points-men in stations where the station masters are on 8-hour duty

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (143)

Delay in payment of over-time allowances

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operating Staff' be reduced by Rs. 100." (145)

Need for running electric trains between Madras Central and Arakonam in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100." (23)

Sale of half-burnt coal from the engines

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100." (419)

Need to reduce the consumption of coal

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

"That the demand under the head 'Ordinary Working Expenses—Operation (Fuel)' be reduced by Rs. 100." (438)

Need to fix concessional rates of freight for vegetables and fruits to help the consumers and the farmers of the country

Shri P. G. Deb: I beg to move.

"That the demand under the head 'Ordinary Working Ex-

penses—Operation other than Staff and Fuel' be reduced by 100." (426)

Delay in electrification of Jajpur-Keonjhar Road in Orissa

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

"That the demand under the head 'Ordinary Working Expenses—Miscellaneous Expenses' be reduced by Rs. 100." (243)

Working of the Maternity Home at Kalyan—Central Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (56)

Need to grant one year's special leave to employees suffering from T.B. with full pay

Shri Tangamani: I beg to move.

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (145)

Need to provide one nurse and sufficient staff in dispensary of Bombay Central Railway Colony hospital, Western Railway

Shri Assar: I beg to move.

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (193)

Need to provide adequate number of doctors in Railway Hospitals

Shri Assar: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (194)

Failure to provide adequate number of quarters for employees of Integral Coach Factory

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (215)

Need to prevent unqualified persons from giving injections in the Dispensary at Kalyan on Central Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (244)

Need for starting a holiday home in hill-station in the South

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (420)

Delay in sanctioning leave arising out of unwieldy size of the Olavakot Division of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses—Labour Welfare' be reduced by Rs. 100." (460)

Working of the hospital at Erode Junction on Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—(Revenue)—Labour Welfare' be reduced by Rs. 100." (216)

Need of an over-head bridge at Gardos and Bamra stations in the North Eastern Railway due to doubling of lines

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Open Line Works—(Revenue)—other than Labour Welfare' be reduced by Rs. 100." (427)

Need for construction of new lines between Tinnevely and Nagercoil in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (24)

Need for construction of new lines between Dindigul and Cuddalore vis. Thena in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (25)

Supply of defective keys by a firm of Kanpur

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (117)

Need to construct a new line from Diva to Dasgaon

Shri Assar: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (195)

Need to construct a new line from Karjat to Khapali

Shri Assar: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (196)

Need to undertake the construction of Sathyamangalam-Chamrajnagar line

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (217)

Need to construct a new railway line from Sukinda Mines to Paradip Port via Kendrapara

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

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (245)

Failure to construct the new line between Pandoo and Sijoo area of Garo Hills

Shri Amjad Ali: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (274)

Failure to stabilise the link-line in the North East Frontier Railway

Shri Amjad Ali: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (275)

Need to expedite the construction of Jhund-Kandla broad gauge line on Western Railway

Shri Fatehsinh Ghodasar: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (344)

Need to undertake the construction of Salem-Bangalore line

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (407)

Need to construct the Sathyamangalam-Chamrajnagar line

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (408)

Need to undertake the construction of Tinnevely-Cape Comorin line

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (409)

Need of extension of the branch-line from Rourkela-Dumaro to Talcher via Borkote

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (428)

Need to take up Ramagundam-Nizamabad Railway link

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

"That the demand under the head 'Construction of New

[Shri T. B. Vittal Rao]

Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (436)

Need to take up the Salem-Bangalore rail link

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

"That the demand under the head 'Construction of New Lines—Capital and Depreciation Reserve Fund' be reduced by Rs. 100." (440)

Need for expanding goods shed at Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (26)

Need for goods shed in East Madurai to remove congestion in Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (27)

Need for goods shed in Pasumalai to remove congestion in Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (28)

Need for public Telephone facilities in goods shed in Madurai in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs. 100." (29)

Need for constructing an over-bridge on Avarashi Road in Coimbatore

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (135)

Delay in providing a new over-bridge at Jajpur-Keonjhar Road Station to connect the platforms with the goods shed

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

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (246)

Failure to operate water supply scheme at Jajpur-Keonjhar Road Station

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

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (247)

Condition of third-class waiting rooms

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (429)

Need for brighter lights in all railway compartments

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (430)

Inadequate lavatory facilities at stations on branch-lines of Southern Railway

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (431)

Inadequate catering facilities on the Calicut-Mangalore section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (432)

Lack of adequate attention by catering section to women's compartments in the third class

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (435)

Need for conversion of Pocharam Station into a Flag Station

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

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (441)

Need for a Ladies Waiting room at Dornakal Railway Station

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

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (442)

Need to expedite the construction of siding between Ramagundam and Godavari Khani, Central Railway

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

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (443)

Need for a platform covering over the Island Platform at Dornakal Railway Station

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

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (444)

Need for over-bridges at Shoranur, Calicut and Cannanore Stations

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (453)

Need for coverings over platforms at stations between Cannanore and Mangalore

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (454)

Need for a proper road-cum-railway bridge at Baliapatnam

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (455)

Need for a new flag station at Shyria, Southern Railway

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (456)

Need for conversion of Mangalapadi Railway Station, Southern Railway, into an inter-locking station

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (457)

Need for conversion of Chirakkul Halt into a block station

Shri Kunhan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (458)

Inadequate catering facilities on Jalarpet-Bangalore section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs. 100." (462)

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

Shri Rami Reddy: I hope I will be able to accommodate all other Members. There is no hurry about it.

14 hrs.

Shri Rami Reddy (Cuddapah): Sir, the first point I want to make is about the reorganisation of the present zones. There are at present 8 zones. Some of the zones are very unwieldy considering the total route mileage. The total route mileage in the country is about 34,000 miles. The total route mileage of the 4 zones, the Central, the Northern, the Western and the Southern zones, is about 24,000 miles, which comes to more than two-thirds of the total route mileage in the country; whereas the other 4 zones constitute about only 10,500 miles which is less than one-third. I do not know why some of the zones should contain far greater

mileage than some of the other zones. Not only considering this, but also considering the staff that is employed in these zones, I say, it calls for redistribution. For example, in the Northern zone the number of staff is 185,000 and in the Southern zone, the number is 165,000. So, the staff is also unwieldy to be managed by one General Manager.

Coming to the number of complaints, there seem to be about 43,000 complaints in the country in all the railways. The number of claims for compensation and other things comes to more than 4½ lakhs. I do not have the break-up of these things. But, I believe that it will be proportionate to the route mileage and the number of staff employed by these railways.

In 1958, about two years ago, one of the small zones, the North-Eastern, which has only a route mileage of 4,800 miles, was reconstituted into two zones, the North-Eastern and the North-Eastern Frontier Railway. When one of the smallest zones has been reconstituted into two, I do not find any justification for keeping the bigger zones as they are at present. So, for the sake of achieving efficiency in administration, for the sake of effecting economy, for the sake of quick disposal of complaints and for the sake of maintaining better relations with the vast public, I believe, a redistribution of the present bigger zones is absolutely necessary.

For example, in regard to the disposal of complaints, I find from the report submitted to the House that the inquiry into these complaints took about 77 days in the case where confronted enquiry was arranged and in other cases it took about 33 days. I believe that if the bigger zones are split up and constituted into smaller viable zones, these complaints could be more quickly disposed of. They will also be able to maintain better relations with the employees and with the public. Therefore, I submit, on grounds of economy, on grounds of

administrative efficiency, on grounds of the speedy disposal of complaints, that the redistribution of these bigger zones is called for.

The policy of the present Government is decentralisation of administration. That is why some of the developmental works are entrusted to some of the local bodies. The Railway Ministry also being a part of the Central Government I do not know why they should not accept this principle. I appeal to the Railway Ministry to consider the redistribution of the bigger zones into compact, smaller and viable units.

The other point I would like to mention is about the construction of new lines. The policy of the Government is to lay new lines wherever they feel the industrial needs of the particular region require the laying of new lines. But, in this connection I wish to draw the attention of the Railway Ministry and the Central Government to this fact. Whenever a particular State or a particular region requests the Government to locate a particular industry in that area, they say that there are no communications. But whenever we request the Railway Ministry to lay a new line, they say that we have no industries. I cannot really understand this policy. Because communications are a forerunner to the development of industries, I would appeal to the Railway Ministry, if they want to remove the regional disparity in the development of industries in the country, the laying of new lines and the development of railway communications is an absolute necessity. The sooner the regional disparities are done away with the better it would be for the country.

In this connection I would like to mention the claims of the South. The South has been neglected during both the First Plan and the Second Plan. Especially, Andhra has been given a very raw deal. Not a single mile of new line has been laid there, dur-

ing either of these two Plan periods. Andhra Pradesh is very big; it is the fourth largest State in the country; and it has a population of about 333 lakhs. It has about 9 per cent of the population of the country. I, therefore, appeal to the Railway Minister to consider the laying of new lines in underdeveloped States like Andhra Pradesh, Rajasthan and some others, because the laying of new lines in industrially developed areas and not taking any care of the under-developed areas would lead to more and more disparity in the development of the different regions.

There have been some suggestions from the Andhra Pradesh Government in regard to the laying of new lines. One is the line from Nandyal to Nellore via Mydukur and Mydukur to Cuddapah. I believe the State Government has given top priority to this line. I appeal to Government to include this at least in the Third Plan.

Another important line that has been suggested by the State Government is a line from Kazipet to Nellore via Nagarjunasagar. Nagarjunasagar is going to be complete within 6 or 7 years and all these under-developed areas are going to be brought under irrigation. Therefore, it would be absolutely necessary to lay a new line there also.

Coming to the surcharge of 5 nP in the rupee, I would like to mention only one point. Food production has been the war cry in the country. Everywhere we have been saying, 'produce more and more food'. The Railway Ministry say that for meeting the operational expenditure, for meeting the additional expenditure as a result of the acceptance of the Pay Commission's Report and all these things, they have to raise more and more revenues. Therefore, they have imposed this surcharge of 5 nP in the rupee, in the freight rates.

The hon. Minister has said in his Budget speech that this increase in

[Shri Rami Reddy]

freight rate would mean on the retail only 1½ nP per seer. But when it comes to the question of retail it would not be only 1½ nP. It may be so for purposes of calculation. But, actually, when any commodity reaches the consumer the increase would be far higher than that. It would be several nP. Especially when the Government is trying to stabilise the consumer price index at least at the present level—it has already reached 126 points—if this surcharge applies even to foodgrains, then, the consumer price index is sure to go up. Therefore, I appeal to the Railway Minister to exempt at least the foodgrains from this increase in freight rates.

Then, with regard to fertilisers also I would like to say this. Several incentives are now being given by the Centre and the State Governments for producing more and more foodgrains. Under these circumstances, fertilisers are the basic necessity for producing more and more foodgrains. Therefore, I request the Railway Ministry to exempt foodgrains and fertilisers from the proposed freight increase of 5 nP per rupee.

