

Centre was reduced from 40 by the Second Finance Commission which was reduced by the Third Finance Commission to 20 per cent, it was because formerly there were only three items which were shared between the Government of India and the States. In the Second Commission's Report the items were raised to eight and in the Report of the Third Commission the items have been raised to 35. As a matter of fact, therefore, Rs. 94 crores of revenue have been given in addition to the States as a result of the additional items and there is no contraction of the amounts which are received by the States. They receive more and more amounts and more and more revenues will be received under these excise duties as future years come. They will be earning more and more share from these additional receipts of revenue in future. Therefore they are becoming shares in the expandible items of revenue in this manner. That is why I believe that the Finance Commission has increased the items from 8 to 35. All items which are there in 1960-61 have been included for distribution. That is what the Finance Commission has done. Therefore there can be no scope for the argument that a fair deal has not been made. As a matter of fact, I would say that a very fair deal has been made by the Finance Commission in its recommendations which are before us and which are for implementation through this Bill in the matter of additional items of excise.

Mr. Speaker: The question is:

"That the Bill further to amend the Additional Duties of Excise (Goods of Special Importance) Act, 1957, be taken into consideration".

The motion was adopted.

Mr. Speaker: There are no amendments to the clauses. Therefore I will put all the clauses together to the vote of the House.

The question is:

"That clauses 2, 3, 4 and 1, the Enacting Formula and the Long Title stand part of the Bill."

The motion was adopted.

Clauses 2, 3, 4 and 1, the Enacting Formula and the Long Title were added to the Bill.

Shri Morarji Desai: Sir, I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

12:55 hrs.

***DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1961-62**

Mr. Speaker: The House will now take up Demands for Supplementary Grants (Railways).

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 5,56,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1962, in respect of Payments to worked lines and others."

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

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 36,56,000 be granted to the President to defray the charges which will come in course of payment during the year ending

*Moved with the recommendation of the President.

[Mr. Speaker]

the 31st day of March, 1962, in respect of 'Open Line Works (Revenue)—Labour Welfare.'

These Demands are now before the House. There are no cut motions.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): Sir, in submitting these Supplementary Demands for Grants for 1961-62 for the consideration of the House, I may say by way of introduction that the Supplementary Demands, as initially framed, comprise of nine Demands of which six were for information only as charged expenditure. Based on the latest information from the railways in regard to the progress of works and the pace of expenditure it has been decided to withdraw fully the voted portion of the Supplementary Demands under Demand No. 16—Open Line Works—Additions, retaining the charged portion thereof. The Supplementary Demand under Demand No. 16 was to cover likely additional expenditure in an effort to secure more materials and thus speed up the execution of planned works. On the basis of the latest information collected from the railways it transpires that the earlier expectations will not materialise due to the difficult supply position of important materials which has resulted in the withdrawal of the Supplementary Demand under the voted portion of this Demand. In the result the increased provision asked for under the voted demands is for relatively small amounts under Demand No. 3—Payments to worked lines and under Demand No. 13—Open Line Works (Revenue)—Labour Welfare. The balance of the Supplementary Demands relate only to charged expenditure mainly due to the post budgetary decision to treat payments resulting by awards by arbitrators in addition to those resulting from court decrees as items of charged expenditure. These have been included merely for the information of Parliament.

Shri T. B. Vittal Rao (Khammam): Mr. Speaker. Sir, I would like to make a few comments on the Supplementary Demands for Grants for Railways for 1961-62. First I take up Demand No. 3 where, the hon. Deputy Minister of Railways has said, the sum asked for by way of Supplementary Grants is a very small amount. The total sum asked for comes to about Rs. 5,56,000. This has to be paid to certain branch lines which are worked by the Railways and some of which are worked by the companies themselves because of certain guarantees given to these companies, namely, that if they were to incur a certain loss that would be made good by the Government of India. I would submit for the serious reconsideration of the Railway Board and the hon. Minister to how long you are going to allow these railway lines to be worked. Of course, some railway lines are not of the standard maintained by the Indian Railways all over India, but all the same I feel that these branch lines also should be taken over by the Railway Board instead of giving these subsidies and rebate and so fourth because I feel that these railways could also be run a little more economically if they are taken over as the administrative expenses will come down because these will be managed by some railway zone and so the administrative charges are bound to come down. Moreover, with the various workshops and other facilities that are available to the Railways, better service can be rendered if they are taken over than when these railway lines are allowed to be owned and run by certain companies. This question was there before the Railway Board and it is not for the first time that we are raising this question. There should be a time limit by which time these railways would be taken over. If they are not useful for the country or to the people who are living there, I should think we should put a stop to that and stop paying all these guarantees, rebates and so on and so forth. I would like the hon. Minister to declare in his

reply a policy as to what would be the attitude if not this year, two years or five years hence or in the Fourth Plan period. This is of some importance because of the amount involved.

13 hrs.

Then I come to Demand No. 13 on page 7 which relates to Open Line Works—Labour Welfare. The sum asked for is about Rs. 36 lakhs. This is for the benefit of railway employees like building of hospitals, dispensaries, reading rooms, rest houses, maternity and child welfare centres, cooling arrangements in workshops, canteens, restaurants, quarters for staff, provision and improvement of sanitation, etc. So the amount which is asked for is not for a particular type of work, but for all the works spread all over India. I would like in this connection to offer a suggestion to the Railway Board with regard to the location of a railway hospital at Dornakal Junction. At present the railway hospital is located at a very inconvenient place. While the residential quarters are on one side the hospital is on the other side of the line, with the result that patients and those who have to go to the hospital will have to cross the railway line to reach the hospital. The present building which is there is not a very good one. It is in a dilapidated condition. I, would, therefore, suggest to the Railway Board to consider the feasibility of constructing a hospital building near the railway quarters. There are a large number of employees living at this place. So the need is there to locate this hospital somewhere near that.

Then I come to another aspect. Recently the railways have set up a power generating plant for lighting of the station. This thermal plant is not working to its full capacity. There is so much of spare capacity which is unutilised. I would suggest that this thermal plant be worked to its full capacity and the quarters at the Dornakal station be electrified and energy supplied to them. It will be a good amenity to the railway employees

who are occupying those quarters; at the same time the cost of production of energy will come down.

Then there is the water-supply position at the Purana station on the Secunderabad-Manmad section of the Central Railway. This is a very important junction. Here also a large number of railway employees live. I have been constantly representing to the railways to augment the water supply at this station. I was informed a year or two ago that when the main dam across the river Purna was constructed the railways would think of taking the supply from somewhere near that reservoir. That work has almost been completed and the railways could draw their supply of water from there. What is now happening is that often times goods trains are cancelled for want of water-supply and sometimes boiler wash out water is let into the well from where the water is again supplied not only to the railway locomotives but also to the colony. Therefore, there is an urgent need to provide this basic necessity to the railway employees at Purna.

Then I come to Demand No. 16—Open line works. I do not wish to refer to other items, because they are only procedural. I do not know why the railways have not followed the Constitution wherein it has been clearly laid down which are the items which go as charged and which as voted. That shows that in the matter of accounting the railways seem to wake up after a very long time. I do not know why it has taken some twelve years after the passing of the Constitution to adopt a correct procedure in the matter of allocating expenditure as 'charged' or 'voted'.

Demand No. 16 refers to several works, but I would only refer to the diesel locomotive works for which in December 1961 we passed a token grant of Rs. 1 lakh. What I would like to impress upon the hon. Minister is that we must somehow accelerate the pace of work of construction of diesel locomotives in our country. Already much time has been spent.

[Shri T. B. Vittal Rao]

Firstly it took some time to decide whether the project should be in the private sector or in the public sector. On that a couple of years was wasted. The location of the factory also took some time. A committee was appointed to go into the question of suggesting sites for location.

13.09 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

The Railway Board in their wisdom have come to a decision that it should be located at Varanasi and it should work in conjunction with the locomotive component parts workshop at Varanasi, I have not seen the locomotive component workshops at Varanasi; but the progress that is being made by this is rather very slow and tardy. I do not know why so much time is taken for that factory to go into full production. Anyway diesel locomotive construction has to be accelerated.

Only the other day in reply to a question in the Rajya Sabha it was stated that collaboration with some American firm has been decided upon. In view of the very difficult foreign exchange position we should concentrate our attention on this workshop and we should not at the moment go in for diesel locomotives. No doubt we are getting a very huge loan from the World Bank, and for going in for diesel locomotives at this stage arguments may be given that in order to move the goods traffic that is obtaining in our country we cannot but dieselise. But I would suggest very earnestly that we should think of moving the traffic that is offered by utilising the other type of locomotives. Whatever we have got of diesel locomotives is enough, and we must put a stop to going in for diesel locomotives at least for a year or two. In view of the very difficult foreign exchange position, I am sure that with proper planning and with a little more thought in the direction of increasing the operational efficiency of the railways with the present rolling stock and

with the rolling stock that we are getting from the Chittaranjan Locomotives Works we would be able to get through for some years. And by that time we will be in a position to build our own diesel locomotives.

Secondly, if dieselisation is decided upon, we will have to think of getting the diesel oil also for which, again, foreign exchange has to be found. We are not in a position to find in our country all the diesel oil that is required, and we are importing it. Therefore I would earnestly suggest two things; we must accelerate the pace of work at our diesel locomotive works and, secondly, we should put a stop to the purchase of diesel locomotives from the United States or America.

Shri S. M. Banerjee (Kanpur): I shall confine myself to Demand Nos. 3, 5, 6, 13 and a part of 18.

