

ELECTION TO COMMITTEE

DELHI DEVELOPMENT (PROVISIONAL)
AUTHORITY

The Minister of Health (Shri Karmarkar): Sir, I beg to move:

"That in pursuance of clause (g) of sub-section (2) of Section 3 of the Delhi (Control of Buildings Operations) Act, 1955, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Delhi Development (Provisional) Authority."

Mr. Speaker: The Question is:

"That in pursuance of clause (g) of sub-section (2) of Section 3 of the Delhi (Control of Buildings Operations) Act, 1955, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Delhi Development (Provisional) Authority."

The motion was adopted.

*DEMANDS FOR GRANTS—
RAILWAYS—Contd.

Mr. Speaker: The House will now proceed with further discussion of the Demands for Grants—Railways. Six hours were allotted for Demand No. 1; the House has already taken six hours and two minutes. The hon. Railway Minister.

The Minister of Railways (Shri Jagjivan Ram): Sir, quite a number of Members have spoken on this Demand and several useful suggestions have been made. If I were to mention the various points covered, they would come under the following categories: Railway Board, the question of unions and Federation, staff matters, passenger amenities, over-crowding, planning and development,

Shri Tyagi (Dehra Dun): And averaging the fares.

Shri Jagjivan Ram: and certain other minor matters of local importance.

Sir, I will start with the Railway Board. My hon. friend Shri Vittal Rao and some other hon. Members referred to the question of the expansion of the Railway Board. Perhaps, Mr. Vittal Rao's was the most objective criticism. He asked whether before strengthening the Railway Board the question of work load was examined. It was done. We should not forget that the work of the Railways have tremendously increased. The mileage may be more or less the same, as when Pakistan was part of India. There might not have been appreciable increase in the mileage of the railways, except that a few State Railways which were not the direct responsibility of the Railway Board at that time have since been taken over by the Government of India. That has to some extent increased the mileage of the railways. But that I am not urging as a justification for strengthening the Railway Board. If you look to the volume of traffic that has been generated since then and the responsibility that has devolved upon the Railway Board as a consequence of that, it will be appreciated that the strengthening of the Railway Board was necessary and it has been done.

There were four Members in 1939; in 1947 it was increased to five and that number continues. Five Additional Members were added to it in 1956 and they are continuing. We have increased the strength and the level of Directors and Joint Directors as well. This was necessitated by the volume of traffic and also earnings. Apart from the figures of 1939, if we take the figures of 1951-52 and compare them with the figures of 1957-58, the earnings have gone up from Rs. 291 to Rs. 378. There has been a corresponding increase in the working expenses also. The number of the staff has also increased.

*Moved with the recommendation of the President.

Shri Bimal Ghose (Barrackpore). What about increase of rates and fares?

Shri Jagjivan Ram: There has been increase in rates and fares also I was not saying that the earnings have been increased simply by the appointment of the members of the staff My hon friend will appreciate that if earning increases, it means that larger volume of traffic, either goods or passenger, has been carried and if larger volume of traffic has been carried, it means that there should be persons to look after that efficiently Apart from that I can say from my own personal experience that the number of letters and representations that I receive to which I try to give answer within a reasonable period of time, average about 250 to 300 every day Some of them have to be dealt with by the Board, either by the Additional Members, or in some cases by the Members themselves where it involves broader questions of policy, or by the Directors and Joint Directors So, there was necessity for strengthening the Railway Board

Even the Estimates Committee which went into this question recommended that the Railway Board should be strengthened We should not forget that there has been increase in the responsibility of the Railway Board consequent upon planning,—the First Five Year Plan, the Second Five Year Plan, and now we will have to undertaken in the near future the preparation of the third Plan All these things add to the work of the Railway Board and so it was necessary to strengthen the Railway Board When it was decided to strengthen the Railway Board It was done so after taking into consideration the increase in work load We have in the Railway Board an organisation for planning My hon friend Shri Bimal Ghose enquired whether something like planning was done in the Railway Board I want to inform him that there is a Planning Organisation in the Railway Board itself He raised a further question as to how it was

done I may tell him that the overall planning is done by the Planning Commission They take the requirements of the country as a whole and they plan, but we have to do the detailed planning The overall planning is done by the Planning Commission, but the detailed planning has to be done by the Railway Board and the individual railway administrations It is a constant and continual process

He raised the question of production of locomotives and the number of wagons that are being purchased during the second Plan period and enquired whether we have the capacity and the lines to use them For this very purpose a constant and continual process of planning is required and we have got that organisation in the Railway Board We had planned to have 200 average size locomotives being made in the Chittaranjan equal to 168 W G's per annum against the previous target of 300 average size locomotives which was programmed in January, 1955 This has since been altered in view of the need for greater electrification and dieselisation consequent on the steel target, finalised at 5 million tons, during the Second Plan, being raised to 15 million tons Ultimately it would have meant that we may for a short time need a few more steam locomotives But the equipment necessary to produce the target of 300 average size locomotives would have meant infructuous expenditure With the increased steel target it would have been more economical to start with diesel and subsequently to run on electrical traction

Shri Bimal Ghose: In May, 1956 it was given out that there would be 300 diesel-engined locomotives produced in Chittaranjan Before that electrification had already started When was it found out that for electrification and dieselisation that plan had to be modified? Why was it not thought of when electrification was strated, which was before May 1956?

Shri Jagjivan Ram: I do not think there has been any delay in this matter There has been no delay The

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question was taken up and we have decided that we cannot manufacture diesel engines or electrical traction locomotives in the initial stages. As soon as we decided about electrification and we found that electrification and dieselisation on a larger scale was possible, we altered the programme of Chittaranjan locomotives. I do not think there has been any delay.

The hon Member also raised the question of large number of wagons and whether there will be capacity on the railways to accommodate that much number of wagons.

Sh. Bimal Ghose: In the Third Plan

Shri Jagjivan Ram: About the Third Plan it is too premature for me to give any definite estimates.

Shri Bimal Ghose: That is the trouble.

Shri Jagjivan Ram: As I have said, we have not as yet started planning for the Third Plan. Though it cannot be either an approximate or accurate judging, we can very well imagine what will be roughly the traffic that will possibly be generated during the Third Plan.

I will request my friend to look into the statistics and see how many of the existing wagons are over-aged and how many require replacements. Of these one lakh wagons produced during the Second Five Year Plan not all would be added to the existing holdings of wagons on the Railways. As a matter of fact, there are nearly 24,000 wagons which require to be replaced on account of the fact that they are over-aged and will have to be thrown out of actual service. We are left with a balance of nearly 82,000 wagons and for that enough traffic is to be generated.

I do not want to take the time of the House, but by the Second Five Year Plan itself we roughly know that the additional traffic which the Railways will be called upon to carry will

be 18 million tons for the steel factories, 20 million tons of coal, 5 million tons of cement and 17.8 million tons of miscellaneous goods. So, roughly we know what traffic is sure to be generated by the industries or the projects that we are going to undertake during the course of the Second Five Year Plan, or which are likely to be completed during the course of the Second Five Year Plan. When we think of generating additional capacity on the Railways, it is not that we have no picture before us. As a matter of fact, as I informed the House during the general discussion on the Budget, the capacity that will be created with the money that has been allotted to us will not be enough to cope with the demand of the country, either of goods traffic or of passenger traffic.

This leads me to the question of overloading on the railways. It is correct that I have on more than one occasion said that there is no chance of over-crowding on the railways being reduced to any appreciable degree. As a matter of fact, I also said that there is every likelihood of the over-crowding being accentuated at the end of the Second Five Year Plan.

I have reasons for that. I do not want to keep the country in the dark. I do not want to make promises, which I feel the Government will not be in a position to fulfil. What is the position today? We have not got sufficient track capacity. We are utilising the track capacity to the fullest. It is not only the shortage of coaches that stands in our way. The real problem is the track capacity, and unless we increase that we will not be in a position to offer substantial relief to over-crowding.

Having said so, I am thinking of certain measures, which in certain quarters may be regarded as even unpopular measures, to relieve over-crowding to some extent. We have already decided that air-conditioned

coaches will not be manufactured any further. There will be no addition to air-conditioned coaches.

Shri Goray (Poona): How does that help to remove over-crowding?

Shri Jagjivan Ram: I am coming to that. If additional coaches are manufactured they will be put on the Railways. To that extent the capacity of the trains to carry passengers in larger numbers will be reduced.

I am taking a further step in this direction. We are examining on what Railways these air-conditioned coaches are not being fully utilised? Then we will decide what are the air-conditioned coaches which should be cut down in order to add additional bogies for third-class passengers.

Another thing is with regard to dining cars. We have dining cars attached to several trains on several Railways. It is some sort of a passenger amenity. I am examining on what trains we can conveniently cut down these dining cars. As I have said, this may be considered as an unpopular measure.

Shri M. R. Massani (Ranchi-East): Progress backwards.

Shri Jagjivan Ram: But this will release something like 100 to 125 seats and to that extent it will relieve over-crowding.

I am further thinking whether we can have additional coaches attached to the trains even if their speed is reduced to some extent.

These are the measures that I am examining in order to relieve over-crowding to some extent. But, as I have said, even after effecting all these measures I do not think there will be any appreciable decrease in over-crowding.

Another thing that we are doing is this. We are constantly watching the incidence of over-crowding in particular sections and divisions. Where we find that the incidence of over-crowding is accentuated in particular

sections in comparison to other sections, we are trying to reduce over-crowding. That would give some relief in those sections. As I have said, I do not see how I can promise that there will be any appreciable relief in over-crowding when we know that the implementation of the Second Plan itself is going to generate more traffic, both goods and passengers. We have planned for a certain percentage of increase. We know that the increase is going to much more than what we have provided for. At present, it is not a question only of securing additional money from the Planning Commission for the Railways. It is a question of materials also. The position of materials is rather very acute. We are short of iron and steel. As the House has learnt in the Question Hour, we are short of timber as well. We are short of wooden sleepers. We are short of many critical materials.

Some Members suggested that the funds provided for amenities may be diverted towards the creation of additional mileage. That is a very tempting suggestion. As a matter of fact, at one stage, I was tempted myself to this idea that we can divert some of the funds meant for passenger amenities for the construction of additional mileage or the creation of additional track capacity. But the shortage of materials stand in the way. Even today, if we have some funds, we have not the necessary materials to construct additional lines or create additional track capacity. We have been trying our best to secure materials. As a matter of fact, we have sent a Steel procuring Mission to Europe. Their visit to Europe has been of some help to us.

Connected with that is the question of passenger amenities. When there is over-crowding there are certain concomitant difficulties which the passengers will have to face either in the trains or in the platforms or in the waiting halls. These are concomitant difficulties. We are trying to provide amenities as far as we can, in the circumstances of shortage of raw materi-

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als which are also necessary for providing additional amenities to the passengers.

Complaints have been made about some sheds or passenger halls not having been repaired or maintained as they should be maintained, or some defects in the lights or fans or water tap in the trains. I am not defending these things. As a matter of fact, I say there is no defence for them. Why should they not be properly maintained? It indicates that there is somewhere some laxity among the staff which is meant for maintaining these things. The Railway Board has been constantly bringing these matters to the notice of the Railway administrations. We are going to see what further measures we can take to ensure that all these defects are not allowed, to the discomfiture of the railway passengers.

I have decided that we will form joint committees with railwaymen so that we can have their full co-operation in the efficient running of the Railways. These committees will be at all levels, even in the biggest stations. I am thinking whether we cannot have a small committee consisting of the officers directly concerned and the staff directly concerned, five or six persons, who will see to it that, not only in theory, but in actual practice, every train is examined before it leaves the station where it originates, and everything is as it should be according to standard. I want to take the co-operation of the staff in all matters. I want to create conditions by which they will feel that they are also responsible for the running of the Railways, they are also responsible to see that the amenities which are meant for passengers are kept in a condition in which no passenger will have any scope or reason to complain. That I feel can be done only if the staff councils are also made responsible and they feel that they have a share in the responsibility. I propose to constitute such committees at all levels. When I say, at all levels,

I do not mean at the General Manager level or the Divisional Superintendent level, but even at the stations, workshops, running shed, sick lines, levels. We will have all these committees where the workers can be enthused to feel that they are also responsible for the running of railways and they have a share in it.

This leads me to the question of the Union and the Federations. Some of the Members have made some criticism with no justification against the Government and the Railway Board for not recognising certain Unions or for discriminating between Union and Union. I said there was no justification for that criticism. I have made no discrimination between Union and Union. I have never cared to know whether a Union is sympathetic to a particular political persuasion or not.

Shri S. N. Dwivedy (Kendrapara): Why then are the present negotiations carried on with the other Federation.

Shri Jagjivan Ram: If my hon. friend will have a little patience, he will get an answer to that. I would advise my friend to devote some time to acquaint himself with the history of the Unions and Federations.

Shri S. N. Dwivedy: I know it very fully.

Shri Jagjivan Ram: If he has any appreciation of the developments of the Railwaymen's Federation, I think he will himself find an answer to the question that he has put.

I have not discriminated between a Union and Union. If those who have criticised the Government or the Railway Board on that score will examine the credentials of the unions that have been recognised when I took over charge of this Ministry, they will themselves admit that there is no scope for such a criticism. I have given recognition to Unions which are not affiliated to the Federation, which

did not owe allegiance to the Federation. In the face of that, to blame the Railway Ministry or the Railway Board of discrimination is unjustified and without any basis.

Now, I come to the question of the Federations. In the first place, I believe that there should not be multiplication of Unions in the same trade or industry. That weakens the ranks of the workers.

Shri S. N. Dwivedy: There is no disagreement on that point.

Shri Jagjivan Ram: That is never conducive to the strength and welfare of the employees. If anybody pleads for recognition of more than one union in a particular industry, I doubt his motive for the welfare of workers. The history of the Railway men's Federation is, there was one Federation. Then, another Federation came into being. Both of them negotiated. In the first instance, there was only one federation. Both of them negotiated for a complete merger and as a matter of fact on certain railways the unions amalgamated and one union was formed. The federations also merged and one federation was formed. For some time they carried on as one federation. After that questions not much related to the benefit or the welfare of the railway employees probably arose and they were at loggerheads. The Railway Minister and the then labour Minister tried to intervene and see that the amalgamated federation functioned efficiently. Certain terms and conditions were agreed upon between the two leaders. When I took over, I met both of them because I honestly and sincerely believe that in the interests of railwaymen there should be only one federation. If I tried to behave like an ordinary employer, I should perhaps give recognition to the other federation without any delay or hesitation because that will be in certain respects to my advantage but, I do not want to play the two federations against each other. I do not propose to weaken

the ranks of the railways. That is why I have been hesitant in giving recognition to the federation which is known as Guruswamy's federation.

Shri S. N. Dwivedy: All India Railwaymen's Federation

Shri Sadhan Gupta (Calcutta-East): Why not to the other?

Shri Jagjivan Ram: The other is recognised already. I have been trying to see whether the two will come nearer and function as one federation as they did for some time. I may tell the House that quite a large number of railwaymen are dissatisfied, exasperated, due to these internecine quarrels among the two federations and perhaps it will be no news to the House if I say that a vast number of railwaymen are members of neither of the two federations. The majority of the men, on account of these quarrels among the various unions, have decided not to join either this union or that. On the figures that the federations themselves claim, the membership of the federations combined is less than 50 per cent of the total number of employees on the railways, and therefore I say that the majority of the railwaymen, being disgusted with these quarrels among the various unions, have decided not to enrol themselves as members either of this or that union, because they feel this quarrel is not in the interests of railwaymen, and this quarrel has not been motivated to safeguard the genuine trade union rights and interests of the railwaymen, but by considerations extraneous to them. I do not want to be a party to the division of the ranks of the railwaymen, and that is why I am very reluctant to be instrumental in recognising two federations and thereby weakening the ranks of the railwaymen. I am still trying to see whether they will come together and implement the conditions of their agreement, and it was only during the course of this month that I received intimation from Shri Guru-

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swami asking whether I will extend his pass as it was expiring by the end of June so that he might go and see Shri Vasavada and discuss things, and he was to meet Shri Vasavada on the 5th July. I have no information as to what transpired at that meeting.