Coming to my local interests, Muddanur is a station on the Madras-Bombay line. I have already brought this to the notice of the Railway Ministry. The Madras-Bombay Express was halting at that station ever since that railway line was laid some decades ago. But about a year back, the Southern Railway appeared to have laid down certain criteria for the stopping of express and mail trains at particular stations. One such criterion is that there should be not less than six passengers travelling over 160 miles per day. There is a peculiar feature there and it is a station lying between Cuddapah and Guntakal. I believe there are more than six passengers or, at any rate, sufficient number of passengers travelling from stations between Cuddapah and Guntakal and from

this station to Hyderabad, our State capital, and from Hyderabad to this station. For the last three years the number of passengers has been going up. But there is a peculiar difficulty with regard to this station. If one has to go from Muddanur or even from any station between Cuddapah and Guntakal to Hyderabad, he has to go *via* Guntakal, if he has to travel the whole distance by train. In fifty per cent of the cases, the express train which takes the passengers to Guntakal to catch the Bangalore-Hyderabad train, is not punctual. Again while returning from Hyderabad the Bangalore-Hyderabad express or passenger trains, in 75 per cent of the cases, are not running punctually so that one has to miss the connection train at Guntakal which comes from Bombay though the Railway Ministry has been claiming that there has been an increase in the punctuality of trains. The result is that the passengers do not want to take a risk, though there are sufficiently large number of people travelling from Muddanur for over 150 miles to justify the stoppage of this express train at Muddanur. People from Muddanur station take a ticket upto Gooty—less than 150 miles—instead of taking a ticket to Guntakal or to Secunderabad to avoid this risk. Instead of travelling from Muddanur or Cuddapah to Hyderabad *via* Guntakal—the whole distance by train—they take a ticket to Gooty and go by bus to Dronachalam by the shortcut and get the same train which comes from Guntakal to Dronachalam and proceed to Secunderabad. Therefore, I request the Ministry to examine this point and restore the halts of the Express Trains at Muddanur and Kamalapuram Stations where they were halting from the time the Railway line was laid.

This principle is applied only in the Southern Railway while in the other Railways they take into consideration the commercial importance of the station, the other facilities

available on that particular railway and all these things. Muddanur station connects Pulivendla and Jammalamadugu which are important taluq headquarters. It is also a commercial centre and even from these points of view the express should halt at Muddanur.

There is so much of overcrowding in the trains in the Madras-Bombay line, between Guntakal and Renigunta. Now that they have achieved self-sufficiency in regard to the rolling stock and are even trying to export some engines, there may not be much difficulty if some additional trains, at least mixed trains or even only third-class trains with no first or second class compartments, are run between Guntakal and Renigunta. Such a train is needed to reduce overcrowding there.

Shri D. C. Sharma: I thank God that the Railways are more or less in good health. There have been fewer accidents than before and I think that the relations between the workers and the railway authorities have not been as exacerbated as in previous years. It does not mean that there is no room for improvement but all the same one feels that the Railways have done quite well during the last year.

I want the Railways to take a warning from the fate of the Railways in UK and USA. I think that our Railways think that they are eternal accompaniment to the immortal India, that they are going to be there for all times to come, that their revenues will be going up all the time and that there is going to be some kind of excess so far as revenue and expenditure are concerned. In almost all countries of the world, the Railways are facing a crisis. Railway travel may suit India for sometime so long as our Plans do not fully succeed but it should be remembered that the Railways are not going to have a monopoly of this kind for a very long time to come. They have to step up their efficiency and provide other

amenities and increase their attention towards the public.

I am afraid that the Railways are not afraid of the rail-road competition which is making heavy inroads on them. There are many places where people like to travel by road, rather than by the railways. Taking note of all the other factors which are inherent in the situation in our country, in spite of the health to which I referred to earlier, I cannot help feeling that the Railways are showing some kind of smugness and self-complacency and the sooner it is done away with, the better would it be for the Railways. Otherwise, there will be railways and no passengers; wagons and no goods. That is what is happening in UK and USA and some other countries and I do not think the day is far off when India also may have to face a situation like that.

I feel that the Railways have evolved a very circumlocutory method of survey for new lines; they are of all kinds: pre-engineering survey, engineering survey, location survey, this that and the rest. They have given these surveys all kinds of names so that the actual work of having a line is postponed as long as possible. The Railways show a kind of allergy to the construction of new lines. Even when they do so, even when they take up construction of new lines, their programme is never balanced. I fail to understand why they are going in for the construction of some new lines somewhere. Are there economic reasons? No. Are there any reasons which are called strategic? No. Are there any reasons which can be called reasons of public utility? No. They sometimes construct these lines guided by some considerations which I fail to understand. I think the Railways should try to have a committee which should consist also of a few Members of Parliament, and that committee should sit annually in order to chalk out a plan for the construction of new railway lines. Unless that is done, I am sure there is

[Shri D. C. Sharma]

going to be unbalanced addition to the mileage which our Railways have. I am not saying this because the line about which I have been speaking all these years has not been done—a mere line of eight miles from Una to Nangal. I am saying this in the overall interest of the country, that something should be done to rationalise the construction of new lines in our country.

Again, Sir, there is the Research, Design and Standards Organisation. What are our wagons? What are our engines? What are our coaches? Have we done anything in free India to show that these things are going to have a new look? What is this Research, Design and Standards Organisation meant for? We find the same coaches. I think the most beautiful thing done was to have a three-tier third-class coach, with the result that a few persons lost their lives who have had the misfortune to occupy the third tier of the sleeping coach. I want that this section, the Research, Design and Standards Organisation of the Railways should give a better account of itself. We have our scientific laboratories. We have the Indian Council for Agricultural Research. We know that they are showing to us something for their pains. They may not be showing to us all that we want to do. These outmoded, outdated organisations which are hang-overs from the British days and where people who are traditionally educated along those lines and conditioned by those things are working are not going to do any good to India. I think so far as these things are concerned our Indian Railways should also show something for their pains. They should also be able to say, "This is something that we have done, this is something new that we have made, this is some new device that we have brought out for the safety of passengers". We see the same things now. Our railways in every way are second-hand replicas of railways in other countries. Our

Parliament is not a replica of any other country; we stand on our own legs. But, somehow, the inventive genius of our people, the inventive capabilities of our people have not been tapped by the Railways to the extent that they should.

I feel there is plenty of inventive talent in our country. If you already have some incentive scheme, I think it has not worked well. You have some incentive scheme at Chittaranjan. That might have been doing some good, but I feel that sometimes new designs, new things come not from those who are normally charged with doing those things but those who are doing other things. Therefore, I think the Railways should try to organise a campaign for getting new ideas, new things from their staff right from the lowest rung to the highest rung. Unless that is done our Railways will be as they are now.

Then, Sir, I want to say something about the Staff College, Baroda. The Staff College, Baroda is a good college. I have no doubt about it. But in the Defence Ministry we used to send our officers for higher training abroad. We have now got our National Defence Academy, or we are going to have it so that our country becomes self-sufficient so far as the highest kind of training for our defence services is concerned. Now, look at the Staff Training College. It is a kind of refresher course, I should call it. It is a course which has not come to have any impact of new things that are being done in India. It is an old college run along old lines employing old methods and trying to do things in the old conventional way. I would request, Sir, that the Staff College should be given a new look. It should compare favourably with similar colleges in other countries of the world. It should be such as can give our officers and others some thing that can make them up-to-date. It is no use having those

people there for whom you cannot find jobs elsewhere. If you cannot find a job for somebody somewhere, you are asking him to go to the Staff College. The Staff College should not be used for that purpose. It should have up-to-date men, who know the latest things in railway training, latest things about officers' training, latest things about personnel, latest things about management, latest things about other things, so that our officers get the right kind of training that they should have.

There is, then, the Special Police Establishment. Well, people talk about crimes, dacoities and others on the railways. Sir, there was a murder between Hoshiarpur and Jullundur. It has remained untraced all these years. This shows the efficiency of our police. There was a bomb explosion near Pathankot. They have not been able to find out the culprits up to this time. They say it is an act of sabotage. Anyhow, I am not judging their results by these things, but I would say that there should be no dyarchy in this matter. In some areas the Railway Protection Force rules and in other areas there is the Special Police Establishment. For instance, if I am robbed in the train and I am not able to catch the robber, I have to go to the Special Police Establishment. There are some of my friends who have had that experience. Therefore, I would say that the Railways should appoint a committee to put an end to this dyarchy. It is this dyarchy that is responsible for much of the trouble.

Sir, I would not take long, though there are many points I would like to speak about. I want to say something about the Railway Service Commission. They have, I think, six Railway Service Commissions.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Four.

Shri D. C. Sharma: I am sorry—there are four Railway Service Commissions. I would suggest that these

railway service commissions should be asked to declare the results of the candidates not as languidly as they do now. For example, certain examinations were held in October, and the candidates go on waiting and waiting, and the results are not declared. When the results are declared, they do not know when they will be called. These railway service commissions should be asked to expedite the results so that the candidates who take the examinations are not kept in this kind of suspense all the time.

I have no time to deal with all the other points but I shall only mention them in one or two sentences each. Take repair and maintenance. I am glad that repair and maintenance is a recognised item so far as the railways are concerned. I do not think there is anybody here—and if there is anybody here I shall congratulate him—who will not say that the condition of repairs and maintenance is deteriorating day by day. If there is anybody who thinks that I have made a statement which is not true, I would withdraw it. But I think anybody who travels in the railways will bear me out when I say that the coaches look prematurely old; that the wagons look prematurely dilapidated.

Unfortunately, my constituency happens to be served by a branch line. I would say that branch lines are the orphans of the Railway Ministry. Branch lines are the step-children of the Railway Ministry. So, I do not expect anything from the Ministry in this respect! If the trains run late, I do not complain. If over-aged engines ply there, I do not bother about it. The most dilapidated coaches are used there but I do not complain; I do not grouse about it. This is our lot. But I talk about other lines on the railways. Looking from one point to the other, I think I should say that we have lost that sense of maintenance which we used to have at one time. We have lost that interest in repairs which we used to have at one time. One day a Mem-

[Shri D. C. Sharma]

ber of the Raiya Sabha was travelling with me from Delhi to Allahabad. There was no light in the compartment. There was no latch in the door and that gentleman was feeling very, very unhappy. He said that somebody would come into the coach. I said, "Why do you bother? If somebody comes, let him come." So, I am suggesting that the standard of maintenance should be improved.

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

Shri D. C. Sharma: Two sentences more and I shall have done. I would now refer to labour welfare. I have looked into the measures for labour welfare. I think labour welfare is receiving some attention and as far as it goes it is good. In respect of other amenities, there has been a stepping up and I am very happy about it. I wish they could be stepped up a little more.

But there has not been any corresponding increase in the expenditure on education. The Railway worker is manning the railways at places which are far removed from the seats of habitation; he is manning posts which are sometimes far away from the centres of culture and other things. So, those places deserve a better deal so far as education is concerned. The children of the railway employees in these distant places should have a better treatment at the hands of the railways. So I request that the railway schools should be looked after with much greater care than hitherto.

