

[Shri S. K. Patil]

has got to listen to what I am going to say now.

**Shri Priya Gupta:** We must have a judicial inquiry.

**Shri S. K. Patil:** The bridge had nothing to do with the train. The bridge was for a different thing, and the train was on a different thing. And nobody would do these things with the intention that the watery grave should fall to the lot of anybody.

I shall convey to the General Manager and his staff the grateful thanks on behalf of this House and myself for the extraordinary work that they have done in such a phenomenally short time of 44 days as against the six months that was the originally scheduled time by which we expected the bridge to be restored. I am sure that the spirit of service and dedication that inspired the railway staff in restoring the Pamban bridge will be the guiding principle for the entire staff and officials of our railway administration, and that shall be the proud day for us when we shall see that some of these little difficulties are removed and we shall talk of our railways as the greatest and the most successful venture that this Government has launched.

**Shri Shinkre:** What about the grievances that I had referred to?

**Shri S. K. Patil:** As I have already said, letters will come to my hon. friend.

15.46 hrs.

**\*DEMANDS FOR GRANT (RAILWAYS), 1965-66**

**Mr. Deputy-Speaker:** The House will now take up discussion and voting on the Demands for Grants in respect of the Bduget (Railways) for

1965-66 for which 9 hours have been allotted.

I would like to take the sense of the House as to how these 9 hours should be distributed amongst the different Demands. If the House agrees, 5 hours may be allotted to Demand No. 1 and 4 hours to the remaining Demands. Is the House agreeable to this?

**Shrimati Renu Chakravartty (Barackpore):** I would suggest that we may take up all the Demands together, because otherwise there will be a duplication of speeches.

**Mr. Deputy-Speaker:** Is this suggestion agreed to? I take it that it is agreed to. So, we shall take all the Demands together.

**DEMAND NO. 1—RAILWAY BOARD**

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

"That a sum not exceeding Rs. 1,18,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Railway Board'."

**DEMAND NO. 2—MISCELLANEOUS EXPENDITURE**

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

"That a sum not exceeding Rs. 3,63,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Miscellaneous Expenditure'."

**DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS**

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

"That a sum not exceeding Rs. 34,13,000 be granted to the President to defray the charges

\*Moved with the recommendation of the President.

which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Payment to Worked Lines and Others'."

**DEMAND NO. 4—WORKING EXPENSES—  
ADMINISTRATION**

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

"That a sum not exceeding Rs. 52,68,93,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Administration'."

**DEMAND NO. 5—WORKING EXPENSES—  
REPAIRS AND MAINTENANCE**

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

"That a sum not exceeding Rs. 167,73,90,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Repairs and Maintenance'."

**DEMAND NO. 6—WORKING EXPENSES—  
OPERATING STAFF**

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

"That a sum not exceeding Rs. 106,78,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Operating Staff'."

**DEMAND NO. 7—WORKING EXPENSES—  
OPERATION (FUEL)**

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

"That a sum not exceeding Rs. 107,76,66,000 be granted to the

President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Operation (Fuel)'."

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

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

"That a sum not exceeding Rs. 32,00,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Operation Other than Staff and Fuel'."

**DEMAND NO. 9—WORKING EXPENSES—  
MISCELLANEOUS EXPENSES**

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

"That a sum not exceeding Rs. 29,97,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Miscellaneous Expenses'."

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

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

"That a sum not exceeding Rs. 20,17,16,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Labour Welfare'."

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

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

"That a sum not exceeding Rs. 85,00,00,000 be granted to the President to defray the charges

[MR. DEPUTY-SPEAKER]

which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 11-A—WORKING EXPENSES—APPROPRIATION TO PENSION FUND

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

"That a sum not exceeding Rs. 12,10,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND NO. 12—PAYMENTS TO GENERAL REVENUE

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

"That a sum not exceeding Rs. 115,90,17,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Payment to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

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

"That a sum not exceeding Rs. 11,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Open Line Works (Revenue)'."

DEMAND NO. 14—CONSTRUCTION OF NEW LINES

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

"That a sum not exceeding Rs. 65,82,32,000 be granted to the President to defray the charges which will come in course of payment during the year ending

31st of March, 1966 in respect of 'Construction of New Lines'."

DEMAND NO. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

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

"That a sum not exceeding Rs. 519,01,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND

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

"That a sum not exceeding Rs. 3,12,40,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

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

"That a sum not exceeding Rs. 29,23,67,000 be granted to the President to defray the charges which will come in course of payment during the year ending 31st of March, 1966 in respect of 'Appropriation to Development Fund'."

Hon. Members desirous of moving their cut motions to these Demands may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

**Shri Narendra Singh Mahida (Anand):** Mr. Deputy-Speaker, Sir, I would request the hon. Minister to

see that the air-conditioned express between Bombay and Delhi is run daily. If it is made a daily train, the passengers will be greatly benefited. The traffic has also increase much. More accommodation in the dining car in the air-conditioned express should be provided. We find that at present the dining car is much overcrowded, and we have to wait for hours before we are able to get a seat in it.

I would like to draw the attention of the Minister of State to a small matter which I have already brought to the notice of the hon. Minister today. That there is a difference in the air-conditioned third class fare between Baroda and New Delhi. When I travel from Baroda to New Delhi, I am charged Rs. 37.25, whereas if I take a ticket from New Delhi to Baroda, I have to pay Rs. 37.40. Thus, there is a difference of 15 paise, and I request for an enquiry into this matter.

About railway fencing, I have to say a few words. The railway fencing has completely disappeared from the old BB&CI and GIP Railway. The Railway Ministry may enquire into this matter, and they should provide proper railway fencing so as to avoid the entry of cattle etc. into the railway premises and remove chances of accidents.

About the names of railway stations, I have to bring to the notice of the Railway Ministry that various stations have various names in various languages. For instance, the Baroda station is called Baroda in English, but Vadodara in Gujarati and Badauda in Hindi. Similarly, there is a station called Broach; it is called Broach in English, Bharuch in Gujarati and Bhadonch in Hindi. Similarly, there is a station called Chandod, which is my home town station. In English it is called Chandod; but it is called as Chanod in Gujarati. All such names should be standardised. These disparities in names in the different langu-

ages should be brought into line just as in the case of Kanpur, we have done away with the old spelling Cawnpore and have now standardised it as Kanpur. I would request the Ministry to attend to this.

As regards the possibility of employment of railway staff from East Africa I request the hon. Minister of State to attend to this particular aspect. We have a number of Indians coming from East Africa who were formerly railway employees. Now they have been discharged by the East African Governments and have come over here. They are young well-trained, and well experienced. They should be absorbed in our Railway and a chance should be given for their resettlement.

There is a suggestion for giving cash prizes for good ideas or good suggestions. So may foreign firms, and many concerns in India have also made this recommendation that employees should be encouraged to make useful suggestions to the railway administration for the better running of railways and cash prizes should be given to them.

There is a news item dated 2nd March, 1964 in a vernacular paper about a railway station in Saurashtra, Western Railway. A ticket was issued to a Municipal President of Rajkot, Saurashtra. The station is Shapur in Saurashtra. On it was printed the name 'Junagdh State Railway', which disappeared in 1948, and the fare mentioned was Rs. 5-12-0. It was issued from Shapur to Rajkot Town station. We have changed from rupees annas pies to the metric system. But this anomaly is still there. Rajkot Town station has also disappeared and Bhaktinagar is there now. So all these very old tickets must be dispensed with.

15.53 hrs.

[SHRI SONAVANE in the Chair]

Coming to the different gauges on the railways, we have 4320 kms. of narrow gauge. There is a suggestion

[Shri Narendra Singh Mahida]

in the *Indian Railways Journal* of February, 1965 by an ex-railwayman, a very wise suggestion, that if these lines are unremunerative, they should be done away with and replaced by good roads. In Bombay we had the tramways, but the Municipality has replaced them by bus service. So I request the Ministry that where they find the narrow gauge unremunerative, slow and inconvenient to passengers, they should be removed and there should be good road service instead so that we can have better facilities.

About suggestions for new railway lines, we have to consider about the various ports in Gujarat. There is the port of Dahej which serves the oil industry also. There is a suggestion for constructing a small track of 17 miles from Samni to Karjan which will connect Dahej Port with the hinterland of Gujarat.