Shri S. N. Dwivedy: I may tell the hon. Minister that I have got a telegram from Shri Guruswami telling me that on the 5th July Shri Vasavada informed him that negotiations had broken down and that he did not want to continue the talks.

Shri Jagjivan Ram: As I said, I have no information as to what transpired, but the information that I have got I am giving to the House.

In the last week of June I received a telegram from Shri Guruswami that as his railway pass was expiring by the end of June and as he was to go to meet Shri Vasavada at Ahmedabad on 5th July he would like me to extend the pass. And the pass was extended. Now, when we see that efforts are being made on both sides for rapprochement and for the functioning of a united federation, to blame me for not recognising the other federation is not justified and fair efforts are still being made I say. He was to meet on the 5th. I have not heard anything from either side as to whether they met, or what transpired at that meeting. I have no information. I have not heard anything from Shri Guruswami.

Shri Goray: Why not withdraw the recognition of both the unions so that they would be compelled to come together.

Shri Jagjivan Ram: This is the position at present. Because I do not want to be a party to the creation of this division on the railways.....

Shri S. N. Dwivedy: By recognising one, you are encouraging the division.

Shri Jagjivan Ram: My dear friend, I have not recognised. The recognition continues. Recognition was there when both the groups were in one union.

Then about the strength of the two parties, some friends raised that question and said that he was more representative, he had a larger membership. Well, we have at no stage verified the strength. We have taken them as gentlemen on their word. Each was saying: "I have so many members in my federation". And my friend should be aware whether the strength of Shri Guruswami's federation has decreased or increased after the decision of the two unions on the Southern Railway to amalgamate into one. Obviously, the strength of Shri Guruswami has decreased.

Shri Tangamani (Madurai): That decision is questioned before the High Court. That decision was imposed and is being challenged before the High Court today.

Shri Jagjivan Ram: Which decision?

Shri Tangamani: The decision to amalgamate.

Shri Ranga (Tenali): You do not want amalgamation?

Shri Jagjivan Ram: The unions have decided to amalgamate. Whether it is by a decision of the High Court or by a decision of the unions, it is immaterial. What I was saying was that after the amalgamation of the two unions on the Southern Railway, the membership claimed by Shri Guruswami will suffer a decrease. That is obvious. But I am not going into that question. If I at any stage find that it is necessary to verify the relative strength of the two unions, that may be done. As I said, I have taken them on their own word, and on the basis of the membership claimed by the two federations I say more than 50 per cent of the railwaymen are members of no union.

Shri S. N. Dwivedy: That is the position everywhere, in other organised industries also.

Shri Jagjivan Ram: That being the position, I may repeat what I said on the occasion of the general discussion of the Railway Budget, namely that I do not discriminate between unions and unions on the ground of the allegiance which they may be owing to one leader or to another leader of different political persuasions. That is immaterial for me, so long as they function as trade unions for trade union purposes and for securing additional facilities and improved working conditions for the railwaymen. As I have said I recognised some unions which were existing. We have been blamed that this recognised federation was formed at the instance of Government and that we recognise only unions which are amenable to Congress and the INTUC.

That is far from the truth. While that has been my policy, I want to make it clear that I do not propose to recognise the splinter groups among the railwaymen. That will be disastrous for them.

The tendency that has been noticed in the recent past is the formation of large number of sectional unions, and unions categorywise among the railwaymen. I regard this as a painful development among the railwaymen. That will disintegrate their ranks, and weaken them, and perhaps there will be nothing like an organisation left.

So, I would appeal to all those labour leaders and trade unions that believe in unity in the ranks of workers not to try to have sectional unions and unions categorywise amongst the railwaymen because that will weaken them. I have told such unions and the railwaymen also that I will not give any recognition to any such sectional unions. As a matter of fact, I shall not countenance this development, because I regard that as suicidal for the railwaymen.

Shri Frank Anthony had also raised this question that for some people it was difficult to make any representa-

tions. It may be so, but at the same time, we shall have to consider whether the organisation of the railwaymen should be strong one, or whether there should be splinter groups, and weak organisations, and small organisations.

Whereas the employees are free to represent their grievances, whereas I entertain representations even from individuals and examine them and send them replies at times, it so happens that in the case of any particular employee, approaches are made from so many quarters that sometimes it causes annoyance. About the same man, at least 30 Members of Parliament go on writing after every week; perhaps, all the Members do not know who has already written. In the course of these five or six days, I have received at least a dozen representations or letters or even more from more than a dozen Members of Parliament about a particular employee.

Shri Ranga: That is why you are provided with personal assistants and private secretaries.

Shri Jagjivan Ram: That is not my grievance. My grievance is, my dear friend, that you do not know the position.

Shri Ranga: But you should not be disgusted

Shri Jagjivan Ram: You do not know the position. You do not know that the fellow that has approached you has already approached eleven other Members of Parliament

Shri Ranga: What does it matter if so many Members write that an injustice has to be righted? Why should you get disgusted?

Shri Jagjivan Ram: Perhaps, if you look into it, you will see whether it is injustice or not. You do not care to read the representation but merely sign it and send it on to me (*Interruptions*)

I have had instances like that. What I was going to say was that it increases the work of the Members of Parliament. If the employee were

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honest and he said I have already got this matter represented to the Minister by Professor Ranga', then perhaps Pandit Thakur Das Bhargava will think twice before he sends it to me, because it has already been brought to my notice. But the employee does not bring to his notice that he has already approached eleven Members of Parliament, and they have separately sent it to the Minister or to the Railway Board.

That means that I have to go into that matters twelve times instead of once.

Shri B. S. Murthy (Kakinada-Re-served-Sch Castes) Perhaps, the employee thinks that so many Members supporting him will give him a greater weight, so that the Minister may be influenced earlier than otherwise would be the case.

Shri Jagjivan Ram: That was what I was going to say. I was going to make it clear that once I have seen a representation sent by one Member of Parliament, when it comes to me again within the next three or four days, I simply look at the name of the employee, and I know what the representation is. I do not go through the whole thing. All that is waste of time of the member of Parliament.

Shri Mohiuddin (Secunderabad) May I know whether the railway rules also lay down that no employee of the railway should get recommendations from the Members of Parliament for his grievances, and that if he does so, disciplinary action will be taken against him?

Shri Jagjivan Ram I am not raising the question of rules or regulations. I was talking about matters of convenience. I am not raising that legal question as to whether I should take disciplinary action against that employee, perhaps, I shall not suggest anything like that.

So, we have channels of representations, and I am prepared, as I have said on more than one occasion, that I do go into individual representations also, whether they come to me

through proper channels or not, because wherever an employee feels aggrieved, if there is substance in his grievance, it should be looked into, and it should be redressed, whether it comes through proper channel or not. That is my stand on that point.

Shri B. S. Murthy: That is what we want.

I now come to the question of development works. Quite a large number of Members spoke about difficulties in regard to their own areas or other areas which were backward from the railway point of view. I myself feel that there is need for the construction of railways in many areas in this country.

Shri B. S. Murthy: That is very generous of you.

Shri Jagjivan Ram. I was just doing some mental arithmetic. We have got 35,000 miles of railways, and we have got 36 crores of people. So, it works out roughly to one mile per ten thousand of population. Thus there is much scope for development of the railways. There are areas where for miles and miles, you have no railways. There are areas where a person will have to travel forty miles or so before he can reach the railway station.

Shri Achar (Mangalore) 85 miles in some places.

Shri Jagjivan Ram. And there are places where a man has to travel five or six or even ten miles before he can reach a road, not to talk of reaching a railway station. That is the state of development of our country, and there is scope for any amount of development.

There are many places where there is very great urgency for the opening up of railway lines, whether it be the State of Andhra after its expansion and growth in size, or whether it is new Madhya Pradesh.

An hon. Member: Mysore also

Shri Jagjivan Ram: I am talking of all States which have become inflated in recent times. There is necessity for greater means of communication, and more railway facilities in those States.

Then, there are States which, due to historical reasons, were neglected in the matter of development of railways, like Assam and Orissa. There are rich places with plenty of resources mineral and forest like Assam and Orissa. There is necessity for the development of railways in those areas. Then, take Kashmir for example. They have nothing like the railways. There is need for the construction of adequate mileage. Then the cases of individual railways were also pleaded, whether it was by Mr. Vittal Rao or Shrimati Parvathi Krishnan or Shri Thakur Das Bhargava, who pleaded the cause of Haryana.

Shri B. S. Murthy: I wanted not a new line, but the restoration of an old line.

13 hrs.

Shri Jagjivan Ram: When I say additional railways, it covers the restoration of the dismantled railways and the doubling of the track, because the money or material required, whether it is doubling, restoration of a dismantled line or the construction of new lines, is more or less the same. The only question is whether the money provided in the second Five Year Plan permits me to undertake all these railways.

Shri Ranga: Is there not that possibility of having to spend less on light railways, a little more on metre gauge and very much more on broad gauge? Yet these lines are not being considered and some of them are even dismantled.

Shri Jagjivan Ram: Certain lines were dismantled; I have not got the full details. Quite a large number of them have been restored and only those which were considered not economic have not been restored. As I said during the general discussion, I am myself anxious, if we can secure additional allotments from the Planning Commission and get the necessary material required for the construction of new railways. I will try to take up some of these railways. I know there is necessity for that. I

was recently in Hyderabad and also in Orissa. I met all the Ministers of the Cabinet of the Andhra Government and the Orissa Government. I know how anxious they are for the construction of certain lines, for the provision of certain fast trains or linking of certain areas in their States with other areas. I had a conference with the Chief Ministers of all the States and I know how anxious they were. Whether it is the case of Kerala or Madhya Pradesh, all the Chief Ministers are anxious for the construction of new railways in their territories and rightly so, so that certain industries may be developed and certain natural resources may be exploited.

I am trying to cut down certain expenditure and save some money. As the House is aware, I have stopped the construction of prestige buildings. I have stopped the use of iron and steel and also cement in any appreciable quantity for the construction of platforms and waiting halls, thereby trying to save some money and material. If I find that I have saved some money, I will see that some additional mileage in addition to what has been provided in the Second Five Year Plan is also undertaken. (Interruption). Wherever it has been possible to stop the construction, I have stopped it. I have stopped the construction of buildings even if they had come up to the plinth. But where it has gone beyond that, it is a little difficult to stop it; it will be a loss. We have called for a detailed list of all the construction programmes which were likely to be undertaken by the different railways administrations. We have issued general orders to them. So, we are taking all these measures to save money, so that we can think of creating additional mileage over and above the 832 miles provided in the Second Five Year Plan.

Shri S. V. Ramaswamy (Salem): I asked about dismantled railways.

Shri Jagjivan Ram: I have said that the question of dismantled railways is being examined in great detail. Quite

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a large number of them have already been restored, certain more lines are to be restored and some of them are to be discarded altogether

Shri B. S. Murthy: Sometimes a bad name is given before hanging the dog. Similarly some of the dismantled lines which are not wanted may be said to be uneconomic. I want that this question should be reviewed and revised

Shri Jagjivan Ram: I will take up the question of some of the dismantled railways. As a matter of fact, their number is very small. I will get them examined

Dr. P. Subbarayan (Tiruchengode) There is the line from Morapur to Husur

Shri S. V. Ramaswamy. It is partly restoration of the old line and partly linking up Salem and Bangalore. That line has been approved by the Railway Board, but I do not know why priority is not given

Shri C. R. Narasimhan (Krishnagiri) The line that both the Members are asking lies in my constituency. It amounts to 100 miles

Shri Jagjivan Ram: This is a line in which many personalities are interested. I do not know, Sir, what is your reaction

Mr. Speaker. Between the two Andhra seems to be coming

Dr. P. Subbarayan: The Speaker is interested because he wants Husur for Andhra

Shri Jagjivan Ram: So, this is one line in which many personalities are interested. This line has all my sympathy

Shri Achar: What about west coast?

Shri Jagjivan Ram: I know my friend means the line joining Bombay and Mangalore. In that also many personalities are interested and I feel that there is necessity for that line

Shri M. D. Mathur (Nagaur): What about under-developed areas?

Shri Sadhan Gupta: It is all a question of interest of personalities.

Shri Jagjivan Ram: Everything is examined on merits. There are many areas which require to be developed in spite of personalities on account of economic developments. Some areas are backward because they have not economically developed, their economy did not develop, because there were no lines, and no means of communication. If you provide them with means of communication and transportation, the resources there will develop, whether it is mineral, agricultural or forest. Whether it is Haryana of Punjab or some areas in Rajasthan or Madhya Bharat, in every State you find certain areas which have not been developed. So, it becomes very difficult to remember the names of the individual lines. As I said I am trying to secure some more allotment from the Planning Commission. The difficulty is this, namely, that the prices have gone up so much that when we plan for Rs. 1,100 crores the implementation of this itself is going to cost us not less than Rs. 200 crore, more

If in addition to that, I am able to secure some more allotment and I am also in a position to secure the necessary material for the construction of railway line I may assure the House that I am anxious to see if I can add even 50 miles to the mileage already provided in the Second Five Year Plan and in that case I will regard it as an improvement

Shri T B Vittal Rao: Per year?

Shri Ranga: No, for all the five years

Shri Jagjivan Ram: As regards staff matters, certain things were raised by my hon. friend, Shri Frank Anthony, and others. Shri T B Vittal Rao raised the question of the discrimination in certain respects between class III and class IV. I may tell the House that I have already asked the Railway Board to do away with all

discrimination between classes III and IV, whether it is respect of leave, officiating allowances, medical facilities, PTO, educational facilities etc wherever there is any discrimination as between class III and IV, that should be done away with I think in many respects, we have already issued orders to that effect

Dr. P. Subbarayan: What about the World Bank loan? It is of great interest to the House

Shri Jagjivan Ram: I am coming to that

I am myself convinced that whatever amenities I can provide for the employees in the railways will be to the benefit of the railways themselves if I can add to the betterment of the condition of railwaymen, perhaps nobody will be happier than myself

I am not trying to answer all the points that have been raised by my hon friend, Shri Frank Anthony, or other hon Members What I will say is that I will get all these points examined and try to take quick decisions in all those matters Many of them appear to me quite reasonable But before committing myself, I want to get them examined and pass necessary orders

Just now an hon Member enquired about the World Bank loan Though the question has not been raised during the debate, it is an important matter But I doubt very much whether I will be able to give any information additional to what has already appeared in the press

We sent a team of officers to negotiate a loan from the World Bank Before that, the Bank sent some persons here to see the railways in India Perhaps it was with a view to see whether they could recommend a loan for the Indian railways After their return, we sent a team of officers of the Finance and Railway Ministries to negotiate a loan with the Bank, and I am glad to inform the House that they have been able to secure a loan of \$90 million

What I have heard from the officers is that there is a possibility of getting some loans in future years also—during the Second Plan period. Though the present loan of \$90 million does not meet our requirement to the full—we had expected something more—in the situation of foreign exchange difficulty we are placed in, this will ease the position to some extent, because on the railways we require a higher percentage of exchange in comparison to the total amount that we spend on the railways The element of foreign exchange is quite appreciable in railway requirements, and if we do not succeed in securing a loan of a sizeable quantity, perhaps our plan will be adversely affected So this loan that we have been able to secure from the World Bank will ease our situation and we will be in a position to implement our programme for the present year without curtailing it in any direction So it has been a great relief

My hon friend, Shri Yajnik—he is not here—raised the question of platforms, sheds etc Others also referred to them I have no hesitation in admitting that in many places, the condition of these sheds and waiting rooms is deplorable We will see what we can do to improve them

Then he drew a graphic picture of the condition of the employees in a particular shed in Ahmedabad He said that the water cooler, which was provided for the workers, was taken away by the clerical staff Now here is a question between two categories of railway employees

Shri T. B. Vital Rao: Why provide only one water cooler?