Mr. Deputy-Speaker: The hon. Member should finish now.

Shri D. C. Sharma: Two more sentences and I shall finish. I find that our Prime Minister sometimes talks about our administration and our administrative structure being so complicated I would say that no administrative structure is more compli-

cated than the railway administrative structure. You take any category of employee—commercial, loco, this, that and the rest. You will find that there is a tremendous categorisation of services in the railways.

Mr. Deputy Speaker: The hon. Member must finish now.

Shri D. C. Sharma: It causes difficulties and a number of persons are kept back because of that. So, I request the hon. Minister to look into this matter.

श्री गणपति राम (जौनपुर-रक्षित-अनुसूचित जातियाँ) : उपाध्यक्ष महोदय, रेलवे की माननीय सदस्यों ने जितनी प्रशंसा की है वह कम नहीं है श्री जनता भी इस चीज को आज महसूस करती है कि अगर किसी विभाग का काम विकास के नाम पर और सहूलियत के नाम पर देखने में आता है तो वह रेलवे विभाग का ही काम है। मैं चन्द बातें अपने क्षेत्र के बारे में कहना चाहूंगा उसके बाद और विषयों पर प्रकाश डालूंगा।

मैंने पिछले बजट पर बोलते हुए कहा था, और सरकार का ध्यान आकर्षित किया था, कि शाहगंज रेलवे स्टेशन पर, जो कि लखनऊ और बनारस लाइन पर है और एक जंक्शन भी है, हर साल दो एक जार्नें चली जाती हैं, केवल इस वजह से कि बड़ी लाइन का जो दो प्लेटफार्म है उस पर ओवर ब्रिज नहीं है। वहां पर सामान भी आ कर पड़ा हुआ है, लेकिन इस को बनाने में देर हो रही है। यह काम सालों से पड़ा हुआ है। इस पर ध्यान दे कर जनता के कष्ट को दूर करना चाहिये।

मैं ने पिछले बजट में यह भी कहा था कि जौनपुर जंक्शन पर, जहां बनारस से, लखनऊ से और सुल्तानपुर से आ कर लाइनें मिलती हैं, आजादी के बाद आज तक एक भी नया थोड नहीं बनाया गया। पुराने प्लेटफार्म

पर एक छोटा सा शोध है, जोकि नम्बर दो प्लेटफार्म पर पहले से था। उस में भी अभी तक कोई सुधार नहीं किया गया। अगर भारत सरकार वहाँ की जनता को सहूलियतें देना चाहती है तो रेलवे मंत्रालय वहाँ प्लेटफार्म नं० १ पर एक और शोध बनवाने की कृपा करे। लेकिन मैं आप का काफी शुक्रगुजार हूँ कि इस समय जौनपुर रेलवे यार्ड में जो विकास कार्य किया जा रहा है उस ने जनता को काफी प्रोत्साहन दिया है। दूसरी पंचवर्षीय योजना में यह सुना गया था कि शाहगंज से इलाहाबाद को मिलाने वाली रेलवे लाइन जो वाया जंघई हो कर जाने वाली थी उस का सर्वे किया जायगा, लेकिन हमारी दूसरी पंचवर्षीय योजना में अन्त समय तक भी इस का कुछ पता नहीं चल रहा है। मालूम होता है कि शाहगंज से इलाहाबाद वाया पिलखीचा, पिलकीछा और जंघई की लाइन को टाला जा रहा है जोकि बनाई जाने वाली थी। उस के बना देने से जनता को काफी सहूलियत हो जायेगी और इलाहाबाद आने वाले पैसेन्जर सीधे आजमगढ़ और बलिया से शाहगंज हो कर आ सकते हैं।

जौनपुर में जो आर० पी० एफ० का स्टाफ है उस के विषय में रेलवे बोर्ड, जेनरल मैनेजर और डी० एस० को बड़ी शिकायतें की गईं। उन की खास शिकायत यह है कि कभी कभी फर्स्ट और सेकेन्ड क्लास कोचेज में वे जा कर सो जाते हैं और जब फर्स्ट और सेकेन्ड क्लास के पैसेन्जर आते हैं तो वे दरवाजों को खोलते नहीं हैं। जब कभी टी० सी० और ए० एस० एम० इन्चार्ज से शिकायत की जाती है तो वे उन लोगों से ही लड़ने लगते हैं और कभी कभी तो बन्दूकें भी तान लेते हैं। कभी कभी ऐसी शिकायतें मिली हैं कि जुडीशल आफिसर जौनपुर, तहलसीलदार, ए० पी० डब्ल्यू० आई० और सिकिल इन्चार्ज थाने को आर० पी० एफ० वालों ने धक्के दिये हैं और मारा है। इतना ही नहीं जो महिलाओं

394 (A1)LSD—8.

की फर्स्ट और सेकेन्ड क्लास कोचेज होती हैं उन में भी वे जा कर सो जाते हैं और जब महिलायें आती हैं तो उन को खोलते नहीं हैं। इस तरह की शिकायतों पर, जुडीशल आफिसर, जौनपुर; तहसीलदार, जौनपुर; ए० पी० डब्ल्यू० आई०, जौनपुर और सिकिल इन्चार्ज थाने जैसे जिम्मेदार अधिकारियों की शिकायतों पर अवश्य ध्यान दिया जाना चाहिये। साथ ही जब टी० सी० इन्चार्ज ने उन लोगों से रिक्वेस्ट किया और उन के खिलाफ इस की एन्क्वायरी हुई तो इस पर टी० सी० को जान माल की धमकी भी दी गई। इस तरह की शिकायतें नहीं होनी चाहियें। यह गड़बड़ी जौनपुर से इलाहाबाद की लाइन पर जौनपुर से बनारस लाईन पर और जौनपुर से शाहगंज पर भी हुआ करती है। मैं इस की तरफ ध्यान आकर्षित करता हूँ।

मैं रेलवेज में टिकटलैस ट्रेवलिंग के सम्बन्ध में बोलते हुए यह ध्यान दिलाना चाहूंगा कि जौनपुर-इलाहाबाद रेलवे लाइन पर और खास तौर से जंघई से इलाहाबाद के बीच में फर्स्ट और सेकेंड क्लास कम्पार्टमेंट्स में अक्सर बगैर टिकट लोग घुस आते हैं और कभी कभी तो फर्स्ट क्लास और सेकेंड क्लास के यात्रियों को इस के कारण खड़े खड़े असुविधा में सफर करना पड़ता है। लेकिन इस के साथ ही मैं रेलवे मंत्रालय की इस के लिये तारीफ भी करता हूँ कि उस ने इस टिकटलैस ट्रेवलिंग को रोकने की दिशा में कुछ प्रयत्न किया है और उस के परिणामस्वरूप पहले की अपेक्षा अब रेलवे में बगैर टिकट की यात्रा में कमी भी हुई है। लेकिन आप के द्वारा इस और और अधिक तबज्जह देने की जरूरत है जिस से कि फर्स्ट क्लास और सेकेंड क्लास के यात्रियों को सहूलियत मिल सके।

इलाहाबाद से मेजारोड जाते हुए देखा जाता है कि वहाँ पर काफी तादाद में जनता

[श्री गणपति राम]

बगैर टिकट लिये चलती है और करीब एक तिहाई या एक चौथाई पब्लिक बिना टिकट के रेल पर सफर करती है और मजा यह है कि टी० टी० बगैरह की हिम्मत नहीं कि वह उन को इस के लिये पकड़ कर दंडित करवा सके । मैं समझता हूँ कि रेलवे मंत्रालय के दफतर में ऐसी शिकायतें भी आई होंगी कि जिन बेचारे टी० टी० इंज० ने इस की शिकायत की और चौकिस करने की हिम्मत दिखालाई तो उन को ऐसा करने से रोका गया और न मानने पर उन को उन की जान और माल बगैरह की धमकियां भी दी गईं । यहां तक मुनने में आया है कि एक टी० सी० से २५० रुपया इसलिये चार्ज किया गया कि उस ने शिकायत कर दी थी । इस तरह की शिकायतें उस लाइन पर हैं और मैं आशा रखता हूँ कि मंत्री महोदय उन की ओर ध्यान देंगे और उन को दूर करने की उचित व्यवस्था करेंगे ।

रेलवेज के अन्दर शेड्यूलड कास्ट्स का कोटा फिल अप नहीं किया जा रहा है हालांकि मैं इस तथ्य से इंकार नहीं कर सकता कि गवर्नमेंट आफ इंडिया के आफिसों में और राज्य सरकारों के और विभागों के मुकाबले में रेलवे विभाग ने सब से अधिक शेड्यूलड कास्ट्स के लोगों को सर्विस में लिया है । इस सम्बन्ध में मैं यह भी कहना चाहूंगा कि सन् १९५२ में जब हमारे सदन के सदस्यों ने एक बार सदन में यह प्रार्थना की थी कि कम से कम एक बुकलेट छाप कर हर साल मेम्बरस को दी जाय जिस से कि मालूम हो सके कि हर साल कितनी नई जगहें बनाई जाती हैं, कितनी अजियां इनवाइट की जाती हैं और फाइनेली कितनी सेलेक्शन में आती हैं, तो सन् ५२ में इस तमाम जानकारी से सम्बन्धित एक बुकलेट हर एक पार्लियामेंट के मेम्बर को दी गई थी लेकिन उसके बाद से फिर इस तरह की जानकारी वाली बुकलेट प्रोवाइड नहीं की गई । मैं चाहूंगा कि

मेम्बरों को इस सम्बन्ध में आवश्यक जानकारी इस तरह की बुकलेट्स से समय समय पर मिलती रहनी चाहिये ।

यह तो ठीक है कि अन्य जगहों की अपेक्षा रेलवेज में शेड्यूलड कास्ट्स का प्रतिनिधित्व अधिक है, उनका कोटा और जगहों की अपेक्षा अधिक है । लेकिन रेलवेज में भी मैं यह बतलाना चाहता हूँ कि नीचे की श्रेणी में अर्थात् क्लास ४ में ही शेड्यूलड कास्ट्स का प्रतिनिधित्व ज्यादा है । अधिकतर उनको निम्न सेवकों के ही रूप में रखा जाता है । और मेहतारों की जगहें उनको दी जाती हैं क्योंकि इस सर्विस में गैर शेड्यूलड कास्ट्स के लोग आते नहीं वैसे अगर उनको इसका गिला हो कि वहां पर शेड्यूलड कास्ट्स की संख्या अधिक है तो उनको खुला निमन्त्रण है कि वे मेहतारों में भरती होकर स्वीपर्स का काम कर सकते हैं । मेरी तो मांग है कि हमारे उन शेड्यूलड कास्ट्स के भाइयों को जो कि पड़े लिखे हैं और क्वालिफाइड हैं और आज उनकी संख्या काफी है, ऐसे हमारे भाइयों को क्लास २ और ३ में भी नौकरियां दें और खाली क्लास ४ में ही उनको न रखें । आज भी दिल्ली के रेलवे आफिस में हालांकि कोम्प्यूटेंट शेड्यूलड कास्ट एम्प्लायीज की कमी नहीं है लेकिन उनको जिम्मेदारी के पदों पर नहीं लिया जाता है और बहाना कुछ न कुछ न लेने के वास्ते बना दिया जाता है और कह दिया जाता है कि हम क्या करें शेड्यूलड कास्ट्स में से तरक्की देने के लिये कोम्प्यूटेंट और इयूली क्वालिफाइड स्टाफ नहीं मिलता है । रेलवे सर्विस कमीशन में काफी जिम्मेदारी के पद पर काम करने वाला एक्सपीरियेंस्ड स्टाफ हेड क्वार्टर में पड़ा है आप क्यों नहीं वहां के हमारे अनुभवों शेड्यूलड कास्ट्स के भाइयों को जिम्मेदारी की जगहों पर बैठाते ? उनकी सेवाओं की हर जगह प्रशंसा हुई है । आप उनको जिम्मेदार पदों पर जाने का मौका दें ।