As regards the problems of porters, I have on two previous occasions also drawn attention to them. The porters should be treated in a human way. They are rendering useful service to passengers. But there is no scheme for their future benefit as also to ameliorate their present condition. Although the Railway administration is charging them licence fee—their red shirt uniform; and contribution for having maccadams also. This they collect money from them—there is no provision for educational and medical facilities for them. The Government seems to be very capitalist when it treats its own staff. There is no sort of co-operative society to look after them. After a porter reaches the age of 60 or 65, he has no means of livelihood. There is no provision for a provident fund. I request the Ministry to consider this problem from the human point of view, organise them into co-operative societies and give them the benefit of provident fund. Let them subscribe a portion and let the Railway Ministry make

their own contribution so that when a porter retires, he will have something to live on.

I also request the Ministry to increase the number of Kisan specials. Formerly a concession of 10 per cent was given, but since 1st January, 1961 the concession is only three and one-third per cent.

As regards tourist traffic, foreign tourists come to India and we very rightly give them all facilities. But we must give facilities to Indian tourists as well. We have tourist offices in Allahabad, Hardwar and various other places where our Indian tourists are not getting proper facilities. In foreign tourist trains, we have 4 to 5 conductors, whereas in an Indian tourist train not one conductor is provided. This should be looked into. Conductors should also be there in Kisan specials. Better coaches should be attached to the Kisan specials. These specials do not have proper electricity or water facilities. All these defects should be gone into and removed.

About the good work of the Railways, about which the hon. Minister spoke just now, I have also a good word to add, particularly in connection with the service they are rendering to our deaf and dumb people. Sometime back, the Indian railways arranged a free trip to a party of 200 deaf and dumb boys to Agra by the Taj Express. I hope the Ministry will go on increasing these facilities to our poor deaf and dumb population.

As regards ticketless travel, Government must pay great attention to this malady. Very often, there are complaints that students behave in an unruly way. There is a report in one of the newspapers that the General Manager, Southern Railway, received a deputation of students at which they regretted their misbehaviour and paid up the fares which they had not paid earlier. The problem should be tac-

kled in a tactful way and loss of revenue to Government avoided.

The Estimates Committee of Parliament has made various recommendations, particularly by way of amenities to third class passengers. The hon. Minister has just stated that the intention of the railways is to give more and more facilities to passengers. Reference was also made to the overcrowding which is there. The hon. Minister made the point that the facilities offered to passengers are increasing, but he has not taken into account the fact that the number of passengers is also increasing. To tackle this problem, overcrowding has to be experienced, not only talked about. I would make a suggestion. If they cannot provide more coaches, let them provide closed wagons with benches rather than allow people to hang on to footboards or travel on the roofs of trains. I remember that in the old BB& CI Railway, when they could not supply enough coaches, they were giving facilities by way of provision of benches in wagons.

There is a suggestion in p. 75 of the Report of the Estimates Committee (Sixty-fifth Report, Third Lok Sabha) about introducing the Japanese system of mechanisation of seat reservation on our railways. This is what the Committee say:

"The Ministry of Railways have informed the Committee that from the literature published in Japan, it is gathered that the Japanese National Railways have been experimenting with a prototype model of an automatic seat reservation machine at Tokyo Central station".

I would request Government to look into this suggestion of the Committee.

I welcome the suggestion that there should be healthy competition between the private sector and the public sector in catering so that we have the advantage of having the best food.

16 hrs

There is also a suggestion at page 89 of the Estimates Committee's Report about the introduction of the Russian pattern of checking the railway compartments so that ticketless travel can be removed. It is a very useful suggestion. The Russian pattern checking is posting of one travelling ticket examiner per carriage instead of for the whole train. I think it will go a long way to reduce ticketless travelling.

The Estimates Committee has also made various other suggestions into which I shall not go in detail. They are contained in pages 70, 75, 77, 138, 89 and 136 of the 65th Report. I am quite sure the Minister will look into them.

Lastly, I join the hon. Minister in congratulating the railways on their early completion of the Pamban bridge. If things are done like this, I am sure railways have a bright future.

I request the hon. Minister to look at a letter published in the *Times of India* a hundred years ago to see what progress we have made after a hundred years. It says:

"Today's train travellers will doubtless sympathise with their forebears of 100 years ago, though the Railways then seemed to be a little more responsive to criticism than now. It is gratifying to find that the G.I.P. Railway Company are at last (January 3, 1865) exhibiting efforts to please and accommodate the public wants which they hitherto apparently ignored the necessity of attending to. From the very time this company commenced running their trains, complaints have been loud and unceasing regarding the unnecessary delay passengers arriving by rail were subjected to at the Byculla station."

[Shri Narendra Singh Mahida]

A hundred years ago there were difficulties, and I am quite sure that even after another hundred years there will be difficulties, but human endeavours have always to be made to give more facilities to passengers.

**Shri M. L. Jadhav (Malegaon):** I rise to support the Demands that are before the House and to offer some suggestions for the consideration of the Railway Ministry.

On the Central Railway I find that there is no janata train, which is very necessary for coping with the heavy traffic between Bombay and Delhi. A janata train should run daily to cope with the heavy traffic and to avoid the overcrowding that is there on this line.

A shuttle train between Bhusaval and Igatpuri is also a necessity to cope with the passenger traffic in that area.

There are now express goods trains which take goods from Bombay and deliver them at Calcutta, Delhi and other important cities. It is very necessary that these trains should also take goods from important market places. I find that a lot of vegetables are being carried by road to various important market places. If vegetables and perishable articles can be carried by trains with the same speed as road transport, this traffic will be diverted to the railways and they will be able to earn more income.

In my area, although Railway is not lacking in wagons, I find that wagons are still not available in time for the transport of onions. It is a sorry tale. Sometimes the wagons are not given in time. It has come to my notice that in some cases some extra money is demanded for the supply of wagons. In case of refusal, leaky or useless wagons, or wagons which are not in order, are supplied, or the wagons are not supplied in

time, and there is delay. These things happen between the Controller and the Station Master and the persons on duty. These things should be stopped.

When enough wagons are available, it is desirable that they should be supplied in time, so that the producer gets a better price for his articles, and at the same time the consumer gets them at a lower price. I feel that the position can be easily rectified and it is necessary to rectify it.

Then I come to drinking water facilities.

**श्री श्रीकार सास बरेबा (कोटा) :**  
सभापति महोदय, हाउस में इस समय कोरम नहीं है।

**Mr. Chairman:** The bell is being rung... Now there is quorum.

**Shri M. L. Jadhav:** Manmad is a big junction on the Central Railway. But there is no permanent drinking water facility there. There is shortage of water. It is a place where three routes meet. Some permanent arrangement for water supply should be made. Representations had been made a number of times but the needful had not been done. The same is the case with Lasalgaon. The Railway staff and the passengers do not get water in summer. It is necessary that such places in the railways where there is scarcity of water should be taken up for providing permanent supply of drinking water.

**श्री हुकम चन्द कछवाय (देवास) :**  
सभापति महोदय, मेरा व्यवस्था का सवाल है। हाउस में इस समय कोरम नहीं है।

**Mr. Chairman:** The Quorum bell is rung—there is quorum now.

**Shri M. L. Jadhav:** I shall refer to the railway workers at Igatpuri. It is a hill station recognised by the Government but they are not paid

hill station allowance, while it is paid to the railway workers at Lonavala and Mathron and other places. They have represented a number of times. A number of people come to that place in summer. Hill station allowance should be paid to these railway workers. The State Government workers are getting water allowance due to the scarcity of water in this place. The Railway staff are denied the same facility. Railway staff should get these facilities to its Igatpuri employees. Nasik is a place of pilgrimage and a number of pilgrims come there. The Railway crossing bridge is at the southern end of that station. There should be one more bridge at the northern end or the present bridge could be shifted to the centre so that it will enable passengers and other people to cross the station easily. Besides, I find in this station there is no kitchen facility. People visit this place by special trains and boggies. They cook their food on the platform and eat it there, in the open. It is not a healthy phenomenon. Being a holy place, large numbers of people come there. The Railways must provide a common kitchen so that passengers may be able to cook their food and eat their food in the same kitchen. At Nasik also drinking water facilities should be improved a great deal. The water available is raw water it should be replaced by good drinkable water from some local well or by having some arrangements with the local municipality. I request that these suggestions may be considered. With these suggestions, I support the demands that are before the House.