As regards Demand No. 3 I fully associate myself with the sentiments expressed by my hon. friend Shri T. B. Vittal Rao that a time-limit should definitely be fixed as regards payment of a subsidy to the owners of private lines. In the Explanatory Note it is stated:

"This demand relates to expenditure on:

- (i) Payments to owners of branch lines, worked as part of the Indian Government Railway systems, of their share of the net earnings; and
- (ii) Payment of subsidy in respect of lines owned and worked by private companies when their share of net earnings does not give the return guaranteed to them on their capital."

I feel the time has come when definitely a time-limit has to be fixed in this respect, so that these lines may also be taken over by the Government.

I know the mind of the hon. Minister and I am sure that he will use his good offices to see that a definite time-limit is fixed so that these lines may also come under the Railway Board or the Railway Ministry. I feel that the demand put forward by my hon. friend Shri T. B. Vittal Rao should be listened to and a time-limit fixed.

Then I come to Demand No. 5. This demand deals with expenditure on repairs and maintenance of railway assets including track, buildings, rolling stock, ferries, electrical signal equipment and installations, machinery etc. On the question of repairs and maintenance I feel there is some slackness in the maintenance workshops. I am saying this from our experience of the daily derailments etc. Not only this. It is also a question of our railway assets being smuggled by various people, and destroyed by various people, despite the fact that we have a railway protection force. Every time we travel in the train, whether it is by first, second or third class, we definitely find that something is missing from the compartment. If the bulbs are there we find that the window panes are broken or something else is missing. After all, who does that? Somebody says there is a vicious gang. At various railway yards this has been the experience. Certain questions were raised in this House about the wagon breakers in the Asansol Division. There is a vicious gang which is working. What I am afraid of is that some people of the railway protection force or somebody may be interested in this. Otherwise it is not possible that these things can go on unabated. I do not impute any motive to the railway protection force, but I would like to bring this to the notice of the hon. Minister and to suggest that this theft or destruction or other methods used by some of these people should be stopped. I do not know what is the correct method for doing this, because the hon. the Speaker said yesterday that the trade unions should also use their good offices and advise the

workers to work efficiently. I agree with those sentiments. In fact we have been telling our people not to do this kind of things, but still things are missing from the railway compartments. It is our sacred duty to protect this national asset, namely our national Railways, and so I would request the hon. Minister to devise ways and means to see that everything remains intact in the compartment and that nothing is missing from the compartment which we generally see.

Then I come to Demand No. 6. This demand covers the cost of operating staff employed in the Locomotive, Carriage and Wagon and other Departments. About the carriage and wagon workshops and the working conditions there has been a certain demand put forward by the staff working in these workshops to the hon. Minister. I do not want to refer to the cases of discharge from service due to the strike, though I wanted to do so. Because, I know that the hon. Minister is already considering these cases and so I do not want to bother him with this again and again. But I would submit that the various restrictions imposed in these workshops after the strike, especially in Lucknow, should be looked into so as to examine whether those restrictions are genuine. If those restrictions are not genuine or were not existing prior to the strike, I would request the hon. Minister to withdraw those restrictions which, in my opinion, are not warranted. So I would request him to consider this particular point himself and I can assure him that his judgement will be final so far as I am concerned.

Then I come to Demand No. 13. The demand includes expenditure on works costing not more than Rs. 25,000 for labour welfare, like hospitals, dispensaries, schools, sports grounds, reading rooms, institutes, rest houses, etc. I do appreciate that the railway hospitals are working efficiently. But the difficulty there is that any medicine, tonic or injection suggested by the doctor cannot be had by all the employees. I

[Shri S. M. Banerjee]

am speaking with particular reference to the Class III and Class IV staff. For them it is impossible to approach the C.M.O. or the D.M.O. and get those medicines sanctioned. I would suggest that the distribution of medicines should be done not on the basis of Class I and Class II but really on a classless basis, so that all classes of staff, whether Class I, Class II, Class III or Class IV can have this benefit equally and be able to get these medicines. Some cases were brought to my notice where certain injection tubes had to be purchased by the staff. There was a serious railway accident and one of the staff who was injured in it had to be given an antitetanus injection or something of that sort so as to prevent a septic condition developing. This had to be purchased. I do not know whether it comes under 'authorised medicine'. I am speaking subject to correction: it may be that this may not be included in the authorised list. Then the doctors concerned immediately suggested certain anti-biotic drugs, without caring to how whether those drugs were available in the hospitals or not. Naturally, these antibiotic drugs, with our Pimpri factory and all that, are very costly today. So, I suggest that these medicines should be made available in the hospitals, or the doctors should be asked to prescribe the medicines judiciously. Otherwise what happens is that the doctor goes on prescribing, and naturally the employee who is getting a salary of Rs. 50 or Rs. 70 goes on purchasing the medicines and his debts increase day by day with the result that he is unable to treat his family members.

Then, about schools. There are good schools: no doubt about it. But, the hostels for the children of the railway employees who are always on the verge of transfer, who have always to go from one place to another—I know there are some arrangements—are not adequate. I would request the hon. Minister to kindly consider and see that during the Third Five Year Plan

at least, some arrangement is made for hostels for the school boys whose parents are shifted from one place to another.

About sports, the Railways are known for their sports activities. But, sportsmen are not encouraged. The hon. Minister will at once say that they are encouraged. They are encouraged, granted leave, etc. But, because they are good sportsmen, they should not be deprived of their legitimate promotions. One Railway officer said, to a very good sportsman in the Allahabad division, you are a good sportsman so far as sports is concerned; if you are a good sportsman, you are not a good worker in your workshop. If he is a good football player and if he goes throughout the country, naturally, he cannot concentrate on his work. He is a sportsman. He would be an asset to the particular Railway or the Railway department. Naturally, he should not be deprived of his promotion merely because he is a good sportsman. The hon. Minister and the Railway Board members are themselves interested in having good players in their departments in the various Railways. I do not want to refer to this particular case or refer to the name of anybody. If such cases have taken place, I hope the hon. Minister will kindly rectify this.

About the sanitary conditions in railway quarters, as far as new quarters are concerned, they are very good. In the old quarters wherever the old quarters exist, sanitation conditions are extremely bad. I would request that the old quarters be replaced by new quarters or the old quarters at least renovated properly with proper drainage system, etc. Otherwise, in the old quarters, it is impossible for anybody to remain there. It is worse than a slum area. In certain slum areas, you have got open space at least. These areas are very crowded and the sanitation arrangement there is very bad. I would

request particularly that the sanitation must be improved in the old quarters.

Coming to Demand No. 18, this deal with expenditure on amenities for passengers and other railway users, staff welfare works, including the cost of quarters for Class III and Class IV staff. About quarters, I have already mentioned. Now, there is the question of passengers amenities. I will refer to certain things. I am a member of the Railway Users Consultative Committee of Lucknow Division. I have not attended many meetings. Whatever meetings I have attended, I have been suggesting that there should be food packets on this Railway also. What happens? The train stops. People immediately rush for their food. The catering department or the restaurant car cannot possibly supply food to all the third-class passengers. It is not possible for them to supply food. They confine themselves mostly to air-conditioned, first class and second class compartments. Anybody who rushes into that dining car gets his food all right. Naturally, they have to depend on *puris*, *dahi vadas* and pure simple Indian dishes which are not good. A question was raised in Lucknow by the Divisional Superintendent. He said, people may not like *puris*, you cannot give immediately hot *puris*. I suggested that food packets may be started on this line also and if good *puris*, eight or six *puris* with vegetable and so on or with one sweet could be distributed, people will take. Otherwise, it will be very difficult. The train is so crowded—I am speaking of the mail trains, which is very crowded. It is very difficult to get out of the compartment to get food. The moment you buy *puri*, you lose the seat. People prefer to remain in their place to buying *puri*. They have to depend on somebody who is buying. Naturally, if food packets are there, it will be a good thing for the passengers.

About amenities to third class passengers, there should be a shower provided in the third-class compartments.

There is no bathing arrangement in the third-class compartments. People cannot have a bath. For instance, suppose old ladies or conservative ladies are travelling and they want to have a bath before having puja or some thing of that sort. It becomes impossible. I have been travelling with my mother. When I travel with my mother, I cannot use this pass as such. I do not want to travel myself in the third. In long travels, it is impossible for my mother to take any bath. After all, she is an old lady and she could not get out of the train to the platform and take a bath. If a shower is added to a third-class compartment, I do not think the financial implication will be very large. Only the water arrangement should be adequate. A shower should be added to the third-class compartments.

Then, there is the ash tray. This is very necessary. Ash tray is a simple thing. I do not know why ash trays should not be provided in the third-class compartments. If I am sleeping in the upper berth and there is no ash tray, I go on throwing the ash on somebody who is sleeping below. Naturally, he becomes very angry and there is a fight. I would only say that these are very minor things. The non-existence of such things is causing difficulties to third-class passengers. They earn the maximum revenue for the Railways. They have to be looked after as the first class, second class or air-conditioned passengers. We do not mind even the abolition of the air-condition bogies if in the third class compartments, more amenities can be provided.

Shri T. B. Vittal Rao: How will the Ministers travel then?

Shri S. M. Banerjee: I do not grudge the Minister. After all, it is his privilege. Let him travel. These are small things. I have been telling that ash trays may be provided. It is a simple thing. A shower to take bath should be provided. More taps should be there. These are very essential

[Shri S. M. Banerjee]

things. Because, you know, in a compartment for 60, sometimes 120 people travel. It is a sort of black-marketing, I can say. You take money from 120 people where there is accommodation for only 6. Still they travel. They want to have minimum comforts in the Railways. I hope the Minister will not deprive them of that.