नार्थ ईस्टर्न रेलवेज में प्रोमोशन में

रिजरवेशन रूल्ज के बारे में रेलवे मंत्रालय की ओर से जो एक सरकुलर निकाला गया था तथा अन्य रेलवेज ने अपनी रेलवेज में उसको इम्पलीमेंट भी किया लेकिन नार्थ ईस्टर्न रेलवे एक ऐसी रेलवे है जहाँ पर कि जनरल मैनेजर से बार बार कहने के बावजूद भी वह रिजरवेशन रूल्स अमल में नहीं आये। शायद अभी दो महीने पहले से उनको इम्पलीमेंट किया है। इतना ही नहीं मुझे यह सुन कर आश्चर्य हुआ कि वहाँ जो शेड्यूल्ड कास्ट्स के एम्पलायीज हैं और जो जिम्मेदार पदों पर हैं उनको केवल इस नाते कि वह चूकि शेड्यूल्ड कास्ट्स का कोटा सर्विसेज में बढ़ाने का प्ली देते हैं तो उनको गलत गलत तरीके से और एडीशनल काम दे करके गिराया जाता है फिर किसी की कौनफिडेंशल रिपोर्ट को खराब कर दिया जाता है और किसी को डिग्रेड करने के लिए एंटीरीज खराब कर दी जाती है। इतना ही नहीं मुझे तो यह कहते हुए शर्म आती है कि जो रेलवे के जी० एम० हैं, उनके बारे में मुझे ऐसा पता चला है कि उन्होंने अपने एक लड़के के मंडन के समय लोगों को दो दिन निमन्त्रण दिया। एक दिन उन्होंने ब्राह्मण एम्पलाईज को निमन्त्रण दिया और एक दिन नान ब्राह्मणों को निमन्त्रण दिया। इस तरह का स्पष्ट भेदभाव कम से कम जिम्मेदार अफसरों के द्वारा तो नहीं होना चाहिये। इतना ही नहीं मुझे यह कहते हुए शर्म आती है कि वहाँ पर पंजाब के जो एम्पलायीज हैं और जो जिम्मेदार पदों पर हैं, बिहार के हैं, मध्य प्रदेश के हैं, उत्तर प्रदेश के हैं, उनकी अपेक्षा वहाँ पर साउथ इण्डियन एम्पलायीज को ज्यादा प्रीफरेंस दिया जाता है और जिसके कारण नार्थ ईस्टर्न रेलवे एम्पलाइज में असन्तोष पैदा हो रहा है। कहा तो यह जाता है कि साउथ इण्डियन एम्पलायीज को प्रीफरेंस इसलिये दिया जाता है क्योंकि वह ज्यादा क्वालीफाइड हैं। लेकिन मुझे यह कहते हुए हिचक नहीं होती कि अभी पिछले कुछ वर्ष पहले कुम्भ के अवसर पर जो स्टाफ रक्खा गया था वह नाकाफी समझा गया था और उसको लेकर काफी

आलोचना हुई थी लेकिन हमने देखा कि जब अर्थ कुम्भी हुई तो जितना पूर्ण कुम्भ में स्टाफ लगाया था उसका आधा लगाना चाहिये था लेकिन ऐसा न करके पिछले साल के मुकाबले में दूना और तिगुना स्टाफ लगा कर एक एम्पलायी को प्रमोशन दिलवाने के लिये इस तरह के मौके दिये जाते हैं। इतना ही नहीं स्टाफ में हालांकि एक पंजाबी सीनियर भी होता है और मैरिट में भी अच्छा रहता है तो भी केवल एक साउथ इण्डियन एम्पलायी को प्रमोड्य प्रमोशन देने के लिये उसे पंजाबी एम्पलायी की कौनफिडेंशियल रिपोर्ट खराब कर दी जाती है। मैं मन्त्री महोदय का ध्यान इस धींगाधंगी की ओर इसलिये दिलाना चाहता हूँ ताकि वे ऐसे निर्देश दें कि इस तरह के नियम विरुद्ध बात न की जाय और जो पालिसी है उसके खिलाफ न जायें।

मैं आपका ध्यान खासतौर से इलाहाबाद रेलवे सर्विस कमिशन के आफिस में होने वाली अनियमितताओं की ओर दिलाना चाहता हूँ। यह कहा जाता है कि रेलवे सर्विस कमिशन रेलवेज के अन्दर जो शेड्यूल्ड कास्ट्स की कमी हुई है उसको पूरा करने के लिये रक्खा गया है लेकिन मैं बतलाना चाहता हूँ कि इलाहाबाद रेलवे सर्विस कमिशन के आफिस में भी शेड्यूल्ड कास्ट्स का कोटा पूरा नहीं किया जा सका है हालांकि उसको बने ५, ६ वर्ष हो चुके हैं। मुझे तो यह बतलाते हुए शर्म आती है कि वहाँ के एक जिम्मेदार सेलेक्शन बोर्ड के अधिकारी से यह मालूम हुआ कि अभी थोड़े दिन पहले एक कैंटरिंग मैनेजर की पोस्ट निकली थी जिसमें कि एक शेड्यूल्ड कास्ट एम्पलायी और एक नान शेड्यूल्ड कास्ट एम्पलायी को इंटरव्यू के लिये बुलाया गया था। और शेड्यूल्ड कास्ट का एम्पलायी फारेन डिग्री थापता था और एक्सपीरियन्स भी था जब कि नान शेड्यूल्ड कास्ट वाला यहीं हिन्दुस्तान की डिग्री रखता था और उस को तजुर्बा भी उस से कम था। जब तक सेलेक्शन बोर्ड को यह मालूम न था कि वह शेड्यूल

[गणपति राम]

कास्ट का है और उस को फस्ट बॅस्ट और नान शोड्यूल्ड कास्ट को सेकेंड बॅस्ट उन्होंने रखा। लेकिन जब रेलवे बोर्ड के सामने नाम प्रोपोज करने का मौका आया और उनको मालूम हुआ कि वह शोड्यूल्ड कास्ट का है तो उन्होंने दूसरे को यानी नान शोड्यूल्ड को सेकेंड बॅस्ट को अधिक पे स्केल पर उसके लिये रेकमेंड कर दिया। इस के बाद हुआ यह कि रेलवे बोर्ड ने यह निर्णय किया कि जब उसी पेपर हमें एक एम्पलायी मिलता है तो किसी और को ज्यादा पे पर रखने की क्या जरूरत है और इसलिये शोड्यूल्ड कास्ट का आदमी वह जगह पा सका।

बी० एस० आफिस लखनऊ में भी नार्दन रेलवे का आफिस है उसमें इस तरह के भ्रष्टाचार के केसेज नोटिस में आये हैं। शोड्यूल्ड कास्ट एम्पलायी की सीनियरिटी और मॅरिट के होते हुए भी एक नान शोड्यूल्ड कास्ट्स एम्पलायी को इस नाते अनड्यू प्रमोशन दे दिया जाता है और बहाना यह कर दिया जाता है कि करा क्या जाय हमें शोड्यूल्ड कास्ट में ड्यूली क्वालिफाइड आदमी मिलते नहीं हैं। आज रेलवे के दफ्तरों में हम देखते हैं कि हमारे शोड्यूल्ड कास्ट्स के एम्पलायीज को उनका ड्यू शेयर नहीं दिया जाता है, उनके साथ इंसाफ नहीं किया जाता है और उनके मुकाबले नान शोड्यूल्ड कास्ट्स वालो को तरक्की दे दी जाती है और उसके लिये कुछ न कुछ एक्सक्यूज बना दिया जाता है। मैं चाहूंगा कि वे भाई जो कि जिम्मेदार पदों पर हैं जिम्मेदार अधिकारी हैं, उनको इस तरह का जातीयता वाला और वगंवाद का व्यवहार नहीं करना चाहिये जिससे कि वे लोग जो कि सदियों से कुचले जाते रहे हैं उनके दिलों में इस किस्म की भावना पैदा हो कि हमारे साथ न्याय और अधिकार रहते हुए भी हमको न्याय नहीं दिया जाता है। अगर आप न्याय देर से देते हैं तो जस्टिस डि्लेड इज जस्टिस डिनाइड वाली कहावत

चरितार्थ होती है और देर से दिया हुआ न्याय न्याय न देने के बराबर ही हो जाता है। बहुत सी जगहों पर हमारे शोड्यूल्ड कास्ट वालों ने अपने यूनियन बना लिये हैं क्योंकि उन्होंने अनुभव कर लिया है कि इसके बगैर उनका कोटा पूरा नहीं हो सकता। मैं माननीय रेलवे मंत्री जी का ध्यान नार्थ ईस्टर्न रेलवे शोड्यूल्ड कास्ट्स एंड शोड्यूल्ड ट्राइम्स यूनियन की तरफ दिलाना चाहता हूँ। उन्होंने उसका कांस्टीट्यूशन बना लिया और जी० एम० को भेजा और जहां तक मुझे याद मैं ने ही उस को फारवर्ड किया था, लेकिन दो महीने से ज्यादा समय हो गया, अभी तक उनका जवाब नहीं आया। जब भी मैं न बम्बई के जी० एम० को या नार्दन रेलवे के जी० एम० को लिखा तो उनका फौरन उत्तर मिला।