Shri Jagjivan Ram: Then again in the *mudka* which was there, was no water Fortunately, he admitted that the Railway Administration provided a waterman there Perhaps the waterman was not of the rank of an administrator, but was of the rank of the workers He thought perhaps that water was not required during the months of May and June for the workers there So he kept the *mudka* empty

[Shri Jagjivan Ram]

These are things for which anybody should feel sorry I will see to it that such lapses do not occur There is no justification for such things We are trying to provide water cooler wherever we have our employees in appreciable numbers

After all, arrangements for drinking water, urinals and things like that should be provided at any cost These are basic amenities, for the non-provision of which there should be no excuse We will see that at all our workplaces arrangements for wholesome drinking water, for urinals, even for tiffin and for a little rest during the break hours, are provided

I think I have covered all the important points

Shri Radhelal Vyas (Ujjain) One important point remains unanswered There is a general complaint that the goods and parcels that are despatched are not sent in time They are generally carried over and they take months together to cover a distance of even 25 or 50 miles Moreover, at most of the places there are no parcel rooms, goods sheds or goods siding resulting in pilferage and theft of goods entailing huge losses not only to the consumers and parties concerned, but to the railways also who have to pay compensation Nothing has been said about that I wish the hon Minister would throw some light on it

Shri Jagjivan Ram: There are cases of over-carriage and misdespatches, but I do not admit that is on a large scale There are cases where sometimes wagons are carried to a destination for which they are not meant and cases where parcels are carried to a destination for which they are not meant I do not, however, admit that these things are widespread In some cases this may happen With regard to certain instances mentioned by Shri Radhelal Vyas, as I have said, I will get all these individual cases examined and see why such lapses have taken place I have one instance of one of the hon Members of this House

She comes from Madhya Pradesh She put her luggage in the luggage van She reached Delhi, but it was found that her luggage did not arrive in Delhi I got a letter from her The next day I enquired into the matter, and I found that at a certain place the luggage was put in the parcel van instead of the luggage van

Shri Feroze Gandhi (Rai Bareli)
Were the contents safe?

Shri Jagjivan Ram: Everything was safe But when there is the human element, at times these mistakes are likely to happen But whenever such things are brought to our notice we go into those matters and try to rectify them But with all the care and vigilance at times individual cases of a parcel having been carried beyond its destination or a wagon having been carried beyond its destination may happen At times passengers are carried beyond their destination (*An Hon Member They voluntarily travel!*) As I said, I will look into all these individual cases and try to see that there is no scope for such complaints in the future

Shri T. B. Vittal Rao: Will we get a reply after the examination is over?

Shri Jagjivan Ram: Perhaps individual reply may not be necessary to the Members if we decide to implement those things, Members will know that these things have been implemented

Mr Speaker So far as the general points are concerned, there will be a press conference, so far as individual cases are concerned, there will be replies

Shrimati Parvathi Krishnan (Coimbatore) The hon Minister has not touched on the question of Railway Servants' Conduct Rules He has covered most of the points but the he seems to have left that one

Shri Jagjivan Ram: The matter relating to the Railway Servants Conduct Rules was discussed I have not mentioned that because I have nothing to add to what I stated in my reply to the general discussion on the railway budget But the question was

raised by some friend that hundreds of railway employees have been penalised by the President's special power. And I intervened and said let him send me a list. I think there have been a few cases, but to say that there are hundreds of them is not correct. And he made bold to say that if he sends a list of less than hundred employees he will withdraw this. I am waiting for that list and I will formally write to him.

Mr. Speaker: We are at Demand No. 1. A number of cut motions relate to matters of policy, others seem to touch on economy, and some others refer to individual grievances. If the Opposition or any Members of the House wants any particular motion to be put to the vote of the House separately I shall do so. Otherwise I will put all of them together.

Shri T. B. Vittal Rao: We want to press for division on three cut motions. The first is cut motion No. 118 regarding overcrowding in trains. Here, if you permit a slight modification, it may be put in the modified form. The cut motion is worded as "Overcrowding in the trains on Southern Railway". The words "on Southern Railway" may be omitted.

Mr. Speaker: You mean "Overcrowding in the trains" in general?

Shri T. B. Vittal Rao: Yes, if you permit.

Mr. Speaker: Oh, yes.

Shri T. B. Vittal Rao: The second is cut motion No. 182 moved by Shri B. C. Ghose relating to Planning regarding expansion of Railways. And the third is cut motion No. 184 moved by Shrimati Parvathi Krishnan regarding the use of the President's Special Powers under article 311 of the Constitution in the case of Railway Employees.

Mr. Speaker: Article 311 relates to punishments, is it?

Shrimati Parvathi Krishnan (Coimbatore): Summary dismissals.

Mr. Speaker: Will they be satisfied if I put these cut motions now?

Shri T. B. Vittal Rao: All the Members have gone for lunch. The other cut motions may be put now.

Mr. Speaker: Very well. I will now put all the cut motions to Demand No. 1 other than cut motions Nos. 118, 182 and 184.

All the cut motions were put and negatived.

Mr. Speaker: Cut motions Nos. 118, 182 and 184 will stand over till 3 o'clock, that is after hon. Members have come back from lunch.

The House will now take up discussion of the Demands for Grants Nos. 2 to 20 in respect of Railways for which nearly 4 hours and 45 minutes are now available.

Hon. Members may hand over at the Table within fifteen minutes the numbers of the selected cut motions which they propose to move. I shall treat them as moved if the Members in whose names those cut motions stand are present in the House and the motions are otherwise in order.

I find from the list of Members who have spoken yesterday that there has been no representation so far either for Rajasthan or Assam. So I would like to call those two representatives first and then allow other Members to speak.

Shri Radha Raman (Chandni Chowk) And Delhi.

Mr. Speaker: Delhi is merged. And it is the headquarters of the Railway Board.

Shri Radha Raman: It is most important, Sir.

Shri T. B. Vittal Rao: May I know how this four hours and forty-five minutes has been arrived at, because it is six hours for the first set of demands and six hours for the second set of demands. Is the time taken by the Minister also included in this?

Mr. Speaker: Yes, the Minister is also a Member of the House.

Shri T. B. Vital Rao: That is generally omitted

DEMAND NO 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved

"That a sum not exceeding Rs 98,79,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Expenditure'"

DEMAND NO 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs 25,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Payments to worked lines and Others'"

DEMAND NO 4—WORKING EXPENSES—ADMINISTRATION

Mr. Speaker: Motion moved

"That a sum not exceeding Rs 17,91,51,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Administration'"

DEMAND NO 5—WORKING EXPENSES REPAIRS & MAINTENANCE

Mr. Speaker. Motion moved

"That a sum not exceeding Rs 54,78,65,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Repairs and Maintenance'"

DEMAND NO 6—WORKING EXPENSES—OPERATING STAFF

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs 34,64,52,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operating Staff'"

DEMAND NO 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Speaker: Motion moved

"That a sum not exceeding Rs 30,03,64,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation (Fuel)'"

DEMAND NO 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Speaker Motion moved

"That a sum not exceeding Rs 9,81,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation other than Staff and Fuel'"

DEMAND NO 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Speaker Motion moved

"That a sum not exceeding Rs 14,18,02,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Miscellaneous Expenses'"

**DEMAND NO. 10—WORKING EXPENSES—
LABOUR WELFARE**

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 4,18,63,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Labour Welfare' "

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

Mr. Speaker: Motion moved.

"That a sum not exceeding Rs. 26,25,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund' ".

**DEMAND NO. 12—DIVIDEND PAYABLE
TO GENERAL REVENUES**

Mr. Speaker: Motion moved

"That a sum not exceeding Rs 43,78,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Dividend payable to General Revenues' "

**DEMAND NO. 13—OPEN LINE WORKS
(REVENUE)—LABOUR WELFARE**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 60,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Open Line Works (Revenue) —Labour Welfare' ".

**DEMAND NO. 14—OPEN LINE WORKS
(REVENUE)—OTHER THAN LABOUR
WELFARE**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,23,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Open Line Works (Revenue) —Other than Labour Welfare' ".

**DEMAND NO. 15—CONSTRUCTION OF
NEW LINES**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs 9,47,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Construction of New Lines' "

**— DEMAND NO. 17—OPEN LINE
ADDITIONS**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,16,78,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Additions' ".

**DEMAND NO. 17—OPEN LINE WORKS—
REPLACEMENTS**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 37,67,04,000 be granted to the President to complete the sum necessary to defray the charges which will come

[Mr. Speaker]

in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Replacements'"

DEMAND NO. 18—OPEN LINE WORKS DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 18,88,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Development Fund'"

DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 30,88,11,000 be granted to the President to completed the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Appropriation to Development Fund'".

Shri S. V. Ramaswami: May we know whether we can cover the entire field because the whole thing is lumped together under Demands Nos 2 to 20? Practically we will have to cover the whole thing

Mr. Speaker: Oh, yes

Shri Barman (Cooch Behar—Reserved—Sch. Castes): In the list of those to be called, will you kindly include West Bengal also, because the northern portion of West Bengal is cut off from the rest, and I want to say a few words with respect to the needs of that area.

Mr. Speaker: I have noticed that there has not been a single Member either from Assam or Rajasthan. If they stand I will call them first. The others I shall call next

Shri Mohiuddin: If they have not come forward to speak, I do not think any preference need be given to them.

Mr. Speaker: One lady Member from Assam came to me and said she wanted to speak on Demands Nos. 1 to 20.

Shrimati Parvathi Krishnan: If I may point out, the hon. Member from Tripura may also be given a chance because it was not represented.

An Hon. Member: What is the time-limit for speeches?

Mr. Speaker: Fifteen minutes each.

Shrimati Mafida Ahmed (Jorhat): Mr. Speaker Sir, the Indian Railways play an important and vital role not only in the developing economy of the country but also in the day-to day life of the nation

While I do not claim to know much about the general administration of the Indian Railways, yet I do know something about the working of the railways in Assam So, I take this opportunity to draw the attention of this House to the very unsatisfactory state of affairs in railway travel in my own State

The railway in Assam is a section of the North Eastern Railway It may be recalled that the Assam section was originally laid by a British Company to meet the needs of the British tea planters and the British administration. It had then limited objective and burden But, since independence, many new events have taken place in Assam such as the establishment of NEFA, the onrush of people from other sister States in search of business, oil prospecting, movement of refugees, transport of foodgrains etc In the absence of any improvement in the Assam section, railway transport has suffered inefficiency More so because, the railway has come to assume these inevitable burdens and loads On the top of this, the use of this single track railway by hundreds of military personnel has further aggravated the situation. The result is that railway travel in Assam has become a hazardous affairs. I

hope the Hon. Railway Minister would examine this aspect in its proper perspective.

The curtailment of train services owing to hostile Naga activities between Pandu and Tinsukia from 3 to 2 is causing great inconveniences to the travelling public. May I therefore suggest to attach additional coaches to these two services to reduce overcrowding, which is a deplorable sight in that part of the country.

The cost of living in Assam is comparatively higher than in other States of India. My Hon'ble predecessor, Shri Debeswar Sarmah, now the Finance Minister of Assam, drew the attention of the Railway Ministry on the floor of this House on the 6th March, 1956, to the allotment of wagons to Assam. I may not be wrong if I endorse his views that the soaring prices of foodstuffs in Assam are mainly due to the inadequate and unsatisfactory movement of wagons. I am confident, that the Railway Ministry and the Railway Board will take up the matter expeditiously. If the reported measure of the Railway Ministry to protect the Assam rail link from the ravages of floods, after examining the recommendations made by the experts to stabilise the link, would be a step in the right direction. And, as a preliminary step, to safeguard it, this year, the appointment of a senior Engineer is heartening to us. Because, this stretch of railway was constructed after partition to provide the all weather surface only link between Assam and the rest of the country.

To speak a few words on the question of improvement of communication and passenger amenities, I would say, Assam is sadly deprived of them. The railway travellers in this region are struck by the age and decay of the bogies. It is indeed a pity that all discarded bogies are sent there from other sections of the North Eastern Railway. In fact, the Assam public have never known passenger amenities. In my constituency, an important station like Jorhat town station, there is hardly any waiting room for either gents or for ladies. I

may mention another railway station of commercial importance in my constituency Baruabamungaon, which is nearest to the proposed Assam sugar mill. There is no provision even of a single shed to protect the passengers from sun and rain. I believe the Railway Ministry will give due consideration to this matter.

Besides, it is common knowledge to what extent Assam's railway communication has lagged behind because of the lack of a bridge over the Brahmaputra. All talk of improvement and development in Assam is useless until this bridge is built. Allow me to say with all the emphasis that this can no longer be postponed.

We are told about the transport bottleneck when the question of the oil refinery or any other such major industry arises. If Assam's development is solely dependent on the improvement of railway communication, then, may I ask why no provision has been made in the Second Five Year Plan? After all, let me say, Assam's prosperity is India's prosperity. We are thankful for the decision of the Government to establish a separate railway zone for Assam. We are eager to see it functioning as early as possible. We are also thankful that the Deputy Minister for Railways was pleased to visit our area and has got a comprehensive idea of its urgent necessities.

Sir, Assam's peculiar railway problems are to be isolated and dealt with accordingly. A larger initiative is to be conceded to the Assam zone.

Lastly, I am thankful to you, Sir, for allowing me to speak these few words in this hon House. I conclude.

Shri M. D. Mathur: Mr. Speaker, Sir, Rajasthan has been very underdeveloped so far as railway communication is concerned. And, we have been agitating with the Railway Ministry by correspondence and deputations that the under-developed areas,

[Shri M. D. Mathur]

particularly Rajasthan, should be given a fair deal.

In Rajasthan, we had a number of State Railways known as the Jaipur, Bikaner and Udaipur Railways in the past. After integration, all these railways were taken over by the Union Government and today, we in Rajasthan feel that the expansion of the railway—which we could do at the time of the Princes—particularly, the new lines, has been completely neglected in the First Five Year Plan as well as in the Second Five Year Plan, on the ground that the area is under-developed and no industry is going to come forward. On such grounds we are not given any preference and, so, the under-developed area remains under-developed. That is why I want to submit that when the allocation of funds are made for constructing new lines, consideration should be given to the under-developed areas.

For example, there was a proposal to construct a rail link from Pokaran to Jaisalmer, a part of the country where life is very difficult. But, since the Government of India has accepted a scheme of the Rajasthan canal and in view of the exploration that Government are making for petroleum and iron, the area is going to develop from 1960 to 1965. It is high time the Government of India, particularly the Railway Ministry, gives thought to the construction of the rail link from Pokaran to Jaisalmer, a distance of 70 miles.

Not only this; but the various projects which were surveyed at the time of the States before integration, those projects have been dropped. For example, a project was surveyed, commercially as well as technically, between Merta City and Ajmer. That has been dropped by the Railway Ministry. People feel that even after the advent of freedom, there has been absolutely no development of the railway communications in that part of the country. Millions of people there have not seen a railway engine. It is a desert part and it is very difficult for the people to come 75 miles on the

camel's back to have a look at the engine. In order to create faith in democracy and a feeling in their minds that they are better off than they were in the old days of the princes, it is necessary that this area should be developed and the Ministry should give preference to it.

In the past, Rajasthan was poor so far as personnel and minerals were concerned. Now, we have found a number of minerals and so railway communications are all the more necessary so that they can be carried to other parts of the country, particularly to ports. About a year ago, the then Railway Minister ordered certain areas to be surveyed for new lines. After the new Railway Minister has come in, those surveys were not proceeded with. When Shri Lal Bahadur Shastri was there, he himself said that these areas would be surveyed. But with a change in the personnel of the Ministry, the policy has also been changed. It should not be so. The surveys which were ordered should be carried out. That area is mostly populated by the Bhils and other Scheduled Castes.

I submit that in the formation of railway zones, Rajasthan has been placed in two zones—Northern and Western. Sometimes, the managements do not see eye to eye. The railway time-table is not well adjusted and people have to wait for hours to catch connecting trains. We have been pressing very hard that the railway administration of Rajasthan should be under one zone—the metre-gauge zone in which the Northern and Western zones—from Abu Road to Alwar coming up to Delhi—should be merged. It is a very big strip and I think a separate and independent zone should be formed.