Again, I am referring to this matter knowing full well that my demand will not be conceded—abolition of the three-tier system. This has become absolutely a scandal. I can assure you, if you have to get on the third tier, some cooly has to lift you up. You cannot get down. It is impossible. I have been telling hon. Minister to try once at least. He may have been travelling. Let him travel once at least in the third tier. It is useless. Why should there be three tiers? Let there be two tiers. If it is a question of more accommodation, it may be provided later on. Let us start with two tiers, the first tier and the second tier. Let there be no third tier system in the sleeping bogie. It becomes impossible.

The Minister of Railways (Shri Jagjivan Ram): They are not forced to go to that. You may say it is scandalous because if one is accustomed to scandal, he cannot see anything else. Those who do not want to travel in the third tier, it is open to them to travel in two-tier berth and pay for that.

Shri S. M. Banerjee: If it is more than 500 miles.

Shri Jagjivan Ram: Whatever it may be, they have to pay if they want to travel in two-tier berth. It is free to those who are not in a position to pay for the two-tier coach and enjoy the luxury. It is meant for them.

Shri S. M. Banerjee: Not a luxury. I am not talking of luxury. I am talking of the three tiers. It is really difficult.

Shri Jagjivan Ram: It may be difficult. It is not meant for a person like Shri S. M. Banerjee.

Shri S. M. Banerjee: I can climb even the Kutab Minar. What of the three tiers?

Shri Jagjivan Ram: It is meant for the tea garden labourer who cannot afford to pay the surcharge for the two-tier sleeping berth.

Shri S. M. Banerjee: If it is a question of surcharge, suppose I want to go from here to Kanpur: 270 miles; I have to pay surcharge.

Shri Jagjivan Ram: No.

Shri S. M. Banerjee: I have to pay a surcharge.

Shri Jagjivan Ram: Again, what is the use of stating a thing which is not a fact? In the three-tier sleeping accommodation, it is only the charge for seat reservation. Nothing is charged for sleeping accommodation.

Shri S. M. Banerjee: If it is more than 500 miles.

Shri Jagjivan Ram: Yes.

Shri S. M. Banerjee: I am talking of night journey. It is not always that I will be travelling 500 miles. Suppose I have to travel the whole of the night from 9 o'clock to 7 in the morning. Naturally, I wish to travel in three tier or any tier. I want to get sleeping accommodation. I want to work the whole day tomorrow. It is not more than 500 miles. I have to pay a surcharge.

Shri S. V. Ramaswamy: Pay a little more and have the two-tier berth.

Shri S. M. Banerjee: I am talking of the three-tier system. You may ask any one. I am not disputing this; you can have four tiers if you like. The whole thing is, let anybody enter into that compartment. Let any sane person go in and give his comment,

whether it is correct or not. If it is a question of more accommodation, it may be there. After all, people cannot lift all their bags and baggages. If I want to read something, I cannot do. Immediately the middle man stretches himself, I have to go to sleep. It is compulsory sleeping from 9 o'clock. The hon. Minister might have felt offended because I used the word scandal. I withdraw that word. It is not a question of scandal. It is not a luxury. I am not talking of luxury. Luxuries are meant for the Ministers who travel in saloon. We are not born for luxuries. The question is this. The three-tier system has been condemned by all. I would request the hon. Minister to travel with me from here to Kanpur alone in the third tier. Let him travel in the second tier and in the third tier and see the position actually.

Shri Jagjivan Ram: Again, I may intervene. If it has been condemned by all, why should they travel by this condemned thing? The position is this. If a person has to travel from here to Kanpur in third class, he has to sit up for the whole night. The point for consideration is whether he should sit up for the whole night or something should be provided for him so that he cannot sleep, but—stretch himself. What I have always been emphasising is that these three-tier coaches are meant for stretching, not for comfortable sleep and without any charge being made for it. For those who want to have full sleep, the two-tier coaches are there; they may pay and travel in them. There is nothing to prevent them from doing that.

If the three-tier system has been condemned by all, they should not sleep, but should sit up there for the whole night; there is already seating accommodation for them, and we are not charging anything for the sleeping accommodation that we are providing. Therefore, the passengers need not stretch themselves in the

second and third tiers, but they should sit up for the whole night. There is nothing to prevent that, because we are charging only for the sitting accommodation.

Shri S. M. Banerjee: There is nothing to prevent us if we sit on our box and travel like that for the whole night. We have been doing that in the past. There is no harm in this. Here, the point is whether this three-tier can be done away with.

Mr. Deputy-Speaker: On both sides, the point is very simple. Now, let us proceed forward. Why have that point made out again and again?

Shri S. M. Banerjee: I would request you to express your opinion also.

Mr. Deputy-Speaker: The hon. Minister has explained that there is need and necessity for that, and, therefore, that has been provided, and those who feel the necessity for it may utilise it. Those who think that it is not fit for them may not use it at all. This is only provided for others.

Shri S. M. Banerjee: I quite understand that. The hon. Minister has stated just now that it is not meant for sleep but it is meant for stretching. In that case, let all the benches in the coaches be removed, and let there be only the floor, and people can stretch themselves. That is our Indian tradition also. And we can sleep on the floor.

Mr. Deputy-Speaker: But the hon. Minister does not agree there. If the hon. Member becomes the Minister in charge, then he may provide like that.

Shri S. M. Banerjee: I always wish that he should remain as the Minister. I am not here to become a Minister.

Mr. Deputy-Speaker: I am wishing him well.

Shri S. M. Banerjee: Thank you, Sir.

My whole point is that if it is possible, in a year or two or in five or ten years' time, this three-tier system has to be discontinued, because it is cumbersome and it is torturous.

Mr. Deputy-Speaker: The hon. Member can move forward to the next point.

Shri S. M. Banerjee: I am concluding. I am only requesting the hon. Minister of Railways not to take this criticism in that way. I am saying this because I have suffered from it; I have been travelling in these coaches and I have suffered. Therefore, I am suggesting that this three-tier system should be done away with and it should be replaced by two-tier system.

With these words, I would once again plead with the hon. Minister to kindly consider all the points which I have urged, and if he thinks fit, he may kindly reply to those points and try to make adjustments as far as possible.

Shri D. C. Sharma (Gurdaspur): I am very glad that the Supplementary Demands asked for by the Railway Ministry this year are a departure from previous practice. Formerly, the Supplementary Demands used to show quite a sizable percentage of the total budget. But, this time, these Demands show a very small percentage of the total budget. This shows that the Railway Ministry has been very careful this time, so far as its budgeting procedure is concerned. I hope that this practice would be followed, and in future, the Supplementary Demands will cover a smaller and smaller percentage of the total budget of the railways.

My second point is this. Most of these Demands refer to court decrees and arbitration awards. I would like the hon. Minister to tell us how far the court cases have gone up during

the last five or ten years, or during the period since we attained Independence. I would also ask him to tell us the percentage increase of those cases that are sent up for arbitration. From what I have heard, I can say that the Railway Ministry is showing more and more *penchant* for litigation, or the people who are interested in the Railway Ministry are showing more and more aptitude for litigation.

I believe that the number of court cases has gone up by a very sizable figure. I am also told that sometimes these cases are not pursued properly; I am also told that sometimes the damages which accrue to the litigant from the Railway Ministry could have been avoided, if timely action had been taken by the Railway Ministry. I may be mistaken, but, somehow, the Legal Department, or whatever it is, of the Railway Ministry is not working as vigilantly as before. At the same time, there is a big delay in the disposal of cases. Of course, I am not talking only of those cases which go to court; perhaps the delay in those cases cannot be avoided by the Railway Ministry, but I am talking about the cases which are sent up for arbitration. I feel that there is something not very desirable so far as the institution of these arbitration proceedings is concerned. I would request the hon. Minister to look into this aspect, because I think a sizable amount which has to be paid as a result of these arbitration awards, and which is also spent on these court cases can be avoided, if the Ministry is more vigilant in these matters.

My third point is this. Of course, I join my hon. friend Shri T. B. Vittal Rao and Shri S. M. Banerjee in saying that the private ownership of railway lines must be put an end to; it is just like *jagirdari* or *talukdari* in the Railway Ministry. We have abolished that kind of proprietorship so far as lands are concerned, and I do not see any reason why we should

keep up this outmoded system of private ownership in the railways. At the same time, I think that there is no room for private companies now in the railway economy. They might have served some purpose at one time, but they are not needed now. Of course, the Railway Minister will tell me that he does not want to take over uneconomic lines, and he does not want to take over the obsolete rolling-stock and other such things from these branch lines. But I am speaking not only from the point of view of economics but also from the point of view of policy and principles. I think that such lines have absolutely no place in the railway economy. They disfigure the otherwise very pretty railway landscape of my country. This pimple on the beautiful face of the railways must disappear. I want the Railway Minister to tell us here and now that he will do away with them. I think that that will make us all very happy, because we shall be doing away with some kind of ownership for which there is no need in free India.

Now, so far as Demand No. 13 is concerned, I want to make a humble request to the Railway Ministry. It is this. So far as I understand the working of the Railway Ministry, I have come to one conclusion, that there are show-pieces in the railways. Some railway stations are looked upon as show-pieces, bright jewels in the crown of the Railway Ministry. Everything is done for those railway stations. A lot of money is spent on them. They are given all kinds of amenities, covered sheds in platforms, quarters built, fine hospitals put up. Everything is done. Of course, whatever is done is not very adequate. But there are certain railway stations which are looked upon by the Railway Ministry as pieces worth showing to other people. That is good. But I would like that those railway stations should affect favourably the working of other railway stations also. The amenities given there, the improvements made there—these should be reflected pro-

portionately or in due proportion in other railway stations also. But the difficulty with the Railway Ministry is this, that while it devotes a large part of its earnings to structural changes and all kinds of changes so far as those stations are concerned, it entirely neglects other stations.