**श्री राधेलाल व्यास ( उज्जैन ) :** सभापति महोदय, मैं रेल संबंधी मांगों का समर्थन करता हूँ। अभी कुछ समय पहले हम ने रेल मंत्री का बहुत महत्वपूर्ण और प्रभावशाली भाषण सुना और मैं समझता हूँ कि लोगों की तफ़लीकों की तरफ़ उनका ध्यान है। फिर भी मैं कुछ बहुत ही महत्वपूर्ण प्रश्न उन की निगाह में लाना चाहता हूँ।

अगर राज्यों के पुनर्गठन का सब से ज्यादा असर किसी राज्य पर पड़ा है, तो वह मध्य प्रदेश है।

**श्री श्रीकार लाल बरबा :** राजस्थान भी है।

**श्री राधेलाल व्यास :** राजस्थान में केवल अजमेर मिला। जहाँ तक मध्य प्रदेश का सम्बन्ध है, विदर्भ का विकसित क्षेत्र अलग कर के उस में अविश्वसित क्षेत्र, महाकौशल, विन्ध्यप्रदेश, मध्य भारत—जो सब छोटी छोटी रियासतें थी, जिन में एक दूसरे से सम्बन्ध नहीं था, कस्टम बैरियर्स थे, आवागमन के साधन नहीं थे—और भोपाल को मिलाया गया। इस तरह से यह राज्य बना।

स्टेट्स रीऑर्गनाइजेशन कमीशन ने कम्युनिकेशन्स के बारे में अपनी सारी रिपोर्ट में केवल मध्य प्रदेश के बारे में ही सिफारिशें की। उस ने अपनी रिपोर्ट के सफ़हा 130 पर बतलाया :

"It has been pointed out to us that there is no direct rail communication from Ujjain or Indore in the south of Madhya Bharat to Gwalior in the north; and that the northern part of Madhya Bharat in consequence is rather cut off from the rest of the State. We understand, however, that the Railway Board have already under consideration the question of constructing a new line from Gwalior to Ujjain via Shivapuri, Guna and Agar."

यह जरूर है कि इस लाइन का आधा हिस्सा अर्थात् गुना से उज्जैन बन रहा है। उस के बारे में मुझे शिकायत है कि वह काम बहुत धीमे धीमे चल रहा है। इस वर्ष के बजट में जो रुपया खर्चा गया है, वह भी खर्च नहीं किया जा रहा है और उस को किसी दूसरे रेलवे के कंस्ट्रक्शन में लगाया जा रहा है। लोग पूछते हैं कि यह काम बन्द क्यों हुआ है।

[श्री राघेलाल व्यास]

यही नहीं, स्टेट्स रीऑर्गनाइजेशन कमीशन ने अपनी रिपोर्ट के सफ़हा 133 पर विस्तृत रूप से लिखा है :

"We would, however, like to mention more particularly in this connection the demand that Jabalpur should be connected with Lalitpur or Jhansi. With two new rail links from Jabalpur to selected points in the south-west and the south-east on the Central and South-Eastern Railways respectively, and another line running east to west through Vindhya Pradesh, the proposed State of Madhya Pradesh will be much more satisfactorily served by the railway system that it is at the present time. The suggested links in our opinion seem to be essential; and the Government of India will no doubt take this into consideration."

यह जो सिफारिश राज्य पुनर्गठन आयोग की थी यह किसी भी राज्य के लिए कम्युनिकेशन के सवाल को लेकर के नहीं थी? केवल मध्य प्रदेश के बारे में थी। लेकिन इस सिफारिश को लागू नहीं किया गया है। इस और भी रेलवे बोर्ड का ध्यान जाना चाहिये। अभी तक उसका ध्यान इस और बिल्कुल नहीं गया है। नई लाइनें बनाना तो अलग रहा लेकिन जो लाइनें हैं हमारे राज्य में और कितनी मेल ट्रेज हैं, उसको ही आप देख लें। हमारे राज्य में मेल ट्रेज तक नहीं हैं। सेंट्रल रेलवे की बम्बई से मेल ट्रेन है, पंजाब मेल है, काटियर मेल है लेकिन हमारे राज्य के हिस्सों में बिलासपुर से आने के लिए, रायपुर से आने के लिए, गुजरात जाने के लिए या उज्जैन रतलाम, इंदौर आदि से आने के लिए कोई मेल ट्रेन नहीं है, कोई एक्सप्रेस ट्रेन नहीं है।

इसके अलावा जो पैसंजर ट्रेज हैं, उनकी स्पीड को आप देखें। वह बहुत ही कम है। बहुत धीमी गति से चलती हैं, घंटों लग जाते हैं। उनकी तरफ भी आपको ध्यान देना चाहिये।

अब मैं कुछ सुझाव रखना चाहता हूँ और आशा करता हूँ कि चौथी योजना में कम से कम इतने बड़े राज्य की जो इतनी बड़ी समस्याएँ हैं, बनिंग प्राबलमज है, उनकी तरफ हमारे रेल मंत्री महोदय विशेष ध्यान देंगे, देंगे, वहाँ के लोगों की जो तकलीफें हैं, उनको दूर करने की कोशिश करेंगे।

सब से पहला मेरा यह सुझाव है कि गुना मकसी लाइन का जो काम ठप्प हो गया है उसमें कुछ तेजी लाई जाए। रेलवे बोर्ड को हिदायत होनी चाहिये कि जल्दी से वह इस काम को पूरा करे।

इसके बाद गुना के आगे ग्वालियर तक रेलवे लाइन बने। यह बहुत जरूरी है। यह स्टेट्स रीऑर्गनाइजेशन कमीशन की रिपोर्ट के अनुसार काम होगा। उसमें एक और काम होगा कि शिवपुरी से ग्वालियर तक अभी जो नेरोगेज है वह भी हट जाएगी। आप नेरोगेज को हटाना चाहते हैं। उसके लिए भी यह बहुत जरूरी है कि गुना के आगे ग्वालियर तक रेलवे लाइन आप बनायें।

हमारे दीक्षित जी ने जो इटावा के हैं सुझाव दिया था कि भिंड से इटावा तक एक रेलवे लाइन होनी चाहिये। यह भी बहुत जरूरी है। आप जानते हैं कि चम्बल नहर के बाद करीब दस बारह लाख एकड़ का इलाका मध्य प्रदेश में, भिंड मुरेना इत्यादि जिलों में आबापाशी के काबिल हो जाएगा। ग्वालियर का इलाका भी आबापाशी के काबिल तब हो जाएगा उस वक्त काफी पैदावार इस इलाके में होने लग जाएगी। उस माल को ले जाने के लिए अगर यह 31 मील का टुकड़ा भिंड से इटावा तक जोड़ दिया जाए रेल के जरिये तो बहुत सुविधा हो सकती है। सारा रेल का जितना भार है, इधर झांसी से जाने वाले हैं या बम्बई से आने वाला ट्रेफिक है, उत्तर

प्रदेश को जाने वाला ट्रेफिक है वह डायरेक्ट जा सकता है। भिंड से ग्वालियर करीब बीस पच्चीस मील है। वह नैरोगेज है, उस को भी हटा कर के अग्रर ब्राड गेज कर दिया जाए तो काफी आपको आमदनी हो सकती है। इसका भी सर्वे किया जाना चाहिये, इसकी भी शुरुआत होनी चाहिये।

ग्वालियर से शिवपुरी एक नैरोगेज ट्रेन है। यह नैरोगेज भी नहीं है, नैरो से भी नैरोअर है। जो आपका स्टैंडर्ड नैरोगेज का है, उस से भी वह नीचे के स्टैंडर्ड की नैरोगेज है। यह गेज सिदिया स्टेट रेलवे, ग्वालियर लाइट रेलवे के जमाने का है। ग्वालियर से शिवपुरी जो है उस को भी ब्राडगेज बनाया जाए और उसको आगे बढ़ा कर सवाई माधोपुर या कोटा में आपने मिला दिया तो यह एक बहुत अच्छा लिंक हो जाता है और काफी लोगों को सहूलियत हो सकती है। मैं आशा करता हूँ कि इस और भी आप ध्यान देंगे।

एक और नैरोगेज है और वह उज्जैन से आगर तक है। कई दफा कहा गया है कि यह काफी नुकसान से चल रही है और इस पर रेलवे बोर्ड विचार करे। लेकिन कोई विचार अभी तक नहीं हुआ है। अगर वहां से, अगर उज्जैन से आगर और आगर से झालावार रोड, कटनी या श्यामगढ़ तक मिला दिया जाए तो वहां के लोगों को काफी लाभ हो सकता है।