आज भी नार्थ ईस्टर्न रेलवे के कर्मचारियों को शिकायत है कि अधिकारियों में यह भावना है कि शोड्यूल्ड कास्ट वालों को दबाया जाये और जो अधिकार उनको मिले हुए हैं उनसे उनको बंचित रखा जाये। मैं तो यह डिस-क्लोज करन में भी हिचक नहीं रखता कि जब सन् १९५९ में मैं ने डिप्टी सी० पी० ओ० से शोड्यूल्ड कास्ट वालों के प्रमोशन के बारे में बात करने गया तो उन्होंने जवाब दिया कि गवर्नमेंट की तरफ से जो सरकुलर आया है इस बारे में उसमें कुछ लेकूना रह गया है, इसलिये पूरा बेनिफिट शोड्यूल्ड कास्ट वालों को नहीं मिल सकता। इसलिये उसको अभी तक इम्प्लीमेंट नहीं किया जा रहा है। मैं ने उनसे पूछा कि अगर पूरा बेनिफिट नहीं मिल सकता तो जितना मिल सकता है उतने को आपने क्यों इम्प्लीमेंट नहीं किया तो उनके पास उसका जवाब नहीं था। अब ऐसे ही अधिकारियों को प्रमोशन दिया जाता है। ऐसी बातें नहीं होनी चाहियें।

इन चन्द शब्दों के साथ मैं मिनिस्ट्री को धन्यवाद देता हूँ और आपको भी धन्यवाद

देता हूँ कि आपने मुझे बोलने का अवसर दिया ।

श्री भवत दशंत (गढ़वाल) : उपाध्यक्ष महोदय, मैं बहुत ही संक्षेप में अपने विचारों को यहां रखने का प्रयत्न करूंगा ।

पिछली बार माननीय अध्यक्ष जी ने यह सुझाव दिया था कि भिन्न भिन्न रेलों से सम्बन्धित संसद् सदस्यों की बैठक माननीय मंत्री जी बुलाया करें । मैं माननीय मंत्री जी का बहुत अनुग्रह ही हूँ कि उन्होंने समय समय पर संसद् सदस्यों का परामर्श लेना प्रारम्भ कर दिया है । इस सम्बन्ध में केवल एक दो सुझाव मैं देना चाहता हूँ । एक सुझाव तो मैं यह देना चाहता हूँ कि हमारे वर्ष में तीन अधिवेशन होते हैं, यदि प्रत्येक अधिवेशन में हमें कम से कम एक बार मिलने का अवसर दिया जाये तो बहुत सी स्थानीय बातें और कम महत्व की बातें जिनको सदन में कहा जाता है उनका फंसला वहां किया जा सकता है ।

मुझे पिछली दो बैठकों में जाने का अवसर मिला है । दूसरी बात जो मैं इस सम्बन्ध में कहना चाहता हूँ वह यह है कि जो पहली बैठक में सुझाव दिये गये होते हैं उन पर जो कार्रवाई की जाती है उसको दूसरी बैठक में प्रस्तुत किया जाता है । उस पर उस बैठक में बहस शुरू हो जाती है और बहुत समय निकल जाता है । इसलिये मेरा सुझाव है कि पिछली बैठक की कार्रवाई की रिपोर्ट सदस्यों को दूसरी बैठक होने से दस पन्द्रह दिन पहले भेज दी जाया करे । इससे उनको सहूलियत होगी और वह तैयार हो कर आयेंगे ।

इस सम्बन्ध में मैं एक सुझाव और देना चाहता हूँ । वैसे तो रेलवे विभाग को परामर्श देन के लिये जो जोन हैं उनमें परामर्शदात्री समितियां हैं । लेकिन मैं चाहता हूँ कि जो महत्वपूर्ण स्टेशन हैं, या जो जिलों के हेडक्वार्टर्स के स्टेशन हैं, या जंक्शन हैं या ऐसे स्टेशन हैं

जहां पर जा कर रेल समाप्त हो जाती है वहां पर साल में कम से कम एक बार डिवीजनल सुपरिण्डेंट जायें और वहां के संसद् सदस्यों को और दूसरे महत्वपूर्ण लोगों को बुला कर उनसे बात करें तो जो उनकी कठिनाइयां हैं उनमें से बहुतों का समाधान हो सकता है । मैं शिकायत तो नहीं करना चाहता, लेकिन देखता हूँ कि कभी कभी रेलवे के जनरल मैनेजर साल भर में दौरे पर जाते हैं, उनकी एक स्पेशल ट्रेन चलती है और कभी कभी तो साधारण गाड़ियों को रोक कर भी उसको चलाया जाता है । मैं इसकी शिकायत नहीं करता । यह अच्छी बात है । लेकिन अगर वह अपने अपने की स्थानीय संसद् सदस्यों को भी सूचना दे दें तो वह उनसे मिल सकते हैं और अपनी बातें कह सकते हैं । जो उस इलाके के डिवीजनल सुपरिण्डेंट हैं उनको तो जरूर हिदायत होनी चाहिये कि जब वह दौरे पर जायें तो वह स्थानीय संसद् सदस्यों को और दूसरे महत्वपूर्ण लोगों को अपने अपने की सूचना दें और समय दें ताकि वह उन से बातचीत कर सकें ।

रेलों के विकास के सबन्ध में पिछले कई दिनों से मंत्री जी को और रेलवे मंत्रालय को बधाइयां दी जा रही हैं । मैं भी इन बधाइयों में सम्मिलित होना चाहता हूँ लेकिन मैं यह कहना चाहता हूँ कि स्वाधीनता से पहले रेलों के निर्माण में जितनी प्रगति हो रही थी उतनी अब नहीं हो रही है । इसका कारण क्या है यह तो मंत्री जी जानते होंगे लेकिन हमको इनके अधिक विकास की ओर ध्यान देना चाहिए । तीसरी योजना की तैयारियां हो रही हैं ; इसमें कोई दलीय प्रश्न नहीं है ; यह सारे देश का प्रश्न है । हमारा रेल परिवहन हमारे सारे आर्थिक जीवन की रीढ़ की हड्डी है और जब तक हम इसका पूरी तरह से विकास नहीं करते और विस्तार नहीं करते तब तक जो हमारी औद्योगिक और विकास की योजनाएं हैं वे केवल कल्पना मात्र ही रह जाएंगी । इसलिए इस पर जोर देने की आवश्यकता है ।

[श्री भक्त दर्शन]

स्वयं माननीय मंत्री जी इस बात से परिचित हैं कि पिछले दस वर्षों में, उत्तर प्रदेश में जिसका इतना बड़ा इलाका है, केवल दो नई लाइनें बनायी गयी हैं। एक तो जिला एटा के हैडक्वार्टर को मिलाया गया है और दूसरे राबर्ट्सगंज तक रेलवे लाइन बनायी गयी है। और कुछ उखड़ी हुई लाइनें बनायी गयी हैं। अब हमें तीसरी योजना के लिये प्रारम्भ से ही कोशिश करनी चाहिए ताकि जो बहुत सी लाइनें बनानी आवश्यक हैं उन पर सहानुभूति से विचार किया जाए। इस सम्बन्ध में मैं खास तौर से मंत्री जी का ध्यान उस रेलवे लाइन की ओर आकर्षित करना चाहता हूँ जिस से वह स्वयं परिचित हैं, वह है ऋषीकेश-कण्ठप्रयाग लाइन। यह तर्क दिया जा सकता है कि पहाड़ों पर रेलों को बगाने का कार्य बहुत व्यय साध्य है। यह भी कहा जा सकता है कि जब वहाँ मोटर की सड़क बन गयी है तो फिर रेल की क्या आवश्यकता है। पर अंग्रेजों के जमाने में इस लाइन का सर्वे किया गया था और अभी भी कई जगहों पर छोटे छोटे पत्थर के टुकड़े लगे हुए हैं जिन पर लिखा हुआ है आर० के० आर०। इस लाइन पर अभी तक कोई और काम नहीं हुआ है। अंग्रेजी शासनकाल में जब तिब्बत की ओर खतरा पैदा होने की सम्भावना थी तब इस लाइन का सर्वेक्षण कराया गया था। आज भी उत्तर की दिशा से भारी खतरा पैदा हो रहा है। तो इस लाइन के बनने से जो भारत के यात्री केदारनाथ, बद्रीनाथ, जमनोत्तरी और गंगोत्तरी जाते हैं उनको ही लाभ नहीं होगा, बल्कि सामरिक दृष्टिकोण से भी इस लाइन का बड़ा महत्व है। इस इलाके में एक बहत बड़ा बांध, नयार बांध बनने वाला है। उसका निर्माण तीसरी योजना में होने जा रहा है। उसके लिए भी इस लाइन से सीमेंट, मैशिनरी आदि लाने ले जाने में सुविधा होगी। इसलिए मैं मंत्री जी से अनुरोध करूँगा कि वह रक्षा मंत्रालय

से, और उत्तर प्रदेश की सरकार से परामर्श करें और इस लाइन को तीसरी पंचवर्षीय योजना में प्राथमिकता दिलाने का प्रयत्न करें। इस लाइन के बनने से बद्रीनाथ जाने का पूरा मार्ग नहीं तो आधा मार्ग रेल द्वारा तै किया जा सकेगा।

मुझे से पहले परसों लतीफ साहब ने एक बड़ा लच्छेदार भाषण दिया था, उन्होंने बताया कि क्या हालत है पानी की, क्या हालत है गाड़ियों आदि की। मैं उनके एक ही बात का समर्थन करने के लिये खड़ा हुआ हूँ। हम उस चीज के लिए वर्षों से प्रार्थना कर रहे हैं। माननीय मंत्री जी भी जानते हैं, डिप्टी मिनिस्टर साहब भी जानते हैं और उन्होंने वचन भी दिया है। हमारे इलाके के लोगों की यह बहुत बड़ी मांग है कि एक ट्रेन दिल्ली से गजरोला, बिजनौर होती हुई सीधे कोटद्वार तक चलायी जाए। इससे केवल दो तीन जिलों का ही लाभ नहीं है बल्कि सब देशवासियों को इस से लाभ मिलेगा। मैं आशा करता हूँ कि पहली अप्रैल के टाइम टेबिल में इस ट्रेन को शामिल कर दिया जायेगा और अगर ऐसा न हो सकता हो तो पहली मई से तो हमारी यह मांग अवश्य पूरी कर दी जाए।

अन्त में मैं यह निवेदन करना चाहता हूँ कि पहाड़ों के लोग हैं अगर वह रेलों का लाभ उठाना चाहें तो आउट एजेंसियों के द्वारा ही उठा सकते हैं। मैं बड़ा आभारी हूँ कि रेलवे मंत्रालय ने आउट एजेंसियों की संख्या बहुत बढ़ायी है। लेकिन लोगों को एक शिकायत है। वह यह जो कि मोटर अपरेटर्स, ठेकेदार हैं वह बहुत ज्यादा किराया चार्ज करते हैं। मुझे बताया गया कि पीछी तक अगर दो सेर भी सामान भेजा जाए तो उसका किराया एक मन का चार्ज किया जाता है, कुछ ऐसा शिद्यूल ठेकेदार

ने बना रखा है । तो इस में सशोधन होना चाहिये तब जाकर पहाड़ वालों के लिए उन प्राउट एजेंसियों की कुछ उपयोगिता हो सकती है ।

मुझें बताया गया है कि कई जगहों में प्राउट एजेंसियों में रेल विभाग की अपनी मोटरें भी हैं । पर सब जगह नहीं है । इस पर विचार करना चाहिए । अभी तो नियोगी साहब की अध्यक्षता में एक कमेटी रेल रोड कोअर्डिनेशन के प्रश्न पर विचार कर रही है । तो इस बात पर भी विचार किबा जाए कि जहां प्राउट एजेंसियों हैं वहां रेलवे अपनी मोटरों को भी चलाये । इससे विभाग को भी फायदा होगा और यात्रियों को भी सुविधा हो सकती है । इस पर विचार किया जाय ।

15 hrs.