Fortunately or unfortunately, I represent a constituency which is served by branch lines. I am not sure whether it is served by a main line or branch lines, but I think it is a branch-line constituency, with one line from Jullundur to Pathankot and the other from Amritsar to Pathankot. I do not know whether the Amritsar-Pathankot line is a branch line or main line or whether the Jullundur-Pathankot line is a main line or branch line. I do not know what is the categorisation made by the Railway Ministry. But I can assure you that whatever the categorisation made by the Railway Ministry, these two lines on which I have to travel for the good of my soul every now and then, and for the good of my constituency, occasionally, are, absolutely neglected. I would like to ask the hon. Minister what is the proportion he spends on the improvement of these branch lines and branch line station. After all, branch lines cannot be looked upon as step-children of the Railway Ministry. But I think they are treated as worse than step-children. They are treated as foundlings.

In this world of today, we have got very big hospitals, but these branch lines are in a state of precarious existence. I do not find any improvement there. When I ask questions about them, I get the routine answers and the net result is equal to nothing. So while I am very happy that the Minister is going to provide for hospitals, dispensaries and all those things, I would like to ask him what he is doing so far as these branch lines are concerned, what part of this amount will be spent on them. I do not think the Railway

[Shri D. C. Sharma]

Ministry is to be judged only by what is being done at Amritsar or Jullundur or Ambala or Delhi or New Delhi or Moradabad. No. I would judge the Railway Ministry by what is being done at these small stations. They are more numerous than the other stations. But I find that nobody bothers about them. I wonder if the members of the railway staff, big officers, even go and visit those places. Of course, even if they go and visit those places, that does not matter, unless they find out what their difficulties are there and what their needs are. I think nobody bothers about what kind of things are required by them.

I find from Demand No. 13 that money is being given to the Central Railway. That is very good. All the railway belong to me as a citizen of India—the Eastern Railway, the North-East Frontier Railway, Southern Railway, South-Eastern Railway, Western Railway. I have tried to scan these lines half a dozen times to see if I had not missed the Northern Railway in it. Every time I look at this list, I find that there are only six railways. The Northern Railway is not there. I would like to know from the hon. Minister whether the Northern Railway is so abundantly supplied with all these things that it does not need anything or whether on account of some defective vision of the railway officers the Northern Railway has been omitted.

Mr. Deputy-Speaker: We are considering only the Supplementary Demands now, not demands for all the railways.

Shri D. C. Sharma: Suppose you supply supplementary food. It is like saying that it does not matter if Diwan Chand Sharma does not get that supplementary food. That supplementary food should be meant for all. It is not that I should be deprived of that.

You also come from a constituency which is served by the Northern Railway. Anyhow that is not relevant.

I was submitting very respectfully that somehow the Northern Railway is not abundantly provided with amenities as some of the big officers of the railways think. I find that as time is progressing after independence, the Northern Railway is being neglected more and more. I will be told, 'No, no. Why do you say that?' The Chairman of the Railway Board belongs to the Northern Railway. I do not care where the Chairman of the Railway Board comes from, from which part of the country he comes. I know he is an Indian. But I would say that so far as these amenities are concerned, they should be distributed proportionately over as many railways as possible so that no railway system in my country suffers from neglect.

There is another point I want to make before I conclude. Much was said about the Diesel Locomotive Works at Varanasi. I am very happy that the Diesel Locomotive Works have been established at Varanasi. This is a decision not taken on any grounds other than technical. Of course, when you want to start a factory, there are so many places which compete for its location. But ultimately the decision is made on the advice of experts and on the availability of materials, labour and other things there. I am very glad that these Diesel Locomotive Works have been established at Varanasi. I am also very happy that we are going to have recourse to diesel traction. Our railway system in this country is getting more and more complicated and unwieldy every day. I think that the day is not far off when our railway system will become something which is gigantic in its proportions. I think it is already gigantic in its proportions, but it will become much more so very soon.

And for the proper running of these railways, I think we will have to have recourse to so many different kinds of traction. I think we will electrify the railways, we will undertake dieselisation. We will have to do all these things because this country is a country of so many needs, a country of so many growing aspirations. "There is so much of upward surge so far as goods traffic and so far as other things are concerned, that we are considering recourse to these things. And I am very happy that this dieselisation is going to be undertaken.

So far as foreign exchange is concerned, when we can provide foreign exchange for other things. I think we can provide foreign exchange for this also. What we need is efficiency, and if efficiency is there, I think we will have to provide foreign exchange there is no harm in providing it. At the same time, I feel that this thing should be speeded up. That is my only submission to the Railway Minister. It should be done as quickly as possible. Varanasi occupies a strategic position so far as the railways are concerned, being between Calcutta and, say, Amritsar, and I think we will be serving our purpose very well if something is done to get it going as early as possible.

I feel that more and more demands are being made on the railways, more and more services are going to be rendered by the railways, and I do not want that the railways should not be able to keep pace with those demands. So the watch word for the railways is not only efficiency, but also speed, efficiency and speed in the execution of these works.

With these words, I support the Supplementary Demands.

श्री नलदुर्गकर (उस्मानाबाद) :

उपाध्यक्ष महोदय, रेलवे के डिपार्टमेंट ने अब तक जो तरक्की की है, उस की बाबत तो मैं जरूर मुबारकबाद देता हूँ, लेकिन इस सिलसिले में कुछ बातों की तरफ़ मिनिस्टर साहब का

ध्यान दिलाना चाहता हूँ।

बम्बई-मद्रास जो सेंट्रल रेलवे लाइन है, उस पर कुरडूवाड़ी एक जंक्शन है। हिन्दुस्तान के मुस्तालिफ़ प्रान्तों से दो तीन लाख यात्री साल में दो मर्तबा पंढरपुर में बिठोवा के, जो कि परमेश्वर के दसवें अवतार समझे जाते हैं, मंदिर के दर्शनों के लिए कुरडूवाड़ी से जाते हैं। कुरडूवाड़ी में वार्षिक लाइट रेलवे, जो कि पहले थी, और सेंट्रल रेलवे, इन दोनों का वहाँ पर स्टेशन है, लेकिन ताज्जब की बात यह है कि दोनों रेलवेज के दरमियान पर कोई कामन प्लैटफार्म नहीं है। इस का नतीजा यह है कि वार्षिक लाइट रेलवे से उतरने के बाद सेंट्रल रेलवे पर पहुँचने के लिए तकरीबन दो फ़रलांग का फ़ासला तय कर के पुल से स्टेशन को जाना पड़ता है। मैं ने इस सिलसिले में दो मर्तबा आला-जनाब मिनिस्टर की तवज्जह मबजूल कराई है, लेकिन उन्होंने अभी तक उस की निस्बत मुझे कोई जवाब नहीं दिया है।

एक क्वेस्टियन का जवाब देते हुए मुझे बताया गया कि कुडूवाड़ी-मिराज की नैरो-गेज लाइन को ब्राड-गेज बनाया जाने वाला है और उस के बाद वहाँ पर कामन प्लैटफार्म के बारे में सोचा जायगा। लेकिन वह लाइन न ब्राड-गेज हुई और न मीटर-गेज हुई। अब सुना जाता है कि वह पूरी लाइन अब मीटर-गेज होने वाली है। मैं माननीय मंत्री जी से फिर कहना चाहना हूँ कि पंढरपुर जाने वाले यात्रियों को खस न बारिश के ज़माने में बड़ी तकलीफ़ का सामना करना पड़ता है अगर मिनिस्टर साहब और डिप्टी मिनिस्टर साहब वहाँ पर जा कर खुद देखें, तो वे समझ सकते हैं कि उन लोगों को कितनी तकलीफ़ होती है।

इस लिए मैं यह निवेदन करना चाहता हूँ कि बम्बई से मद्रास जो सेंट्रल रेलवे लाइन है, उस पर स्थित कुरडूवाड़ी जंक्शन पर एक कामन प्लैटफार्म बनाया जाये, ताकि पंढरपुर जाने वाले यात्रियों को तकलीफ़ न हो।

[श्री नलदुर्गकर]

मैं ने रेलवे मिनिस्टर साहब के सामने शोलापुर से औरंगाबाद तक रेलवे लाइन बनाने के बारे में एक प्लान रखा था। इस बारे में पहले हैदराबाद गवर्नमेंट ने सिफारिश की थी। उस के बाद बम्बई गवर्नमेंट ने भी उस की सिफारिश की। हमारे डिप्टी मिनिस्टर साहब के औरंगाबाद जाने के बाद मैं ने एक अनस्टाईड क्वेस्टियन पूछा था, जिस के जवाब में उन्होंने कहा कि गो महाराष्ट्र सरकार ने उस लाइन की मंजूरी दे दी है, लेकिन चूंकि थर्ड फ़ाइव यीअर प्लान के एलोकेशन पूरे हो चुके हैं, इस लिए इस पर अभी गौर नहीं किया जा सकता है। शोलापुर सदरन रेलवे की मीटर-गेज लाइन का टर्मिनेशन है और सेंट्रल रेलवे का स्टेशन भी है। अगर वहां से औरंगाबाद तक लाइन बनाई जाये, तो शोलापुर से दिल्ली तक मीटर-गेज की पूरी लिंक तैयार हो जाती है। अगर एलोकेशन पूरी हो जाने की वजह से थर्ड फ़ाइव यीअर प्लान में उस की निस्वत गौर नहीं हो सकता, तो आईन्दा प्लान में उस पर गौर किया जाये। अगर अभी से उस के सखे के सिलसिले में कुछ कदम उठाए जायें, तो वहां के लोगों में विश्वास पैदा हो जायगा कि वहां पर रेलवे लाइन बनाई जाने वाली है। और मैंने जो यह प्रश्न उठाया उसका भी समाधान होगा।