यह तो मैंने मध्य भारत एरिया के बारे में कहा। हमारे विध्य प्रदेश के क्षेत्र को आप देखें। रेलवे का नक्शा अगर आप देखें तो आपको पता चलेगा कि बड़े बड़े क्षेत्र ऐसे हैं जहां पर रेलवे भी नहीं है, विन्ध्य में प्रदेश और मध्य प्रदेश में भी। विन्ध्य प्रदेश के क्षेत्र में पन्ना छतरपुर आदि तीन जिले ऐसे हैं जहां रेल कहीं छूती भी नहीं है। कटनी से इलाहाबाद सैक्शन है जो बहुत कम

भाग में है। हरपालपुर, छतरपुर, खजुराहो, पन्ना और वहां से सतना, कटनी या दमोह में इसको मिला दिया जाए तो यह तीनों जिलों को कवर कर सकती है, ईस्ट से वेस्ट तक कवर कर सकती है, यह चीज एस० आर० सी० की सिफारिशों के अनुरूप होगी। विन्ध्य प्रदेश क्षेत्र में ईस्ट से वेस्ट तक एक रेलवे लाइन बनाना बहुत जरूरी है। आजादी आए हुए इतने अधिक साल हो गए हैं लेकिन फिर भी वहां जिले के जिले ऐसे हैं जो रेलों से वंचित आज तक भी हैं। यह ठीक नहीं है। इस विकास के जमाने में जब सब और तरक्की होनी चाहिये, वहां भी इसकी कुछ शुरुआत होनी चाहिये।

दिल्ली रजारा भिलाई लाइन बन रही है। आप देखें और विचार करें। उसको जगदलपुर तक बढ़ा दिया जाए तो क्या इससे और भी ज्यादा लाभ नहीं हो सकता है। जगदलपुर एक बहुत बड़ा क्षेत्र है, कई प्रान्तों से भी वह बड़ा है। बस्तर जिला इसमें है। यह आदिवासी क्षेत्र है। खनिज पदार्थ अपार यहां हैं। फारेस्ट बहुत हैं। पहाड़ों के पहाड़ खनिज पदार्थों से भरे पड़े हैं। वहां एक नया स्टील प्लांट भी बन सकता है। लेकिन रेलवे के अभाव में उस पर विचार नहीं हो सकता है। आदिवासियों की सुविधा के लिए अगर इसको जगदलपुर तक बढ़ा दें तो बस्तर क्षेत्र भी खुल जाएगा और लोगों को जो अभी असुविधा हो रही है, अड़चन पैदा हो रही है वह भी इस से दूर हो जाएगी।

हमारे मध्य भारत में आदिवासी क्षेत्र खंडवा से दोहद और इंदौर से दोहद तक है। रेलवे बोर्ड के सामने यह सवाल विचाराधीन है कि उसका सर्वे कराया जाए और देखा जाए कि वहां भी रेलवे लाइन जा सकती है या नहीं। खारगोन झावरा और अली रायपुर आदिवासी क्षेत्र हैं और यहां खूब माल पैदा होता है। खंडवा और बड़वाने के ककड़ी और फल बगैरह बम्बई तक जाते हैं। वहां

[श्री. राघोलाल व्यास]

कपास खूब होती है। जमीन बहुत अच्छी है। दो दो हजार रुपया फी एकड का इसका भाव है। आयल सीडज होते हैं। लेकिन रेलवे लाइन नहीं है और इस कारण से ट्रकों से सब माल जाता है। बहुत जरूरी है कि खंडवा से दोहद तक या इंदोर से दोहद तक एक नई रेलवे लाइन बना दी जाए।

छिदवाड़ा-परासिया यह साठ मील का एरिया है। इसको भी देखा जाना चाहिये। यह कोयले का क्षेत्र है और काफी कोयला होता है। नागपुर तक का यह क्षेत्र अगर ब्रांड गेज बनाया गया तो नागपुर तक का क्षेत्र खुल जाता है। पंचकोल वैली भारत में प्रसिद्ध है। बहुत बढ़िया कोयला वहां होता है। लेकिन नैरो गेज होने की वजह से उसका उपयोग नहीं हो पाता है। इसलिए इसको ब्रांड गेज बनाया जाए।

नागपुर से छिदवाड़ा और नयनपुर जो ग्रस्सी मील का टुकड़ा है यह भी नैरो गेज है। इसको भी ब्रांड गेज बनाने की जरूरत है। यह राइस बैल्ट है। हमारे रेल मंत्री जब खाद्य मंत्री थे तब उनकी इस क्षेत्र पर निगाह हमेशा रही है। यह अनाज का भंडार है। अगर इसको ब्रांडगेज बना दिया जाए तो किसानों को लाभ हो सकता है और उनको दाम अच्छे मिल सकते हैं।

रायपुर छिदवाड़ा नैरो गेज है, इसको भी ब्रांडगेज किया जाना चाहिये। यह भी बहुत जरूरी है।

भोवर क्राउडिंग के बारे में अब मैं कुछ कहना चाहता हूं। हमारे यहां यह एक बहुत बड़ी समस्या है। अभी यादव साहब ने कहा कि इटारसी तक तो रेलवे बहुत मिल जाती है लेकिन इटारसी के बाद और इटारसी से आगरा के बीच में बहुत कंजेशन रहता है। एक रेल गाड़ी जनता एक्सप्रेस सैडल रेलवे पर बम्बई से आग जा रही कर दें तो ठीक है और अगर ऐसा सम्भव न हो तो कम से कम इटा-

रसी से आगरा तक एक एडीशनल ट्रेन आग जरूर जारी कर दें। यह लोगों की मांग है। बहुत लोगों को तकलीफ होती है। वे गाड़ियों में चढ़ नहीं सकते हैं।

वैस्टर्न रेलवे पर बड़ौदा तक काफी गाड़ियां हैं, बम्बई से अहमदाबाद जाने वाली बहुत गाड़ियां हैं, बम्बई से दिल्ली वाली भी है लेकिन बड़ौदा और मथुरा के बीच में बड़ी तकलीफ है। एक फ्रंटियर मेल है जिस में तीसरे दर्जे के यात्री ट्रेवल नहीं कर सकते हैं। एक देहरादून एक्सप्रेस है जिसमें सिर्फ दो डिब्बे रहते हैं आम जनता के लिए और बाकी सब लेडीज कम्पार्टमेंट्स होते हैं या अपर क्लास कम्पार्टमेंट्स होते हैं। तीन तीन तो स्लीपर कोचिज उस में होती हैं। सिर्फ दो डिब्बे रहते हैं एक आगे और एक पीछे। लोग मारे मारे फिरते हैं। इस वास्ते आप बड़ौदा और मथुरा के बीच में एक एडीशनल ट्रेन जारी करने पर विचार करें। यह बहुत जरूरी है।

अहमदाबाद से इलाहाबाद तक बाया नागदा, भोपाल, बीना, कटनी एक एक्सप्रेस ट्रेन जारी करने की जरूरत है। अहमदाबाद से भोपाल तक एक ट्रेन है जो पैसेंजर ट्रेन है। उसको एक्सप्रेस बना दिया जाए और उसको इलाहाबाद तक बढ़ा दिया जाए तो आगे कलकत्ता, गुजरात इत्यादि जाने के लिए मध्य प्रदेश के लोगों को बड़ी सहूलियत मिल जाएगी।

इसी तरह से दुर्ग, रायपुर, बिलासपुर से भोपाल तक भी एक्सप्रेस ट्रेन जारी करने की जरूरत है, एक नई ट्रेन जारी करने की जरूरत है। दुर्ग रायपुर, बिलासपुर, कटनी से इलाहाबाद, कानपुर, टंडला आगरा हो कर दिल्ली तक के लिए भी एक एक्सप्रेस ट्रेन जारी की जाए, ताकि दूर दूर के लोगों को एक सीधी गाड़ी दिल्ली आने के लिए मिल जाय।

देवास इंदौर एक शटल आपने हमारे यहां चालू की है। मुझे यह देख कर आश्चर्य हुआ कि एक तरफ से वह खाली आती है और बकिंग नहीं होता है। खाली वह छोड़ने के लिए आती है और जब वापिस आती है तो खाली आती है। समझ में नहीं आता है कि इतना खर्च होता है, खाली ट्रेन आप ले जाते हैं, उस में बकिंग पैसेजर्स के लिए क्यों नहीं आप करते हैं। इस में पैसेजर्स को ले जाने की व्यवस्था होनी चाहिये।