Shri S. L. Saksena (Maharajganj):
Mr. Deputy-Speaker, Sir, I am sorry that as I was attending a committee of the House I could not move these amendments of mine. If I may be permitted to request, they may be taken as moved.

I have carefully gone through the speech of the hon. Minister of Railways as well as through the Budget statements. I must congratulate him on a good record of the last one year. I hope that the Railways will bear the brunt of our Plans.

The Third Five Year Plan should be so comprehensive as to be able to take full account of our needs. I am of the opinion that the Third Plan should be a very comprehensive one. In fact, in my speech on the President's Address I said that we want to be a free nation and want to keep our place as a political power. After seeing what China has done to us, we must at least go in for a plan of at least Rs. 25,000 crores. China had its first plan of Rs. 60,000 crores and the second plan is of the magnitude of Rs. 50,000 crores. So, if we want to be somewhere near them,

we must at least have a plan of not less than Rs. 25,000 crores. I hope the Railways will have at least one-fourth the share of that amount so that they may carry the burden of that big plan.

I am disappointed with the recommendations of the Pay Commission. I think the hon. Railway Minister, who has been the Labour Minister and who can very well appreciate the feeling of labour, will now do something to mitigate the most grievous shortcomings of that report, so that the workers may give full support to whatever he may undertake to fulfil the Third Plan. Without their full and loyal co-operation no plan could be fulfilled properly.

In this connection I have to draw attention to one aspect. In the North Eastern Railway particularly, a large number of instances have come to my notice of the General Manager giving notice of termination of services to a large number of people without giving any reason. Only four days back I was in Gorakhpur. One worker came to me. He had 27 years' service to his credit. There is not even a single adverse entry all through these 27 years and he has been given the notice of termination of services by the General Manager without assigning any reason. I was astounded. I sent a letter to the General Manager. I have not received a reply as to why such a thing has been done.

This is not the only case. There have been at least 270 cases wherein he has exercised these special powers. This, I think, is not the purpose of this power. I will request the hon. Minister to call for the papers of those cases who have been dismissed in this way. If dismissals are made under this extra-judicial power of the General Manager, he should see whether there is any justification for that. I think those who are inimical to some persons take advantage of that power and poison the ears of the General Managers. In this way they try to wreak their vengeance and have their own promotion in this manner. I hope

[Shri S. L. Saksena]

this will be particularly looked into. At least some restriction will be put upon it. The High Courts may be given authority to see that there are sufficient reasons for this dismissal. Otherwise, this blanket power will be very greatly abused.

Then I want to draw attention to the needs of Gorakhpur, Basti and Deoria districts. This, I think, has now got special importance. Although it is not on the border with Tibet, but it is on the border with Nepal. For us it is as important as the other districts bordering Tibet. I hope that the Railway Board will take into consideration that these areas have developed communications.

During the last difficulties that arose on account of aggression by Tibet, the lack of communications was the biggest difficulty. So, I hope they will take care to see that in these border areas communications are perfect.

In my own district, Gorakhpur, Deoria and Basti have got practically no communications with the north. My own constituency, Maharajganj, has no railway although it is 36 miles from Gorakhpur. In the whole area the population is about 1½ million. The railways go only up to the borders. The distance between the two ends is about 25 miles. This is a very big distance. There is no railway line on the border of Nepal particularly.

I was told that there was some proposal in the Second Plan, which has not fructified, that there was going to be a railway line from Rudrapur to Deoria and then to Karia, Padrauna, Khada, Nichloul, Toontibari and along the border to Nautanwa and Naugarh. I do not know what happened to that. I wish the Railway Board will look into it. I request that this may be particularly speeded up so that the communications on the border may be easy and that area may be opened to civilisation. At present it is absolutely dark and uninhabited. Nobody goes there. It is impossible to go to that

area. People there live in a very bad condition. They are, in fact, inhabited by poor class, Scheduled Castes and Scheduled Tribes. They are exploited like anything. No body can go there. No officer can go there. So anything can happen. People get murdered in daylight and nobody can trace what happened. In fact the wife of one Harijan M.L.A., Shri Purnamasi, was killed by the Zamindars there and nobody could find out as to who was the murderer because the area is absolutely dark. Nobody could go there. So I hope that now at least, when we are going to have a Third Five Year Plan, we will have this railway constructed so that it is opened to civilisation and will also serve the needs of the strategic areas.

There is another important question to be considered. Gorakhpur is not on the broad gauge line. The result is that there has to be transshipment either at Marvadi or at Barabanki. I would suggest that the time has now come to connect Gorakhpur with broad gauge. It can be connected with Barabanki. The Elgin Bridge can be made a road-cum-rail bridge. We can also have connection from Ayodhya to Gorakhpur. That is a distance of 80 miles only. It could be connected with the broad gauge system. We can also have it from Shahganj. We are building a bridge over Gogra at Dohrihat. That bridge can also be made into a rail-cum-road bridge. The line from Shahganj to Gorakhpur can be a parallel line. That will connect very important centres of whole of eastern U.P. with the broad gauge system. We can extend it later on when the occasion permits with Bihar. Then we can have a full-fledged system of broad gauge as well as narrow gauge. This will very much help the transport of goods.

In fact, at present a large amount of traffic has to go through the motor trucks. Because Elgin bridge is very

narrow and there is a bottleneck, it is not easy for the traffic. Much of the traffic goes through roads across the Sarju. If that was opened to railway traffic then I think the Railways would have a large amount of traffic and conveyance between northern and southern U.P. will be much improved. This important subject of having connection with broad gauge railway should be considered. It can be either from Barabanki to Gorakhpur or from Ayodhya to Gorakhpur or from Shahganj via Dohrighat to Gorakhpur so that in the Third Plan period we may have Gorakhpur also as a centre on the Broad gauge.

In my constituency in Anandnagar there is a very big yard behind the railway. I suggested that should be made into a park and the railway station should be beautified. Some railway overseers went there and saw that there were some houses about 50 years old. They said that they will demolish them. I think the only purpose of this was to take some money from them. These things should not be done. The thing was then given up. I hope the whole area will be made into a good park and a small 15' or 20' wide road will be made just behind this place. This will obviate the accumulation of dirt and other nasty things there and it will become a good place.

I have received several telegrams about wireless operators recently. There was a selection board about three years back, and 150 wireless operators were selected. After three years, some of them have now been informed that there is going to be cancellation of the selection. Most of these people have become over-aged, and some have been officiating. This kind of selection and late cancellation is most unfortunate. They may not be fit to sit in other competitive examinations now. I therefore hope all of them will be confirmed and absorbed in permanent posts. I also hope that in future such things will not happen.

I have to say a few words on catering. Today we are laying so much

stress on co-operation, we want to have co-operative farming societies and all that. The one thing which is most amenable to co-operation is catering on railways. I had the experience of two co-operatives on the railways, and I am sure they did very good work. At present the railways are having departmental catering, and the House knows the enormous losses that have been incurred. Some of the vendors are now asked to work on a commission basis and they are not very happy over it. Instead of incurring these losses, Government should advise the vendors to form co-operatives. Unfortunately I find that where vendors in railway stations had applied to the Railway Board for permission, it has not been granted. If the sphere of co-operation is extended to these people, Government will be able to save their losses on catering, these vendors will be enabled to serve better food, and lakhs of people will come to know the value of co-operation. The Railway Minister is a lover of co-operatives and particularly believes in people having direct control over matters instead of through intermediaries. I, therefore, hope he will encourage the formation of co-operatives at least among the vendors, and accord recognition immediately such co-operatives are formed.

Shri Venkatasubbalah (Adoni): I rise to express my grievance against the way Andhra Pradesh is being treated so far as the laying of new railway lines is concerned. It is no exaggeration to say that this part of the country was neglected for some centuries during the British regime. If we look at the way railway lines were laid, it is clear that only places of strategic importance were linked by the British, and incidentally they passed through Andhra Pradesh. I may mention the Madras-Bombay or the Madras-Calcutta lines. Thus, Andhra Pradesh was completely neglected.

Many of our friends have advanced arguments for constituting a separate railway zone for Andhra, like administrative convenience, efficiency etc.

[Shri Venkatasubbaiah]

In that regard also, I feel Andhra has not been given a fair deal.

Without the laying of railway lines, Andhra could not prosper economically, it was not able to make much headway. Our Railway Minister is a champion of the depressed and oppressed classes, and I therefore appeal to him that, since Andhra has been neglected for centuries, he should take up the development of the Andhra region by laying new railway lines.

A railway line has already been recommended by the Andhra Government to be laid from Nandial to Nellore via Mydukur. It runs along the Nallamalai Hills which are a repository of forest produce. If this railway line is formed, it will open up new avenues of economic development. The State Government has also recommended the laying of another line from Mydukur to Cuddapah. So many reasons have been advanced for not laying new railway lines, but when lines are being laid in other regions and when the State Government has come up with this proposal, I see no reason why these new lines should not be laid in this most underdeveloped part of the country.

Other lines suggested are from Ongole to Hyderabad and Kazipet to Nellore viz., Nagarjunasagar. Nagarjunasagar is going to be one of the biggest projects in our country where nearly 40 lakh acres are being brought under irrigation. It is going to play a very important part in the economy of the country. So, a railway line is necessary for this area also.

Another important thing I would like to bring to the notice of the Minister is the construction of overbridges in many places. When the railway lines were laid, the towns had not grown to their present dimensions. In many places, on either side of the level-crossing, towns have grown up and traffic gets jammed. Great diffi-

culty and inconvenience are being experienced by vehicular traffic because of these railway crossings. In my constituency, there are three big towns, namely Nandyal, Adoni and Dronachalam, where for hours together, traffic is being held up for lack of overbridges. If the Railway Ministry say that there is dearth of finance, then, I may even suggest to the Railway Minister that the respective municipalities or major panchayat boards of those areas may be addressed in the matter; they could levy some tax on the passengers and give their share of contribution for the construction of these overbridges, if finance comes in the way of the construction of these overbridges. Towns with a population of more than forty or fifty thousand are being inconvenienced when there is a great vehicular traffic jam at every stage for five or six hours in a day, for lack of overbridges. I would request the Minister to take up this matter also into consideration and see that overbridges are constructed as immediately as possible. The State Governments or the respective municipalities or panchayat boards may be addressed in this matter. And the Railway Ministry can ask for a proportionate contribution from these bodies for the construction of these overbridges.