मैं इस अमर का भी विश्वास दिलाना चाहता हूं कि यह रेलवे लाइन नुकसानदेह नहीं होगी, बल्कि उस से बहुत बड़ा फ़ायदा होगा, क्योंकि शोलापुर से औरंगाबाद के बीच की जमीन बहुत फ़रटाइल है। वहां पर लाटूर को पूरे हिन्दुस्तान में तीसरे नम्बर का कमशैल सेंटर समझा जाता है। इस लिए इस लाइन से वहां पर व्यापार बहुत बढ़ जायगा। मेरे पास इस बारे में जो स्टैटिस्टिक्स हैं, उन से जाहिर होता है कि सिर्फ़ उस्मानाबाद में बीस पच्चीस हजार रुपये रोजाना के ट्रांजेक्शन होते हैं। इस लिए इस लाइन से कोई नुकसान नहीं होगा।

चन्द रोज़ पहल मैं ने फिर अखबारों में पढ़ा कि पूर्वी पाकिस्तान और पश्चिमी पाकिस्तान को जोड़ने के लिए पाकिस्तान को अपनी गाड़ी हिन्दुस्तान में से ले जाने की इजाजत दी जायगी। मैं ने पहले भी इस सदन में इस रेलवे लाइन की निस्वत आला-जनाब मिनिस्टर की तवज्जह मवजूल कराई थी।

श्री जगजीवन राम : ऐसी कोई रेलवे लाइन निकालने की बात नहीं है।

श्री नलदुर्गकर : मुझे खुशी है कि ऐसा कोई ऐग्रीमेंट पाकिस्तान और हिन्दुस्तान के दरमियान नहीं हो रहा है। यह एक बहुत अच्छी बात है और उस के लिए मैं मुबारकबाद देता हूं और अपनी खुशी का इजहार करता हूं। लेकिन अगर ऐसा कोई विचार है, या कोई कारेसपांडेस चल रही है, तो हमें यह बात याद रखनी चाहिए कि हमारी तरफ़ से दोस्ती का हाथ आगे बढ़ाने के बावजूद जो राष्ट्र हमारे साथ दोस्ताना ताल्लुकात नहीं रखना चाहता, उस के साथ जो भी करार और इकरारनामे किये जायें, वे बड़ी एहतियात के साथ करने चाहिए।

14 hrs.

स्लीपर कोचिज़ के बारे में माननीय सदस्य, श्री बनर्जी, ने जो ख्यालात जाहिर किये हैं, मैं उन से मुत्तफ़िक नहीं हूं। हालांकि मेरे पास फ़्रस्ट क्लास का पास था, लेकिन फिर भी मैं ने तज़ुर्बा हासिल करने के लिए कसदन उन दोनों स्लीपज में सफ़र किया। मेरा अनुभव यह है कि वे दोनों कोचिज़ थर्ड क्लास पैसंजर्ज के लिए बड़े अच्छे हैं। सिवाये इस बात के कि फ़्रस्ट क्लास में गहियां रहती हैं, जो कि इन में नहीं हैं, सब तरह का आराम इन स्लीपर कोचिज़ में है। उन में सफ़र करने वालों के लिए स्पेशल कन्डक्टर रखे गए हैं और उन की तमाम ज़रूरियात की तरफ़ तवज्जह दी जाती है। उन दोनों स्लीपर कोचिज़ के बारे में रेलवे डिपार्टमेंट ने जो इन्तज़ाम किया है, उस

के लिए मैं उस को मुबारकबाद पेश करता हूँ। मैं रेलवे डिपार्टमेंट को पिछले पांच सालों में उसने जो कुछ भी प्रगति की है, उसके लिए मुबारकबाद देता हूँ। बम्बई से शोलापुर तक या दूसरी रेलवे लाइन्स पर हम जब सफर करते हैं तो जो छोटे स्टेशन्स होते हैं वहाँ पर हम देखते हैं कि जो आवश्यक सुविधायें हैं वे भी पहुँचाई नहीं जाती हैं। देहातों से बहुत से लोग इन रेलों पर सफर करते हैं, दूर दूर से वहाँ आते हैं सफर करने के लिए और उनकी तादाद भी काफी होती है। जब इन छोटे स्टेशनों पर पीने का पानी भी नहीं मिलता है तो बहुत तकलीफ़ होती है। मेरे पास इसकी फेहरिस्त है और अगर मंत्री जी चाहें तो मैं इस फेहरिस्त को उनके सामने पेश कर सकता हूँ। मैं उम्मीद करता हूँ कि रेल डिपार्टमेंट ये जो छोटी छोटी चीजें हैं इन की तरफ ज़रूर तवज़ह देगा।

उपाध्यक्ष महोदय, एक आखिरी बात कह कर मैं ख़त्म करता हूँ। मैं मराठवाड़ा का यहाँ ज़िक्र करना चाहता हूँ। मराठवाड़ा की तरफ जो पहली निजाम गवर्नमेंट थी, उसने कोई तवज़ह नहीं दी। अब महाराष्ट्र सरकार ने कोई तवज़ह उस इलाके की तरफ देने का वायदा किया है और इस बारे में कदम उठाया है। मैं रेलवे डिपार्टमेंट से कहना चाहता हूँ कि आप तो ज़रा हमारे प्रान्त की तरफ हमदर्दानी तौर से गौर करें। अगर आप ने उस इलाके की तरफ थोड़ा सा भी गौर किया तो उस इलाके की बहुत तरक्की हो सकती है।

उपाध्यक्ष महोदय : आनरेबल मिनिस्टर

श्री अ० मु० तारिक (जम्मु तथा काश्मीर) : मुझे सिर्फ पांच मिनट बोलने के लिए चाहियें।

उपाध्यक्ष महोदय : आप तब उठे हैं जब मैंने मिनिस्टर साहब को बुला लिया है।

श्री अ० मु० तारिक : मैं पहले भी उठा था लेकिन आपकी नज़र इधर नहीं पड़ी।

उपाध्यक्ष महोदय : मैंने इधर भी देखा था लेकिन आप उठे नहीं। आप बोल लीजिए।

श्री अ० मु० तारिक : जनाब डिप्टी स्पीकर साहब, जहाँ तक रेलों का ताल्लुक है इसमें कोई शक नहीं है कि जो तरक्की रेलों ने की है उस पर जितना भी फ़ख्र किया जाए थोड़ा है। आजादी के बाद रेलों ने बहुत ज्यादा तरक्की की है। लेकिन इस के साथ ही साथ मैं चन्द बातों की तरफ मिनिस्टर साहब का ध्यान दिलाना चाहता हूँ। पहली बात तो यह है कि आजकल रेलों में सफर करना इतिहाई खतरे का बायस बन गया है। आज के ही अखबारों में आपने पढ़ा होगा कि कल रेलवे की किसी लाइन पर पांच चार आदमी दरवाजा खोल कर अन्दर घुस गए और उन्होंने औरतों के जेबरात उतार लिए, मर्दों के साथ मारपीट की। इस तरह की वारदातें न होने पाएँ, इसके लिए रेलवे पुलिस को काफी खबरदार रहना चाहिए। जो जंजीर का तरीका है वह बहुत पुराना पड़ गया है . . .

उपाध्यक्ष महोदय : कौन सी डिमांड के तहत यह चीज आती है ?

श्री अ० ब० बिट्ठल राव : पैसेंजर एमेनेटीज़ में यह चीज आ जाती है।

उपाध्यक्ष महोदय : पैसेंजर एमेनेटीज़ में तो यह लिखा है कि कौन कौन सी चीजें हैं जो वे कर रहे हैं। उनमें तो यह चीज नहीं आती है।

श्री अ० मु० तारिक : जंजीर का जो तरीका हमारे यहाँ है वह पुराना पड़ गया है और उसमें कोई तरामी की जानी चाहिए। डिब्बों में जहाँ लोग बैठे हों, कोई ऐसा इलेक्ट्रिक बटन लगा दिया जाना चाहिए जिससे कि बहुत ज्यादा कशमकश न करनी पड़े और दूसरे आदमी को मौका न मिले तलवार या बुरी छुरी इस्तेमाल करने का। जंजीर का तरीका आज के जमाने में और आज की दुनिया में

[श्री अ० मु० तारिक]

पुराना पड़ गया है। कोई बटन बैठने की जगह के नजीक अगर लगा दिया जाए . . .

उपाध्यक्ष महोदय : जो जंजीर अब है उसको भी लोग इतनी दफा खींच देते हैं कि रेलें वक्त पर पहुंच नहीं पाती हैं और बहुत दिक्कत का सामना करना पड़ता है। अगर बैठने की जगह पर बटन लगा दिया जाए तो कैसे काम चलेगा ?

श्री अ० मु० तारिक : जंजीर उस वक्त भी खींची जाती है जब आप शरारत करना चाहते हैं। लेकिन जब जान खतरे में हो . . .

उपाध्यक्ष महोदय : मैं शरारत नहीं करना चाहता। लेकिन मैं तो यही . . .