इसी तरह से पठानकोट का सम्बन्ध उस गाड़ी में होना चाहिये जो सीधी रतलाम से भोपाल जाती है। इस के लिये मैंने इन्फार्मल कन्सल्टेटिव कमेटी में भी रक्खा है और मैं इस को बहुत महत्वपूर्ण समझता हूँ। मैं समझता हूँ के रेलवे बोर्ड इस प्रकार की व्यवस्था करेगा। हमेशा से यह कनेक्शन रहा है और जब से यह कनेक्शन हटा है इस से लोगों को बड़ी तकलीफ हो गई है।

इन्दौर बिलासपुर एक्सप्रेस में स्लीपर कोच लगती है जो कि भोपाल ही तक जाती है। यह इंदौर तक नहीं जाती। इस को इन्दौर तक जाना चाहिये। और अगर किसी कारण से इन्दौर तक नहीं जा सकती तो कम से कम उज्जैन तक तो इस को जाना ही चाहिये जिस से लोग इस का फायदा उठा सकें और स्लीपर कोच ठीक से काम में आ सके।

रायपुर विशाखापटनम पैसेन्जर रायपुर से सुबह तीन बजे खाना होती है। लेकिन तीन बजे वहां पर कोई यात्री नहीं जायेगा। इस को छः बजे चलना चाहिये। इस गाड़ी के चलने के बाद आती है नागपुर-भारभूगूडा गाड़ी और हावड़ा-बम्बई एक्सप्रेस। इन दोनों गाड़ियों के आने के बाद ही यह गाड़ी वहां से खाना हो तो लोग इस से फायदा उठा सकते हैं।

**Shrimati Renu Chakravartty:** Sir, we have been listening with spell-bound attention to the speech of the hon. Minister. I hope we shall have some replies. I hope they will be less skilful but more to the point, with regard to the cut motions we have tabled.

I have moved my cut motions Nos. 29 and 30 with regard to passenger fare increase and monthly season tickets in Calcutta and Bombay. When I analyse it, I find that the percentage of increase in the second and third class fares is equal to the increase in the first and air-conditioned class fares. In the case of second and third class passengers, the increase will be 10 per cent upto 80 KM. For the first and air-conditioned class also, the increase will be 10 per cent for distances upto 1000 KM. The only point which has been made is that after all for short distances we are charging a 10 per cent increase and for the richer sections upto 1000 KM there will be 10 per cent increase. But the fact remains that generally the poorer people travel from and to their places of work and they are not able to travel such long distances. It is a completely unjust burden. I will not put forward the simile of the straw on the camel's back. The Minister has pleaded that the camel is very small, but if the camel starts biting us, it is difficult for us not to protest. The second and third class passengers are economically the worst prepared to bear this amount of increase. For the big millionaires and capitalists who can debit their air-conditioned class fares to the companies and for the ministers, Generals and bureaucrats who can debit their T.As. to Government account, it is not a big increase, but for the third class passengers, it is a big burden because it comes from their pocket. So, I would request the Minister even at this late stage to consider this point.

Coming to the increase in the fares of monthly season tickets in Calcutta

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and Bombay, these are two cities which have a very big suburban area and a very large number of people come into these cities every day. In one family, there may be five people holding season tickets, going to schools, colleges and places of work. In my own constituency which is a suburban area in Greater Calcutta, there are thousands of such season ticket-holders from Sealdah to Dum Dum where there are refugee colonies, factory workers, airport workers, persons going to schools and colleges, employees in business concerns, etc. For them, the cost of the monthly season ticket has been increased from Rs. 3.25 to Rs. 3.60, i.e. an increase of 35 paise. For season ticket holders from Sealdah to Barrackpore where we have Defence Cantonments, factory workers, refugee colonies, jute workers in thousands, etc. the increase is from Rs. 7.20 to Rs. 7.10, i.e. an increase of 50 paise. Similarly from Sealdah to Naihati and from Sealdah to Kalyani, there is a 50 paise increase.

If one holds four or five monthly season tickets, it comes to Rs. 2 to Rs. 3 per family. On the other hand, one finds that there is no change in the first-class monthly tickets. Sir, I want to plead on behalf of the third-class monthly season ticket holders that there should be no increase in the rates. The hon. Minister said that he was trying to bring it on a par with Madras. Let us bring Madras on a par with Calcutta and Bombay if it is less rather than raise the rates in the other two cities to bring them on a par with Madras.

Now, with regard to the question of the circular railway for Calcutta, it is almost becoming a hardy annual. We are going on talking and talking while the traffic situation in Calcutta is becoming worse. If one goes to the Sealdah area during the peak hours one can see for oneself the

traffic jam there. The traffic jam has become impossible. Sealdah is a nightmare during peak hours. Same is the case with other places, especially, Strand Road, Harrison Road, Chitpur, Shyambazar crossing, Belgachia and Cossipore. It is no use constantly quibbling as to whether an autonomous body will bear the cost or the State Government or the Central Government will do it. Of course, I am in favour of having an underground railway. I do believe that is the modern system and not a circular railway. But we do not want to have this quibbling and finally be left with neither an underground railway nor a circular railway. Therefore, the Government of India must promise us that they are going to take up the financial responsibility. How they are going to divide that responsibility between the State and the Centre is their job. Calcutta has a special position in the economy of India. It has a huge population the like of which no other city in India has. It has a growing population. It is one of the ten cities, as the Minister pointed out—the biggest cities—in the world. It is a city the like of which we have not got elsewhere. In U. P. you have the KABAL towns. In Maharashtra you have Nagpur. We have no similar city in Bengal. It is a problem for us. It is the biggest port. It is the biggest link with the entire North-East of India. It is the biggest link with Assam, Tripura—it has hardly any rail connection, but now we are going to have it—Manipur, NEFA, Nagaland etc., whose entire economy flows through this city. Therefore, this is something which is a national question and it should not be looked upon from any other angle.

We have two railway headquarters—South-Eastern Railway and the Eastern Railway in Calcutta. We have the biggest industrial manufacturing concerns. There are people from Uttar Pradesh, Bihar, Madhya Pradesh, Punjab and other States. They

work in the jute mills, industries and other business. Coalfields are there in its proximity. I do not want to say more about it. I only want to say that it is better that he does not make certain private conversations with some of his friends in the Working Committee who come from Bengal. It is better that he announces things in this House because this is a matter which should be kept above party politics. It is something that is needed for the entire people who inhabit that area and who are also interested in the welfare of India.

**Shri Sheo Narain (Bansi):** Sir, I rise to a point of order. The other day one hon. Member referred to the High Command and objection was raised here. Now the hon. lady Member is referring to conversations with a member of the Working Committee.

**Mr. Chairman:** She has not referred to anybody by name.

**Shrimati Renu Chakravarty:** I think everybody has understood who that member is because it came in the papers.

Then I want to raise this question of electrification. Huge electrification projects have been undertaken by the Railways. I support this idea of having a physical plan for the entire electrification of the Indian Railways—may be a twenty-year plan—and then dividing it into four five-year plans. It is no use thinking that railway electrification is just a temporary measure. The entire staff working on the railway electrification is being treated as casual temporary workers. This I think is a national wastage. I feel that those workers who are at present engaged in the electrification programme should be made permanent and employed in other areas when their work is over.

Now there is a large number of workers, who are semi-skilled or un-

skilled. They remain as casual labour. Even some of the skilled categories are treated as temporary workers. For the last one or two years they have been agitating for the introduction of the Central Pay Commission scales. I feel that all those workers who have completed six months of service should be provided with all the amenities like health benefits or medical relief, leave and other advantages which are given to the permanent workers. Then, there should be a panel for absorption of temporary workers in permanent posts on the basis of seniority of service. What is the difficulty in agreeing to that? There should also be a joint committee to look into new recruitments and promotions. Then, the interim reliefs which have been given to the Central Government employees recently have not been given to the railway electrification workers for no valid reasons.

Now for the casual labour, whether they are gangmen, railway electrification workers, workers of the contractor or canteen employees, the wage rates are to be decided by the district magistrate. He has to decide the minimum wage. Actually, the rate of wages for agricultural labour prevailing ten years ago has been notified as the minimum wage. Although we have been stressing this point over and over again, except shedding some crocodile tears for the adibasis, people belonging to the Scheduled Castes and Scheduled Tribes, nothing is done for the casual labour. Actually, the number of casual labour with the contractors is increasing.