It has been said that amenities in the metre-gauge railways had been neglected compared to broad-gauge. Those railways which are at the headquarters definitely get more attention. For instance, the headquarters of the Western Zone are in Bombay and that

of the Northern Zone, at Delhi. The areas round about these places have developed much more while the areas forming distant patches, particularly the desert part of Rajasthan, do not get so much attention. The administration should look into the matter and give more amenities to the people travelling in the metre-gauge trains in Rajasthan. We see new bogies and new wagons being attached to broad-gauge trains every day. But, we find that old and dilapidated—bogies which could be declared sick or useless—are still attached even as first class compartments. The plight of the third class passenger could be imagined.

There was a breach of a line recently near Jodhpur and a train was delayed for the whole night. It was raining and the people who were sitting in the railway compartments were feeling as if there was no roof above. A number of people fell sick for being in that condition for about 24 hours. That is the condition of the metre-gauge section and people feel that discrimination is going on compared to the amenities available to the broad gauge sections.

The officers of the Railway Administration rarely visit that part. Especially in summer, it is very hot. They do not get ice cold water. Water arrangements are not there in most of the stations. Usually, we find that the water of the wells which are adjacent to the railway station could not be drunk. So, water has to be brought by train. Sometimes trains do not arrive with water wagons. All these things happen. My submission is this. After all, the people of Rajasthan pay the same railway fare as others. Then, why are they neglected? Is it because it is a State which had been suffering under the feudal rule for a number of years? They suffered for over 600 years under the feudal rule. We are now having a democratic set up and if things do not improve, they will lose faith in demo-

cracy itself. So, even from the political point of view, in fact, from every point of view, it is necessary that the Railway Administration should give priority to such matters in Rajasthan rather than neglect it as an under-developed area.

Nobody is going to raise a hue and cry on behalf of Rajasthan. The hon. Speaker said: 'Nobody has spoken from Rajasthan'. We feel ashamed. There is not one problem. There are hundreds of problems over which we can speak. We are very much under-developed and so I would request the hon. Deputy Minister to take special care and have a soft corner for Rajasthan. It is the western part of our country. The eastern and western part of our country should be well-protected and they must be given all amenities so that people may have faith in democracy. Otherwise, the people outside will try to exploit the situation.

I had tabled a question this morning about the Jodhpur workshop. The Deputy Minister has said that there is no scope and that the Government has no desire to expand the workshop. Employment opportunities are very limited in that part and it is not an industrialised region. The only industry or the agency for employment is the Government and the Railways Labour in abundance is available. If the workshop is expanded—it is one of the good workshops technically also and engineers also tell, that it is a good workshop—there can be more employment opportunities; there are already over 2,000 workers employed. In the war time, bomb shells were prepared in that workshop. Cannot that workshop be used now for preparing, not bomb shells, but at least engines or something of that sort. We hear quite often that we are short of this and that. Then, why not expand the capacity of the workshops at Jodhpur, Bikaner and Ajmer—the three important workshops there. You will solve the problem of unemployment—you will also give an incentive to the people there. Instead of rejecting our suggestions and saying that we cannot

[Shri M. D. Mathur]

develop and that it will not serve any purpose, I would request the hon. Deputy Minister who is present in the House to give due consideration to the expansion of the railway workshops in the interest of the Railway Administration itself and also to allay the feeling in the minds of the people that they had been neglected so far by the Railway Administration.

I would, in the end submit that the Planning Commission may divide the country into two parts—developed and undeveloped. The personality cult also comes in. There are people coming from UP and Bengal and all those important parts of the country. I do not say that they should not be developed. Yet, the personalities are there, the Ministers are there, the leaders are there.

An Hon. Member: Rajasthan is second to none.

Shri M. D. Mathur: They get things done and they have more influence on the administration. After all, there are under-developed areas like Assam and Rajasthan. A percentage should be fixed for the developed and under-developed areas and the new railway lines and other amenities should be made available to the under-developed areas. We have handed over to you the huge buildings in Jodhpur and other places. You are the custodian of that valuable property. At least for that consideration let something be done for us. That part of the country should be looked into. Today industries are developing everywhere. The best marble in our country is available in Jodhpur and areas round about. It is from the marble of that area that your Taj Mahal and the Victoria Memorial have been constructed. But the dealers do not get wagons to send marble from Makrana. Yellow stone is available in abundance. In fact that is the main industry of that part of the country. But we have no wagons and a lot of stone is lying at the station. That is why I suggest that for the development of the

marble industry, the manganese industry and the mica industry of Rajasthan more wagons should be made available.

Shri Barman: Mr Speaker, Sir, in the midst of demands from all parts of the country and the various grievances that have been put forward I find a little difficulty in impressing upon the hon. Minister the special case of the Assam link. I may in this connection tell the House that though the name is Assam link, it is really a railway line that traverses my part of the country, that is West Bengal. I do not wish to go into past history, because after a lapse of some eight or nine years the administration had been pleased to set up a committee and that committee has recently submitted its report. Still I want to impress on the hon. Minister the difficulties experienced by the region and the urgent necessity of having a second link in that part of that country.

As has been stated by the hon. Minister in reply to a question put by my hon. friend Shri S. K. Banerjee, the committee is unanimously of the opinion that the terrain is such that it is not possible to ensure absolute stability of the present route. When that line was about to be constructed, we from that part of the country objected to authorities about the alignment that was going to be accepted. But our opinion was rejected, because it was said that laymen cannot give a valid opinion in those matters, and that it was a technician's job. In the course of the Question Hour to-day I put a question to the hon. Deputy Minister whether before coming to a decision on the 2nd Alignment the public would be consulted. He replied reiterating the earlier view that this is a highly technical job.

I do confess that we laymen cannot give any opinion about how a bridge should be constructed. But certainly we know the conditions of the country and the behaviour of the rivers. That

was the point of view that we placed in the beginning when the railway link was going to be constructed and it is the experts' opinion that has proved to be wrong and defective and it is the general public's opinion that has proved correct, with the result that ultimately the Stabilisation Committee also has come to the conclusion that the existing link cannot be a sure line of communication

The Deputy Minister in the course of his reply gave one of the reasons why there is delay in accepting the majority recommendation of the Committee. He said that apart from the question of finance, there are three difficult rivers to be crossed and there would be difficulty of construction. I think some six months back, it may be a little more, the Railway Board issued a questionnaire, of which they sent a copy to me also. I then made a suggestion and that suggestion had also the support of the people there that while fixing the next alignment, it should run through a certain territory. I do not mean to say that my suggestion should be accepted, but if the public opinion is accepted and implemented, one of the big rivers would be totally eliminated. In Demand No 2 there is an amount provided for surveying the difficult rivers Toshia and Jaldhara. If our suggestion is accepted the bridging of Toshia can be eliminated, not only that several other rivers would be eliminated. You need have only one major bridge at Jaladhara near the sub-divisional town of Mathabhanga

I have an alternative route to suggest. There is already a link below that is the national highway No 31. If the new alignment be a little southwardly than the existing No 31 national highway, the State of Cooch Bihar which in the year 1950 was merged with the Indian union will be served, and a vast agricultural area will be benefited. Therefore while taking a decision on the report of the enquiry committee, they may give due consideration to expert technical advice, they shall also take the view of the common people into

consideration, because they are likely to know the terrain better than newcomers from any other place

Since the year 1950 when this link was constructed my part of the country has been suffering many hardships as a result of the floods. The eastern part of my district is completely cut off during the rains. Every year, except perhaps the last, there had been floods and crores of rupees have been spent in repairing the bridges.

My submission is that the Railways have taken almost ten years, since the partition of the country when we were absolutely cut off by the creation of Pakistan, to come to the same decision which we advocated at that time, that that link cannot be a sure link and it cannot stand in the face of heavy floods coming down from the Himalayas. I would earnestly appeal to the Railway Administration, now that they have got the opinion of their own committee, not to further delay the matter. It may be that in other matters because of paucity of finance, because the Railway demand of Rs 1400 crores has been reduced to Rs 1100 crores for the Second Plan certain amenities will take some time to be provided. But, so far as that part of the country is concerned, which is cut off during the rains due to breaches here and there, the matter should not be delayed on the ground of finance. We have suffered so long since the partition of the country. Let us not suffer any more. That is all my submission, Sir, through you to the Railway Administration.

14 hrs.

Shrimati Ila Falchoudhuri (Nabadwip) Mr Speaker, Sir, the Railways form the biggest Government enterprise. Their potential for employment is also the greatest, and their variety of services is also the greatest. Our Indian Railways compare with the world railways anywhere, and we have had very good Ministers and Deputy Ministers.

There are certain things which I would like to bring to their notice

[Shrimati Ila Falchoudhuri]

The first point is about the extreme shortage of wagons that we experience today. It cannot be gainsaid by the Ministry. Even Shri K. B. Mathur, Member of Transportation, Railway Board, has admitted that our wagon shortage would be something due to which we will not be able to cope with the 38 million tons of freight which has to be transported. According to the Plan, if it goes as it should, it will be near about 45 million tons that will have to be transported. I do not think we have wagons to do that. Therefore, I would ask the Ministry, when there is such a shortage of wagons, why do we take on the onus of supporting Nepal's Five Year Plan and give wagons to Nepal when our own shortage is so great? Should we not look to our own needs?

Wherever there is wagon shortage, it is a direct cause for corruption. There are commodities that must get wagons, particularly where there is wagons shortage. Take the case of the tea districts. If you go to Siliguri you will find piles of tea chests lying there and there are no wagons for them until a little unfair means is resorted to. I know it is very difficult to prove these things, but these things do happen and the Ministry knows it. The public is aware that it is doing a wrong thing, but when commodities have to reach a market at the saleable time and when auctions are taking place, whether it is tea business or any other business, people will resort to unfair means to get wagons allotted to them. The only thing to prevent this is to increase the number of wagons, and not go out to help others when our priorities are so great.

Then, we lose a lot of foodstuff in transit. Nearly 30 per cent. of fresh fruits, vegetables and many other commodities are wasted, because they get spoiled in transit. Fresh fruits and vegetables are roughly handled in transit and in many instances they do not reach their destinations. I would ask the hon. Minister, when

we have gone in for so much improvement on the Railways, should we not consider having some sort of refrigeration or cold-storage transport for fruits and vegetables?

Shri C. D. Pande (Naini Tal): Fish also.

Shrimati Ila Falchoudhuri: Yes, because that does constitute a large part of our diet. In the present food crisis, if all this wastage could be avoided we might tide over the crisis to a great extent.

Today, the hon. Minister in his reply said, that there may be claims that were paid by the Railways but they were not so bad. If you look into this little book that has been circulated to us you will find that the claims for losses and damages paid by the Railways is Rs. 2,56,48,304 as against the previous year's figures of Rs. 2,55,45,000

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The hon. Member is imagining things. There was no question about claims today.

Shrimati Ila Falchoudhuri: The Minister did say about claims in his reply. It is loss of revenue. It has to be paid by the Railways.

With regard to catering, Sir, I would like to bring to your notice the difficulty that is felt by passengers. Sometimes the food offered is not palatable and not according to the tastes of passengers. If Annapurna could get some more of the catering that is given to contractors, I think everybody would feel better. Annapurna does cater in certain cases. If they could be asked to do more catering I think the public would find it very much more convenient, because I think Annapurna is one of our best public catering departments. It works very well and the very name suggests that it will satisfy the public.

Shri Shah Nawaz Khan: Our experience at Ghaziabad is a little different.

Shrimati Ila Palchoudhuri: If you will give a chance, I think it will live up to its name

Under Demand No 15 you find mention of electrification of various lines, but there is no mention as to when the Sealdah Section, which has been given a token grant of Rs 2,50,000 or so, will be taken up. There is no extension up to Ranaghat or Krishnanagar mentioned. The Sealdah section of the Eastern Railway has been left absolutely unattended. The Sealdah section has the greatest number of passenger traffic. It is one of the busiest sections in the country if not in the world. It caters to border districts.

You must give some sort of priority and see that the light suburban railways are also looked after by the Railway Ministry. Do you know that on the Krishnagar and Nabadwip Ghat line there are engines that are 28 years old and they very often fail?

Shri Shahnawaz Khan: There are engines aged 70 years, 28 years is very young

Shrimati Ila Palchoudhuri: A 28 year old light railway engine must be in a very bad state. It often breaks down and I have had experience of it myself.

Then I come to lighting arrangements at railway stations. There is electricity right up to Sarupganj Ghat, yet the lighting arrangements at the stations in between are abnormally bad. Thieves loot the passengers. It is positively dangerous to go by the last train which goes at 22 hours. If the hon. Minister will kindly see that the stations are provided with proper lighting arrangements, I think much trouble could be avoided.

There is no place provided for women at the stations. I think that covers the whole category; I won't mention 'women', there is no waiting room of any kind at the small sta-

tions. That is a matter which deserves to be looked into.

14.00 hrs.

[**MR DEPUTY-SPEAKER** in the Chair].

Nabadwip Dham itself is a very important station, because lakhs and lakhs of pilgrims go there at all times of the year for various festivals. The arrangements for food and drinking water at this station are really deplorable. There is not enough space. I would ask the Deputy Minister, if the Minister himself cannot find time, to go there and see the things for himself. I would like him to see whether the ladies waiting room there is adequate. It is not.

A long time back there was talk of a survey for a railway line up to Karimpur. This is absolutely a border town. That proposal is lying in the files of the Ministry for many years. I do not know why that is not pursued. Even in the time of my hon. predecessor, the late Lakshmikant Maitra, that thing was taken up and there was talk of a railway line up to Karimpur. The Minister said that if the Planning Commission will give some more money he will look into these things according to priority. I hope this will be one of them, because a border district must have as many modes of transport as possible; not only road transport, but railway transport also.

Again, I appeal for the students' train from Krishnagar to Shantipur. Road transport cannot cope with that. They are not given monthly tickets. Colleges cannot accommodate the students. Education suffers. In every country, there are students trans, special trains that cater for students. I would request the Minister to consider if it would be possible to run shuttle trains for the students from Krishnagar to Shantipur. The public will be greatly benefited by this line. I say this, not only because it is my constituency. It is also a border district and it needs particular attention, and quick electrification.

[Shrimati Ila Palchoudhuri:]

I also support my friend Shri Barman when he says that when we attend the various committees, it never seems to them that the general public has an expert opinion. I agree that they have no expert opinion. But, they are in direct contact with the wants of the people. When we sit on these committees, for time table or catering, etc., I hope our suggestions will receive due consideration and not just be taken and thrown into the waste paper basket or not considered as very often happens.

I have no other particular points to bring to your notice except to state again that more wagons should be provided, and that electrification should be carried on right up to Ranaghat and Krishnagar as quickly as possible so that the daily passengers may be benefited. They form the largest number of people that come to Calcutta daily. If they can only go back quickly by electric trains, their health will be safe, their work will be easy. Really then we shall be working with a transport mind and not look at small things, but look at the general welfare of all concerned.

Shri Dasaratha Deb (Tripura): Sir, my problem is quite different from that of others. In the case of those hon Members, they have already their railway lines and their demand is extension of these facilities to other areas. But, in our State there is no railway link, not a single railway line. From the first session of Parliament, we have been expressing our desire and communicating to you the desire of the people of Tripura that Tripura should at least have a railway line in our territories. When the First Five Year Plan was framed, there was some provision made for establishing a link via Assam. During the working of the First Plan itself, it was postponed. Now we have completed our First Plan. We have begun the working of the Second Plan. Even in this Second Five Year Plan, that provision is not there. The Government

of India are planning to take up some development works in our State. Without establishing a railway link, how can the Government of India execute those works and how can Tripura prosper? In our State, due to the absence of the rail link, our difficulties are growing more and more every year. You know it is a border area surrounded by Pakistan on three sides. There is one small narrow link with Assam. There is a national highway. But, that road is not an all weather road. Only in summer that road can be used. During the winter, it is very difficult to drive even a jeep on that road.