Coming to the halts of trains in my constituency, in places like Tadpatri of Anantapur district and Kosgi in Kurnool district, now, the express trains have ceased to stop. It is beyond my comprehension to find out what criteria have weighed with the Railway Administration in not having stops at these places. Whatever be those criteria, since the M. & S. M. railway company had come into being, though they were a commercial organisation, yet, they were stopping the trains at these places. I do not know why in a welfare State where the amenities to passengers are the only criteria, in this twentieth century, these trains should not stop at these

places. So, I request the Railway Minister to consider these aspects and see that wherever these trains were formerly stopping, those places should not be dropped now.

I understand that the Puri Passages is being stopped, and the plea of the Railway Board is that since they are running a new train from Hyderabad to Madras, this is being dispensed with. This is no argument for stopping the Puri Passenger. I request the Minister to consider this aspect also.

So far as passenger amenities are concerned, I find from the statement that out of the total earnings, nearly 90 per cent of the traffic receipts come from third class passengers. But the amenities provided to these people are not commensurate with the revenue that is derived from these third class passengers. Going through the statement, I find that only Rs. 22 lakhs have been earmarked for the Southern Railway Zone for amenities to third class passengers. This being the second biggest zone, comparatively, it has to get more for passenger amenities.

Further, the construction of flag stations has also been included in the amenities provided to third class passengers. The construction of flag stations is quite a different thing altogether, and it should not come within the scope of amenities for third class passengers. I request the Minister to delete this from the amenities portion and give additional grants in this behalf.

I would also request for the construction of a new station at Pandilapalli on the Madras-Calcutta line. The people there have been agitating for this new station, and I request the Minister to take early steps in this respect.

Another aspect to which I would like to draw the attention of the Minister is regarding the repairs done on the railway lines. Since the last two years, the train running from Banga-

lore to Secunderabad, which was a night train, has been converted into a day train; even then, the repairs have not been completed on these railway lines. Already two years have been taken by the Railway Ministry before completion of this work, and this is causing great inconvenience to the passengers travelling on this line. I want that the repairs should be completed at least during this year, and there should not be any conversion of night trains into day trains hereafter.

Regarding the GT Express, I would like to point out that the Hyderabad coaches put on that train are out-of-date and outmoded. Great inconvenience and difficulty are being experienced by the passengers. I think they had been manufactured at the time of His Exalted Highness the Nizam of Hyderabad, and they had been taken over from them and are still being put on the line, and they are not up to date. I want them to be replaced by the new coaches that are being manufactured.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): I am grateful to the hon. Members who have participated in this debate. They have given very valuable advice and their words of appreciation have been very gratifying. Even when they were critical they were very friendly, and I am grateful to them for this too.

Within the short time at my disposal, it would not be possible for me to deal with all the cut motions. There are as many as eighty or so, and a good number of them deal with local matters. I shall, therefore, deal with certain major problems or questions which have arisen.

Time and again, the question of level-crossings, overbridges and underbridges has been raised. A large number of cut motions relate to them. Even the last speaker complained bitterly about the hold-up at these level-crossings. Already, the hon. Minister has referred to this, and my colleague Shri Shah Nawaz Khan also has mentioned it. But I would like to

[Shri S. V. Ramaswamy]

amplify what they have stated, by placing before the House paragraph 2 of a letter written to the State Governments by the Railway Ministry, which reads as follows:

"The Government of India (Ministry of Transport and Communications) have recently advised that all schemes relating to over—or under-bridges; in replacement of level-crossings should form part of the State plans, and after obtaining prior approval of the Planning Commission, the Road Authority's share of the cost may be met from the loans which the Ministry of Finance (Department of Economic Affairs) may grant to the State Governments for miscellaneous development schemes under the State plans. There is also the share of all State Governments from the tax on railway fares, which can legitimately be spent on the State Governments' share of cost of overbridges and underbridges etc. It is understood that all the State Governments have been addressed in the matter by the Government of India (Ministry of Transport and Communications) and requested to take necessary action. Accordingly, it is for the State Governments to take up schemes which they consider necessary, and provide them in their own plans, making necessary provisions for funds to meet their share of the cost and advise the concerned Railway Administration the priority according to which the State Governments would like the schemes to be progressed. Formulation of the State Governments' plans in this manner will enable the Railway Administrations to prepare a co-ordinated scheme as far as the construction of overbridges/underbridges is concerned to fall in line with the priorities desired by the State Governments."

Sir, I may add that we collect about Rs. 11 crores annually by way of passenger fare tax and so far we have distributed Rs. 26 crores to the States, *pro rata* according to certain proportions determined by the Finance Commission.

Some hon. Members have suggested that a Fund might be created to meet the cost of these overbridges and underbridges. This is a matter which can very well be discussed in the General Budget and possibly under the Demands for the Planning Commission or the Ministry of Transport. It would be welcome if the Planning Commission would set apart some amount out of which these overbridges and under-bridges can be constructed and the delays at the level-crossing eliminated.

We are well aware of the fact that delays are not delays of individuals. It is not individual loss of time; it is a national waste of time. Therefore, we would welcome the Planning Commission setting apart such amounts and helping us to relieve traffic congestion. Otherwise, it will not easily be met.

In the meantime we are not keeping quiet. Within our means we are trying our utmost to see that the delays at the level-crossings are reduced to the minimum. Our objective is to reduce it to about 5 minutes and not more than 10 minutes. It is with this end in view that we have issued instructions to the several railway administrations to take into consideration the various level-crossings at important places and to see that delays are avoided.

We have advised that where there are heavy detentions of road traffic,

and consequently complaints, they should consider the desirability of improving the tele-communication and interlocking arrangements at the level crossing to cope with the increasing road traffic as indicated below:

(i) Important level crossings should be connected by telephone with the adjoining stations and wherever adequate view of an approaching train is not available to the Gate-man, a warning bell operated automatically with the approach of train should be provided. This will keep the Gate-man in close touch with the movement of trains and avoid early closing of the level crossing.

(ii) Arrangements of interlocking the level crossings within the station limits with the station signals to be re-arranged, so as to enable the Gate-man to open the gates as soon as the train has passed the level crossing.

(iii) At extremely busy level crossings, instead of providing gate-leaves on each side of the level crossing, they may be replaced by lifting barriers, which can be operated simultaneously from a winch or a cabin close-by, thus avoiding the necessity of the Gate-man actually walking to each of the gate-leaves, and thereby save time."

We have also authorised that wherever the signal-levers are away from the gates they should be shifted to near the gates so that as soon as the train passes, the Gate-man opens the gate and avoids further delay.

We have asked the administrations to look into this matter and draw up a scheme. We hope to complete it within about two years preferably and a close watch has been asked to be kept on the actual progress made in this direction.

One other point has also been touched upon earlier by the hon. Member from Gurdaspur, Shri D. C. Sharma.

He was talking of a committee to avoid dyarchy in the police administration. I do not know what he means. Obviously, he was under a mistaken impression that the Special Police Establishment is dealing with these crimes. It is not the S.P.E. The S. P. E. has got a special function; it deals with corruption, under the Home Ministry.

Hon. Members will kindly see that the Railways have not got a police force. What they have got is a Railway Protection Force. Parliament, in its wisdom, in passing the Act gave the Protection Force only power to protect railway property and property entrusted to the Railways. It has got only limited powers for arrest and search. Now, crimes against persons and crimes against property are, under the Constitution, State subjects. Therefore, coming as it does as a law and order subject, the problem of the protection of passengers and the protection against offences to property is, naturally, the subject-matter of the State Governments.

This function is exercised by the Government Railway Police. The G.R.P. functions in two sectors. One is the order police and the other is called the crime police. The Order Police deal with maintenance of order in the stations and on the platforms and in trains standing at stations. For the Order Police we pay to the States, annually, about Rs. 94 lakhs. This is our contribution.

So far as the Crime Police is concerned, that is the concern of the State Governments. And the State Governments pay for it.

It has been suggested by hon. Members that we should have more G.R.P. to put down crimes. The question is: Who is to foot the Bill? The protection of person and property being the concern of the State Government, any increase in the G.R.P. to afford greater protection to the passengers must be made by the State Governments. The problem, therefore,

[Shri S. V. Ramaswamy]

would be how to increase the force and afford greater protection.

Shri Amjad Ali: Is that the defence the Railway Ministry want to put up for saving the passengers from depredation?

Shri S. V. Ramaswamy: I am not stating anything like that. I am only stating the exact legal position, the factual position. I may, at the same time, submit to the House that we are in close liaison with the G.R.P. We are rendering all assistance possible for detecting crimes, for arresting and prosecuting and for bringing the offenders to book. As I submitted before, our powers are limited in the matter of arrest and detention. It is the G.R.P. who have to investigate and prosecute the offenders. We have no such powers. Therefore, in the context of the particular situation we cannot... (*Interruptions*). If, in the wisdom of parliament, the law can be amended, it can be done. I am only stating the factual and the legal position.

Shri Amjad Ali: The railway trains belong to you and not to the State Governments.

Shri S. V. Ramaswamy: The trains run through the State territories; that is the position.

Shri Amjad Ali: What a defence!

Shri S. V. Ramaswamy: Yes, but the hon. Member himself is a lawyer and he knows the legal position.

Shri Tangamani (Madurai): You must look after the safety of the passengers.

Shri S. V. Ramaswamy: The safeguarding the safety of the person is a State subject, according to the Constitution.

Shri S. M. Banerjee (Kanpur): In the State Assembly of Uttar Pradesh this question was raised and there the

Minister replied that it is the responsibility of the Centre.

Shri S. V. Ramaswamy: Let us not go into any controversy. I stated merely the legal position.

Some other hon. Members have raised the question in their cut motions—the question of the electrification of stations. The policy of the Ministry is to electrify as many stations as possible under the Second Five Year Plan. We have programmed to electrify about 1,200 stations; so far 641 stations have been electrified; 200 stations are on hand; and by the end of the Second Five Year Plan we hope to complete the target. Wherever there is electricity nearby, we give preference and have those places electrified. So, the hon. Members who have moved cut motions with regard to the electrification of stations will be pleased to know that this will be taken up on a programmed basis; and, as and when funds are available and current is also available, these stations will be electrified.

There is one other question about telephones in stations. Some hon. Members have raised it. We have programmed in the Second Five Year Plan to have 1,500 telephones set up in about 1,100 stations. So far, we have given 1,300 telephone connections in about 850 stations. According to the programme, 250 stations yet remain to be connected by telephones. The delay is not on our part. The delay is sometimes due to P. & T. for the reason that either the exchange nearby is overworked or the exchange is far away. Anyhow, we are in close touch with the P. & T. to see that facilities are provided by way of telephone connections to as many stations as possible. These telephones are meant not for outward calls but for making enquiries about the movement of trains and things like that. It will not be open to the public to make use of it for any private purpose, but only

for business connected with the Railways or in case of emergencies these can be used. In 210 stations, 228 public call offices have been set up which are open to the public and we are pursuing the matter to see that as many stations as possible are connected with telephones.