**Shri A. P. Sharma (Buxar):** There are different rates in different States.

**Shrimati Renu Chakravarty:** Yes, there are different rates and the Minister knows it very well. In Kharagpur a male worker is getting Rs. 45 a month and a women worker Rs. 37-50. How can they manage with that meagre salary? These rates,

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which were notified by the district magistrate in 1962, are absolutely unrelated to the high prices prevailing in 1965.

So, I would submit that their seniority must be taken into account for promotion, they must be absorbed permanently as and when vacancies arise, there should be a panel for absorption of temporary employees, there should be a 25 per cent increase in the scales of pay of the electrification workers and the Central Pay Commission scales must be applied to them immediately.

Now I would like to mention a few points about the suburbs of Calcutta. Belghoria is one of the biggest stations through which a huge number of people are coming to Calcutta every day. After Dum Dum, Belghoria has the largest number of people to handle. The railway line bifurcates the town, which is one of the busiest suburbs of Calcutta. The proposal is to provide a road overbridge in replacement of existing level crossing. We have so much difficulty in crossing the line at that place. Only the other day I had myself to spend about 45 minutes because trains were passing one after the other. An assurance was given to us that it will be taken up soon. It is one of the busiest crossings. We are now told that because there is going to be a diversion from Vivekananda Bridge via Birati, joining National Highway No. 34 to BT Road, we do not need this over-bridge. This means the two halves of this municipal town along Mohesh Mukerjee Road and Madhusudan Banerjee road with markets bifurcated, schools, refugee and other heavily populated residential areas divided on either side and cars, lorries and people held up often for 45 minutes to an hour for the gates to open will continue to suffer untold inconvenience. This overbridge is absolutely essential and making a diversionary road across Birati does not serve the purpose at all.

As there is no convenient approach road for people of Belghoria municipality to reach Baranagar railway station from the centre of Belghoria town from its eastern side, it is proposed by the municipality to open up a short cut road link across Dantia Khae by the Irrigation Department of the Government of West Bengal. For this purpose some railway land to the northern and eastern side of the station is necessary. This will considerably increase the revenue income of the Baranagar railway station and their earnings will go up. Bus traffic will be reduced and people will have some relief.

Regarding Dum Dum Junction station we have been promised—actually, I have got a letter over here saying that a foot overbridge at Dum Dum Junction including a waiting hall-cum booking office on platform number four has already been approved. But there should be an overbridge to connect the eastern side. Up till now nothing has been done.

Regarding Dum Dum Cantonment also, the extension of the overbridge to connect platform number three with platform numbers one and two with an exit outside the station is also very necessary. So many people are dying under these trains because they are fast, electrified trains. We need this extension of the foot overbridge. The roads leading to the station twist roundabout and people are running to get the trains because they are all coming into the city and take all sorts of risks. I have myself seen little children and women caught in this. Therefore, I urge that this should be done.

There is also the need for a halt at Jagatdal. My hon. friend the Minister, will agree to it. There are very, very large numbers of people from Balia, Arrah districts of U.P. and Bihar in this area working in

the jute mills at Jagatdal. My hon. friend, Shri Sheo Narain, will also agree. During the time of the last war between Shyamnagar and Kankinarrah we had a halt at Abantipur near Gate number 24; but we are always told that this is not financially possible now. Everytime we go to the Railway Board, we are told that it is not financially possible. Then, they say that long distance passengers will object. But I may tell you that this area has opened up so much. Refugee colonies have developed. Huge concentration of jute mill workers coming from Titagarh, Shyamnagar etc. is there. So, this would help us a great deal. Therefore, I would urge that this should be done.

As regards the New Barrackpore Halt which is also a huge refugee colony, the markets are bifurcated on either side. We have a college on the other side. People are just crossing it and so many of them are also dying. We should think that there should at least be some sort of a level crossing or overbridge and that station should be upgraded from a halt to a full station.

Regarding Hasnabad-Barasat section which is broad gauge I would urge upon the Minister that we have spent so much on it and having done this we find that our Railways continue to be so unimaginative. They have put the most worthless trains, bogeys and engines both from Hasnabad to Barasat and from Barasat to Hasnabad. At peak hours, we find that they will not connect Barasat quickly with downtrains plying from Barasat to Sealdah the real link people want is from Sealdah (Calcutta) to Hasnabad. It takes three hours and four minutes and for the connection at Barasat at the peak hour when people have to go and attend courts they have to wait for 20 or 25 minutes. When they are returning also they have to wait. Just a few minutes before they come to Barasat the down and up train leaves and after that they have to wait there for a long time before they get a train. So, I would urge that a larger number of

trains must be put there, the trains must be speeded up and there must be some inter-connection between the train timing at the Barasat end to connect quickly with Sealdah. Above all, I would beg the hon. Minister to dieselise the Hasnabad-Sealdah route and join up Barasat with Sealdah, thereby you will take away a big part of the population pressure from Calcutta.

The hon. Minister has just dismissed the point about the wage board. I would urge him that there are so many anomalies in railway employees jobs. Job evaluations are not done. It is very necessary in a complex system like the Railways that there must be a wage board going into this entire question of the permanent as well as the temporary and casual labour categories..... (Interruption), because there are many tribunal findings in the coal award and the LAT award where they have said that contractor's labour or casual labour working on works of a permanent nature must be made permanent. What do your officers do? Just one day before six months they discontinue their services. There is break in service and so back again they continue as temporary or casual labour. So, this wage board has to go into the problems of casual labour as well as for the permanent staff. I would beg of the Minister not to brush it aside. This is a very justifiable demand of the labour which ought to be met.

Then, I come to the opening of cheap grain shops. This is a very important thing. He has spoken so well and so eloquently about the amenities to be provided. I presume it is both for the passengers and for labour. The Labour Consultative Committee has suggested that where there are 300 employees in any industry, there should be a cheap grain shop provided by the employers. Now, my friend Mr. Patil is a great supporter of the private sector and free enterprise. He must also undertake

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this responsibility to see that cheap grain shops are provided for the labour.

With these words, I would urge that a proper and a detailed reply be given to the points which I have raised.

**Mr. Chairman:** The hon. Members may now move their cut motions to the Demands for Grants in respect of Railways subject to their being otherwise admissible.

**Shri Dasaratha Deb (Tripura East):** I beg to move:

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

[Proposed increase in Railway fares and freight rates (18)].

**Shrimati Renu Chakravartty:** I beg to move:

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

[Increase in freight rates (19)].

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

[Building of Bidhan Roy Station for Durgapur Congress Session and its demolition (20)].

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

[Concessions granted for holding of Conferences and Congresses (21)].

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

[Need to open cheap grain shops for railway employees (22)].

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

[Need to make the railway electrification workers permanent after completion of six months service (23)].

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

[Need for construction of an overhead roadway crossing at Gate I of Belgharia Station in Eastern Railway (24)].

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

[Need to open a halt between Shyamnagar and Kankinara Station at Jagatsal (25)].

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

[Need for construction of a circular or underground railway for Calcutta (26)].

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

[Need for construction of an overbridge at Southern side of Dum Dum Junction Station on Eastern Railway (27)].

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

[Need for protection for passersby under railbridge at Dum Dum Junction Station from the cinders and sparks of passing trains (28)].

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

[Increase in passenger fares especially third class fares (29)].

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

[Increase in monthly season tickets in Calcutta and Bombay (30)].

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

[Need to run one Express train from Howrah to Farakka via B. B. loop to connect N. F. Railway trains on other side of Ganga. (31)].

**Shri Yashpal Singh** (Kairana): I beg to move:

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

[Failure to provide level-crossings at all National Highways. (32)].

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

[Failure to provide adequate safety to passengers travelling by trains. (33)].

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

[Failure to stick to the time schedule of passenger trains. (34)].

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

[Need for improvement in service conditions of commercial clerks. (35)].

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

[Failure to provide adequate facilities to passengers travelling by third class. (36)].

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

[Need for proper maintenance and cleanliness of third class coaches. (37)].

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

[Failure to provide an overbridge connecting the godown with main platform at Roorkee Railway Station. (38)].

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

[Failure to provide sheds at various stations. (39)].

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

[Failure to provide drinking water facilities at stations. (40)].

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

[Failure to open grain shops for railway employees. (41)].