श्री अ० मु० तारिक : माफ कीजिये, मेरी मुराद हम सब से है। जब शरारत करनी होती है तब यह बड़ा आसान होता है। लेकिन जब जान खतरे में हो तो वहां तक पहुंचना बड़ा मुश्किल होता है। जोर भी इतना लगाना पड़ता है कि जब तक हम जंजीर खींचने में कामयाब होते हैं, तब तक अपनी जान को ही सलाम कर बैठते हैं। आज माडर्न तरीके कई हैं, इलैक्ट्रिक बटन हैं, एलार्म चेन्च हैं। जब ट्रेन चलती हो अगर कोई शस्स दरवाजा खोलता है तो अलार्म हो जाता है। इस तरह की कोई चीज आप को भी करनी चाहिये।

अब मैं डाइनिंग कार्ज के बारे में कुछ कहना चाहता हूँ। आजादी के बाद हमारी गवर्नमेंट ने यह फैसला किया कि डाइनिंग कार्ज का दरवाजा हर आदमी के लिये खुला है चाहे वह फर्स्ट क्लास में ट्रेवल करता है या सैकिंड में या थर्ड में। आजादी से पहले चन्द क्लासिस को ही यह रियायत थी। जब हम ने यह रियायत आम कर दी है तो हमें चाहिये कि हम जगह भी बढ़ायें। डाइनिंग कार्ज की वही तादाद रही, वही पांच छः टेबल्स रहे लेकिन इजाजत

आप ने हजारों आदमियों को दे दी। इस का नतीजा यह होता है कि बहुत से लोगों को ब्यू में खड़े रहना पड़ता है और ब्यू भी बहुत बड़ा नहीं हो सकता है। इस का नतीजा यह होता है कि कई लोग तो खाना तक नहीं खा सकते हैं। इस के रेड्स बहुत कम हैं, यह मैं मानता हूँ लेकिन जगह बहुत थोड़ी है। कई लोगों को यहीं नई दिल्ली में या कलकत्ता में जाते हुए रास्ते में उतर जाना पड़ता है। मैं चाहता हूँ कि आप मेहरबानी कर के जगह को बढ़ायें।

अब मैं सफाई के सिलसिले में कुछ कहना चाहता हूँ। बाहर के लोग जब सफर करते हैं या हिन्दुस्तान के सैयाह जब सफर करते हैं तो उन को बड़ी तकलीफ का सामना करना पड़ता है। एक तो नहाने का जो बाथ रूम है वह बहुत छोटा है। गावर्ज का तो यह हाल है कि जब मैं यहां से कलकत्ता गया तो प्लेटिनम का शावर लगा हुआ मैं ने पाया लेकिन जब उसी ट्रेन से मैं वापिस आया तो उस में सिंगेट के डिब्बे का शावर लगा हुआ पाया। हमें यह मालूम नहीं आया इस को मुसाफिर उतार लेते हैं या जब डिब्बा शीट में जाता है वहां इसे तबदील कर दिया जाता है। जनाब डिप्टी स्पीकर साहब मैं चाहता हूँ कि आप इस में हमारी हिमायत करें। आखिर हम सब मुसाफिर हैं और मुसाफिरों के लिए जो सहूलियतें मुहैया की जाती हैं वे उन को मिलती हैं या नहीं मिलती हैं, यह देखना भी हमारा फ़र्ज है। जितने शावर लगे भी हुए हैं उन में जंग लग गया है और ये शावर सेहत के लिए बेहद खराब हैं। नहाना तो क्या कोई इन का देखना भी पसन्द नहीं कर सकता है। बहुत ही पुराने हैं। पहले चार पांच मिनट तक जो पानी निकलता है वह जंग भालूदा होता है, ब्राउन कलर का होता है। इस तरह प्यान देने की खास तौर से जरूरत है। जो नई टाइप की कोचिंग बनी हैं उन में दोनों तरफ

बाध रुम्झ हैं। सी सी पचास पचास आदमी कैबिन में बैठे होते हैं लेकिन उन के लिए कुल दो बाध रुम् हैं। वहां भी क्यू का सबाल पैदा होता है और बहुत परेशानी का सामना करना पड़ता है। इस की तरफ भी आप का ध्यान जाना चाहिये।

अब मुझे कोचिज की सफाई के बारे में कुछ कहना है। मैं समझता हूँ कि दिल्ली में जो मक्खियां आती हैं, वे मेरठ और आगरा से आती हैं और रेलवे की वजह से आती हैं। डिब्बे बहुत ही गंदे होते हैं। उन पर जो जालियां लगी होती हैं, फस्ट सीकंड और थर्ड क्लासिस में उन में से बाहर अणगर आप देखना चाहें तो अंधेरा ही अंधेरा आपको दिखाई देगा, कोई रोशनी नहीं आप देख सकते हैं, इतनी गंदी वे जालियां हैं। मैं समझता हूँ ५०-५० साल से वे बदली नहीं गई हैं। इस तरफ भी आप का ध्यान जाना चाहिये। मैं मानता हूँ कि रेलों ने बहुत ज्यादा तरक्की की है और रेलें हमारे मुल्क के लिये बहुत ग्रहम हैं लेकिन ये चन्द मामूली चीजें हैं जो हमारे नैशनल करेक्टर पर असर डालती हैं, बाहर के लोगों पर डालती हैं, सैयाहों पर डालती हैं और इन की तरफ आप का ध्यान जाना चाहिये। ये चीजें खुद हम पर जिम्मेदारी डालती हैं, इस वास्ते इन की तरफ तवज्जह दिलाना बहुत जरूरी है।

अब मैं जो बात कहने जा रहा हूँ वह सिकायत के तौर पर नहीं कह रहा हूँ। लेकिन मैं चाहता हूँ कि मिनिस्टर साहब इस पर ध्यान दें। कुछ रेलवे आफिसर्स या उन के दोस्त, मैंने अकसर नई दिल्ली रेलवे स्टेशन पर और कलकत्ता रेलवे स्टेशन पर भी देखा है, या दोन ही जिस वक्त रेल चलने वाली होती है, घूमते फिरते हैं और बहुत से सैयाहों को जो अपने अयालों के साथ होते हैं, एक खास परेशानी का सामना करना पड़ता है। मैं खुद साहिबे-अयाल हूँ, मैं लड़कियों का बाप हूँ, एक बीबी का खाविन्द हूँ और एक मां का बेटा हूँ। इस तरह की चीजों को देख कर मुझे बड़ा रंज

हुआ। वजीर साहब जिन को इन बातों की कद्र है, उन से मैं दरखास्त करता हूँ कि वह नई दिल्ली रेलवे स्टेशन पर रात को अगैर इनफार्मेशन दिये हुए जायें और देखें कि क्या होता है। उन को मालूम होया कि लोगों की शराफत को जिस तरह वहां चैलेज किया जाता है वह गैरत के बहुत दूर है।

ये चन्द बातें थीं जिन की दग्फ मैं उन का ध्यान दिलाना चाहता था। मैं उम्मीद करता हूँ कि रेलवे हुक्काम इनका कुछ इलाज जाकर करेंगे। मैं रेलवे मिनिस्टर के कामों की कद्र करता हूँ और उम्मीद करता हूँ कि जो चन्द खामियां मैंने बयान की हैं, उनको दूर करने की कोशिश की जाएगी।

ایڈیٹور : ایڈیٹور
مستور -

شوی ع - م - طارق : مسجہ صرف
پانچ مدت بولنے کے لئے چاہیں -

ایڈیٹور : آپ تب اٹھے
ہیں جب میں نے مستور صاحب کو
بلا لیا ہے -

شوی ع - م - طارق : میں پہلے
بھی اٹھا تھا لیکن آپ کی نظر ادھر
نہیں پڑی -

ایڈیٹور : میں نے ادھر
بھی دیکھا تھا لیکن آپ اٹھے نہیں -
آپ بول لوجئے -

شوی ع - م - طارق : جلاب ڈپٹی
سپیکر صاحب - جہاں تک ریلوں کا
تعلق ہے اس میں کوئی شک نہیں

[شری ع - م طارق]

ہے کہ جو ترقی ریلوں نے کی ہے اس پر جتنا بھی فخر کیا جائے تو بڑا ہے۔ آزادی کے بعد ریلوں نے بہت زیادہ ترقی کی ہے۔

لیکن اس کے ساتھ ہی ساتھ میں چند باتوں کی طرف منسقر صاحب کا دھیان دلانا چاہتا ہوں۔ پہلی بات تو یہ ہے کہ آج کل ریلوں میں سفر کرنا انتہائی خطرے کا باعث بن گیا ہے۔ آج کے ہی اخباروں میں آپ نے پڑھا ہوگا کہ کل ریلوے کی کسی لائن پر پانچ چار آدمی دروازہ کھول کر اندر گھس گئے اور انہوں نے عورتوں کے زبردات اتار لئے۔ مردوں کے ساتھ مار پیٹ کی۔ اس طرح کی وارداتیں نہ ہونے پائیں اس کے لئے ریلوے پولیس کو کافی خبردار رکھنا چاہئے۔ جو زنجیر کا طریقہ ہے وہ بہت پرانا پڑ گیا ہے۔

ایادھیکس مہودے : کون سی دماند کے تحت یہ چیز آئی ہے۔

شری تی - بی وٹھل رائو :
پہلے زنجیر امینٹیجز میں یہ چیز آجاتی ہے۔

ایادھیکس مہودے : پہلے زنجیر امینٹیجز میں تو یہ لکھا ہے کہ کون کون سی چیزیں ہیں جو وہ کر رہے ہیں۔ ان میں تو یہ چیز نہیں آتی ہے۔

شری ع - م - طارق : زنجیر کا جو طریقہ ہمارے یہاں ہے وہ پرانہ پڑ گیا ہے اور اس میں کوئی ترمیم کی جانی چاہئے۔ قہوں میں جہاں لوگ بیٹھے ہوں کوئی ایسا ایلیکٹرک بتن لگا دیا جاتا چاہئے جس سے کہ بہت زیادہ کشمکش نہ کرنی پڑے اور دوسرے آدمی کو موقع نہ ملے تلوار یا چھری استعمال کرنے کا۔ زنجیر کا طریقہ آج کے زمانے میں اور آج کی دنیا میں پرانا پڑ گیا ہے۔ کموالی بتن بیٹھے کی جگہ کے نزدیک اگر لگا دیا جائے.....