For the last three or four years, Tripura has suffered from food shortage. Even this year, the Central Government has sanctioned 20,000 tons for the Tripura State. That rice has not reached Tripura in time. Some six or seven days ago, I met the Chief Commissioner of Tripura and the district magistrate. I had a talk with them on this. The people in that State are suffering. Even at present in the rural areas, rice is being sold at the rate of Rs 26 or 36 or 38 per maund. The minimum is Rs. 25 per maund. The rice sanctioned by the Government of India did not reach in time because of the communication difficulties. The Pakistan Government could not supply a sufficient number of wagons to carry our rice. If this transport problem is neglected, if we are not given a rail link, our problem could not be solved. We are going to suffer more and more. Even the other essential goods, we have to import from India. For that, we have to depend on air lift which is very costly. The price index in Tripura is so high and the poor people are not able to bear the expenses. In Tripura, we have some raw materials, jute, pineapples, bamboo and other things. We have to export them to other States. But, we are not able to export due to communication difficulties. If a rail link is not established, our miseries will increase, and people will not be satisfied. On be-

half of the people of Tripura I urge upon the Railway Minister to go into the question and take it up in the Second Five Year Plan itself.

A number of people in Tripura have already formed a railway committee,—congressmen, non-congressmen and people representing all political parties—and that committee has submitted a memo to the Government of India five years ago. From that time repeatedly, they are reminding the Central Government to take up the problem. In that memorandum, we have sufficiently set out the need for a railway, how that problem should be tackled and solved. Even now, we have not received any favourable reply from the Government. Every time we express our desire and make a demand in this House, we are told that funds are short, and for establishing a rail link for a backward area like Tripura, they will have to incur heavy expenses. On the plea of heavy expenses, Tripura should not be deprived of a rail link and Tripura should not be deprived of improvements in the Second Plan.

Even now, there are certain national highway road works. The Central Government has already taken up the work and some work is nearing completion. Even in the national highways, there are certain rivers. Bridges could not be constructed over these hill rivers because bridge construction materials could not be brought into Tripura on account of communication difficulties. All these problems are there. Considering all these problems, I again request the Ministry of Railways to consider our case very sympathetically and impress upon the Planning Commission the necessity of taking up this work even during the working of the Second Plan. I submit that this railway line in the Tripura State should be undertaken.

मैं राष्ट्र रेलवे उपायम महोदय, बहुत सी बातें मेरे साथियों ने रेलों के सम्बन्ध में कही हैं और उनका कुछ उत्तर भी-भी

माननीय भवी जी ने दिया भी है। सेकेन्ड कुछ ऐसी बातें हैं जिनका जिक्र मैं करता चाहता हूँ और चाहता हूँ कि माननीय भवी जी उन पर भी विचार करें।

कुछ वर्ष हुए रेलवे बोर्ड ने भारतवर्ष की रेलों को कुछ हिस्सों में बाटा था जिसको रिपुर्पिंग का नाम दिया गया था। इस रिपुर्पिंग से यह प्राशासा की गई थी कि जो रेलों का इतिजाम है, उसमें कुछ सुधार होगा लेकिन मैं यह देखता हूँ कि इससे कर्मचारियों में ही नहीं बल्कि प्रायः सभी लोगों में असन्तोष अधिक बढ़ा है। और फिर यह भी है कि जब सरकार ने रिपुर्पिंग किया तो उस बजाए यह फैसला किया कि सारे भारतवर्ष की रेलों को पांच मुप्पस में बाटा जाएगा, लेकिन फिर उसके बाद उसको छँटा मुप्पस में बाटा, और छँटा मुप्पस हुए। अब मैं यह देखता हूँ कि इस बात का विचार किया जा रहा है कि इसके बजाए सात मुप्पस कर दिए जाएं। मैं इस चीज़ के विरोध में कुछ नहीं कहना चाहता, लेकिन यह जरूर चाहता हूँ कि इन रिपुर्पिंगस में भारतवर्ष में जो सबसे बड़ी दिक्कत पैदा हुई है वह यह कि बहुत सारे सीनियर और जूनियर आफिसर्स हैं, जिनकी एक श्रृङ्खला बची हुई थी, जिनकी एक लड़ी थी, उन तथाम कर्मचारियों में एक किस्म की निराशा और एक किस्म का असन्तोष सा प्रकट होता है। उसको निकालने की कोई तदबीर या तरीका हमारे रेल मन्त्रालय को अस्त्यार करना चाहिए। मैं तो समझता हूँ कि यह रिपुर्पिंग का ही सबाल नहीं है, हमारे देश के अन्दर रेलवे मन्त्रालय कई बार ऐसे फैसले करता है जिन पर वह कायम नहीं रहता, उनको जल्दी-जल्दी बदलता है। फैसला रिपुर्पिंग के सिलसिले में यह हुआ कि जब मुप्पस बनाए गए थे, तो जो डिवीजन्स के कार्यालय थे, उनको एक तरह से समाप्त कर दिया गया था, सेकेन्ड देखा गया है कि अब उनको फिर चालू किया जा रहा है। इसी प्रकार के कई

[भी राजा रमण]

फैसले पिछले बर्दो में रेलवे भवालय ने किये हैं और उन्हें बोडे ही दिन आव बदला है। इससे मैं समझता हूँ कि बड़ी कठिनाई होती है। अब हम किसी मामले पर विचार करें तो हमारा फैसला काफी निर्णयात्मक होना चाहिए और उसके ऊपर हमको कायदा भी रहना चाहिए ताकि उसका प्राम सोगों पर और अनन्ता पर असर पड़ सके।

दूसरे मैं यह देखता हूँ कि हमारे देश के अन्दर जो रेलवे कर्मचारी हैं, उनमें एक लास किस्म का फर्क भी है। फर्क इस लिहाज से कि कुछ कर्मचारी ऐसे हैं जिनकी तब्दीलात्मक हुत डंडी है और कुछ ऐसे हैं जिनकी तब्दीलात्मक हुत बहुत कम है। उनके दर्भान में बहुत अन्तर है, जो अन्तर उनके बीच रहा है, वह उनको हमेशा अल्पतरा रहता है। मैं चाहता हूँ कि इस अन्तर को जितनी जल्दी कम किया जा सके, उतनी जल्दी कम किया जाए। क्योंकि अब हम यह चाहते हैं हमारे देश में एक सोशल बेलफर्म स्टेट हो, एक ऐसा राज्य हो जिसमें सब लोगों को पूरा आराम मिल सके, और उनके अन्दर समानता हो और इस बात का एहसास हो कि वह अपने मुल्क के लिए काम कर रहे हैं। मैं देखता हूँ कि जो बोर्डे के अन्दर छिस्टीर्टी है वह कभी उनमें ज्यादा कायद करने की इच्छा पैदा नहीं कर सकती।

आप देखिए कि दिल्ली में जो बड़ा स्टेशन है उसके सामने दहा के कर्मचारियों की तीन कालोनीज हैं। अगर आप बहा जाएं तो आप देखेंगे कि जो लाइन मैन हैं, प्रायर मैन हैं, या थोटे थोटे कर्म नारी हैं उन की अवस्था इतनी शोकनीय भी नहीं जानक है कि उस को देख कर दिल में बड़ा दुख होता है। हम देखने हैं कि करोड़ों लपटे मुल्क की रेलवे के लिए लर्च होता है, लेकिन इन थोटे थोटे कर्मचारियों की तरफ जितना ध्यान दिया जाना चाहिए, उतना नहीं दिया जाता। अब कभी हम कोई प्रोश्राम बनाते हैं तो उसमें ऊपर की ओरी के लोगों पर अधिक घन रखते

किया जाता है, नीची ओरी के लोगों पर उतना नहीं किया जाता। इसी सिलसिले में मैं यह अर्ज करना चाहता हूँ कि हमारे यहां ऐसे बहुत से अफसर हैं जो जब सकर करते हैं तो उन के लिए वहे आराम के सैन्यन्स लगाए जाते हैं, एम्पर कंडिशन्ड कोचेज लगाई जाती है, मैं समझता हूँ कि हमारा देश गरीब है और यहां के लोगों को प्राम तौर से बड़ी तकलीफ में अपनी जिन्दगी गुजारनी होती है। जब हम यह चाहते हैं कि नीचे के बर्ग के लोग ऊपर उठें, उन के अन्दर अपने ऊपर भरोसा आए, वह लोग अपने अन्दर कुछ ज्यादा उत्साह पैदा कर सकें, तो हमारे लिए रह बहुत आवश्यक है कि हम इस अन्तर को कम करें। और ऐसी बीजों को जो उन्हें भारामतलब बनाती है, उन्हें कम करें। मैं यह कहना चाहता हूँ कि जो लोग पहले से अपने देश में इस तरह रहते थे, उनके आराम में कोई फर्क नहीं नहीं आता और जो लोग मेहनत करते हैं, मशक्कत करते हैं, तकलीफ उठते हैं, अपने शरीर की पूरी शक्ति को देश के कामों में लगाते हैं, उनकी तकलीफ कायम है, उन के लिए आराम नहीं है, उन की कठिनाइया ज्यादा है। जो कुछ हम उन के लिए कर रहे हैं वह काफी नहीं है, सल्लोषजनक नहीं है। मैं समझता हूँ कि जो लोग खिलौने में काफी आराम में रहे हैं हम उस को तबज्जह नीचे के लोगों के त्याग, तपस्या और तकलीफों की तरफ दिलाए। इस से लोगों के ऊपर और हमारे देश के कर्मचारियों के ऊपर बड़ा अच्छा असर पड़ेगा और बड़ा स्वस्थ बातावरण बनेगा।

हमारे कई मित्रों ने यहां जिक्र किया कि हिन्दुस्तान की 'रेलगाड़ियों में बड़ी शोबर-क्राउडिंग होती है।' इस की बजह से थोटे दर्जे के यात्रियों को बहुत तकलीफ होती है। इस सम्बन्ध में मैं यही कहना चाहता हूँ कि हमारे रेलवे भवालय की तरफ से ऐसे बहुत सारे नियम बनाए गए हैं कि जो लोग विदाउट टिकट ट्रैवल करते हैं, या टिकट नहीं रखते

है उन पर सुमित्रा किया जाय, पर इस सरकार न्याय व्याल दिया जाता है कि हजारों की तादाद में भी रेलवे के कर्मचारी सफर करते हैं वह अनधिकारीहाज़ बहुत होते हैं। वह ज़्याद सफर करते हैं और साथ में अपने परिवार को भी साथ रखते हैं। इस कारण भी ग्रोवर-कार्डिंग होती है। इस तरफ भी हमें तबज़ह देनी चाहिए। जहा हम विदाउट टिकट ट्रैवल करने वाले आदमियों को सजा देते हैं वहां हमें ऐसे कर्मचारियों को भी पकड़ना चाहिए जो कि सफर करने के मुत्ताहक नहीं है, लेकिन सफर करते हैं। वह इस बास्ते बिना टिकट सफर करते हैं कि वह समझते हैं कि रेल गाड़ी उन के बार की जायदाद है और जहा उन्हें तनखाह मिलती है वह इजाउत मुफ्त बलने की भी उन को होनी चाहिए। मैं दैस्यास्त कहनगढ़ कि रेलवे मंत्रालय को इस भार भी ध्यान देना चाहिए।

इतना कहने के बाद मैं यह दो बार बाते दिल्ली के बारे में मत्री महोदय के सम्मुख रखना चाहूँगा। कई बार मैंने इस बात का जिक्र किया है और पहले भी यह चीज़ सदन के सम्मुख रखती चा चुकी है। हमारे रेलवे मंत्रालय ने इस बात को कहूँ भी किया था कि दिल्ली के अन्दर जनसंख्या काफ़ी तेज़ी से बढ़ती जा रही है। उस की जनसंख्या इस बहत करीब २१ लाख के है। यहां पर ट्राईपोर्ट का जो बन्दोबस्त है वह बहुत नाकाश्ची है। बसें बीरह जो चलती हैं वह बहुत नाकाश्ची है। इस की बजह से काङ्गो तकलीफ़े रहती है और यहां पर जो हमारा पुनर्वास मंत्रालय है उस ने कई कालोनीज दूर दूर पर बसा दी है, जैसे कि तेहाड़ है, कालका जो है, मालवीय नगर है, लाजपत नगर है। कई कालोनीज तो ऐसी है जहा पर बड़ी बड़ी तादाद में सोग रहते हैं, पचास पचास हजार और एक एक लाख तक सोग रहते हैं। पठें नगर आदि ऐसी ही जगहें हैं। इन दूर दराज जगहों पर पहुँचने के लिए कोई सुविधायें नहीं हैं। बस ही भी तो

लोगों को एक एक और दो दो बंटा सड़क पर लड़े रहना पड़ता है। यूँ में यह कहा गया जा कि दिल्ली शहर के बारों तरफ एक इसेम्ब्रिक ट्रैन जारी की जायेगी जो इन कालोनीज को गिला देनी और जगह जगह उसके स्टेशन होंगे। लेकिन यह यह तबवीज सामने आयी तो कुछ विकल्पों की बजह से उसको छोड़ दिया गया। किरणहा गया कि रिंग रोड के बारों तरफ एक सरकुलर रेलवे बनायी जायेगी और उसके बारे में हमको करीब करीब आश्वासन तक मिला कि यह तरकुलर रेलवे दिल्ली के बारों प्रोटोकोलों के बारों भी रहेगी। लेकिन अभी तक उसकी तरफ कोई तबज़ह नहीं दी गयी है। कुछ इलाका ऐसा है कि जिसमें हमने केवल लोकल ट्रेन्स चलायी हैं और उनसे लोगों को कँकँ-फायदा पहुँचा है। लेकिन मैं समझता हूँ कि यह इसीना करना नाकाश्ची है। अभी यह एक पुरानी दिल्ली को बिनयनगर से कनेक्ट किया गया है। लेकिन बिनय नगर से आगे भी कालोनीज हैं जैसे नई दिल्ली केटोनपेट, तिहाड़, प्राजापुर, आदि हैं। मैं चाहता हूँ कि सरकुलर रेल का जो प्रोशाम है उसको जल्दी पूरा किया जाये। उसकी बहुत जरूरत है। उसके बीरह यहां की जनता को बहुत मुश्किले होती है और उस मुश्किलों का निवारण करना हमारे रेलवे मंत्रालय का कर्तव्य है। इस तबवीज को पहले भी हमारे सामने रखा गया था और इस बारे में हमको आश्वासन भी दिया जा चुका है कि एक सरकुलर रेलवे दिल्ली शहर के बारों तरफ बनायी जायेगी परन्तु अभी तक ऐसा हुआ नहीं है।

किसी जगाने में दिल्ली दो हाई लाल आदमियों के लिये बनाई गयी थी और उस समय किसी ने यह नहीं सोचा कि दस, बीस या तीस साल के अन्दर यहां की आबादी बीस या दर्ढीस लाख हो जायेगी। यह जनसंख्या बढ़ती ही जा रही है। यहां पर हर साल करीब एक लाख आदमी बढ़ जाते हैं। यहां पर बहुत सी सड़कें बड़ी की गयी हैं और भी बहुत सा नियमित कार्य हो रहा है जिस को देखकर कुछ

[की राधा रमण]

होती है और उससे यहाँ की जनता को आराम भी मिलता है। लेकिन एक कठिनाई में भ्रष्टस करता हूँ और वह यह कि यहाँ पर जो चारों तरफ सड़कें बनी हैं उनके बहुत से रेलवे कार्सिंग हैं जिनकी बजह से लोगों को बहुत दिक्कत होती है। मैं किशनगञ्ज के रेलवे कार्सिंग की तरफ मध्यी महोदय की खास तौर से तबज्जह दिलाना चाहता हूँ। वहाँ पर लोगों को कभी कभी आपश्शार्थ घटे रक्षे रहना पड़ता है। अगर गाड़ियों के आनेजाने की बजह मे ऐसा होता तब भी एक बात थी, अगर यह इस बजह से होता है कि इन्हिन शटिंग करता है और बारबार इधर उधर आता जाता है। मैं चाहता हूँ कि इन तरफ रेलवे पत्री ध्यान दें। इस पर बहुत लब्ध चीड़ा खर्च नहीं होने वाला है। इसके लिये कुछ रुपया निकाल दिया जाये ताकि यहाँ पर अड़ेर ब्रिज या ओवर ब्रिज बन सके और लोगों की यह तकलीफ दूर हो जाय।