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

[Need for implementation of the recommendations of the Committee on Anti-corruption. (42)].

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

[Failure to provide Tonga sheds at Roorkee Railway Station, Northern Railway. (43)].

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

[Need to provide retiring rooms at Dehra Dun and Roorkee Railway stations. (44)].

**Shrimati Renu Chakravarty**: I beg to move:

(i) "That the Demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need for a Wage Board for Railway workers. (49)].

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

[Need for electrification of Bandel-Katwa Suburban Section of Eastern Railway. (52)].

(iii) "That the Demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Need for introduction of more trains on Barasat—Basirhat Section and dieselisation of this line. (53)].

**Shri Dasaratha Deb:** Sir, I beg to move:

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

[Heavy retrenchment of temporary and casual labour in the Kharagpur Division, South Eastern Railway. (54)].

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

[Non-payment of compensation to casual and temporary workers of Kharagpur Division, South Eastern Railway, who have been retrenched. (55)].

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

[Need for corresponding increase in rate of payment of the casual labour of Kharagpur Division, South Eastern Railway consequent on the increase in D.A. of permanent employees. (56)].

(iv) "That the Demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Need to abolish contract labour in jobs of permanent nature as in

Stores Department and Loco Shed of S.E. Railway. (57)].

(v) "That the Demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

[Implementation of Sankarsaram Award in Railways. (58)].

**Shrimati Renu Chakravartty:** I beg to move:

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for building a railway line with Balurghat in West Bengal. (59)].

**Shri Dinen Bhattacharya (Serampore):** I beg to move:

(i) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct shades on the Up platforms at Haripal and Hind Motor Stations of Eastern Railway. (60)].

(ii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a station near Bally on the junction of H.B. Chord Line and Main Line on Eastern Railway. (61)].

(iii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a foot-overbridge on the northern side of Serampore Station, Eastern Railway. (62)].

(iv) "That the demand under the head Open Line Works—

Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to sink tube-wells at Rishra, Serampore, Uttarpara, Konnagore, Begampur, Haripal and Bhadreswar Stations in Eastern Railway. (63)].

(v) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct sanitary privies on both Up and Down Platforms of suburban Stations of Howrah-Burdwan Line. (64)].

(vi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to extend the Up platform shade upto the Sub-way of Serampore Station, Eastern Railway. (65)].

(vii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct bigger Third Class Waiting Room at Tarakeswar Station, Eastern Railway. (66)].

(viii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct road overbridges on G.T. Road at Serampore and Baidyabati level-crossings. (67)].

(ix) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a pucca pathway from the southern end of Up platform of Uttarpara Station upto Haranathpore road sub-way near

Hind Motor, Eastern Railway. (68)].

(x) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to make proper arrangements for the supply of drinking and bathing water throughout the day at Purulia Station, South-Eastern Railway. (69)].

(xi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to make regular cleaning arrangements of urinals and latrines of Stations on Howrah-Bundel Section. (70)].

(xii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to open more counters for the suburban section at Howrah. (71)].

(xiii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to raise the platforms and construct shades on both Up and Down platforms of Begumpore, Balarambati, Baruipur Jn., Janai Road on H.B. Chord line of Eastern Railway. (72)].

(xiv) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to start Janata Express from Howrah to Bombay via Nagpur and one Express Train from Waltair to Delhi via Raipur, Katni and Bina. (73)].

[Shri Denen Bhattacharya]

(xv) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need for construction of Circular Railway in Calcutta. (74)].

(xvi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to introduce more E.M.U. trains in the suburban section of Howrah-Bandel Section of Eastern Railway. (75)].

(xvii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100".

[Need to introduce at least one more passenger train from Howrah to Purulia via Bankura on South-Eastern Railway. (76)].

(xix) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100".

[Need for construction of Retiring Rooms in Tarakeswar Station of Eastern Railway. (77)].

(xix) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct platforms at Old Malda, Singabad Stations of North-Eastern Railway. (78)].

(xx) "That the demand under the head Open Line Works—Capital, Depreciation Reserve

Fund and Development Fund be reduced by Rs. 100."

[Need to construct platform and a foot-overbridge at Plassey Station of Eastern Railway. (79)].

(xxi) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to erect one foot-overbridge on the southern end of Dhakuria Station of Eastern Railway connecting two streets. (80)].

(xxii) "That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to erect road overbridge near Ballygunge Station of Eastern Railway connecting Kasba and Ballygunge areas of Calcutta. (81)].

(xxiii) "That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund by reduced by Rs. 100."

[Proposed eviction of Kaukulia bus-ttee dwellers by the Eastern Railway and need to resettle them in nearby areas. (82)].

(xxiv) "That the demand under the head Open Line Works—Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Proposed eviction of squatters of Railway siding areas in Tollygunge and the need to resettle them in nearby areas. (83)].

**Shri Narendra Singh Mahida:** I beg to move:

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

[Need to introduce daily Deluxe train from Delhi to Bombay. (139)].

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

[Enormous increase in administrative expenditure in Railways. (140)].

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

[Need for constructing more over-bridges at level crossings. (141)].

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

[Need to construct more retiring rooms at Baroda. (142)].

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

[Need for reducing overcrowding in third class passenger trains and providing more facilities to passengers. (143)].

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

[Need to improve conditions of porters by providing them with medical facilities. (144)].

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

[Need to provide more Kisan specials. (145)].

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

[Need to connect Bhavnagar with Tarapur in Gujarat. (159)].

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

[Failure to lay railway line from Nandyal to Tadanpalle via Khadappe and Rayachoty which was investigated 30 years back. (160)].

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

[Need for connecting Samani to Miya-gam Karjan by narrow gauge, Baroda Section of Western Railway. (161)].

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

[Need for providing better connections with Chhota Udaipur, Western Railway. (162)].

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

[Need to pay more attention to the development of narrow gauge. (163)].

**Shri Priya Gupta** (Katihar): I beg to move:

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

[Functioning of Vigilance Organisation and Safety Organisation in the Railways. (164)].

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

[Failure to provide residential accommodation to all Class III and Class IV employees with a two-room tenement. (165)].

**Shri Dinen Bhattacharya**: I beg to move:

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

[Shri Dinen Bhattacharya].

[Need to allot vacant adjacent land for the extension of building and development of Kharagpur Traffic School run by the Railway employees. (166)].

**Shri Priya Gupta:** I beg to move:

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

[Need to sanction three advance increments to class III and class IV staff at par with those in Gazetted posts in N. F. Railway. (167)].

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

[Need to sanction Frontier Allowance to employees of Northeast Frontier Railway. (168)].

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

[Need to introduce subsidised grain shops for Railwaymen for supplying foodgrains and other essential Commodities. (169)].

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

[Failure to abolish casual labour system in the Railways and giving them pay-scales as regular Railwaymen in C. P. C. scales of pay irrespective of construction or project work. (170)].

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

[Need to stop deduction of electricity bill and installation charges from class IV staff otherwise entitled to rent-free quarters. (171)].

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

[Discrimination against class III staff in respect of eligibility to appear in selection for class II Gazetted posts and declaring the post of Assistant Controller of Stores as non-technical. (172)].

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

[Failure to take over Mariani and Bangaigaon Schools by the Railways and introduction of Multipurpose Course in Alipur Duar Jn. and Pandu Railway Schools. (173)].

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

[Failure to increase portage charges in view of spiralling rise in cost of living in respect of Railway Licensed Coolies (Porters) at Howrah and Sealdah Divisions of Eastern Railway and in other Railways. (174)].

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

[Failure to stop overcrowding in third class compartments and facilities of accommodation for Bihar Labourers proceeding to Assam in season times. (175)].

(x) "That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100".

[Failure to provide passenger amenities and improvements, and to provide quarters with standard amenities in Chaparmukh-Silghat Section and Katakhal-Lalabazar Section of Northeast Frontier Railway and taking over by Government of all Company-managed Railways. (176)].

(xi) "That the demand under the head Ordinary Working Ex-

penses—Administration—be reduced by Rs. 100”.

[Failure to sanction Night Duty Allowance to the employees performing Night Duty. (177)].

(xii) “That the demand under the head Ordinary Working Expenses—Administration—be reduced by Rs. 100”.

[Failure to re-introduce second Steamer Ferry Passenger Crossing between Manihari Ghat, Northeast Frontier Railway and Sakrigallghat, Eastern Railway with connecting trains by extending 22 Dn. Train from Tejnarayanpur to Manihari Ghat and by providing Shuttle upto Sahebganj, Eastern Railway. (178)].