ایادھیکس مہودے : جو زنجیر اب ہے اس کو بھی لوگ اتنی دفعہ کھینچتے ہیں کہ ریلوں وقت پر پہنچ نہیں پاتی ہیں اور بہت دقت کا سامنا کرنا پڑتا ہے۔ اگر بیٹھے کی جگہ پر بتن لگا دیا جائے تو کسے کام چلے گا۔

شری ع - م - طارق : زنجیر اس وقت بھی کھینچی جاتی ہے جب آپ شرارت کرنا چاہتے ہیں۔ لیکن جب جان خطرے میں ہو.....

ایادھیکس مہودے : میں شرارت نہیں کرنا چاہتا۔ لیکن میں تو یہی.....

شری ع - م - طارق : معاف کہجئے۔ ی مراد ہم سب سے ہے۔ جب شرارت کرنی ہوتی ہے تب یہ

ہوا آسان ہوتا ہے - لیکن جب جان
خطروں میں ہو تو وہاں تک پہنچنا
ہوا مشکل ہوتا ہے - زور بھی اتنا لگانا
پوتا ہے کہ جب تک ہم زنجیر کھینچنے
میں کامیاب ہوتے ہیں - تب تک
ایلی جان کو ہی سلام کر بیٹھتے ہیں -
آج ماٹرن طریقے کئی ہیں - الیکٹریک
بغلز ہیں - الوم چیلز ہیں جب تریں
چلتی ہو اور کوئی شخص دروازہ کھولتا
ہے تو الوم ہو جاتا ہے - اس طرح کی
کوئی چیز آپکو بھی کرنی چاہئے -

اب میں ڈائنگ کارز کے بارے میں
کچھ کہنا چاہتا ہوں - آزادی کے
بعد ہساری گورنمنٹ نے یہ فیصلہ کیا
کہ ڈائنگ کارز کا دروازہ ہر آدمی کے
لئے کھلا ہے چاہے وہ فرسٹ کلاس میں
تربول کرتا ہے یا سیکنڈ کلاس میں
یا تھردے میں - آزادی سے پہلے جلد
کلاسز کو ہی یہ رعایت تھی - جب
ہم نے یہ رعایت عام کر دی ہے تو
ہمیں چاہئے کہ ہم جگہ بھی
بوہائیں - ڈائنگ کارز کی وہی تعداد
رہی - وہی پانچ چھ ٹہلے رہے لیکن
اجازت آپ نے ہزاروں آدمیوں کو دے
دی - اس کا نتیجہ یہ ہوتا ہے کہ
بہت سے لوگوں کو کیو میں کھڑے
رہنا پوتا ہے اور کیو بھی بہت بڑا
نہیں ہو سکتا ہے - اس کا نتیجہ یہ
ہوتا ہے کہ کئی لوگ تو کھانا تک
نہیں کھا سکتے ہیں - اس کے ریٹس
بہت کم ہیں یہ میں مانتا ہوں

لیکن جگہ بہت تھوڑی ہے - کئی
لوگوں کو یہیں نئی دلی میں یا
کلکتہ جاتے ہوئے راستے میں اتر جانا
پوتا ہے - میں چاہتا ہوں کہ آپ
مہربانی کر کے جگہ کو بوہائیں -

اب میں صفائی کے سلسلہ میں
کچھ کہنا چاہتا ہوں - باہر کے لوگ
جب سفر کرتے ہیں یا ہندوستان کے
سواح جب سفر کرتے ہیں تو ان کو
بڑی تکلیف کا سامنا کرنا پوتا ہے -
ایک تو نہانے کا جو ہاتھ روم ہے وہ بہت
چھوٹا ہے - شاورز کا تو یہ حال ہے کہ
جب میں یہاں سے کلکتہ گیا تو
یلٹھلم کا شاور لگا ہوا میں نے پہلا
لیکن جب اسی تریں سے میں واپس
آیا تو اس میں سگریٹ کے ذبے کا شاور
لگا ہوا پہلا - ہمیں یہ معلوم نہیں آیا
اس کو مسافر اتار لیتے ہیں یا جب
ذبہ شہد میں جاتا ہے وہاں اسے تبدیل
کو دیا جاتا ہے - جذاب تپتی سہمکر
صاحب - میں چاہتا ہوں کہ آپ اس
میں ہساری حمایت کریں - آخر ہم
سب مسافر ہیں اور مسافروں کے لئے
جو سہولتیں مہیا کی جاتی ہیں وہ
ان کو ملتی ہیں یا نہیں ملتی ہیں
یہ دیکھنا بھی ہمارا فرض ہے - جتنے
شاور لگے بھی ہوتے ہیں ان میں زنگ
لگ گیا ہے اور یہ شاور صحت کے لئے
بے حد خراب ہیں - نہانا تو کیا کوئی
ان کو دیکھنا بھی پسند نہیں کر سکتا
ہے - بہت ہی پرانے ہیں - پہلے چار

[شہری ع - م - طریق]

پانچ منٹ تک جو پانی نکلتا ہے وہ زنگ آلودہ ہوتا ہے۔ برلن کنر کا ہوتا ہے۔ اس طرف دھیان دینے کی خاص ضرورت ہے۔ جو نئی ٹائپ کی کوچز بنی ہیں ان میں دونوں طرف ہاتھ رومز ہیں۔ سو سو پچاس پچاس آدمی کیمپ میں بیٹھے ہوتے ہیں لیکن ان کے لئے کل دو ہاتھ رومز ہیں۔ وہاں بھی کیو کا سوال پیدا ہوتا ہے اور بہت پریشانی کا سامنا کرنا پوتا ہے۔ اس کی طرف بھی آپ کا دھیان جانا چاہیئے۔

اب مجھے کوچز کی صفائی کے بارے میں کچھ کہنا ہے۔ میں سمجھتا ہوں کہ دلی میں جو مکھیاں آتی ہیں وہ میرتھہ اور آگرہ سے آتی ہیں اور ریلوے کی وجہ سے آتی ہیں۔ قحط ہر گندے ہوتے ہیں۔ ان پر جو چالیوں لگی ہوئی ہیں فرسٹ سکیڈ اور تھوڑے کلاسز میں ان میں سے باہر اگر آپ دیکھنا چاہیں تو انڈھیرا ہی انڈھیرا آپکو دکھائی دے گا کوئی روشنی نہیں آپ دیکھ سکتے ہیں۔ اتنی گندی وہ چالیاں ہیں۔ میں سمجھتا ہوں چالیاں پچاس سال سے وہ بدلی نہیں گئی ہیں۔ اس طرف بھی آپ کا دھیان جانا چاہئے۔ میں مانتا ہوں کہ ریلوں نے بہت زیادہ ترقی کی ہے اور ریلوں ہمارے ملک کے لئے بہت اہم ہیں لیکن یہ چند معمولی چیزیں ہیں جو ہمارے نیشنل کارپکٹر

پر اثر ڈالتی ہیں۔ باہر کے لوگوں پر ڈالتی ہیں سیاحوں پر ڈالتی ہیں اور ان کی طرف آپکا دھیان جانا چاہیئے۔ چھڑیں خود ہم پر ذمہ داری ڈالتی ہیں اس واسطے ان کی طرف توجہ دلانا بہت ضروری ہے۔

اب میں جو بات کہنے جا رہا ہوں وہ شکایت کے طور پر نہیں کہہ رہا ہوں لیکن میں چاہتا ہوں کہ منسٹر صاحب اس پر دھیان دیں۔ کچھ ریلوے افسر یا ان کے دوست۔ میں نے اکثر نئی دلی ریلوے سٹیشن پر اور کلکتہ ریلوے سٹیشن پر بھی دیکھا ہے۔ یہ دونوں ہی جس وقت ریل چلنے والی ہوتی ہے گھومتے پھرتے ہیں اور بہت سے سیاحوں کو جو اپنے عیالوں کے ساتھ ہوتے ہیں ایک خاص پریشانی کا سامنا کرنا پوتا ہے۔ میں خود صاحب عیال ہوں۔ میں لوکھوں کا باپ ہوں۔ ایک بیوی کا خاوند ہوں اور ایک ماں کا بیٹا ہوں۔ اس طرح کی چیزوں کو دیکھ کر مجھے ہوا رنج ہوا۔ وزیر صاحب جن کو ان باتوں کی قدر ہے ان سے میں درخواست کرتا ہوں کہ وہ نئی دلی ریلوے سٹیشن پر رات کو بغیر انفارمیشن دئے ہوئے جائیں اور دیکھیں کہ کیا ہوتا ہے۔ ان کو معلوم ہوگا کہ لوگوں کی شرافت کو چس طرح سے وہاں چھلہلج کیا جاتا ہے وہ غیرت کے بہت دور ہے۔

یہ چند باتیں تھیں جن کی طرف
میں ان کا دھیان دلانا چاہتا تھا -
میں امید کرتا ہوں کہ ریلوے حکام ان
کا کچھ عالج ضرور کریں گے - میں ریلوے
منسٹری کے کاموں کی قدر کرتا ہوں اور
امید کرتا ہوں کہ جو چند خامیاں
میں نے بیان کی ہیں ان کو دور کرنے
کی کوشش کی جائے گی -]

Shri S. V. Ramaswamy: Mr. Deputy-Speaker, Sir, I am thankful to the hon. Members who participated in this debate and made valuable suggestions.

Shri T. B. Vittal Rao: The hon. Deputy Minister is very modest.

Shri Punnoose (Ambalapuzha): Usually modest.