इस सिलसिले मे मे एक बात और अर्जन करना चाहता हूँ जिसके बारे मे कुछ अरता हुआ काश्मीरी दरवाजे और चादनी चौक क बहुत से लोगों ने रिप्रेजेंटेशन भी किया था। वहाँ एक पुल है जो कि कोडिया पुल म काश्मीरी दरवाजे जाने के लिए बनवाया गया है। पचासों वर्ष से वहाँ पर एक लोकों शेड है जहा हमेशा इन्हिन लड़े रहते हैं। जो गाड़िया जाती है उनमें लगाये जाते हैं और जो गाड़िया आती है उनमें निकल कर यहा आकर लड़े होते हैं। ऐसा कोई बक्त नहीं होता कि इन इन्हिनी का बुझा उस पुल पर आने जाने वाले व्यक्तियों को तकलीक न देता हो। कुछ लोग नाक से रुमाल लगा लेन हैं पर ज्यादातर लोग घुड़ा खाते हुए जाते हैं हमने इस बारे मे कई बार तबज्जह दिलाई है। अगर इस लोकों शेड को किसी दूसरी जगह ले जाया जाये तो इस पुल पर से आने जाने वालों को बहुत आराम हो जाये और

उनकी तकलीफ दूर हो जाये। मैं मंत्री महोदय की इस तरफ तबज्जह दिलाना चाहता हूँ।

एक बात मैं बेड़सं के बारे मे भी कहना चाहता हूँ। इन लोगों ने रेलवे मञ्चालय को रिप्रेजेंटेशन भी दिया है। ये लोग चाहते हैं ठेकेदार के जरिये या मञ्चालय को डिवार्ट-मेटल तरीके से काम करने के बजाय इनको कोप्रापरेटिव सोसाइटी बनाकर काम करने का मौका दिया जाये। हमारे मुल्क मे कोप्रापरेटिव सोसाइटीज के बारे से बहुत कुछ कहा जा रहा है और उसको प्रोत्साहन देने की बात भी की जाती है। लेकिन बहुत सी जगहों पर जहा ऐसा आसनी स किया जा सकता है वहाँ ऐसा नहीं किया जाता है। मैं मध्यी महोदय मे दरखास्त करूँगा कि वह इस तरफ कुछ तबज्जह दे ताकि दिल्ली मे यह काम हो सके। बेड़सं को यह सहुलियत दी जानी चाहिए। अगर ऐसा किया गया तो बहुत अच्छा होगा।

एक चीज और मैंने देखी है वह यह कि दिन क खास खास बक्त दिल्ली के मुमाफिर खानों मे बड़ी भीड़ हो जानी है। सुबह १० बजे तक और शाम को पाच और ६ बजे के करीब आने जाने वालों की डलनी भीड़ होती है कि उसका प्रन्दाजा लगाना मनिकल है। इन लोगों को टिकट लेने मे बहुत दिक्कत होती है क्योंकि इस काम के लिए बाकु लोगों की सम्पत्ति बहुत सीमित है और जब भीड़ होती है तो यात्रियों को टिकट के लिए बहुत देर तक खड़ा रहना पड़ता है और इस अवसर पर बहुतों की जबे भी कट जानी हैं। और बहुत से लोगों को समय मे टिकट नहीं मिल पाता और उनको मायूस होना पड़ता है। मैं अर्जन करता हूँ कि कम से कम पीक अवर्स मे कुछ विडोज और बढ़ा दी जाया करें और कुछ बाकूपो का और इन्हिनी कर दिया जाये तो लोगों की यह दिक्कत बहुत कुछ दूर ही सकती है। हमारे तबज्जह दिलाने पर एक दो बिंडो बड़ायी

गयों है लेकिन वह नाकाको है। मैं आपकी माफ़त रेलवे भवालय की ओर रेलवे मंत्री महोदय को तवज्ज्ञहूँ इस तरफ दिलाना चाहता हूँ। प्रगत दो चार बिंडोज और बढ़ा जायें तो यात्रियों को तकलीफ कम हो जायें।

मैं और ज्यादा नहीं कहना चाहता पर मैं आशा करता हूँ कि जो कुछ मैंने कहा है उस पर मंत्री महोदय तवज्ज्ञहूँ देंगे और जो कदम इस सिलसिले में उठाये जा सकेंगे वे उठाएं जायें।

Shri Naldurgkar (Osmanabad): I rise to support the Demands for Grants of the Railways.

In India, railway communications are very poor and low as compared with some of the advanced countries of the world. For every ten thousand of population, we have six miles of railway line, and for every ten thousand square miles, we have about eighteen miles of railway line. The proportion in the advanced countries is about twenty to twenty-five times more for the same population and the same area. So, it becomes the duty of the Railway Ministry to do its level best to meet the growing needs of the population of the country by providing more coaches, more locomotives and more wagons and more facilities.

I had a chance to read the report of the Railway Administration. After reading that report I was convinced that the Railway department has no doubt made a considerable and commendable progress during the First Five Year Plan and during the first year of the Second Five-year Plan I will now narrate some of the important features of that progress.

Our Indian Railways have carried nearly 35,50,000 passengers daily during the year 1955-56. This means that one per cent. of the India's total population and 8 to 9 per cent. of the population of England and France. I think this is one of the great achievements we have had so far. Another

point is this. For each hour, about 1,48,000 passengers boarded the train. During the year the passengers have travelled 1,07,000,000 miles. Our passenger trains have traversed a total mileage of 3,16,000. This means six and a half times round the earth at Equator. This is an excellent achievement that has been made by the Indian Railways and not made by any other Railways. Again, all the goods trains have travelled 2,26,000 miles. They carry 3,15,000 tons daily from one place to the other. Rs 71,00,000 were spent on each working day on various services including staff. In the year 1957, the largest railway marshalling yard at Moghal Sarai has been set up and it has made a record in the movement of wagons.

According to the report it is evident at Moghal Sarai for every 20 seconds there is a movement of one wagon. These are some of the matters which I would like to mention. There may be some inefficiency and defect here and there but we should not be oblivious of some of the achievements which have been made so far.

Before concluding, I wish to draw the attention of the Railway Minister to another matter. The Marathwada area has been a neglected area. It was previously a part of the Hyderabad State and now it is merged in Bombay State. Certain representations were made to the then Railway Minister for opening a line from Parali to Jalna. I think these representations were made by Swami Ramananda Tirtha and others but we find that in spite of the promises that have been given so far, this line has not been taken up in the Second Five-year Plan. I expect that our present Minister will be adherent to the promises given by his predecessor.

There is a narrow gauge Railway Line from Latur to Miraj which was previously called the Barsi light railway. Now it is called as Central Railway. It is a narrow gauge railway line. From Kurdwadi to Miraj it is going to be converted into broad gauge. There has to be conversion of the narrow gauge line into broad

[Shri Naldurgkar]

gauge line from Kurdwadi to Latur via Osmanabad and Ter. In order to avoid expenditure I suggest that at the time of diversion it will be better if the diversion will be via Osmanabad and Ter because it will touch some important commercial towns. This will not only accelerate progress in that region, but, it will bring in substantial addition to the revenues of the Railways. With these words I conclude

श्री बालरेडी (बलरामपुर) उपाध्यक्ष, महोदय, रेलवे मंत्री महोदय ने, क्लास ३ और क्लास ४ के कर्मचारियों में जो भेद-भाव है, उस को दूर करने की जो घोषणा की है, मैं उस का स्वागत करता हूँ, लेकिन मैं उप मंत्री महोदय से जानना चाहता हूँ कि क्या यह सुविधा आर्टिजन स्टाक के कर्मचारियों पर भी लागू होगी। जो कर्मचारी रेलवे शैड और बक्काशप में काम कर रहे हैं और जिन की स्थिति ख गब है, उन के विषय में भी रेलवे मत्रालय और रेलवे बोर्ड को विचार करना चाहिये। मुझे लेद है कि मंत्री महोदय ने, रेलवे के जो अन्य कर्मचारी बंग हैं, उन की मांगों के बारे में कुछ भी नहीं कहा है। कर्मशियल कलकों की तनख्वाह बहुत कम है, लेकिन १० फरवरी, १९५७ को रेलवे मंत्री ने जो घोषणा की थी, जिसे न्यू डॉल के नाम से पुकारा जाता है, उस में कर्मशियल कलकों को इसलिये अधिक सुविधायें नहीं दी गई थीं उन्हें तरकी के लिये इन्स्पैक्टर पौस्टम मिलेंगे, लेकिन मत्ताई यह है कि वे जगहे कार्मशियल कलकों में से नहीं भरी जाती और वे घाटे में रहते हैं।

मैं रेलवे मंत्री महोदय वा ध्यान अम्सिस्टेट स्टेशन मास्टर्ज और स्टेशन मास्टर्ज की ओर भी लीचाना चाहता हूँ। उनका पद बड़ा महत्वपूर्ण है और उन की जिम्मेदारी भी बड़ी है। वे सब का नियन्त्रण करते हैं, निरीक्षण करते हैं। लेकिन १० फरवरी को जो

घोषणा की गई, उस का अम्सिस्टेट स्टेशन मास्टरों और स्टेशन मास्टरों को शायद कोई लाभ नहीं हुआ। एक रेलवे कर्मचारी दस महीने को ट्रेनिंग के बाद सिगनलर होता है और ६० रुपये महीना तनख्वाह पाता है। चार साल तक सिगनलर के रूप में काम करने के बाद वह अम्सिस्टेट स्टेशन मास्टर बनता है और इन चार सालों में उस को तनख्वाह ७६ रुपये महीना हो जाती है। रेलवे मंत्री महोदय ने १० फरवरी की घोषणा में अम्सिस्टेट स्टेशन मास्टरों को जो सुविधा दी है, वह यहाँ है कि ७६ रुपये के बजाय अब उन्हें ८० रुपये महीना मिला करेगे। चार रुपये महीना की सुविधा आज के समय में, जब कि चौं जो की महगाई और ट्रैक्स बढ़ रहे हैं, सन्तोषजनक नहीं मानी जा सकती। यही बात स्टेशन मास्टरों के बारे में है। एक अम्सिस्टेट स्टेशन मास्टर पद्धति साल नौकरी करने के बाद स्टेशन मास्टर बनता है और जो उन के बेतन के स्तर है, उन के अनुसार उन की तनख्वाह ११४ रुपये महीना हो जाती है रेल मंत्री महोदय ने जो सुविधाये दी है १६६० तक जो स्टेशन मास्टर गिटायर होने वाले हैं उन को प्राप्त नहीं होगी और इस दृष्टि से उसे इमिडियेट रिलीफ नहीं माना जा सकता। स्पष्ट है कि अम्सिस्टेट स्टेशन मास्टरों और स्टेशन मास्टरों में अपनी स्थिति के बारे में असत्तेष्ठ है। यह असत्तेष्ठ उन्होंने प्रकट भी किया है। १ जुलाई, १९५६ को उन्होंने माग दिवस मनाया था। १ फरवरी १९५७ को उन्होंने बेतन सत्याग्रह किया था और ६२ प्रतिशत स्टेशन मास्टरों और अम्सिस्टेट स्टेशन मास्टरों ने अपनी तनख्वाह नहीं ली। यह कदम उन्होंने रेलवे मत्रालय या रेलवे बोर्ड पर दबाव डालने के लिए नहीं उठाये। वे चाहते हैं कि उनकी मांगों पर सहानुभूति के साथ विचार किया जाए। लेकिन स्थिति यह है कि रेलवे मत्रालय उनसे बात तक करने के लिए तैयार नहीं है। मुझे आश्वर्य है कि यह

कैसा लोकतंत्र है जिस में कर्मचारियों के संगठन से बात करने से भी इनकार किया जाता है। उस एसोसियेशन को अभी तक मान्यता प्रदान नहीं की गई है, लेकिन यह एक अलग सवाल है। किन्तु आप उनसे बात करे, उनकी कठिनाई को समझे और आपकी जो कठिनाई है, वह उनको समझाऐं। यदि आपने ऐसा किया तो मैं समझता हूँ कि कोई न कोई रास्ता अवश्य निकल आएगा। लेकिन जब बातचीत के सब दरवाजे बन्द कर दिए जायेंगे तो उनके सामे इसके भिवा कोई चारा नहीं रहेगा कि वे कोई गम्भीर कदम उठायें। मैं नहीं चाहता कि ये लोग ऐसा कोई कदम उठायें। लेकिन यह केवल उन्हीं के लिए नहीं रहेगा कि वे कोई ऐसा कदम उठायें जिस में न केवल हमारी विकास योजनाओं को बाधा पहुँचे किन्तु ममूर्ण गढ़ वा ज़ीवन अस्त व्यस्त हो जाए। मैं आशा करता हूँ कि इसी स्थिति उत्पन्न नहीं होगी और कोई रास्ता निकाल लिया जाएगा।

अभी कुछ देर हुई रेल मंत्री महोदय न यूनियनों को मान्यतायें देने के बारे में कुछ कहा है, मैं उसमें अपनी अमहमति प्रकट करना चाहता हूँ। उनका यह दावा कि रेलवे बोर्ड या रलव मत्रालय कर्मचारियों के संगठनों में दबल नहीं देता, मुझे केवल शांतिक मालम होता है। उत्तरी रेलवे मजदूर यान्पन वा झगड़ा मेरे सामने है। कोई दो भाल से वह झगड़ा चल रहा है। जिन के हाथों भाज उत्तरी रेलवे मजदूर यूनियन है वे मजदूरों में अपना विश्वास खो चुके हैं आर अगर वे अपने पदों पर टिके हैं तो केवल इस लिए कि रेलवे बोर्ड उनवा समर्थन करता है और उनको उनके पदों पर बनाये रखने में महायक होना चाहता है। स्थिति यह है कि उत्तरी रेलवे के मजदूरों में

व्यापक असन्तोष है और यह असन्तोष प्रकट भी हुआ है। उत्तरी रेलवे के जनरल मैनेजर जहा कही भी जाते हैं उनके विद्ध प्रदर्शन किए जाते हैं। मैं नहीं समझता कि इस स्थिति को ज्यादा दिन तक कैसे चलाया जा सकता है। अगर आप नई यूनियनों को मान्यता नहीं देना चाहते तो जो यूनियन अपने मैम्बरों का विश्वास खो चुकी है उनसे मान्यता प्राप्त कर लीजिये। यदि उनकी मान्यता बनाये रखने का केवल एक ही उद्देश्य है कि वे सत्तारूढ़ दल ढारा समर्थित हैं तो मैं कहूँगा कि रेलवे में शान्ति स्थापित करने की कामना कभी भी सफल नहीं होगी, सधर्व होगा और उस टासा नहीं जा सकता है। इस सम्बन्ध में मैं यह भी निर्देश करता चाहता हूँ कि सभी रेल कर्मचारियों का एक ही संगठन बनें, यह सब की इच्छा है और उनमें कृपन हो जाए, यह सभी चाहते हैं, कम से कम मैं तो चाहता हूँ। लेकिन कृपन पैदा करने वाले तत्व केवल विशेष। इसी में ही है, ऐसा मैं नहीं मानता। ये नत्य मत्तारूढ़ पक्ष में भी है। जब दलगत आर स्वार्थी भावनायें पैदा हो जाती हैं तो एकता की भारी बात धरी रह जाती है, उसको आचरण में नहीं लाया जाता है। मैं निर्विद्वन्द्व करना चाहता हूँ कि उत्तरी रेलवे मजदूर यूनियन के बारे में रेलवे बोर्ड का विचार करना चाहिए। जनरल मैनेजर महोदय के विद्ध प्रदर्शन हुए और वह दिन में रोन वरे, गत में दोन बार, जहा कही जाये काले झड़ी से उनका स्वागत किया जाए यह स्थिति अच्छी नहीं और न यह किसी का अच्छी लग सत्ता है। रेलवे मकलता में काम करे, संकेतित यह आवश्यक है कि अविवार्यों और वर्मवार्यों में परस्पर स्वाह और सहयोग हो। रेल कर्मचारियों को जगड़ीवन राम जी से बड़ी बड़ी भाशायें थीं। मगर ये बड़ी विनाश शब्दों में कहना चाहना है कि ये आशाये थाड़ी सी वृमिल हो गई हैं। अभी भी समय है। परिस्थिति बिगड़ी नहीं है, उसको सुधारा जा सकता है। इस सम्बन्ध में मुझे और अधिक नहीं कहना है।