(xiii) “That the demand under the head Ordinary Working Expenses—Repairs and Maintenance—be reduced by Rs. 100”.

[Failure to connect Katihar B. G. Station with the main Katihar Station. (179)].

(xiv) “That the demand under the head Ordinary Working Expenses—Repairs and Maintenance—be reduced by Rs. 100”.

[Need to reconstruct the station building at Katihar Jn. Station to cope with the increased traffic and construction of shed for Rickshaws at Katihar Station. (180)].

(xv) “That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100”.

[Failure to increase the number of class III and class IV employees in proportion to the pro rata increase in traffic and increased work-load. (181)].

(xvi) “That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100”.

[Failure to construct Broad Gauge Lines connecting Jogi Gopa, Assam to Upper Assam by a shorter route via Gauhati, Golaghat with a bridge on River Brahmaputra in Upper Assam. (182)].

(xvii) “That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100”.

[Failure to construct M. G. Lines connecting Agartala with Dharmanagar for connecting State of Tripura with rest of India. (183)].

(xviii) “That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund—be reduced by Rs. 100”.

[Failure to construct B. G. Lines connecting West Dinajpur District Headquarters to Ruiganj. (184)].

**Shri Dinen Bhattacharya:** I beg to move:

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

[Need to convert metre gauge line from Sahaganj to Banaras into broad gauge. (189)].

**Shri Priya Gupta:** I beg to move:

(i) “That the demand under the head Railway Board be reduced by Rs. 100”.

[Need for increasing amenities and scales of pay and number of commercial clerks to work in the present system of “Common Carrier” methods. (190)].

(ii) “That the demand under the head Railway Board be reduced by Rs. 100”.

[Need for increasing more output in Wagon turn out by redressing the genuine grievances of Cabin and Yard staff in respect of pay scales, job analysis and improved service conditions including upgrading and avenue of promotion. (191)].

(iii) “That the demand under the head Railway Board be reduced by Rs. 100”.

[Need to consider memoranda of pay clerks, shroffs, signallers, wireless

operators. I.O.Ws., P.W.Is., foremen cash peons, trains clerks, ASMs| SMs in respect of revision of pay scales, upgrading, avenues of promotion and job analysis and classification. (192)].

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

[Need to exclude Sholapur division from the proposed New South Central Railway Zone and inclusion of Guntkal Division in the new zone for keeping up efficiency and achieving economy. (193)].

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

[Need to create permanent cadre for posts of Railway Sectional Officers under Special Police Establishment for keeping up efficiency. (194)].

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

[Failure to revise pay scales and introduce upgrading by allotting one third cadre in each of the three scales of pay for Running staff. viz. Guards, Drivers, Firemen for keeping up efficiency. (195)].

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

[Need to classify Travelling Ticket Examiners as Running staff. (196)].

**Shri Indrajit Gupta** (Calcutta-South West): I beg to move:

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

[Need to appoint a Wage Board for railwaymen. (205)]

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

[Need to revise the existing dearness allowance formula as suggested by Das Commission. (206)].

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

[Large scale retrenchment of casual labour on the South Eastern and Eastern Railways. (207)].

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

[Retrenchment of temporary workers of workshop and open line under Kharagpur Division, S. E. Railway. (208)].

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

[Need for upward revision of casual Labour wage rates in West Bengal area (209)].

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

[Continued employment of contract labour in jobs of permanent nature on the Railways. (210)].

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

[Need to upgrade Foreman Grade 'C' posts under Chief Mechanical Engineer, S. E. Railway. (211)].

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

[Need to redress grievances of workers of Railway Electrification Projects. (212)].

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

[Need for higher wages and security of employment of workers of Railway Electrification Project. (213)].

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

[Unjustified dismissal and transfer orders on office bearers and committee members of South Eastern Railwaymen's Union. (214)].

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

[Temporary construction of Bidhanagar railway station on occasion of Durgapur Congress Session. (215)].

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

[Need to revive subsidised grain shops for the Railwaymen. (216)].

**Shri Priya Gupta:** I beg to move:

(i) "That the demand under the head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100".

[Failure to foresee winding up of Marine Organisation after construction of Brahmaputra Bridge and arrange absorption of staff in other Departments of the N. F. Railway. (219)].

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

[Need to transfer the personnel of Marine Organisation of Railways in the proposed Ganga-Brahmaputra Internal Riverine Transport Organisation of Ministry of Transport. (220)].

**Mr. Chairman:** These Cut motions are now before the House.

**Shri Heda (Nizamabad):** Mr. Chairman, Sir, I congratulate the hon Minister for his great speech, rather a feat of oratory, that he made and I feel emboldened to make a suggestion, as it is based on reason, which he will examine it and when he finds that it is a sound suggestion, I hope, he will take the proper measures to implement it.

I know that the main job of the Railway is to connect the big cities and from this angle, when we look at the map and the Railway timings, we find that Delhi is best connected with all the three largest cities, that is, Bombay, Calcutta and Madras. Similarly, Bombay is also well-connected with Calcutta and Madras. I believe, the fifth largest city, that is, Hyderabad, which is having a population in the range of 1½ to 2 millions, deserves to be well-connected with big cities.

I would like to go into its past. I feel that justice demands more sympathetic treatment to Hyderabad. Hyderabad is a victim of the past. The first Nizam had the specific policy to keep Hyderabad aloof and in isolation. One of the tenets of the will of Asaf Jha, the first Nizam, was that Hyderabad, particularly the city of Hyderabad—not the whole State—should be outside the purview....

**श्री श्रीकारलाल बेरबा :** सभापति, महोदय, हाउस में इस समय क्वोरम नहीं है।

**Mr. Chairman** The bell is being rung.....Now there is quorum.

**Shri Heda:** I was saying that Hyderabad was a victim of the past, because it was the policy of the Nizams to keep Hyderabad isolated. That was why Hyderabad did not come on the Grand Trunk route when Madras was connected with Delhi. The line between Madras and Delhi should have passed through Hyderabad, but the Nizams then decided not to allow it, and therefore, the line went a hundred miles away from the city of Hyderabad.

16.56 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Similarly, when Bombay was connected with Calcutta, the line should

[Shri Heda]

have passed through Hyderabad. Then again, the old Nizam's Government did not allow it. In spite of the fact that Hyderabad is a big centre, it has not been connected with these important cities.

**Shrimati Renu Chakravartty:** It is a big centre in that route?

**Shri Heda:** My hon. friend is forgetting that Bombay has been connected with Calcutta via Allahabad. Hyderabad is a far bigger city than Nagpur or Allahabad, and Hyderabad was a bigger city than Madras and Delhi. It was the policy of the old rulers to keep Hyderabad isolated, and that was why Hyderabad was not connected when the lines were laid between Madras and Delhi and between Bombay and Calcutta. Similarly, the line between Bombay and Madras was also kept about 120 miles away from Hyderabad. Thus, Hyderabad has been kept very much aloof.

I hope that Hyderabad which has been a victim of the past will not be a victim of the present and it will not remain as a victim of the future also. So, from this angle, we have to think of a good communication line between Hyderabad and Delhi.

**श्री हुकम चन्द कछवाय :** उपाध्यक्ष महोदय, जब इतने बड़े नेता बोल रहे हों तब कोरम का न रहना अनुचित है।

**Mr. Deputy-Speaker:** The hon. Member Shri Heda may go on with his speech. The count is being taken.

**Shri Heda:** If you look at the distance between Bombay and Delhi and that between Delhi and Hyderabad, you will find that the distance between Delhi and Hyderabad is hardly 200 k.m. more than that between Bombay and Delhi. A train running between Bombay and Delhi hardly takes 25 hours; there is another train which takes only 24 hours. But, to go from Hyderabad to Delhi we need 36 hours.

**श्री श्रींकार लाल बेरवा :** हाउस में इस समय फिर कोरम नहीं है और कोरम के अभाव में कार्यवाही चलना वाजिब नहीं होगा।

**Mr. Deputy-Speaker:** There is no quorum.....

**Some hon. Members:** It is nearing 5 p.m. We may adjourn now.

**Mr. Deputy-Speaker:** All right, we shall now adjourn and meet again at 11 a.m. tomorrow. The hon. Member may continue his speech tomorrow.

16.59 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 10, 1965/Phalguna 19, 1886 (Saka).*