Shri S. V. Ramaswamy: Shri Vittal Rao mentioned about the payment of subsidy; two other hon. Members also spoke about it. Demand No. 3 relates to lines for the working of which subsidies have got to be paid. In that category, we have got only 4 railways. There is an agreement to work these and pay them subsidies if certain conditions are fulfilled. These 4 are those mentioned in the list, Ahmedpur-Katwa, Burdwan-Katwa, Futwa-Islampur and Bankura-Damodar River Railways. There are different dates for the exercise of option to purchase the lines under these agreements. I mention these in order. The option for the purchase of the first railway I mentioned falls on the 31st March, 1968; the second on the 31st March, 1966; the third on the 31st March, 1967; and the fourth on the 31st March, 1968. The general question will be taken up at that time.

As hon. Members will see the amount of subsidy is a very small one, very inconsiderable. Hon. Members, will, therefore, have no objection to the passing of this Demand.

Shri Vittal Rao spoke about the improvement of the Dornakal hospital, increasing the capacity of the thermal plant so that the colony may be lighted and the station may be lighted. He also mentioned about the water supply to the Purna railway colony. All these suggestions will be considered by us. Some hon. Members spoke about the Diesel loco works and Shri Vittal Rao was perhaps going beyond the supplementary demands into the policy matters. The traffic has increased at such a tremendous pace that we cannot depend upon steam locos alone; the steam locos have their limitations. They can haul not more than 2,000 tons. With the existing line capacity we have got to think of other means of haulage which will deal with this tremendous upsurge in transport requirements. That is why we are going in for dieselisation and for electrification in certain sectors. There is also the question of production of steam locos. The Chittaranjan capacity is of the order of 168 WG locos per annum. Our haulage capacity is in the order of 11,000 engines and with the stepping of the traffic we will have to go up to 13,000 to meet our requirements. The Chittaranjan capacity can be stepped up by about 2.5 per cent. Even if it is stepped up it will not cope up with the increased demand for the movement of traffic. So, we cannot depend entirely on steam loco and therefore, to say that we should stop purchasing diesel locos is not a good suggestion. Of course he was right in suggesting that we should expedite the Varanasi diesel locomotive works and bring it into production as early as possible. There are other snags too for instance, shortage of power supply, particularly in the Benares area. We are in touch with the U.P. Government to see that our necessary requirements are met so that we can go ahead. We are keeping an eye on the production schedule of the Varanasi works. No doubt there was delay and we are now trying to make up. We have already entered into an

[Shri S. V. Ramaswamy]

agreement with a party and at the pace at which we are moving, I hope we shall be able to produce the required diesel locos at an early date.

Shri S. M. Banerjee spoke of slackness in repairs, maintenance and so on. He said that the railway police should be more effective in preventing pilferage. We are very mindful of that. As the hon. Speaker mentioned the other day, it is not a one way traffic; it is a two way traffic. It is in a sense a three way traffic also. It is not merely the railway administration nor even the employees and the workmen; there is more especially the third side—the general public who have got to co-operate with the railway administration. Otherwise pilferage cannot be arrested. It is only a growing sense of civic responsibility that can arrest this sort of pilferage and damage to railway property. I hope that as days pass on people will become more civic minded and there will be a greater sense of responsibility and that they will respect the railway property as national property.

He also spoke about lack of medicines in railway hospitals. It is rather surprising that he mentioned about the non-availability of ATS—anti tetanus serum—is a common thing available even in a rural dispensary. When there is an injury the first thing that any doctor will do is to give this injection as a precautionary measure. I would request my hon. friend to furnish more particulars so that we can enquire into the matter. He also wanted more hostels to be opened. But even the hostels that we have opened have not been fully occupied. They do not seem to be very popular. We have no hesitation in opening more hostels provided there is a demand.

As regards the sports, we have a very fine record on the railways. The hockey championship is there; in cricket and in many other fields such

as swimming, we have distinguished ourselves and I assure the House that we shall keep up that distinguished record and shall not mind spending more to see that the sportsmen of the railways are given further encouragement to distinguish themselves.

My hon. friend pointed out the importance of sanitation. We are very particular about sanitation. It is true that in the older quarters they were not so well designed as in the new quarters. We shall try to see that the old colonies get the same treatment with regard to sanitation as the new colonies. Under Demand No. 18, there was mention about passenger amenities, food packets being made available to passengers, etc. We know the difficulties of the third class passengers. We are making certain experiments in the North with regard to the food packets. They are very common in the South and there is no complaint there. We are seeing whether this system of having food packets which is so common in the South cannot be spread to the North also for the benefit of the third class passengers. He also suggested the installation of a shower bath, ash tray, etc. We shall look into these matters. Perhaps it is difficult to have shower baths in third class because the storage tank capacity for water will have to be increased. These are some of the problems which will have to be thought out on a large scale. We cannot introduce it in one particular coach. So, we will consider these things.

I would like to emphatically protest against the remarks made that the three tier system has been condemned by all. No. It is very popular in many sections. Take G.T. for instance. There is heavy demand for this type of accommodation. I do not know why my friend says that it is condemned by all. Wherefrom has he got this information? It is fully utilised by the people who fit in into that category. It may not fit in with those people who are thinking

of a higher category. But you cannot have all the advantages and amenities for paying nothing. If you want some convenience and some comfort you have got to pay for it. You do not want to pay Rs. 3 per night in the two tier compartment but you want all the comfort in the three tier compartment.

Shri T. B. Vittal Rao: There is no two-tier compartment in the G.T. Express.

Shri S. V. Ramaswamy: I stand corrected if that is so. We shall introduce it if necessary.

My hon. friend Shri D. C. Sharma is not here... (*Interruptions*). He was speaking as if he was not a main-line man but was a branch-line man.

Mr. Deputy-Speaker: He was not sure whether he was a man-line man.

Shri S. V. Ramaswamy: From the way in which he was speaking, he made us feel that he was a branch-line man and not a main-line man.

With regard to the demands under Demand No. 13, I think it should stand to the credit of the Northern Railway that planning and their budgeting were all correct. They have assessed their requirements correctly and they did not come in for any supplementary grants. It goes to the credit of the Northern Railway rather than for any shortsightedness that the hon. Member was complaining of. He wanted to know about the court cases. I do not have figures. If he gives me notice, I shall certainly furnish the figures. He must also take into consideration the tremendous increase in transport—the goods transport, the variety of goods and the value of the goods and the quantity of goods that have been transported. The value has increased even more than the quantity. Considering all that, the number of cases that we have is not large.

Shri Narasimhan (Krishnagiri): Why take up the question of value?

Shri S. V. Ramaswamy: He was talking about the quantum of damages. The quantum of compensation—I am speaking from memory—is inconsiderable, compared with the tremendous increase in the quantity moved and the value of the quantity moved. We are always mindful, on the claims side, to see that we keep down the claims as low as possible, and in spite of that, if the consignors go to the court of law and get decrees, we cannot help it. We are very mindful of that, and our legal department is also careful to see that the compensation that we pay is kept at a minimum. We are also mindful of the cases in the courts.

My hon. friend was again mentioning about pampering certain stations as prestige stations and paying more attention to them rather than to the branch line, and wanted to know what proportion is being spent. The whole thing is justified on grounds of necessity. Wherever there is justification we shall certainly do it. It is not a question whether it is a branch line or a main line. It depends upon the needs of the people and the requirements that have got to be met, and we are mindful of those things. That is the basis on which we do things, rather than with reference to the main line or the branch line.

My hon. friend from Marathwada was mentioning certain things which deserve serious consideration. He mentioned the absence of a common platform or a joining station at the Kurduwadi Junction. The matter is worth considering. We shall look into it as quickly as possible and see whether the inconvenience caused to the passengers cannot be reduced.

Shri T. B. Vittal Rao: What about the conversion of that narrow gauge

[Shri T. B. Vittal Rao]

line into metre gauge or broad gauge line?

Shri S. V. Ramaswamy: It will have to be considered. We have to consider it. We are well aware of the fact that lakhs of pilgrims go to Pandarpur and they are put to a lot of inconvenience because of the fact that the gauge is narrow and the carriage is very small. We are deeply concerned about it and as and when we get more funds, we shall certainly think of either converting it into a metre gauge or any other gauge as our technical experts advise us.

In between Sholapur and Aurangabad, the hon. Member mentioned a new line. The third Five Year Plan has been before the House for a long time, and the whole position is known to the House, as to whether we can add a new line apart from what the Planning Commission can provide us with. As regards drinking water supply, we are very concerned about it. Wherever there is a municipality nearby, and where there is water supply, we try to take the water from the municipal supply. If there is no other source, we have ordered that there should be pumps set up wherever we are not able to get water supply either from the municipal area or from our own overhead tanks.

Shri A. M. Tariq was speaking about security buttons, etc., in the carriages. Perhaps, as you had rightly observed, that item did not come under any of the Demands now before the House. As regards dining cars, no doubt the space is limited. With the increase in the number of passengers, the dining car has become congested. We are well aware of it. We are remodeling it and are trying to increase the space available. We are also simultaneously taking steps to extend the departmental catering so that we may not depend entirely upon the dining car service.

As regards cleaning, I am very thankful to the hon. Member for emphasising this. He said that we Indians may not mind it much, but that there are so many foreigners who travel and we should impress upon them about our cleanliness. We are very thankful for that suggestion, and with the co-operation of hon. Members and of the general public, we shall keep the railways clean and tidy.

Dr. M. S. Aney (Nagpur): What about the construction of common platform at the Kurduwadi station?

Shri S. V. Ramaswamy: The hon. Member said that there was no common platform between the broad gauge and the narrow gauge and that people have got to rush from one end to the other because there was no common platform. We shall certainly look into the question and shall look to the convenience of the passengers to see that they are not to run about this way and that. We shall have it examined.

Mr. Deputy-Speaker: There are two Demands—Demand Nos. 3 and 13—under which sums are to be voted. The question is:

“That the respective supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of the following demands entered in the second column thereof—

Demands Nos. 3 and 13.”

The motion was adopted.