[भी वाजपेयी]

एक बात जो रेलवे प्रशासन में पिछले कुछ दिनों से दिखाई दे रही है वह है केन्द्रीय-करण की प्रवृत्ति। जो नए डिविजन बनाए जा रहे हैं उनके हैडक्वार्टर्स से ऐसी जगहों पर रखे जा रहे हैं जहाँ पहले से कई कार्यालय विद्यमान हैं। बायकुई मे जो हैडक्वार्टर था उसे जयपुर ~ तथा गोडा मे जो था उसे लखनऊ मे लाया जा रहा है। मैं नहीं समझता यह केन्द्रीयकरण प्रशासन की क्षमता को या रेल कर्मचारियों की सुविधा को बढ़ाने मे सहायक सिद्ध हो सकता है। हमे प्रशासन मे क्षमता को बनाए रखते हुए जिसे आप्रेशनल एफिसेंसी कहा जाता है, उसको बनाए रखते हुए विकेन्द्रीयकरण कायम रखना चाहिए। इस पृष्ठ से रेले मन्त्रालय इस इस बारे मे विचार करे यह मेरा निवेदन है।

रेलों मे जा चोरिया होती है उनके बारे मे युक्त यह निवेदन करना है कि एक प्रोटैक्शन फोर्म बनाई गई है और उस पर जो आपतिया की गई है वे तो इस सदान मे आ चुकी हैं। अगर हम चोरियों को रोकना चाहते हैं तो हमें इस बात का ध्यान रखना चाहिए कि ऐसे लोगों के हाथों मे गार्डीय सम्पत्ति, जो रेलों की सम्पत्ति है का भग्नाण न नींपा जाए जो उसकी रक्षा करने मे समर्पित नहीं होते।

रेलवे बैंगस की भी समस्या है। निजामुद्दीन रेलवे बोर्ड के नाक के नीचे है। बड़ा ट्रांजिट यहाँ होता है। मैंने वहा देखा है कि केवल लेबर की कमी के कारण गाड़िया लदती नहीं है और बैंगन पड़ रहते हैं। अगर लेबर की कमी है, मजदूरों की कमी है, तो इसके लिए ठेकेदार जिम्मेदार है, उनको दंडित किया जाना चाहिये। मैं रेले मन्त्री महोदय से निवेदन करूँगा कि अगर वह पिछले दो महीनों के आकड़े मगा कर देखेंगे कि कितने बैंगन बेकार पड़े रहे और उस मे रेलों को कितनी क्षति हुई तो मुझे एमा लगता

है कि कुछ गम्भीर रस्योद्वाटन होने और आश्यधर्य की बात यह है कि जो मजदूरों की कमी है, लेबर शाटेंज है, उसे रेल कर्मचारियों की कमी कह कर टाल दिया जाता है।

रेल कर्मचारी अधिक काम करने को तंयार है और प्रथम पञ्च वर्षीय योजना को सफल बनाने के लिए रेल कर्मचारियों वे पूरा सहयोग दिया है। किन्तु जो निहित स्वार्थ है वे रेलों मे कुछ ऐसे अविकारियों और कर्मचारियों के साथ गठबन्धन करते हैं जिन की ईमानदारी सदिग्द है और उसका परिपालन यह होता है कि कठिनाई पैदा होती है। इस कठिनाई का निराकरण करने के लिए जिनमे भी इस प्रकार के केन्द्र हैं उन पर कड़ी दृष्टि रखी जानी चाहिये और जो भी सुझाव कर्मचारियों की ओर से प्राप्त होते हैं, जो स्वयं काम मे लग है और उस काम का स्थिति सुझाना चाहते हैं, उनके सुझावों पर गम्भीरता-पूर्वक विचार किया जाना चाहिए।

मुझे और आर्थिक कुछ निवेदन नहीं करना है, धन्यवाद।

14 hrs.

Shri Mohiuddin: Mr. Deputy-Speaker, Sir, I fully sympathise with the Minister of Railways in regard to the difficulties that he has to face in meeting the demands put forth from every section of the House. The plan of the Railways for the Second Five Year Plan has been reduced and the problems of increasing number of passengers and increasing quantity of goods that are to be transported have to be faced. I could see that the Ministry has to face very great difficulties.

In this connection, I would mention one point, and that is that though the plan has been reduced to 15 per cent of increased capacity for passengers and a much smaller amount of increased capacity for goods, the resources that the railways have at the present moment are very meagre.

Mr. Deputy-Speaker: The hon Member might continue later We have to take up voting on cut motions and Demand No 1 I have to inform hon Members that the President has approved of the introduction through an Addendum in Demand No 16— Railways "Open Line Works—Additions" of the Railway Demands for Grants for 1957-58, of the two items in question, namely —

- (1) Purchase of financial interest of Salem District Board in the Suramangal-Salem Section of Southern Railway—Rs 14 lakhs
- (ii) Purchase of financial interest of Tanjore District Board in the Arantangi-Tiruturaipundi-Mayavaram section with branch line from Tiruturaipundi to Agastiyamapalli (Interruptions)

That only shows how vast our country is—

of Southern Railway—Rs 164 lakhs

with a corresponding reduction in the Budget Estimate against Southern Railway, as shown in the Addendum already circulated to Members on the 15th July 1957

Shri T. B. Vittal Rao: What is this extraordinary procedure—something being put in at this stage?

Mr. Deputy-Speaker: It has been circulated to Members They have received copies of this Sanction of the President was required That has been received This was only to be announced Otherwise, that addendum has already been intimated to hon Members

Shri T. B. Vittal Rao: But this is a very extraordinary position

Shrimati Renu Chakravarthy (Basirhat): We do not oppose it, but

Mr. Deputy-Speaker: If nobody opposes it, then there is no *jaggada* about it

Shri T. B. Vittal Rao: Let us have some details

Mr. Deputy-Speaker: I thought that was explained there

Shrimati Renu Chakravarthy: We want that these lines should be opened We do not want to oppose it on principle But we want to know the reason for this belated decision We want to know why it was necessary to bring an addendum when already we are having the Demands coming quite late in the year

Shri Jagjivan Ram: That has been explained therein This was because the negotiations with the district boards and the Madras Government were concluded very late So we could not include these in the main budget The negotiations were concluded in June So we thought it would look rather strange if this was not brought in in the main budget and was put in the form of a supplementary demand before the House Therefore, we thought it would be better to make the payment earlier to the Madras Government and to include it in the Budget itself as an addendum

Shri Dasappa (Bangalore): It must be welcomed

Mr. Deputy-Speaker: No doubt, it is welcome

Now there are three cut motions— Nos 115, 182 and 184—to Demand No 1 which I have to put to the vote of the House separately

Let the lobbies be cleared

An Hon. Member: What about the automatic voting?

Mr. Deputy-Speaker: If that necessity arises, I will explain it

Shri T. B. Vittal Rao: Is it in order? 15 07 hrs

[MR SPEAKER in the Chair]

Mr. Speaker: I shall now put cut motion No 115, as amended, to the vote of the House

But before voting takes place, the three essential points to be borne in mind in connection with automatic voting are

- (1) Members *must* occupy their own seats—otherwise, there will be wrong indication of their votes

[Mr. Speaker]

(2) The sounding of the gong will be a signal for Members for casting their votes. Between the sounding of the first gong and the second gong (an interval of 10 seconds) which will be depicted by the rhythmic lighting of the 12 red bulbs one after the other in the Time Indicator Board, Members are required to press the push switch and the appropriate push button simultaneously in order that their vote may be recorded. Unless this is done, the pilot lamp will not glow.

(3) The green button is for 'Ayes', red for 'Noes' and black for 'Abstain'. I shall now put out motion 115, as amended.

The question is:

"That the demand under the

head' Railway Board' be reduced by Rs. 100." Overcrowding in the trains."

The Lok Sabha divided.

Shri M. M. Gandhi (Panchmahals): My push buttons are not working.

Mr. Speaker: He did not press them simultaneously.

Shri M. M. Gandhi: I have pressed both simultaneously.

Shri Naushir Bharucha (East Khan-desh): The total is wrong; there are many more present, not 182 only.

Mr. Speaker: Everything is all right. The result of the division is as follows:

Ayes : 54

Noes : 128.

AYES

[15. 11. hrs.

Division No. 1]

Appa, Shri K. D.	Kodiyan, Shri
Awasthi, Shri	Kumbhar, Shri
Banerjee, Shri S. M.	Kunhan, Shri
Bharucha, Shri Naushir	Mafida Ahmed, Shrimati
Bhogil, Shri	Mahagolkar, Shri
Chakravarthy, Shrimati Renu	Majhi, Shri R. C.
Dange, Shri S. A.	Matera, Shri
Dasaratha Deb, Shri	Menon, Shri Narayanankutty
Dasgupta, Shri	Misra, Shri R. R.
Deb, Shri P. G.	More, Shri
Dixit, Shri	Mukerjee, Shri H. N.
Dwivedy, Shri S. N.	Mullick, Shri B. C.
Ghosal, Shri	Nayar, Dr. Sushila
Ghose, Shri B. C.	Nayar, Shri V. P.
Goray, Shri	Pande, Shri K. N.
Gupta, Shri Sadhan	Pande, Shri Sarju
Imam, Shri Mohamed	Parmar, Shri K. U.
Jadhav, Shri	Parulekar, Shri
Kar, Shri Prabhakar	Parvathi Krishnan, Shrimati

Patil, Shri Bala Saheb
Patil, Shri Nana
Patil, Shri U. L.
Pockey Sahib, Shri
Rai, Shri Khushwaqt
Rao, Shri D. V.
Rao, Shri T. R. Vital
Reddy, Shri Nagi
Siddhananjappa, Shri
Supakar, Shri
Thakore, Shri M. B.
Tangamani, Shri
Vajpayee, Shri
Verma, Shri Ramji
Warrior, Shri

NOES

Achar, Shri	Banerji, Shri P. B.	Chettiar, Shri R. Ramanathan
Agrawal, Shri	Banerjee, Shri S. K.	Chuni Lal, Shri
Ambalam, Shri Subbiah	Bangshi Thakur, Shri	Dasappa, Shri
Anjanappa, Shri	Basappa, Shri	Das, Shri K. K.
Arumugam, Shri R. S.	Basumatari, Shri	Das, Shri N. T.
Arumugam, Shri S. R.	Bhagwan Din, Shri	Das, Shri Ramadhan
Ayyakkannu, Shri	Bhurgava, Pandit Thakur Das	Das, Shri Shree Narayan
Bakliwal, Shri	Birbal Singh, Shri	Dessai, Shri Morarji
Balmiki, Shri	Baroosh, Shri P. C.	

* Subject amended with the permission of the Speaker.

Dehsukh, Shri K G	Maniyangadan, Shri	Ramaseswamy, Shri S V
Dindod, Shri	Masuriya Dm, Shri	Ramaswamy, Shri K S
Dube, Shri Mulchand	Mathur, Shri H C.	Ramaswamy, Shri P
Dwivedi, Shri M L	Mathur, Shri M D	Rameshwar Rao, Shri
Gandhi, Shri Feroze	Mehdi Shri S A	Rane, Shri
Ghanashyam Lal, Shri	Mehta, Shri J R	Rao, Shri E M
Ghodesar, Shri	Menon, Shri Krishna	Rao, Shri R J
Gounder, Shri Doraswami	Minimata, Shrimati	Reddy, Shri Ramu
Hasda, Shri Subodh	Mishra, Shri Bibhuti	Roy, Shri Bishwanath
Hukam Singh, Sardar	Mohammad, Shri	Rungtaung Suissa, Shri
Jaginwan Ram, Shri	Nadar, Shri P T	Sahodrabi, Shrimati
Jaipal Singh, Shri	Naik, Shri Mohan	Sahu, Shri Rameshwar
Jangde, Shri	Nair, Shri Kuttikrishnan	Sagai, Sardar A S
Jedhe Shri	Naldurgkar, Shri	Samant Sinha, Dr
Joshi, Shri A C	Nallakoya, Shri	Seiku, Shri
Jyotiishi, Pandit J P	Nanda, Shri	Shankariah, Shri
Kale Shrimati A	Narasimhan, Shri	Sharma, Shri D C
Kasliwal, Shri	Narayanasamy, Shri	Sharma, Pandit K C
Katski, Shri Liladhar	Nehru, Shri Jawaharlal	Siddiah, Shri
Kedarkar, Shri C M	Nehru, Shrimati Uma	Singh, Shri B B
Keshava, Shri	Padal, Shri K V	Singh, Shri D N
Khani, Shri Shahnaiza	Palaniyndi, Shri	Sinha, Shri Neeta Narayan
Khedker, Shri G B	Pande Shri C D	Snatak, Shri Nardeo
Khumji, Shri	Panna Lal, Shri	Sonawane, Shri
Krishna Chandra, Shri	Patel, Shrimati Maniben	Sunder Lal, Shri
Kureel, Shri B N	Patel, Shri N N	Sriyanarayananmurthy, Shri
Lahiri, Shri	Pattabhiraman, Shri	Fewari, Shri Dwarakanath
Lal, Shri R S	Prasad, Shri Mahadeo	Ishrimal Rao, Shri
Laxmi Bai, Shrimati	Raghbir Sahai, Shri	Thomas, Shri A M
Maiti, Shri N B	Raghunath Singh, Shri	Tiwary, Pandit D N
Malliah Shri U S	Raj Bahadur, Shri	Uike, Shri
Malviya Shri K B	Rajah, Shri	Varma, Shri R B
Malviya Shri Motilal	Ramananda Tirtha, Swami	Wadiwa, Shri
Mandal Shri J		Wodeyar, Shri

The motion was negatived

Mr. Speaker: I shall now proceed to put cut motion No 182 which stands in the name of Shri B C Ghose. The bell may be rung. Some Members might have gone out. They will come in for this. This is a fresh division.

The question is

"That the demand under the head 'Railway Board' be reduced to Rs 1 (Planning regarding expansion of Railways)"

Shri V. P. Nayar (Quilon): The lobby is closed

Mr. Speaker: It is open. Anybody can come. Hon Members will remember that Shri Feroze Gandhi raised an objection last time that some people had been locked out. I want to be careful now.

The Lok Sabha divided

Ayes	57
Noes	151

Division No. 2]

AYES

[15.16 hrs.