Regarding the out-agencies, the policy of the Ministry is to have as many as possible because it helps to integrate the means of transport from the rail head to the interior and from the interior to the rail head. We have 220 out-agencies. Most of them are operated by contractors while some of them come under departmental-cum-contractor operation. Last year we have been able to add only 33 out-agencies and I myself am not fully satisfied with the increase in the number. It is not that we are so particular about the traffic offering but we are keen about the suitability of the contractor. If the suitable contractors are available, we would like to encourage as much as possible the opening of out-agencies. We have recently issued a circular to the Administrations to draw up a list of the places which have got a population of over 10,000 and which are five miles away from the nearest station.

Shri T. B. Vittal Rao (Khammam): It is not very clear.

Shri S. V. Ramaswamy: We have asked them to draw up a list of places which have a population of 10,000 but which are more than five miles away from the nearest rail head so that if suitable contractors are forthcoming, we should have no hesitation in opening as many out-agencies as possible.

श्री भक्त बर्षान : क्या जिन स्थानों की जनसंख्या दस हजार से कम है उनपर विचार नहीं किया जाएगा ?

Shri S. V. Ramaswamy: It is only to find out the requirements. One hon. Member has moved a cut motion that there must be an out-agency in every district centre. We are going far

beyond that cut motion as a district centre would have at least a lakh of population . . . (Interruptions.)

Shri Tangamani: Is the Divisional Superintendent authorised to give permission? Is he the final authority?

Shri S. V. Ramaswamy: Shri Damani mentioned that the claims, position had improved. Apart from the slight reduction in the amount paid, the number of claims have also come down from about 73,000 in 1955-56 to 44,000 in 1958-59. The time taken for settling the claim has come down from 71 days in 1952-53 to 52 days now. I may add that we are not quite satisfied with this reduction and we would certainly see that the position improves further and we pay much less. There is a constant endeavour on our part to keep down the claims as low as possible and settle them as quickly as possible.

Some hon. Members referred to the increase in working expenses. Already the hon. Minister has said that constant attention is being paid to secure economies and I would like only to add an amplification how it has given satisfactory results. I will take the figures for 1958-59 and 1959-60. The working costs have increased by about 15½ crores of which Rs. 5.5 crores are accounted for by the increase in the price of coal, repairs to bridges, etc., caused by excessive floods. The net increase would come to about Rs. 10 crores. As against this, there has been an increase in the gross receipts by Rs. 32 crores and if you deduct Rs. 5 crores from it due to the increase in freight rates from 1st October, 1958, the net increase in the traffic income will be about Rs. 27 crores. In other words, for a net increase of Rs. 10 crores in working expenses, there has been an increase in the income to the tune of Rs. 27 crores. From this you will be pleased to compare the figures for 1960-61 too. There will be a net increase of Rs. 35 crores in the working expenses. Out of this, Rs. 20.12 crores account for the increase in the

[Shri S. V. Ramaswamy]

pay structure according to the Central Pay Commission's recommendations and one crore has been set apart for meeting the liability that may arise when we accept carrier liability. Therefore, the net increase will be of the order of Rs. 13.75 crores as against an increase of Rs. 28.50 crores in the revenues. This does not include the increase in surcharge that will operate from 1st April, 1960. So, when we compare these figures, I feel that there is nothing to be alarmed about the increase in the working expenses at all. On the other hand, the results are quite satisfactory. As my colleague only yesterday pointed out from the figures placed by the Hon. Prime Minister—it is a noteworthy feature—all the Ministries put together were able to show only an economy of Rs. 23 lakhs and out of Rs. 5.99 crores the Railway Ministry alone has been able to show an economy of Rs. 5.76 crores. . . (*Interruptions.*)

Shri Naushir Bharucha (East Khandesh): You have been very extravagant.

Shri S. V. Ramaswamy: It is not extravagance. I am prepared to place figures under the various heads in which economy has been achieved.

Shri Jagjivan Ram: We should not show any economy!

Shri Harish Chandra Mathur: What is the break-up of these figures?

Shri S. V. Ramaswamy: I am prepared to give them here but for the fact that I am hard-pressed for time.

Shri Jagjivan Ram: You send it to the hon. Member.

Shri S. V. Ramaswamy: I shall send a copy of this to him. In fact, a copy was placed on the Table of the House. On the question of working expenses the Railways have given a very good account of themselves and I do hope

that the House will appreciate the achievements of the Railways in this direction.

Now, some hon. Members . . .

Shri T. B. Vittal Rao: What about Salem-Bangalore?

Shri S. V. Ramaswamy: Do not have it from my mouth please.

Shrimati Parvathi Krishnan (Coimbatore): As Minister.

Shri T. B. Vittal Rao: Otherwise I am going to press my cut motion.

Shri S. V. Ramaswamy: Shri Damani was very happy to congratulate the Railway Ministry on its attempt to get materials indigenously and to encourage manufacture of all the materials in our own country. I would only like to submit that the Railway Equipment Committee has done very good work, and from year to year we have been getting more and more of indigenous material. The percentage of indigenous compared to foreign has increased in a very encouraging manner. Very many things which we have been importing hitherto are being manufactured by the country. For instance, steam locomotive fittings such as pressure castings, ejectors and injectors are produced in sufficient quantities as to meet domestic requirements. Steam pressure and vacuum gauges are manufactured for the first time and the capacity developed to meet the full requirements of Railways. With the going into production of a large tube mill, ERW tubes are produced in sufficient quantities as to render imports of boiler smoke tubes and other tubes on steam locomotives unnecessary. Larger diameter tubes such as flue tubes are in the course of development.

Amongst coach and wagon components may be mentioned such developments as the manufacture of coaching under-frames, the metre gauge centre couplers and increased quantities

of vacuum brake fittings, wheel-sets etc. There was an impressive progress in the manufacture of train lighting equipment such as dynamos and switch gear for coaching stock. Locomotive headlights were produced for the first time and Railways are already self-sufficient in this item.

In the field of mechanical signalling equipment, the output from the industry was so increased as to more than meet Railways requirements. A number of items of electrical signalling equipment were also produced although more items have yet to be developed and the work is in hand

These are a few of exclusively Railways' items which have been developed during the Second Plan Period. It must, however, be mentioned that with the rising tempo of industrial production, a large number of common user items are being obtained by the Railways from within the country. Mention may be made of a number of items such as small tools, cables, telephone apparatus, paints, varnishes, etc.,

We can place certain figure, which the House will appreciate. To have an idea of the extent of indigenous purchases of Railways, an analysis of the figures of purchases during the years 1956-57, 1957-58 and 1958-59 can be given. The total purchases including imported steel were of the order of Rs. 171.38 crores in 1956-57. The total purchases excluding imported steel were of the order of Rs. 153.16 crores during the same period. Indigenous content out of this was of the order of Rs. 125.82 crores. If it is including imported steel the percentage comes to 73, and if it is excluding imported steel the percentage comes to 82. In 1957-58, total purchases including imported steel amounted to Rs. 221.83 crores and excluding imported steel it amounted to Rs. 180.46 crores. Out of this, indigenous content was worth Rs. 158.48 crores. Therefore, excluding imported steel the percentage was 88 and including

imported steel the percentage was 71. In 1958-59, the total purchases including imported steel amounted to Rs. 254.08 crores and excluding imported steel it amounted to Rs. 207.95 crores. Indigenous content was 167.93 crores. Therefore, including imported steel the indigenous content was 66 per cent and excluding imported steel the indigenous content was 81 per cent.

We are economising in the utilisation of scrap also. We have got a big programme of utilisation of scrap arisings in the workshops. Our annual arisings are estimated to be of the order of 1,76,000 tons. We have graded this into different types. We call them "re-rolling", "industrial" and "melting". Of the total annual arisings of ferrous scrap on the Railways, roughly a third is utilised directly in Railway workshops. Another third is converted for the Railways' requirements by Ordnance Factories and private Steel Founders/Rollers in the form of billets, steel castings, untested rolled components. The balance third at present is being supplied to the steel plants in the public sector. As a major step in the utilisation of melting scrap in Railway workshops, two self-contained units at Ajmer and Jamalpur have been brought into commission solely for the purpose of making tiebars rolled from ingots locally produced from scrap. The proposal for another similar unit in the south is also being examined. Similarly, in the new Locomotive Component Works, which are being established at Varanasi, it is proposed to convert approximately 5,000 BG axles into MG axles and utilise the off-cuts for ancillary production. This would go a long way in meeting the demand of MG axles. The aforesaid conversion would, of course, be under proper metallurgical control.

Sir, I have very nearly covered all the points. One hon. Member said yesterday—it was a very unfortunate remark and that is why I am making this submission—that the Railway

[Shri S. V. Ramaswamy]

Board will not come before this House as protagonists of vested interests. I do not know what he meant by that. It was a flowery language, no doubt. Whose vested interests? (Interruption). The interests are vested in the people, in the nation. The Railways are the property of the nation. Nobody has got any vested interests, not even the Board. It was an unkind remark. I beg to submit, Sir, the only interest that the Railway Board, the Railway Ministry has got is the interest to serve the nation. In that high endeavour, Sir, I am thankful for the sympathy and co-operation of all hon. Members.

Mr. Deputy-Speaker: Am I required to put any cut motion separately? I find that is not the desire of any hon. Member. I shall put them all together.

The cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper 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 Demands Nos: 2 to 20."

The motion was adopted.

15.58 hrs.

**MOTION RE. DANDAKARANYA
DEVELOPMENT AUTHORITY**

Shri D. C. Sharma (Gurdaspur): I beg to move:

"That this House takes note of the Statement on the Dandakaranya Development Authority laid on the Table of the House on the 27th November, 1959 by the Minister of Rehabilitation and Minority Affairs."

It is a very proud privilege to be able to initiate this discussion on Dandakaranya. Dandakaranya evokes many historical memories, but it also recalls to mind certain incidents and situations which are connected with present day realities. It is, however, Sir, a pity that though the mythical and historical Dandakaranya comprises of Bombay, Madhya Pradesh, Andhra and Orissa States....

An Hon. Member: Not Bombay.

Shri D. C. Sharma:...our Dandakaranya comprises of only two States, Orissa and Madhya Pradesh. It is a pity that though, to begin with, three States were involved, ultimately only two States came forward to sponsor the scheme.

There is some pertinence in raising this discussion in the context of the World Refugee Year which the whole world is celebrating at this time. It has been said that there are about 70 million people uprooted on account of the second world war. About 40 million people were added to that number on account of political events. About 15 million people were added to this number on account of certain other troubles. So, the refugees are to be found not only in India but all over the world. The World Refugee Year is celebrated at this time by 76 countries of the world. I do not know whether my country is directly participating in it or not. But anyhow we have our own refugee problem in this country. There are Arabs and Chinese and all kinds of refugees in the world and their problems are similar to our problems, namely, the problem of relief and rehabilitation and also the problems of resettlement. But I must say that though we have solved the problem of resettlement, in many cases, this problem has defied the people in Europe.

16 hrs.

Dandakaranya is a very experimental resettlement project and I must