Appa, Shri K D
 Awasthi, Shri
 Banerjee, Shri Pramathanath
 Banerjee, Shri S M
 Beck, Shri Ignace
 Bharucha, Shri Naushir
 Chakravarthy, Shrimati Renu
 Chandramani, Shri
 Dange, Shri S A
 Desaratha Deb, Shri
 Mukerjee, Shri H N
 Mullick, Shri B C
 Naor, Shri Vasudevan
 Nayak, Shri V P
 Pande, Shri Sarju
 Parmar, Shri K U
 Parulekar, Shri
 Paravathi, Krishnan, Shrimati
 Patel, Shri P R

Dasgupta, Shri
 Dige, Shri
 Drohar, Shri
 Dwivedy, Shri S N
 Gokwad, Shri B K.
 Ghosal, Shri
 Ghose, Shri B C
 Goray, Shri
 Gupta, Shri Sadhan
 Imam, Shri Mohamed
 Jadhav, Shri
 Patil, Shri Nana
 Patil, Shri U L
 Pocker Sahib, Shri
 Punnoose, Shri
 Rai, Shri Khushwaqt
 Ramam, Shri
 Rao, Shri D V
 Rao, Shri T B Vittal
 eddy, Shri Nagi

Kar, Shri Prabhat
 Kodiyen, Shri
 Kumaran, Shri
 Kumbhar, Shri
 Kunhan, Shri
 Mahaganekar, Shri
 Majhi, Shri R C
 Matera, Shri
 Menon, Shri Narayanan Kutty
 More, Shri
 Soren, Shri
 Supakar, Shri
 Thakore, Shri M B
 Tangamani, Shri
 Vajpayee, Shri
 Verma, Shri Ramji
 Warner, Shri
 Yajnik, Shri

NOES

Abdul Lateef, Shri
 Achar, Shri
 Achint Ram, Lala
 Agrawal, Shri
 Ambalsam, Shri Subbiah
 Anjaneya, Shri
 Arumugam, Shri R S
 Arumugam, Shri S R
 Ayyakkannu, Shri
 Bakliwal, Shri
 Balmiki, Shri
 Banerji, Shri P B
 Banerjee, Shri S K
 Bangali Thakur, Shri
 Berman, Shri
 Basappa, Shri
 Beaumatari, Shri
 Bhagwan Din, Shri
 Bhargava, Pandit Thakur Das
 Bhogra, Shri
 Bholi, Sardar Shri
 Burhal Singh, Shri
 Borooah, Shri P C
 Chettiar, Shri R Ramanathan
 Chum Lal, Shri
 Dasappa, Shri
 Das, Shri K K
 Das, Shri N I
 Das, Shri Ramsdhan
 Das, Shri Shree Narayan
 Doss, Shri Morari
 Deshmukh, Shri K G
 Dindod, Shri
 Dube, Shri Mulchand
 Dwivedi, Shri M L
 Gandhi, Shri Feroze

Gandhi, Shri M M
 Jhanhsingh Lal, Shri
 Jounder, Shri Doraiswamy
 Hasdi, Shri Subodh
 Hukam Singh, Sarda
 Jagjivan Ram, Shri
 Jaipal Singh, Shri
 Jangde, Shri
 Jedhe, Shri
 Jiwu, Shri A C
 Jyotishi, Pandit J P
 Kela, Shrimati V
 Kashival, Shri
 K taki, Shri Lila dher
 Kedaria, Shri C M
 Keshava, Shri
 Kahn, Shri Saduth Ali
 Khan, Shri Shah Nawaz
 Khedkar, Shri G B
 Khimji, Shri
 Krishna Chandra, Shri
 Krishna, Shri M R
 Krishna, Rao, Shri M V
 Kureel, Shri B N
 I abri, Shri
 Lal, Shri R S
 Laxmi Bai, Shrimati
 Mafida Ahmed, Shrimati
 Maiti, Shri N B
 Malliah, Shri U S
 Malvia, Shri K B
 Malviya, Shri Motilal
 Mandai, Shri, J
 Manuanganadan, Shri
 Masuriya Din, Shri

Mathur, Shri H C
 Mathur, Shri M D
 Mehdi, Shri S A
 Mehta, Shri J R
 Menon, Shri Krishna
 Minumata, Shrimati
 Mishra, Shri Bibhuti
 Misra, Shri R D
 Misra, Shri R R
 Mohuuddin, Shri
 Murthy, Shri B S
 Nidur, Shri P I
 Naik, Shri Mohan
 Nur, Shri Kuttikrishnan
 Naldurgkar, Shri
 Nallikuya, Shri
 Nanda, Shri
 Narasimhan, Shri
 Narasimham, Shri
 Narayanasamy, Shri
 Nayar, Dr Sushil
 Nehru, Shri Jawaharlal
 Nehru, Shrimati Umra
 Padalu, Shri K V
 Paladus, Shri
 Palaniyandi, Shri
 Palchoudhury, Shrimati Ila
 Pande, Shri C D
 Pande, Shri K N
 Pande, Shri Sarju
 Pangarkar, Shri
 Panigrahi, Shri
 Panna Lal, Shri

Parmar, Shri K. U.
 Parmar, Shri Deenbandhu
 Parulekar, Shri
 Parvathi Krishnan, Shrimati
 Patel, Shrimati Maniben
 Patel, Shri N. N.
 Patel, Shri P. R.
 Patel, Shri Rareshwar
 Patel, Shri Bala Sahed
 Patil, Shri Nana
 Patil, Shri S. K.
 Patil, Shri U. L.
 Patnaik, Shri U. C.
 Pattabhiraman, Shri
 Pihal, Shri Anthony
 Prasad, Shri Mahadeo
 Raghubir Saha, Shri
 Raghunath Singh, Shri
 Raj Bahadur, Shri
 Rajah, Shri
 Ramananda Tirtha, Swami
 Ramaswami, Shri S. V.

Ramaswamy, Shri K. S.
 Ramaswamy, Shri P.
 Rameshwar Rao, Shri
 Ram Subhadra Singh, Dr
 Ranbir Singh, Ch
 Rane, Shri
 Rao, Shri E. M.
 Rao, Shri R. J.
 Reddy, Shri Ram
 Roy, Shri Bishwanath
 Rungusung Suissa, Shri
 Sahodraba, Shrimati
 Sahu, Shri Rameshwar
 Saigal, Sardar A. S.
 Samant, Shri, Dr
 Sanganna, Shri
 Seiku, Shri
 Shah, Shrimati Jayaben
 Shankriah, Shri
 Sharma, Shri D. C.
 Sharma, Pandit K. C.
 Shukla, Shri V. C.

Siddanandanappa, Shri
 Siddhah, Shri
 Singh, Shri B. B.
 Singh, Shri D. N.
 Birha, Shri Satya Narayan
 Snatak, Shri Narden
 Sonawane, Shri
 Subbaroyan, Shri
 Sumat Prasad, Shri
 Sunder Lal, Shri
 Sureyanarayananurthy, Shri
 Fewari, Shri Dwarakanath
 Thomas, Shri A. M.
 Tiwary, Pandit J. N.
 Uike, Shri
 Upadhyay, Pandit Munshwar Dutt
 Varma, Shri M. L.
 Varma, Shri R. B.
 Wadiwa, Shri
 Wodeyar, Shri

The motion was negatived

Mr. Speaker: I shall now put cut motion No 184 which stands in the name of Shrimati Parvathi Krishnan Is it necessary to divide on this?

Some Hon. Members: Yes

Mr. Speaker: The bell may be rung The question is.

"That the demand under the head 'Railway Board' be reduced by Rs 100 (Use of the Presi-

dent's Special Powers under article 311 of the Constitution in the case of Railway Employees)"

The Lok Sabha divided.

Mr. Speaker: The opposition seems to be gaining! The result of the division is

Ayes : 60
 Noes . 152

AYES

[15.21 hrs]

Division No. 3]

Appa, Shri K. I.
 Awasthi, Shri
 Banerjee, Shri Pramulhanath
 Banerjee, Shri S. M.
 Beck, Shri Ignac
 Bharucha, Shri Naushir
 Chakravarty, Shrimati Renu
 Chandramam, Shri
 Dange, Shri
 Dasgupta Deb, Shri
 Dasgupta, Shri
 Deb, Shri P. G.
 Dige, Shri
 Droher, Shri
 Dwivedi, Shri S. N.
 Gaikwad, Shri B. K.
 Ghosal, Shri
 Ghose, Shri B. C.
 Goray, Shri
 Gupta, Shri Sedhan
 Imam, Shri Mohamed

Jadhav, Shri
 Jaijal Singh, Shri
 Kar, Shri Prabhat
 Kodiyani, Shri
 Kumaran, Shri
 Kumbhar, Shri
 Kunhan, Shri
 Mahagaonkar, Shri
 Majhi, Shri R. C.
 Maters, Shri
 Menon, Shri Narayananpillai
 More, Shri
 Mukerjee, Shri H. N.
 Mullick, Shri B. C.
 Nair, Shri Vaudevan
 Nayer, Shri V. P.
 Pande, Shri Sarju
 Parmar, Shri Deenbandhu,
 Parulekar, Shri
 Parvathi Krishnan, Shrimati
 Patel, Shri P. R.

Patil, Shri Bala Sahed
 Patil, Shri Nana
 Packer Sahib, Shri
 Punnoose, Shri
 Rai, Shri Khushwagt
 Ramam, Shri
 Rao, Shri D. V.
 Rao, Shri T. B. Vittal
 Reddy, Shri K. I.
 Soren, Shri
 Supakar, Shri
 Shakore, Shri Al. B.
 Tangamani, Shri
 Vajpayee, Shri
 Valvi, Shri
 Verma, Shri Ramji
 Warner, Shri
 Yagnik, Shri

NOES

Abdul Lateef, Shri	Keshava, Shri	Raghubur Sahai, Shri
Achar, Shri	Khan, Shri Sad th Ali	Raghunath Singh, Shri
Achint Ram, Lala	Khan, Shri Shahnaawaz	Raj Bahadur, Shri
Agrawal, Shri	Khedkar, Shri G B	Rajah, Shri
Ambalam, Shri Subbiah	Khimp, Shri	Ramananda Tirtha, Swami
Anjanappa, Shri	Krishna Chandra, Shri	Ramaswami, Shri S V
Arumugam, Shri R S	Krishna, Shri	Ramaswamy, Shri K S
Arumugam, Shri S R	Kureel, Shri B N	Ramaswamy, Shri P
Ayyakanru, Shri	Lahari, Shri	Rameshwar Rao, Shri
Bakhwal, Shri	Lal, Shri R S	Ram Subhag Singh, Dr
Balmiki, Shri	Laxmi Bai, Shrimati	Ranbir Singh, Ch
Banerjee, Shri P B	Mafida Ahmed, Shrimati	Rane, Shri
Banerjee, Shri S K	Matti, Shri N B	Rao, Shri I M
Bengali, Thakur Shri	Malliah, Shri U S	Rao, Shri R J
Basappa, Shri	Malvia, Shri K B	Reddy, Shri Rama
Basumatari, Shri	Malvija, Shri Motilal	Roy, Shri Bishwanath
Bhagwan Din, Shri	Mandal, Shri J	Rungbung Suissi, Shri
Bhargawa, Pandit Thakur Das	Maniyaganan, Shri	Sahodrabi, Shrimati
Bhogi, Shri	Masava, Shri	Sahu, Shri Rameshwar
Bholi, Sardar, Shri	Mathur, Shri H C	Sangal, Sardar A S
Birbal Singh	Mathur, Shri M D	Samant Sinha, Dr
Boroosh, Shri P C	Mehdi, Shri S A	Sanganna, Shri
Chettiar, Shri R Ramanathan	Mehta, Shri J R	Sarhad, Shri A S
Chuni Lal, Shri	Miminat, Shrimati	Satyabhama Devi, Shrimati
Dassappa, Shri	Misra, Shri Bibhutti	Seiku, Shri
Das, Shri K K	Mura, Shri R D	Shankarish Shri
Das, Shri N T	Mura, Shri R R	Sharma, Shri D C
Das, Shri Ramdharm	Mohuuddin, Shri	Sharma, Pandit K C
Das, Shri Shree Narayan	Murth, Shri B S	Siddamanjappa Shri
Datar, Shri	Nadar, Shri P T	Siddish, Shri
Desai, Shri Morari	Naik, Shri Mohan	Singh, Shri B B
Deshmukh, Shri, K G	Nair, Shri Kvitukrishna	Singh, Shri D N
Dundod, Shri	Naldurgkar, Shri	Sinha, Shri Satya Niravan
Dube, Shri Mulchand	Nanda, Shri	Snatak, Shri Nardoe
Dwivedi, Shri M L	Narandin, Shri	Sonawane Shri
Gandhi, Shri I erote	Narasimhan, Shri	Subbarooyan, Dr P
Gandhi, Shri M M	Narvinaswamy, Shri	Sumat Pravee, Shri
Ghanshyam I al, Shri	Niyar, Dr Sushil	Sunder Lal, Shri
Gounder, Shri Doraisw am	Nehru Shri Jawaharlal	Suryanaray mamurthy, Shri
Harvan, Shri Anas	Nehru Shrimati Uma	Tewari, Shri Dwarikanath
Hads, Shri Subodh	Padali, Shri K V	I hiru mal Rao, Shri
Hukam Singh Sardar	Pahadia, Shri	Thomas, Shri A M
Jaguvan Ram, Shri	Palanyindi, Shri	I iwy Pandit D N
Jangde, Shri	Palkhoudhurt, Shrimati Ila	Uike, Shri
Jedhe, Shri	Pande, Shri C D	Upadhyay, Pandit Munishwar
Joshi, Shri A C	Pande, Shri K V	Dutt
Jyotsu, Pandit J P	Panna Lal, Shri	Varma, Shri M L
Kale, Shrimati A	Patel, Shrimati Maniben	Varma, Shri R B
Karmarkar, Shri	Patel, Shri N N	Wadiwa, Shri
Kashiwal, Shri	Pattabhiraman, Shri	Wodeyar Shri
Kataki, Shri Laladhar	Prasad, Shri Mahadeo	
Kedaria, Shri C M		

The motion was negatived

Mr. Speaker: I will now put the Demand to the vote

The question is:

"That a sum not exceeding Rs 41,70,000 be granted to the President to complete the sum

necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of Demand No 1—Railway Board."

The motion was adopted

Mr. Speaker: There are 10 minutes more Shri Mohiuddin will continue his speech

Shri Mohiuddin: The Railway Ministry are no doubt anxious that some facilities should be provided and as much expansion of the railways should take place as possible, but they have not got funds. It was expected that when the railways are in urgent need of funds, the obvious course was that the Railway Minister should have come forward before Parliament with proposals for increasing the railway fares for passengers and for goods in order to cover the gap which is there for the construction and expansion. Unfortunately, the passenger fare has been raised, not for the purposes of the Railway. And, I think, this was not desirable. The States may get some funds, Rs 50 or Rs 60 lakhs or even Rs 70 lakhs each, but that is only a small amount as compared with their own requirements. If the Railway Administration itself had raised the passenger fare, they would have got at least Rs 12 to Rs 15 crores and, in about five years time, perhaps, they would have Rs 60 to Rs 75 crores for purposes of adding more wagons, more coaches and traction power.

The hon. Minister said this morning that he has stopped prestige buildings. That is very good. I hope that unnecessary construction on the railways, even, for example, raising of platforms and similar things which are not essential at the present moment, will be dropped and the savings thus effected will be used for the purposes of adding more wagons or coaches for the transport of goods and Passengers.

The Ministry has introduced in the last two years, third-class air-conditioned coaches. They are running between important stations. I do not know what is the policy of the Minis-

try in regard to extending these air-conditioned coaches. Air-conditioned trains or De Luxe trains, as they are called, do not seem to be very popular. They may grow popular in course of time, but, at the present moment they are not popular. From the figures of new units of wagons and other coaches that have been given, I find that for 1957-58, air-conditioned coaches have not been ordered. This is given on page 76 of the Rolling-stock Programme, Part I. Air-conditioned coaches, full or partial, is shown as nil on page 76 under the head, 'Rolling-stock for 1957-58'. This, I hope, means that no new air-conditioned coaches will be constructed or imported for the time being and that the Minister will announce as a matter of policy that the programme for air-conditioned coaches has for the present, been suspended.

The programme for rolling-stock is given in a summary form on the same page. It is shown there that broad-gauge goods wagons for general services have been ordered to the extent of 14,046. There is some confusion in these figures. I am pointing this out in order to draw the attention of the Minister that the figures given in the budget Papers should be more clearly given so that for laymen like me there is no confusion. In the White Paper on the Railway Budget, the figure given on page 34 for wagons for new acquisitions is 17,674 in terms of four-wheelers. At one place the number of wagons is given as 14,000, at another it is 17,000. This difference in figures causes confusion in the minds of people.

Mr Speaker The hon. Member may continue the next day. We will take up the next business now.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIRST REPORT

Sardar Hukam Singh (Bhatinda) Sir, I beg to move

"That this House agrees with the First Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 17th July, 1957"